Findings of Fact and Conclusions

US 63 River Bridge and Approach Roadways Project

Minnesota DOT: SP 2515-21

Prepared by: Minnesota Department of Transportation

April 2016

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1.0 Statement of Issue

The proposed project will address the existing Mississippi River Bridge and the accompanying bridge approaches in Red Wing, Minnesota and Hager City, Wisconsin. This project area extends from approximately 0.2 miles to the north of the existing river bridge approach and 825th Street intersection in the Town of Trenton, Wisconsin to approximately 0.25 mile east of the existing US 61 overpass in the City of Red Wing, Minnesota.

The Minnesota Department of Transportation (MnDOT) is the project proposer and Responsible Governmental Unit (RGU) under Minn. Rules Chapter 4410 for the US 63 River Bridge and Approach Roadways Project. Preparation of a state Environmental Assessment Worksheet (EAW) is not required for this project under Minnesota Rules 4410.4300, however MnDOT decided to prepare the EAW and this Findings of Fact and Conclusions.

MnDOT's decision in this matter shall be either a negative or a positive declaration of the need for an environmental impact statement. MnDOT must order an Environmental Impact Statement (EIS) for the project if it determines the project has the potential for significant environmental effects.

2.0 Administrative Background

A combined federal Environmental Assessment and state Environmental Assessment Worksheet (EA/EAW) has been prepared as part of the National Environmental Policy Act (NEPA) process and environmental review process to fulfill requirements of 42 USC 4332, Minn. Statutes 116 D (the Minnesota Environmental Policy Act [MEPA]) and Wis. Chapt. Trans 400 (the Wisconsin Environmental Policy Act [WEPA]).

At the federal level, the EA is used to provide sufficient environmental documentation to determine the need for an Environmental Impact Statement (EIS) or that a Finding of No Significant Impact (FONSI) is appropriate.

At the state level, the EA also serves as a state EAW in Minnesota and is used by MnDOT to provide sufficient environmental documentation to determine whether or not preparation of a state Environmental Impact Statement (EIS) is required as per Minn. Rules Chapter 4410. MnDOT must order an EIS for the project if it determines the project has the potential for significant environmental effects.

The Wisconsin Department of Transportation's (WisDOT) requirements for WEPA are fulfilled by the federal NEPA documentation.

The EA/EAW was filed with the Minnesota Environmental Quality Board (EQB) and circulated for review and comments to the required Minnesota EQB distribution list. WisDOT's Hearing Notice Distribution List (FDM 6-15 Attachment 25.3) was also utilized to assist in circulating the document for review within Wisconsin. A "Notice of Availability" was published in the EQB Monitor on June 22, 2015. A press release was distributed to local media outlets and legal notices were published in the (Red Wing, MN) Republican Eagle (June 24th, and 27th, 2015) and the Pierce County (WI) Herald (June 24th, and July 1, 2015). **Appendix A** contains copies of the affidavits of publication for the legal notices. A notice was also published on the project web page[1]. These notices provided a brief description of the project and

[1] Project webpage can be found at http://www.dot.state.mn.us/d6/projects/redwing-bridge/index.html

information on where copies of the EA/EAW were available and invited the public to provide comments that would be considered when determining the need for an EIS on the proposed project.

The EA/EAW was made available for public review at the Red Wing Public Library, Rochester Public Library, Ellsworth Public Library, and Minneapolis Public Library. Copies were also made available at the City of Red Wing City Hall, MnDOT District 6 Offices in Rochester, and the WisDOT Northwest Region Headquarters in Eau Claire. Comments were received through Wednesday, July 22, 2015.

A public hearing/open house meeting was held on July 8, 2015 at the Red Wing Public Library (225 East Avenue, Red Wing MN). The public hearing/open house was held from 4:30-6:30 p.m. with a project presentation at 5:00 p.m. Additional information pertaining to the publication of the EA/EAW and the public hearing/open house meeting is located in **Appendix A**.

Agency and public citizen comments were received during the EA/EAW comment period. All comments received during the EA/EAW comment period were considered in determining the potential for significant environmental impacts. Comments received during the comment period and responses to substantive comments are provided in **Appendix B**.

3.0 Findings of Fact

Based upon the information in the record, which is comprised of the EA/EAW for the proposed project, related studies referenced in the EA/EAW, written comments received, responses to the comments, and other supporting documents included in this Findings of Fact and Conclusions (Findings) document, MnDOT makes the following Findings:

3.1 Project Description

The project encompasses three components: the river bridge, the Wisconsin approach to the river bridge, and the Minnesota approach to the river bridge. The existing Bridge 9040 or Eisenhower Bridge (hereafter called “the river bridge”) will be replaced by a new steel box girder structure located immediately upstream of the existing river crossing. The Minnesota approach to the river bridge will be constructed as a buttonhook intersection with a slip ramp, requiring the replacement of the existing Bridge 9103 (hereafter called “the US 61 overpass”). The Wisconsin approach to the river bridge will be constructed as a jughandle intersection at 825th Street, providing a four-legged intersection with a median on US 63.

The primary purpose of the project is to provide a structurally sound bridge crossing of the Mississippi River Main Channel, a structurally sound crossing of US 61, and to improve motorized and non-motorized traffic mobility in the downtown Red Wing commercial/historic district. In addition, the project needs to maintain the connection between the Minnesota and Wisconsin highway systems, the connection to Trenton Island, and overall maintenance of traffic to the maximum extent possible during construction. **Appendix C** contains an exhibit illustrating the preliminary layout of the US 63 River Bridge and Approach Roadways Project. A complete description of the project was also included in Section IV.A.6.b of the EA/EAW.

3.2 Corrections to the EA/EAW or Project Changes Since the EA/EAW was Published

Since the EA/EAW was published, the following project items have changed or been updated:

- A proposed noise barrier located along Highway 61/63 south of the button-hook intersection was identified in the EA/EAW. Since publication of the EA/EAW a voting process by benefitted receptors (property owners/occupants) was undertaken. As a result of the voting process, it has been determined that the proposed noise barrier will not be constructed as part of the project. See Section 3.3.1 below and **Appendix D** for additional details on the noise barrier voting process.
- The Final Programmatic Section 4(f) Evaluation (**Appendix E**) which references the approved Programmatic Agreement (PA) for the Section 106 process.
- Additional coordination with the Minnesota Historic Preservation Office (SHPO), Wisconsin SHPO, FHWA, USACE, City of Red Wing, and Red Wing Heritage Preservation Commission has occurred including the execution of a Section 106 Programmatic Agreement (PA) pursuant to 36 CFR 800.14(b) that defines impacts and mitigation for properties identified during the NEPA process as well as the process for review, assessment of potential additional historic property effects and, if appropriate, mitigation that will be carried out as part of final design for the project. A copy of the signed PA is included in **Appendix F**.
- Additional coordination with the USFWS on Section 7 determination associated with the northern long-eared bat is included in **Appendix G.** The USFWS concluded that the project is not likely to adversely affect the northern long-eared bat.

3.3 Findings Regarding Criteria for Determining the Potential for Significant Environmental Effects

Minnesota Rules 4410.1700 provides that an environmental impact statement shall be ordered for projects that have the potential for significant environmental effects. In deciding whether a project has the potential for significant environmental effects, the following four factors described in Minnesota Rules 4410.1700, Subp.7 shall be considered:

A. type, extent, and reversibility of environmental effects;

B. cumulative potential effects. The RGU shall consider the following factors: whether the cumulative potential effect is significant; whether the contribution from the project is significant when viewed in connection with other contributions to the cumulative potential effect; the degree to which the project complies with approved mitigation measures specifically designed to address the cumulative potential effect; and the efforts of the proposer to minimize the contributions from the project;

C. the extent to which the environmental effects are subject to mitigation by ongoing public regulatory authority. The RGU may rely only on mitigation measures that are specific and that can be reasonably expected to effectively mitigate the identified environmental impacts of the project; and

D. the extent to which environmental effects can be anticipated and controlled as a result of other available environmental studies undertaken by public agencies or the project proposer, including other EISs.

MnDOT's key findings with respect to each of these criteria are set forth below:

3.3.1 Type, Extent, and Reversibility of Impacts

MnDOT finds that the analysis completed for the EA/EAW and the additional analysis and coordination that has occurred since publication of the EA/EAW is adequate to determine whether the project has the potential for significant environmental effects. The EA/EAW described the type and extent of impacts anticipated to result from the proposed project. This Findings of Fact and Conclusions (FOF&C) document provides clarifications and additional information since the EA/EAW was published. Following are the findings regarding potential environmental impacts of the proposed project and the design features included to avoid, minimize, and mitigate these impacts:

Traffic Noise

This project is a federal Type 1 noise project. As required for a Type 1 noise project, a traffic noise analysis was conducted and is presented in the EA.

Traffic noise in the project area was assessed in accordance with FHWA's traffic noise regulation as described in 23 CFR 772 of the Code of Federal Regulations and Minnesota traffic noise regulations. Existing and future build and no-build conditions were modelled using the FHWA noise prediction program Traffic Noise Model (TNM) version 2.5 for portions of the project in Wisconsin and MINNOISEV31 for portions of the project in Minnesota. Traffic noise levels were modeled at 112 representative receptor locations along the project corridor. These modeled receptor locations represent residential, commercial, and industrial land uses.

The noise analysis determined that some receptor locations are expected to experience a decrease in traffic noise levels, while others are expected to experience increases in noise levels. Noise abatement measures were evaluated adjacent to receptor locations where modeled traffic noise levels are projected to: 1) exceed state standards; 2) approach or exceed Federal Noise Abatement Criteria; or 3) increase substantially (i.e., increase by 5 dBA or greater from existing to future Build Alternative conditions).

The analysis concluded that noise abatement measures are not required for the Wisconsin portion of the project because none of the barriers met Wisconsin noise policy (http://wisconsindot.gov/rdwy/fdm/fd-23-00toc.pdf#fd23) feasible and reasonable criteria. It was further concluded that one noise barrier in the Minnesota portion of the project met the "feasibility" and "reasonableness" criteria which include meeting MnDOT's design reduction goal of at least 7 dBA at one benefited receptor behind the noise barrier; and the cost-effectiveness criteria of $43,500 per benefited receptor. The identified noise barrier extends approximately 1,300 feet along US 61 between Sanderson Road and Arkins Street.

In accordance with MnDOT's Noise Policy, benefited receptors were allowed to vote on whether the proposed noise wall would be constructed. A summary of the public involvement and voting process is included in **Appendix D**. Based on the public voting, MnDOT does not intend to construct any highway traffic noise abatement measures because a majority of the voting points were opposed to the noise wall construction (see Table 1).

Table 1 – Viewpoints of Benefited Residents and Owners

VOTING POINT RESULTS

Barrier (Location)	Total # of Benefited Receptors	Total Possible Points[(1)]	Points For (Percent)	Points Against (Percent)	50% of Total Possible Points	Is Barrier Proposed? (Yes/No)
Barrier 1 (south of US 61 between Sanderson Road to Arkin Street)	57	201	30 (15%)	115 (57%)	100.5	No

(1) Total possible points based on number of benefited receptors (property owners, residents, or owner/residents) adjacent to or receiving significant benefit (at least 5 dBA reduction) from the proposed noise barrier.

Wetlands

This project will have approximately 3.0 acres of permanent wetland impacts and 3.5 acres of temporary impacts. A wetland mitigation plan for replacement of the affected wetland areas will be developed during final design and permitting. The intent of the wetland mitigation plan will be to replace lost wetland functions and restore wetland area to fulfill the regulatory mitigation requirements. Replacement of lost wetlands will be in accordance with Section 404 of the Clean Water Act, Executive Order 11990: Protection of Wetlands, and all state wetland protection regulations (Minnesota Wetland Conservation Act, Wisconsin State Statutes and Administrative Code, etc.).

Per discussions with USACE and WisDNR staff at the pre-permit submittal agency coordination meeting, impacts will be mitigated at a 2:1 ratio for permanent impacts and a 0.25:1 ratio for long-term temporary impacts. The 0.25:1 ratio mitigation for temporary impacts is intended to compensate for the temporal loss of wetland function, since it is assumed that temporary fill will be in place for up to three growing seasons. Permanent wetland impacts in Wisconsin will be debited from an existing mitigation bank site as near to the impacts as possible.

All impacts in Minnesota are permanent no-loss of function impacts. As noted on Figure 24 in the EA these impacts are near the new river bridge pier 1 along the river and in Ditch 1 along TH 61. These impacted wetlands will be replaced in-kind in the same location. Per discussions with USACE at the pre-permit submittal agency coordination meeting, it was determined that no mitigation is required for these impacts.

Floodplain

The proposed improvements will transversely encroach on the Mississippi River floodplain. The river bridge itself and the entire Wisconsin approach roadway will encroach on the floodplain. As documented in the EA/EAW, it has been determined that this project will not result in any significant floodplain impacts for the following reasons.

- There will be no significant interruption or termination of a transportation facility needed for emergency vehicles or providing a community's only evacuation route.
  - All roadway grades will be designed above the 100-year flood elevation. The 100-year flood elevation at the Mississippi River is 683.94 feet (1988 NAVD datum).
  - There is no recorded evidence of flooding or overtopping of the existing bridge or roadways at the river crossing.

- No significant adverse impact on natural and beneficial floodplain values should result from this project.

    - No substantial fisheries impacts are anticipated. Construction operations that may impact the river bed would not occur during fish spawning and migration periods without approval from WDNR and MnDNR. Exact dates and allowable work in the river during this time period will be subject to DNR permit conditions.
    - No changes in public access (boat or canoe) will result from the project.
    - The Wisconsin approach and associated modifications will require fill in wetlands surrounding the roadway system. Impacts would be minimized to the greatest extent practicable.
    - No substantial impacts to fish, wildlife, or ecological resources have been identified.

- No significant increased risk of flooding will result.

    - A "No-Rise Certificate" was issued on October 16, 2014 by a Hydraulic Design Engineer from the MnDOT Bridge Office. This verifies the proposed project will not impact the floodway width or 100-year flood elevation (will not raise or lower by more than 0.00 feet) on the Mississippi River at published sections in the Flood Insurance Study or at unpublished cross-sections in the vicinity of the proposed project.
    - Any temporary stage increase as a result of construction staging, like the anticipated temporary construction causeway, will have to be analyzed for compliance with the 100-year flood stage requirement.

- The project should not result in any incompatible floodplain development.

    - No new access to a floodplain area is being created.
    - Pierce County, Wisconsin and Goodhue County, Minnesota maintain floodplain and shoreland ordinances that regulate floodplain development.

<u>Stormwater/Water Quality</u>

The project will result in a net increase of approximately 3.2 acres of new impervious area across the entire project. To mitigate for runoff rate/volume increases, BMPs will be installed on both the Minnesota and Wisconsin sides of the project.

On the Minnesota side, a filtration basin will be installed just south of US 61 and east of the bridge approach. This BMP will provide for rate control and the removal of total suspended solids (TSS), phosphorous and other pollutants. If underlying soils are suitable for infiltration, the basin would be constructed in that manner. If poor soils, contaminated soils or shallow bedrock exist, the system would function as a filtration basin with an under drain. The outlet from the filtration basin would route to the storm sewer tunnel system located just under Bluff Street. Runoff from the main bridge deck on the Minnesota side cannot be routed to this basin due to physical constraints. However, pretreatment devices such as sump manholes or other BMPs will be installed to capture large sediment and debris prior to discharge into the river. The basin and other pretreatment devices will treat both existing and new impervious areas to a level necessary to meet the MPCA NPDES Stormwater Permit requirements.

On the Wisconsin side, runoff from the bridge will be routed through pretreatment devices prior to discharge into the grassed swales in the roadway loops between US 63 and north and south sections of the 825th Street connections. Grassed swales will provide for removal of TSS to at least a 40 percent removal level to meet the water quality requirements of the Wisconsin post-construction performance

standards. Specific erosion control, sediment control and site stabilization measures will comply with the WDNR Stormwater Rules.

Contaminated Properties

As part of the Limited Phase I Environmental Site Assessment, 32 sites of potential concern were identified in the project vicinity. Seven of these sites are existing contamination or potential environmental hazards within the preliminary construction limits of the project, three of which are classified as “high risk” sites and another two sites are considered “medium risk”.

Further evaluation of specific properties identified within the preliminary construction limits of the project is in the process of being completed, to inform the final design and right-of-way acquisition process. The results of these investigations will be used to determine whether the impacted property can be designed around or whether the construction activities on these properties can be minimized.

Field investigations of all but one of the medium and high risk sites is being finalized and access to the one remaining property along the river is being coordinated and will be completed by summer of 2016. Findings from these investigations and from the Phase II Environmental Site Assessment resulted in the need for a response action plan and to include special provisions in the construction specifications for properly handling contaminated materials during construction. Soil and groundwater handling activities will be coordinated with appropriate local, state, and federal regulatory agencies.

Visual Quality

The project area spans across the Mississippi River and weaves through a range of natural and built environments between Red Wing, Minnesota and Wisconsin. The proposed river crossing bridge replaces an existing bridge, and therefore the project does not introduce a new river crossing where none existed. The bridge type over the Mississippi River will change from the existing truss bridge (structural support is visible above the roadway) to a new steel box girder bridge (structural support beams are all below the roadway). There are several scenic views and vistas both looking toward and away from the project area. The context surrounding the project ranges from the very natural, wooded floodplains and backwaters at the Wisconsin approach, to the scenic Mississippi River, the steeply sloped Barn Bluff, and historic downtown Red Wing and residential neighborhoods at the Minnesota approach.

Due to the presence of scenic features within and adjacent to the project area, a Visual Quality Advisory Committee (VQAC) was established for this project to provide input regarding the visual resources, potential impacts, and to recommend project features to address visual concerns. A Visual Quality Management Process involving the VQAC documented, studied and recommended how best to avoid, minimize, and mitigate potential adverse effects to visual resources. A Visual Quality Manual that documents the Visual Quality Management Process and resulting recommendations has been developed for the project, as described in Section IV.A.15 of the EA/EAW. Additional coordination with the VQAC will occur during final design as final visual details are developed.

Historic Resources

The project has undergone extensive historic properties assessment and coordination pursuant to Section 106 of the National Historic Preservation Act of 1966. Numerous technical studies were completed to inform the identification of historic properties and/or the evaluation of impacts. Three primary historic properties; Bridge 9103 (US 61 overpass), Barn Bluff, the Red Wing Shoe Building, and

the downtown Red Wing Commercial/Historic District were identified that influenced the alternatives development and decision-making process. Mitigation measures for impacting these resources have been documented in a Section 106 Programmatic Agreement (PA). The PA was developed by FHWA in coordination with MnSHPO, WisSHPO, WisDOT, and MnDOT. A copy of the PA is included in **Appendix F**.

Fish, Wildlife, and Ecologically Sensitive Resources

Portions of the landscape adjacent to the highway corridor remain undeveloped and consist of forested areas, wetlands, and floodplain areas that provide habitat for a variety of wildlife species. MnDOT has coordinated with the City of Red Wing, Hager City, Minnesota Department of Natural Resources, Wisconsin Department of Natural Resources, US Army Corps of Engineers, US Coast Guard, US Fish and Wildlife Service, and other resource agencies to discuss potential project impacts and avoidance, minimization, and mitigation measures as they relate to natural and ecologically sensitive resources in the project area.

Areas disturbed by construction of the project improvements will be re-vegetated using seed mixes that are comprised of native plant species. Water quality treatment in the form of grass side slopes, grass swales, infiltration areas, and a retention pond have been incorporated into the preliminary design to collect, convey, and treat surface water prior to discharging to receiving water bodies (wetlands and the Mississippi River). MnDOT has also coordinated with resource agencies regarding wetland impacts and state/federal threatened and endangered species. Additional coordination and/or mitigation measures to address potential impacts are described in the List of Commitments found in **Appendix G**. These efforts and others are intended to minimize and mitigate potential impacts to fish, wildlife, and ecologically sensitive resources present in the study area.

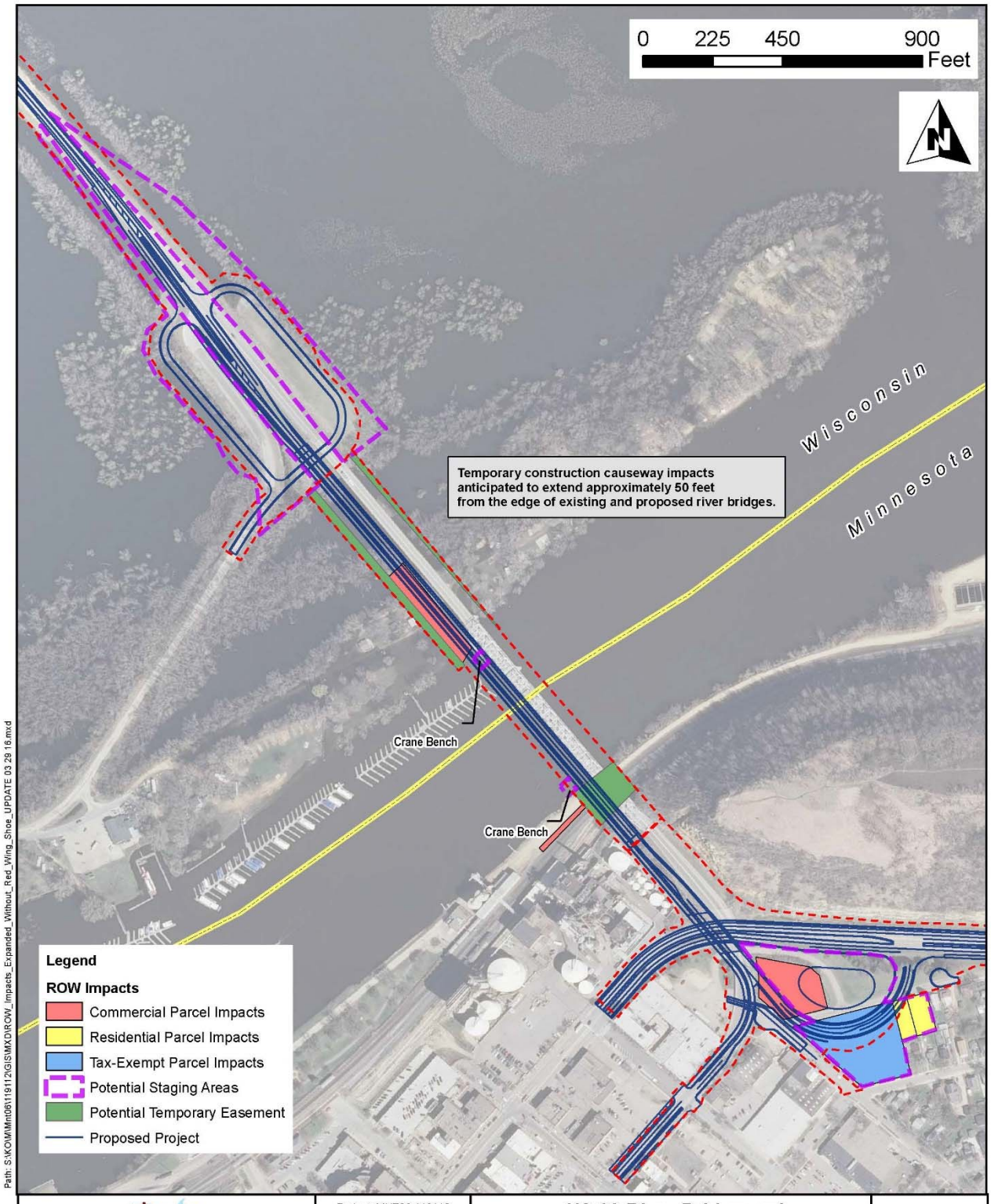
Right-of-Way

Within the project area, the proposed improvements will require acquisition of five properties totaling approximately 2.9 acres for highway right-of-way (**Figure 1**). Four property acquisitions are anticipated on the Minnesota side of the project within or adjacent to the proposed buttonhook intersection with slip ramp approach. An additional partial acquisition is located on the Wisconsin side of the project. Temporary easements are also anticipated to be required for project construction. Potential temporary easements totaling approximately 0.7 acre may be required for temporary construction causeways on the Wisconsin side of the river. Potential temporary easements on railroad property totaling approximately 0.5 acre may be required on the Minnesota side of the river. Additional minor temporary easements may be needed adjacent to the Minnesota approach's buttonhook facility.

The acquisition and relocation of property due to the proposed project will be conducted in accordance with the Uniform Relocation and Real Property Acquisition Act of 1970, as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987 and 49 Code of Federal Regulations, Part 24, and effective April 1989 (revised January 2005). Relocation resources are available to all relocates without discrimination.

3.3.2 Cumulative Potential Effects of Related or Reasonably Foreseeable Future Projects

Much of the area immediately adjacent to the project is generally undeveloped with forestlands, wetlands, floodplain, and the Mississippi River. Urban development is primarily found on the Minnesota side of the river bridge where existing residential, commercial, and industrial developments exist.



Red Wing River Bridge

Project: MNT06 119112
Print Date: 3/29/2016

Map by: MSS
Projection: Goodhue HARN NAD83 Ft
Source: City of Red Wing, MnDOT, Goodhue County, SEH INc, MnGEO Aerial 2011

US 63 River Bridge and Approach Roadways Project
Right-of-Way Impacts &
Potential Construction Staging Areas

Figure 1

According to information received from Pierce County Wisconsin, no substantial future development plans in the surrounding area have been identified. Any future land use changes on the Wisconsin side of the project area will be regulated by Pierce County land use development standards. On the Minnesota side of the project area, the City of Red Wing identified several future projects in close proximity to or are in the downtown area. The EA/EAW considered cumulative potential effect of these projects on several resources including wildlife/vegetation, wetlands, stormwater, historic resources, contaminated properties, and noise. As described on pages 86 through 92 in the EA/EAW, there is a low potential for significant cumulative effects from the proposed project and other reasonably foreseeable future actions.

3.3.3 Extent to Which the Environmental Effects are Subject to Mitigation by Ongoing Public Regulatory Authority

The mitigation of environmental impacts will be defined and implemented in coordination with regulatory agencies and will be subject to the applicable plan approval and permitting processes. Permits and approvals that have been obtained or may be required prior to project construction include those listed in Table 2. These permits include general and specific requirements for mitigation of environmental effects of the project. Therefore, MnDOT finds that the environmental effects of the project are subject to mitigation by ongoing regulatory authority.

Table 2 – Agency Approvals and Permits

Permit/Approval Type	Unit of Government	Action Required
FEDERAL		
Environmental Assessment document	FHWA	Approval
EIS Need Decision	FHWA	Decision
Section 4(f)	FHWA	Determination
Section 106 (Historical/Archaeological)	FHWA (MnDOT CRU on behalf of FHWA)	Determination
Endangered Species Act (Section 7 Consultation)	FHWA (MnDOT OES/FHWA) USFWS	Determination of Effect, Not Likely to Adversely Affect Concurrence
Section 404 Permit – Individual Permit; Section 10 Permit	U.S. Army Corps of Engineers	Approval
Section 9 Permit	U.S. Coast Guard	Approval
STATE		
EA/EAW Document	MnDOT/WisDOT	Approval
EIS Need Decision	MnDOT	Decision
Construction Plans – Bridge Preliminary Plan	MnDOT; WisDOT	Approval

Permit/Approval Type	Unit of Government	Action Required
Construction Plans – Roadway/Geometric Layout	MnDOT; WisDOT	Approval
MN Wetland Conservation Act (No Loss)	MnDOT	Determination
Design Exceptions	MnDOT	Approval
WDNR/WisDOT Cooperative Agency Agreement	WDNR, WisDOT	Concurrence
Public Waters Work Permit (General Permit 2004-0001)	MnDNR	Permit
Water Appropriations Permit for Temporary Projects (Construction Dewatering; General Permit 1997-0005)	MnDNR	Permit
Notice of Demolition and/or Removal and Application for Permit Exemption	WDNR	Approval
State Historical Preservation Office Review (Historic/Archaeological)	MnSHPO; WisSHPO	Consultation
Threatened and Endangered Species Take Permit (mussels)	MnDNR; WDNR	Permit, if required
Incidental Take Authorization	MnDNR; WDNR	Authorization (if required)
Section 401 Water Quality Certification	MPCA; WDNR	Certification
NPDES Construction Stormwater Permit; WI Trans 401 and NR 151 compliance	MPCA; WDNR	Permit
LOCAL		
Municipal Consent	City of Red Wing	Approval

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

MnDOT has extensive experience in roadway construction. Many similar projects have been designed and constructed throughout the area encompassed by this governmental agency. All design and construction staff are very familiar with the project area. No problems are anticipated which the MnDOT staff have not encountered and successfully solved many times in similar projects in or near the project area. MnDOT finds that the environmental effects of the project can be anticipated and controlled as a result of the assessment of potential issues during the environmental review process and MnDOT's experience in addressing similar issues on previous projects.

4.0 Conclusions

1. The Minnesota Department of Transportation has jurisdiction in determining the need for an Environmental Impact Statement on this project under Minn. Rules 4410.

2. All requirements for environmental review of the proposed project have been met.

3. The EA/EAW and the permit development processes to date related to the project have generated information which is adequate to determine whether the project has the potential for significant environmental effects.

4. Areas where potential environmental effects have been identified will be addressed during the final design of the project. Mitigation will be provided where impacts are expected to result from project construction, operation, or maintenance. Mitigative measures will be incorporated into project design, and have been or will be coordinated with state and federal agencies during the design and permitting process.

5. Based on the criteria in Minnesota Rules part 4410.1700, subp. 7, the project does not have the potential for significant environmental effects.

6. An Environmental Impact Statement is not required for the US 63 River Bridge and Approach Roadways Project.

7. Any findings that might properly be termed conclusions and any conclusions that might be called findings are hereby adopted as such.

The US 63 River Bridge and Approach Roadways Project is a joint effort of the Minnesota Department of Transportation and Wisconsin Department of Transportation. The signatures provided below represent official approval of the Findings of Fact and Conclusion, the respective agency's determinations that the project does not require preparation of an Environmental Impact Statement, and serve to transmit the entire project record to FHWA for consideration of a Finding of No Significant Impact (FONSI).

For Wisconsin Department of Transportation:

M L Hayek — 4/7/16

Mohamad Hayek, PE
Project Manager-WisDOT Northwest Region

Date

For Minnesota Department of Transportation:

Lynn P Clarkowski — 4/7/16

Lynn P. Clarkowski, PE
Chief Environmental Officer
Director, Office of Environmental Stewardship

Date

APPENDIX A – Public Involvement: EA/EAW Comment Period

Public Hearing Record

EQB Notice of Availability

Public Hearing Certificate of Compliance

Newspaper Legal Notices/Affidavits of Publication

Public Hearing Record

A public hearing and open house for the US 63 River Bridge and Approach Roadways Project was held as follows:

Wednesday, July 8, 2015, 4:30 p.m. to 6:30 p.m.,
Red Wing Public Library
225 East Avenue
Red Wing, MN 55066

Over 70 individuals attended the public hearing/open house meeting. The purpose of the meeting was to provide an update on the project and receive comments on the EA/EAW. At the public hearing, attendees were invited to provide comments through one of two ways: written comments (on comment cards provided at the meeting) and oral statements to a certified court reporter. Copies of all written and oral testimonies are included in Appendix B along with responses to substantive comments.

Staff from MnDOT, WisDOT and their consultant were on hand at the public hearing/open house meeting to discuss the project and to answer questions. Several informational items regarding the project were made available at the meeting including the following:

- Open House Handout
- Project Display Boards
- Project Renderings
- Animation Video
- Comment & Feedback Form
- Project Presentation (PowerPoint Slides and Presenters)

In addition, a court reporter was present to accommodate attendees who preferred to provide oral testimony. Following the project presentation, members of the audience were provided the opportunity to share their thoughts and concerns regarding the proposed transportation project improvements. It was made clear to those in attendance that these statements were not considered part of the official public hearing record, but rather an opportunity for an individual to share their thoughts and ideas about the project among neighbors, business owners, and other interested individuals. Attendees were reminded that a court reporter was present to record oral testimony.

Included on the following pages are copies of the newspaper legal notices and Minnesota Environmental Quality Board (EQB) Monitor publication that announced the availability of the EA/EAW and provided details of the public hearing/open house meeting.

EQB Monitor Notice of availability (page 1 of 2)

Environmental Assessment/Environmental Assessment Worksheet

Comment Deadline: July 22, 2015

Project Title: US 63 River Bridge and Approach Roadways Project

Project Description: The US 63 River Bridge and Approach Roadways Project include the Mississippi River bridge and the bridge approaches in Red Wing, Minnesota and Hager City, Wisconsin. The project will replace the existing Eisenhower Bridge river bridge with a new bridge structure. The Wisconsin approach includes a jughandle intersection at 825th Street and the Minnesota approach includes reconfiguration of the connection to US 61 as a buttonhook intersection.

A combined Federal Environmental Assessment and Minnesota Environmental Assessment Worksheet (EA/EAW) identifies the potential social, economic, and environmental impacts from the proposed project. The EA/EAW includes documentation on the Section 106 findings regarding historic properties, as well as a Draft Programmatic Agreement which outlines measures to minimize effects to Historic Properties. The EA/EAW document also includes A Draft Programmatic Section 4(f) Evaluation for use of Bridge 9103 (US 63 bridge over US 61) which is eligible for the National Register of Historic Places.

The EA/EAW, is available on the project website at http://www.dot.state.mn.us/d6/projects/redwing- bridge/. Copies of the EA/EAW will also be available for review during the open house and public hearing and are also available for public viewing during business hours at the following locations:

- Rochester Public Library, 101 Second Street SE, Rochester, MN 55904;
- Red Wing Public Library, 225 East Avenue, Red Wing, MN 55066;
- Ellsworth Public Library, 312 Main Street, Ellsworth, WI 54011;
- MnDOT District 6 – Rochester Office Building Lobby, 2900 48th Street NW, Rochester, MN 55901;
- Minneapolis Public Library, Technical & Science Division, Government Docs.,2nd Floor, 300 Nicollet Mall, Minneapolis, MN 55401-1992; and
- MnDOT Library, 395 John Ireland Boulevard, St. Paul, MN 55155

EQB Monitor Notice of Availability (page 2 of 2)

To afford an opportunity for all interested persons, agencies and groups to comment on the EA/EAW, a public hearing/open house meeting has been scheduled for Wednesday, July 8, 2015 at the Red Wing Public Library, 225 East Avenue, Red Wing, MN 55066. The open house/public hearing will be held from 4:30 to 6:30 p.m., with a presentation at 5:00 p.m.

To request this document in an alternative format, please contact the Affirmative Action Office at 651-366-4718 or call 1-800-657-3774 (Greater Minnesota). For Minnesota Relay, call 711 or 1-800-627- 3529. You may also send an e-mail to ADArequest.dot@state.mn.us.

RGU: Minnesota Department of Transportation

Contact Person: Chad Hanson, P.E.
Minnesota Department of Transportation,
District 6
2900 48th Street NW
Rochester, MN 55901
Phone (507) 286-7637
chad.hanson@state.mn.us

Public Hearing Certificate of Compliance

STATE OF MINNESOTA
DEPARTMENT OF TRANSPORTATION

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

MINNESOTA PROJECT NO._____ STATE PROJECT NO. 2515-21

TRUNK HIGHWAY NO. 61 & 63 **OR** LOCAL AGENCY ROUTE NO._____
(CSAH, MSAS, Other)

Being that section of the highway: US 63 River Bridge replacement over the Mississippi River and reconstruction of approach roadways (US 63/61), in the City of Red Wing, in Goodhue County, the State of Minnesota. The project also extends into the Town of Trenton, Pierce County, Wisconsin.

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 hearing 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 hearing

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 hearing was held on July 8, 2015 in Red Wing, Minnesota.
(City, Township, Other)

Signed Todd R Stevens for Jeff Vlaminck this 27th day of July 20 15
MnDOT District Engineer

OR

Signed _____ this _____ day of _____ 20 __
Local Agency Title:

Newspaper Legal Notices/Affidavits of Publication

Republican Eagle Newspaper

No invoice will follow. Please pay from this affidavit. Thank you!

AFFIDAVIT OF PUBLICATION

State of Minnesota

SS

County of Goodhue

Peri Williams being duly sworn, on oath says that he/she is the publisher or authorized agent and employee of the publisher of the newspaper known as the Republican Eagle, and has full knowledge of the facts which are stated below:

(A) The newspaper has complied with all of the requirements constituting qualification as a legal newspaper, as provided by Minnesota Statute 331A.02, 331A.07 and other applicable laws, as amended.

(B) The printed **SHORT ELLIOTT HENDRICKSON US 63 BRIDGE**

which is attached was cut from the columns of said newspaper, and was printed and published **2** time(s) for **1** week(s). It was first published on **WEDNESDAY** **24TH** day of **JUNE** and was thereafter printed and published:

AND INCLUDING **SATURDAY** **27TH** **JUNE 2015**

REPUBLICAN EAGLE

BY: Peri Williams

TITLE: **LEGAL NOTICE CLERK**

Subscribed and sworn to before me on this **30TH** **DAY OF** **Jun-15**

Jean M Dosdall

Notary Public

JEAN M DOSDALL
NOTARY PUBLIC - MINNESOTA
MY COMMISSION EXPIRES JAN. 31, 2017

RATE INFORMATION

1) Lowest classified rate paid by commercial users for comparable space (Line or inch rate)

2) Maximum rate allowed by law for the above matter (Line or inch rate)

3) Rate actually charged for the above matter (Line or inch rate)

4) Publication Fee **$432.04**

PAYMENT ID # 2155264

Legal Notice

US 63 River Bridge and Approach Ro

The Minnesota Department of Transportation, in sin Department of Transportation, is proposing a over the Mississippi River between the Town of Ti consin and the City of Red Wing in Goodhue Co area extends from approximately 0.2 miles north c proach and 825th Street intersection in the Town 0.25 miles east of the existing US 61 overpass in t ject will replace the existing Eisenhower Bridge o a new bridge structure. In addition, the Wiscons proaches will be improved. The project will const on US 63 at 825th Street on the Wisconsin app Minnesota approach include reconfiguration of th buttonhook intersection with a slip ramp in downt placement of the US 63 bridge over US 61.

A combined Federal Environmental Assessment a Assessment Worksheet (EA/EAW) has been prepa and agency review and comment. The EA/EAW i and need, alternatives considered, and identifies p environmental effects, including impacts to resour tion 106 of the National Historic Preservatio Administration's Section 4(f) regulations. The EA/E the project website at http://www.dot.state.mn.u and at the following locations:

- Rochester Public Library, 101 Second Street SE, F
- Red Wing Public Library, 225 East Avenue, Red W
- Ellsworth Public Library, 312 Main Street, Ellswor
- MnDOT District 6 – Rochester Office Building Rochester, MN 55901;
- Minneapolis Public Library, Technical & Science 2nd Floor, 300 Nicollet Mall, Minneapolis, MN 5540
- MnDOT Library, 395 John Ireland Boulevard, St. F

To afford an opportunity for all interested persons more about the project, a public hearing/informati uled for Wednesday, July 8, 2015 at the Red Win nue, Red Wing, MN 55066. The open house/pu 4:30 to 6:30 p.m., with a presentation at 5:00 p.r sentatives will be present to answer questions a preferred alternative and the assessment of e EA/EAW. All interested persons are invited to at meeting and to present relevant verbal and/or wr proposed improvement. The meeting facility is whe

The deadline for submitting comments on t Wednesday, July 22, 2015. All comments should P.E., Minnesota Department of Transportation, 48th Street NW, Rochester, MN 55901, Email: chai

To request this document in an alternative form tive Action Office at 651-366-4718 or call 1-800- For Minnesota Relay, call 711 or 1-800-627-3529 to ADArequest.dot@state.mn.us. (Please make y in advance).
June 24,27

Please remit payment to: ***RiverTown Newspaper Group, PO Box 15, Red Wing, MN 55066***

PIERCE COUNTY HERALD
126 S. Chestnut Street • Ellsworth, WI 54011-4117
(715) 273-4334

Affidavit of Publication

State of Wisconsin
Pierce County ss.

STEVEN N. DZUBAY, being duly sworn, says: That he is the publisher of the PIERCE COUNTY HERALD, which is a weekly newspaper of general circulation, published in the Village of Ellsworth, County of Pierce, State State of Wisconsin; and that a notice of which the attached copy is a printed copy taken from said newspaper, and such notice was published in said Pierce County Herald, once in each week for 2 successive weeks, commencing and the first such publication being on **June 24, 2015** and ending and the last publication being on **July 1, 2015** being 2 such publications.

Susanne R. Loosmore

Subscribed and sworn to before me this 1st day of July, 2015

Notary Public, State of Wisconsin

Susanne R. Loosmore
Notary Public
State of Wisconsin

My commission expires July 23, 2017

FEES: First insertion:				
8 inches	@	$9.61/ inch	$76.88	Cost for 1st insertion
1 **Additional insertions:**				
8 Total inches	@	$7.59/ inch	$60.72	Cost for add 1 insertions
			$1.00	Affidavit Fee
			$138.60	**Total Amount**

Signature - Steven N. Dzubay

Rivertowns Ad # 2155370

Legal Notice
US 63 River Bridge and Approach Roadways Project

The Minnesota Department of Transportation, in partnership with the Wisconsin Department of Transportation, is proposing a bridge replacement project over the Mississippi River between the Town of Trenton in Pierce County, Wisconsin and the City of Red Wing in Goodhue County, Minnesota. The project area extends from approximately 0.2 miles north of the existing river bridge approach and 825th Street intersection in the Town of Trenton to approximately 0.25 miles east of the existing US 61 overpass in the City of Red Wing. The project will replace the existing Eisenhower Bridge over the Mississippi River with a new bridge structure. In addition, the Wisconsin and Minnesota bridge approaches will be improved. The project will construct a jug-handle intersection on US 63 at 825th Street on the Wisconsin approach. Improvements on the Minnesota approach include reconfiguration of the approach roadways into a buttonhook intersection with a slip ramp in downtown Red Wing, along with replacement of the US 63 bridge over US 61.

A combined Federal Environmental Assessment and Minnesota Environmental Assessment Worksheet (EA/EAW) has been prepared and is available for public and agency review and comment. The EA/EAW identifies the project purpose and need, alternatives considered, and identifies potential social, economic and environmental effects, including impacts to resources protected by federal Section 106 of the National Historic Preservation Act and Federal Highway Administration's Section 4(f) regulations. The EA/EAW is available for review on the project website at http://www.dot.state.mn.us/d6/projects/redwing-bridge/ and at the following locations:

- Rochester Public Library, 101 Second Street SE, Rochester, MN 55904;
- Red Wing Public Library, 225 East Avenue, Red Wing, MN 55066;
- Ellsworth Public Library, 312 Main Street, Ellsworth, WI 54011;
- MnDOT District 6 – Rochester Office Building Lobby, 2900 48th Street NW, Rochester, MN 55901;
- Minneapolis Public Library, Technical & Science Division, Government Docs., 2nd Floor, 300 Nicollet Mall, Minneapolis, MN 55401-1992; and
- MnDOT Library, 395 John Ireland Boulevard, St. Paul, MN 55155

To afford an opportunity for all interested persons, agencies and groups to learn more about the project, a **public hearing/ informational meeting** has been scheduled for **Wednesday, July 8, 2015** at the **Red Wing Public Library**, 225 East Avenue, Red Wing, MN 55066. The open house/public hearing will be held from **4:30 to 6:30 p.m.**, with a presentation at 5:00 p.m. MnDOT and WisDOT representatives will be present to answer questions and receive comments on the preferred alternative and the assessment of environmental impacts in the EA/EAW. All interested persons are invited to attend the hearing/informational meeting and to present relevant verbal and/or written testimony concerning the proposed improvement. The meeting facility is wheelchair accessible.

The deadline for submitting comments on the EA/EAW is 4:30 p.m. on Wednesday, July 22, 2015. All comments should be directed to: Chad Hanson, P.E., Minnesota Department of Transportation, District 6 – Rochester, 2900 48th Street NW, Rochester, MN 55901, Email: chad.hanson@state.mn.us

To request this document in an alternative format, please contact the Affirmative Action Office at 651-366-4718 or call 1-800-657-3774 (Greater Minnesota). For Minnesota Relay, call 711 or 1-800-627-3529. You may also send an e-mail to ADArequest.dot@state.mn.us. (Please make your request at least one week in advance).

(Pub. 06/24/15, 07/01/15) WNAXLP

APPENDIX B – EA/EAW Comments and Responses

EA/EAW Comments and Responses

The EA/EAW for the US 63 River Bridge and Approach Roadways Project was distributed on June 22, 2015 to agencies and organizations on the official distribution list, as well as additional agencies/organizations that had either requested a copy of the document, and/or that could be affected by the proposed project. The comment period for the EA/EAW officially closed at the end of the business day on July 22, 2015. A public hearing and open house to receive comments on the proposed project and EA/EAW was held on Wednesday, July 8, 2015 (see Appendix A for further details). At the public hearing, attendees were invited to provide comments through one of two ways: written comments and oral statements.

- Written Statements: Attendees were invited to submit written comments through July 22, 2015 on cards provided at the open house, in letter, or via e-mail.

- Oral Statements: Statements were recorded by a certified court reporter.

During the public review and comment period, a total of 11 agencies and individuals, including oral statements that were received at the public hearing, were submitted on the EA/EAW.

Consistent with state and federal environmental review rules, substantive comments received are responded to in this appendix, as part of the Findings of Fact and Conclusions for the project record. Specifically, responses have been prepared for substantive statements pertaining to analysis conducted for and documented in the EA/EAW, including: incorrect, incomplete or unclear information; permit requirements; content requirements. These comments and responses are included below. Written comments agreeing with the EA/EAW project information, general opinions, statements of fact, or statements of preference were not formally responded to, but are also included below.

This section contains the comments and written responses to substantive comments received from the following individuals/agencies during the public comment period:

- Wisconsin Department of Agriculture, Trade, and Consumer Protection
- Minnesota Department of Natural Resources
- Minnesota Pollution Control Agency
- Mike Kinyon
- Tom Calhoun
- Bruce Blair
- Christopher Nelson
- Bill Schroeder
- Wayne Hess
- Duane Daley (part of the Public Hearing Transcript)
- William Schroeder (part of the Public Hearing Transcript)

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Comment Letter A – Wisconsin Dept of Agriculture, Trade, and Consumer Protection (Page 1 of 1)

State of Wisconsin
Governor Scott Walker

Department of Agriculture, Trade and Consumer Protection
Ben Brancel, Secretary

June 24, 2015

Chad Hanson
MinDOT District 6
2900 48th St NW
Rochester, MN 55901

Dear Chad Hanson:

Re: Project ID: 7210-00-76/78
Project Name: USH 63 River Bridge and Approach Roadways Project
County: Pierce

The Department of Agriculture, Trade, and Consumer Protection (DATCP) has reviewed the notification and any supplemental information you have provided concerning the potential need for an agricultural impact statement (AIS) for the above project. We have determined that an AIS will not be prepared for this project, based on the reasoning provided below.

A1

Please note that if the proposed project or project specifications are altered in any way which could be construed as increasing the potential adverse effects of the project on agriculture or on any farm operation, DATCP should be renotified. Please contact me with any questions.

There will be one acquisition on the Wisconsin side of 0.5 of an acre from a non-farm parcel, the Marina Campground.

Sincerely,

Alice Halpin

Alice Halpin
Agricultural Impact Statements
(608)244-4646
Alice.Halpin@wi.gov
DATCP ID: #4076

Agriculture generates $88 billion for Wisconsin
2811 Agriculture Drive • PO Box 8911 • Madison, WI 53708-8911 • Wisconsin.gov
An equal opportunity employer

Comment A1 Response: Comment noted, no response needed.

Comment Letter B – Minnesota Department of Natural Resources Comment Letter (Page 1 of 1)

From: Haworth, Brooke (DNR)
Sent: Wednesday, July 22, 2015 5:20 PM
To: Hanson, Chad (DOT)
Subject: US 63 River Bridge and Approach Roadways Project-MnDNR response

Mr. Hanson,

The Minnesota Department of Natural Resources (MnDNR) has reviewed the EA/EAW for the US 63 River Bridge and Approach Roadways Project. We find all issues raised in early coordination have been addressed adequately. As design elements progress and the project moves forward, your continued coordination with MnDNR staff through the TAC-PAC joint committee meetings and any permitting processes is appreciated. Thank you for the opportunity to review this document. **B1**

Sincerely,

Brooke Haworth
Environmental Assessment Ecologist, Central Region
MnDNR Division of Ecological and Water Resources
1200 Warner Road, St. Paul, MN 55106
Phone: 651-259-5755
Email: Brooke.haworth@state.mn.us

Comment B1 Response: Ongoing coordination with the MNDNR will occur through the final design and permitting phases of the project.

Comment Letter C – Minnesota Pollution Control Agency Comment Letter (Page 1 of 1)

Minnesota Pollution Control Agency
520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300
800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us | Equal Opportunity Employer

July 22, 2015

Mr. Chad Hanson, P.E.
Minnesota Department of Transportation District 6
2900 48th Street Northwest
Rochester, MN 55901

Re: U.S. 63 River Bridge and Approach Roadways Project Environmental Assessment/Environmental Assessment Worksheet

Dear Mr. Hanson:

Thank you for the opportunity to review and comment on the Environmental Assessment/ Environmental Assessment Worksheet (EA/EAW) for the U.S. 63 River Bridge and Approach Roadways Project (Project) located in Goodhue County, Minnesota. Minnesota Pollution Control Agency (MPCA) staff has reviewed the EA/EAW 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/EAW, please contact me at 651-757-2482.

Sincerely,

Kevin Kain
Planner Principal
Environmental Review Unit
Resource Management and Assistance Division

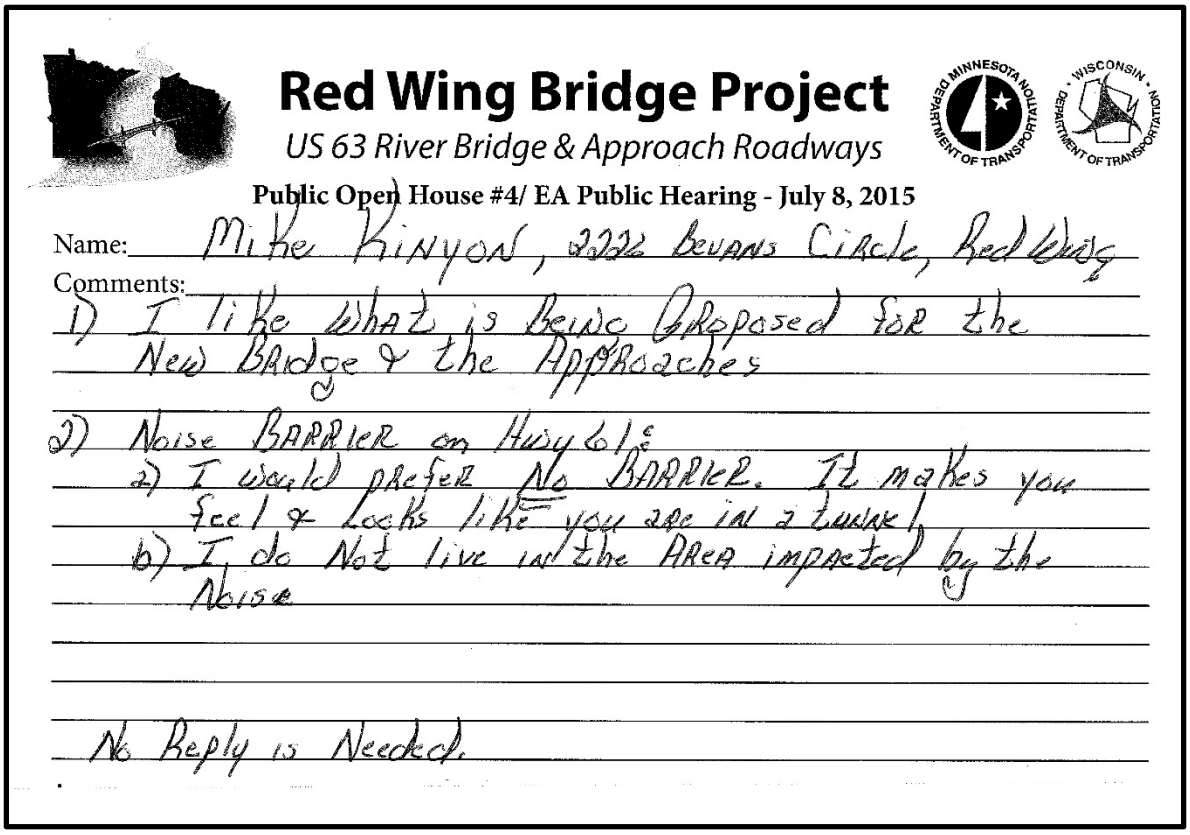
KK:bt

cc: Dan Card, MPCA, St. Paul

C1

Comment C1 Response: Comment noted, no response needed.

Comment Card D – Mike Kinyon



Red Wing Bridge Project

US 63 River Bridge & Approach Roadways

Public Open House #4/ EA Public Hearing - July 8, 2015

Name: Mike Kinyon, 2222 Bevans Circle, Red Wing

Comments:

1) I like what is being proposed for the New Bridge & the Approaches

2) Noise BARRIER on Hwy 61 &
   a) I would prefer No BARRIER. It makes you feel & Looks like you are in a tunnel.
   b) I do Not live in the AREA impacted by the Noise

No Reply is Needed.

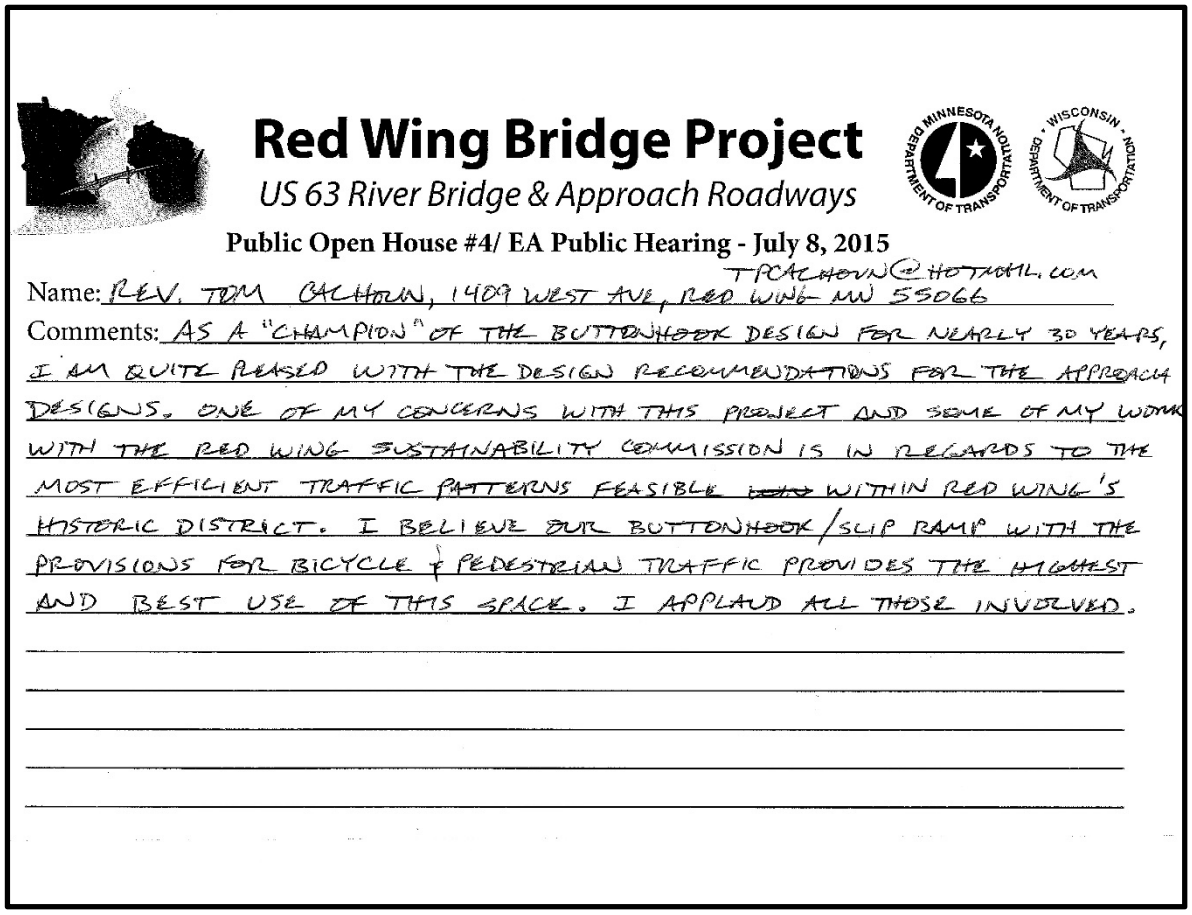
D1

D2

Comment D1 Response: Comment noted, no response needed.

Comment D2 Response: A separate public involvement and voting process for the potential construction of a noise barrier was conducted. Based on the voting results from benefitted receptors (e.g. homes or businesses) it has been determined that a noise barrier will not be constructed as part of the project.

Comment Card E – Tom Calhoun



Red Wing Bridge Project

US 63 River Bridge & Approach Roadways

Public Open House #4/ EA Public Hearing - July 8, 2015

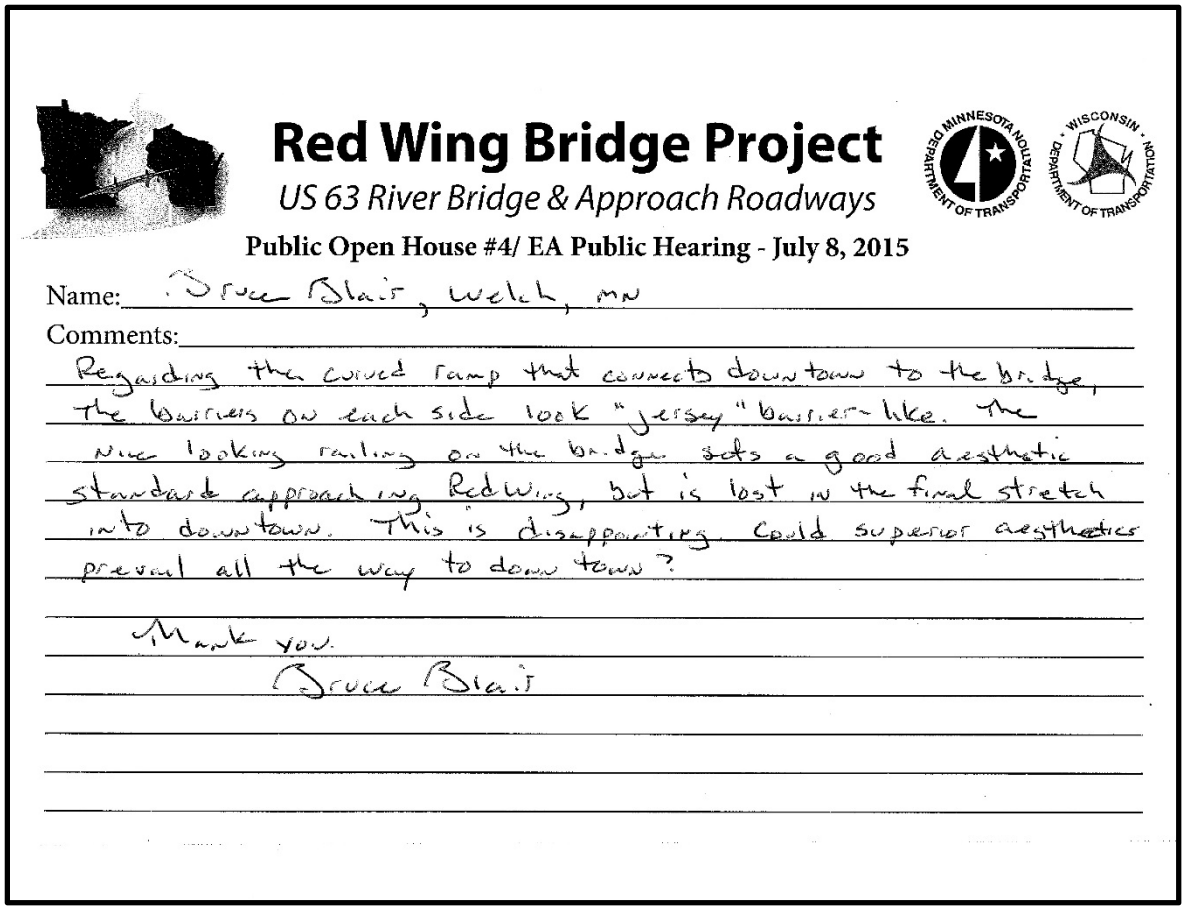
Name: REV. TOM CALHOUN, 1409 WEST AVE, RED WING MN 55066 TPCALHOUN@HOTMAIL.COM

Comments: AS A "CHAMPION" OF THE BUTTONHOOK DESIGN FOR NEARLY 30 YEARS, I AM QUITE PLEASED WITH THE DESIGN RECOMMENDATIONS FOR THE APPROACH DESIGNS. ONE OF MY CONCERNS WITH THIS PROJECT AND SOME OF MY WORK WITH THE RED WING SUSTAINABILITY COMMISSION IS IN REGARDS TO THE MOST EFFICIENT TRAFFIC PATTERNS FEASIBLE ~~WITH~~ WITHIN RED WING'S HISTORIC DISTRICT. I BELIEVE OUR BUTTONHOOK/SLIP RAMP WITH THE PROVISIONS FOR BICYCLE & PEDESTRIAN TRAFFIC PROVIDES THE HIGHEST AND BEST USE OF THIS SPACE. I APPLAUD ALL THOSE INVOLVED.

E1

Comment E1 Response: Comment noted. No response necessary.

Comment Card F – Bruce Blair



Red Wing Bridge Project

US 63 River Bridge & Approach Roadways

Public Open House #4/ EA Public Hearing - July 8, 2015

Name: Bruce Blair, Welch, MN

Comments:

Regarding the curved ramp that connects downtown to the bridge, the barriers on each side look "jersey" barrier-like. The nice looking railing on the bridge sets a good aesthetic standard approaching Red Wing, but is lost in the final stretch into downtown. This is disappointing. Could superior aesthetics prevail all the way to down town?

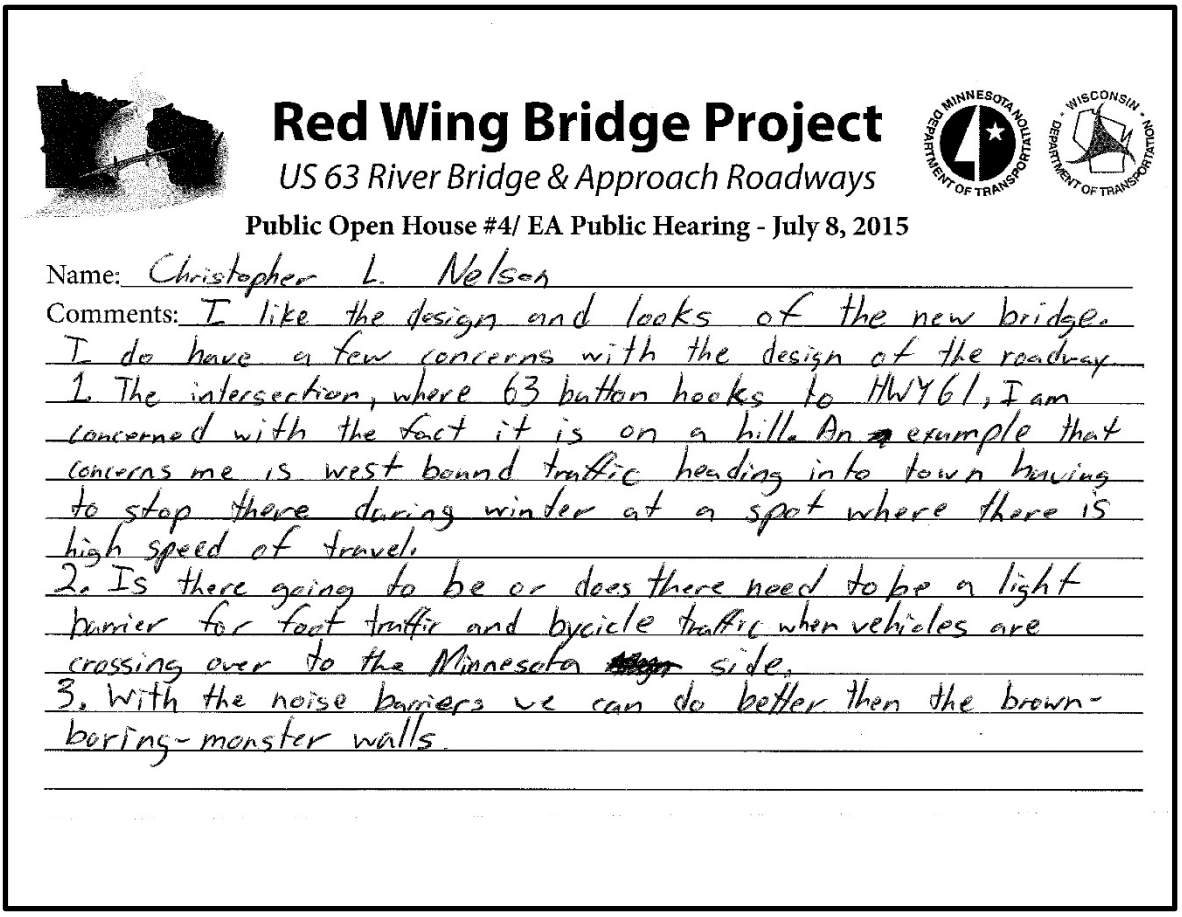
Thank you.

Bruce Blair

F1

Comment F1 Response: The steel railing on top of the concrete barrier included on the river bridge, is not proposed on the slip-ramp because of the roadway curvature. MnDOT's experience in past projects has proven that fabricating and installing steel railing on curves is extremely difficult and also presents a substantial maintenance issue.

Comment Card G – Christopher Nelson



Red Wing Bridge Project

US 63 River Bridge & Approach Roadways

Public Open House #4/ EA Public Hearing - July 8, 2015

Name: Christopher L. Nelson

Comments: I like the design and looks of the new bridge. I do have a few concerns with the design of the roadway.

1. The intersection, where 63 button hooks to HWY 61, I am concerned with the fact it is on a hill. An example that concerns me is west bound traffic heading into town having to stop there during winter at a spot where there is high speed of travel. **G1**

2. Is there going to be or does there need to be a light barrier for foot traffic and bycicle traffic when vehicles are crossing over to the Minnesota side. **G2**

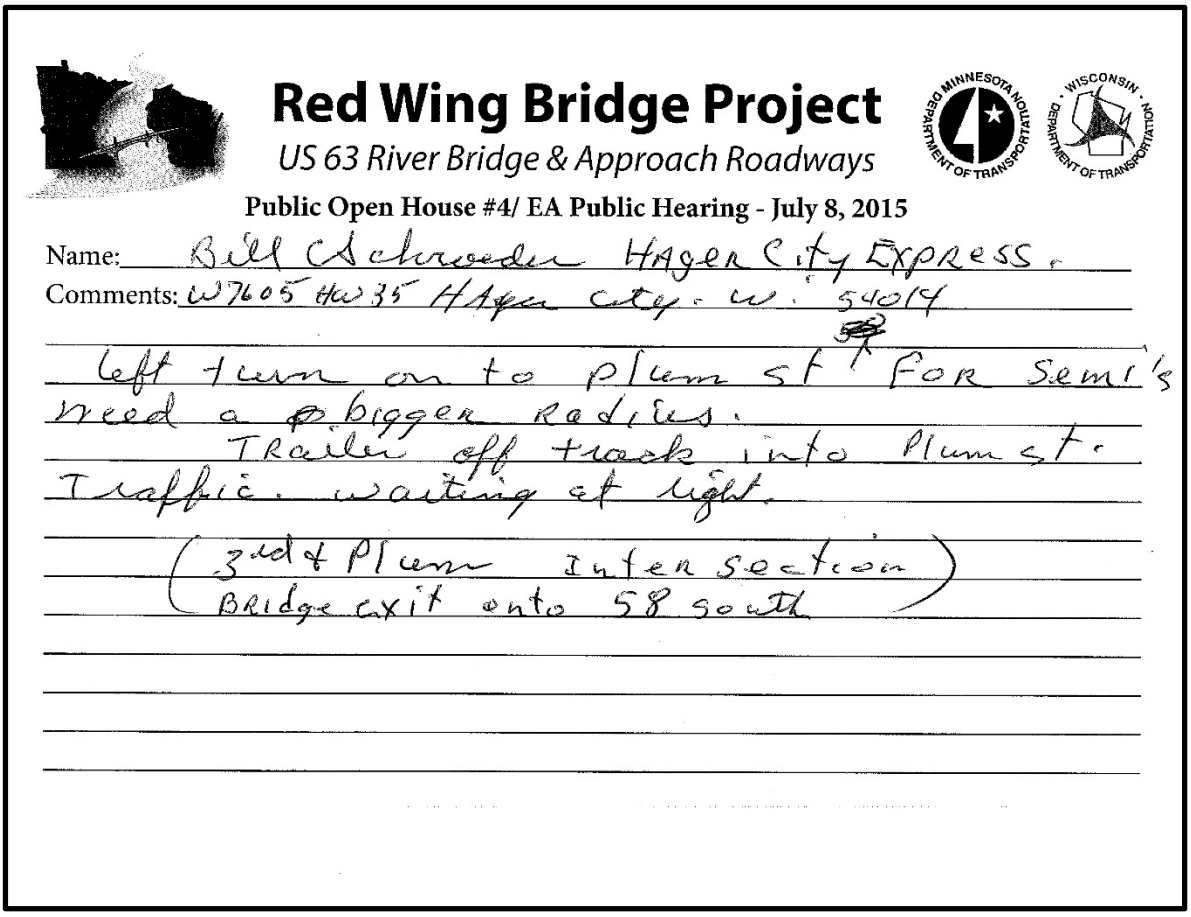
3. With the noise barriers we can do better then the brown-boring-monster walls. **G3**

Comment G1 Response: The grade on US 61 at the new signalized button-hook intersection is well within the design standards for the type of roadway and traffic speeds. As a result, no safety problems are anticipated.

Comment G2 Response: A crash-worthy barrier will be included that separates vehicular traffic from bicycle and pedestrian traffic across the bridge and on the slip-ramp.

Comment G3 Response: A separate public involvement and voting process for the potential construction of a noise barrier was conducted. Based on the voting results from benefitted receptors (e.g. homes or businesses) it has been determined that a noise barrier will not be constructed as part of the project.

Comment Card H – Bill Schroeder



Red Wing Bridge Project

US 63 River Bridge & Approach Roadways

Public Open House #4/ EA Public Hearing - July 8, 2015

Name: Bill Schroeder Hager City Express.

Comments: W7605 Hw 35 Hager city. w. 54014

Left turn on to Plum st For Semi's need a bigger Radius.

Trailer off track into Plum st. Traffic waiting at light.

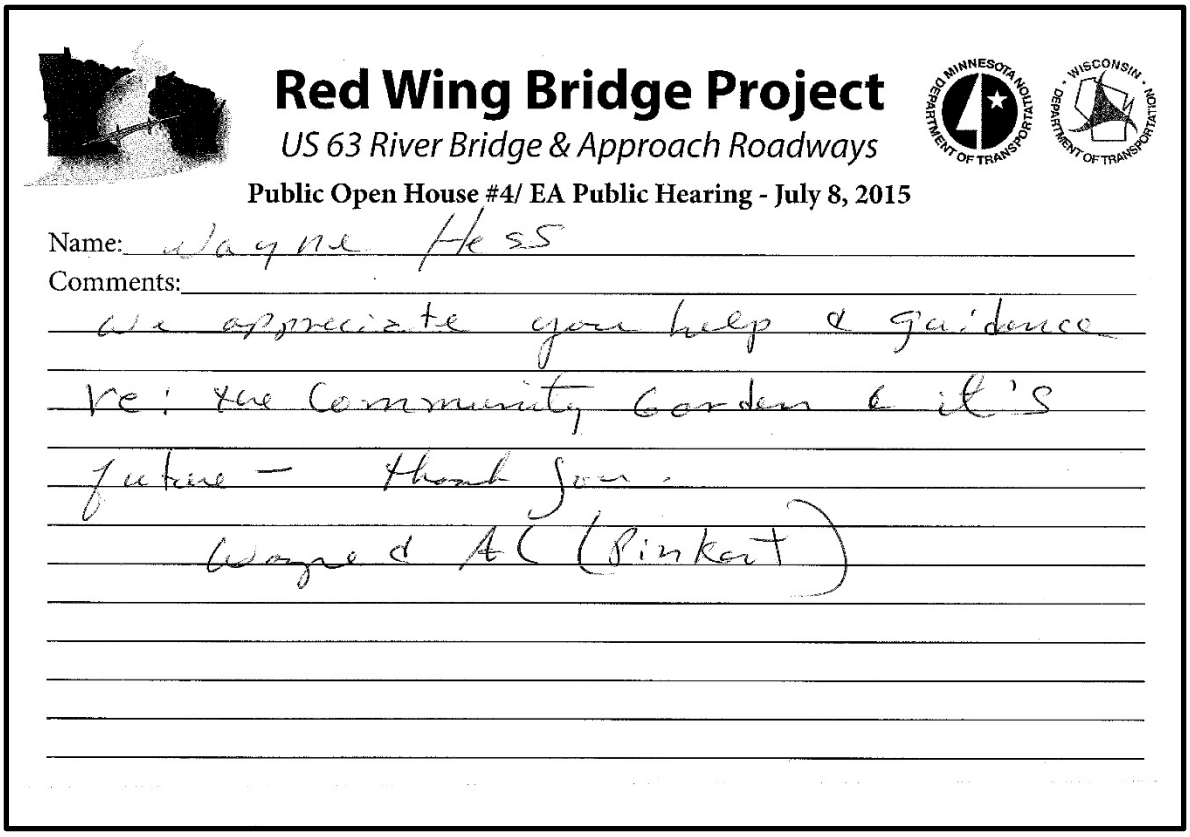
(3rd & Plum Intersection)

Bridge exit onto 58 south

H1

Comment H1 Response: The proposed project does not include any geometric improvements at the Plum Street/3rd Street intersection. However, the proposed project will substantially decrease traffic volumes at the intersection, especially the right-turn movement from 3rd Street to Plum Street. As a result, there will less conflicting traffic in the intersection area and more opportunity for trucks to negotiate the referenced left-turn movement. Elimination of 2-3 parking stalls on Plum Street in the southwest quadrant of the intersection would greatly improve the left turning maneuver at the intersection. Coordination with the city is ongoing to determine if this is feasible. With the proposed addition of parallel parking along the south side of 3rd Street with this project there would still be a net increase in parking opportunities near the Plum/3rd Street intersection.

Comment Card I – Wayne Hess



Red Wing Bridge Project

US 63 River Bridge & Approach Roadways

Public Open House #4/ EA Public Hearing - July 8, 2015

Name: Wayne Hess

Comments:

We appreciate your help & Guidance re: the Community Garden & it's future – Thank You.

Wayne & AC (Pinkert)

I1

Comment I1 Response: Comment noted. No response necessary.

Public Hearing Transcript - Verbal Comments to Court Reporter (page 1 of 3)

MINNESOTA DEPARTMENT OF TRANSPORTATION

Red Wing Bridge Project

US 63 River Bridge & Approach Roadways

EA Public Hearing

- -

July 8, 2015

4:00 p.m.

Red Wing Public Library

Foot Room

225 East Avenue

Red Wing, Minnesota 55066

REPORTED BY: Paula Berg
Chase Court Reporting
940 44th Avenue NE
#21376
Minneapolis, MN 55421
(612) 490-6692

Response: No response necessary

Public Hearing Transcript - Verbal Comments to Court Reporter (page 2 of 3)

Meeting Facilitator:
Robert Rogers, Senior Planner
SHORT ELLIOTT HENDRICKSON
3535 Vadnais Center Drive
St. Paul, Minnesota 55110

The following are public comments taken before Paula E. Berg, RPR, Certified Shorthand Reporter, Notary Public.

(Public comments were encouraged, and participants presented at the table of the Court Reporter.)

MR. DUANE DALEY: I just -- I like the design. I think it's a nice, open, aesthetically pleasing design that fits in with the bluff.

The Hastings bridge to me doesn't fit that town.

So that's my comment. J1

MR. WILLIAM SCHROEDER: I'm Bill Schroeder, self appointed mayor of Hager City. J2

Comment J1 Response: Comment noted. No response necessary.

Comment J2 Response: See response on next page.

Public Hearing Transcript - Verbal Comments to Court Reporter (page 3 of 3)

I've owned a trucking company, Hager City Express.

The left turn lane coming off from the bridge on the Highway 58 on Plumb Street, the radius needs to be bigger than it is today. It's too tight, the trailer off tracks in the oncoming traffic the way it's designed.

It needs to be addressed.

Thanks.

(This concluded the public statements made in Red Wing, Minnesota on July 8, 2015.)

J2 (continued)

Comment J2 Response: The proposed project does not include any geometric improvements at the Plum Street/3rd Street intersection. However, the proposed project will substantially decrease traffic volumes at the intersection, especially the right-turn movement from 3rd Street to Plum Street. As a result, there will less conflicting traffic in the intersection area and more opportunity for trucks to negotiate the referenced left-turn movement.

APPENDIX C – US 63 River Bridge & Approach Roadways Project – Preliminary Layout

Preliminary Layout

Subject To Change

100 0 300
scale feet

LEGEND
- PROPOSED ROADWAY
- PROPOSED BRIDGE
- PROPOSED SHOULDER
- PROPOSED MEDIAN AND C&G
- PROPOSED SIDEWALK
- PROPOSED RETAINING WALL
- PARCEL BOUNDARY
- EXISTING RIGHT OF WAY

825th St

63

61

E 3RD ST

SANDERSON ST

E 4TH ST

W BLUFF ST

POTTER ST.

MAIN ST.

PLUM ST.

W 3RD ST

BUSH ST.

10:56:03 AM
2/25/2015
K:\Mn\06\119112\CADD\119112_fig1.dgn

Red Wing River Bridge

US 63 River Bridge and Approach Roadways Project

Project Layout
Preferred Alternative

APPENDIX D – Noise Barrier Voting Process

Resident/Property Owner/Occupant Letter (07/31/15)

Resident/Property Owner/Occupant Letter - 2nd Notice (08/25/15)

Frequently Asked Questions & Project Information Flyer

Voting Ballot – Proposed Noise Barrier

Ballot Results Matrix

Noise Barrier Location Figure

Red Wing Bridge Project

US 63 River Bridge & Approach Roadways

July 31, 2015

Dear Property Owner and/or Occupant,

You are receiving this letter because you are eligible to vote for whether or not to build a noise wall near you. The Minnesota Department of Transportation (MnDOT) is considering building a noise wall along US 61/63 from approximately East 3rd Street and Sanderson Road to East 4th Street and Arkins Street. Based on technical studies, it was determined that your property would receive a traffic noise reduction if the noise wall is constructed.

This is your opportunity to vote for or against this noise barrier. Here's what you need to do:

1. **Review** the included materials, including visualizations of what the noise wall would look like.
2. **Consider** attending the public meeting for more information or to speak with project staff:

Noise Wall Informational Meeting
Wednesday, August 19th
4:30 p.m. to 6:30 p.m.
Colvill Family Center
269 East 5th Street, Red Wing, MN 55066

3. **Submit your vote** using the enclosed ballot by ***September 2nd, 2015.*** You may submit your ballot by any *one* of these methods:
   - Bring it to the informational meeting
   - Mail it with the enclosed postage-paid envelope to: Chad Hanson, Minnesota Department of Transportation, 2900 48th Street NW, Rochester, MN 55901
   - Email a scanned copy of your ballot to Chad.Hanson@state.mn.us

If you do not submit your vote, it will be counted as a vote in favor of constructing the noise wall. Please take time to vote and make your opinion count.

More information about the Red Wing Bridge Project can be found at:
www.dot.state.mn.us/d6/projects/redwing-bridge

Sincerely,

Chad Hanson

Chad Hanson, P.E.
MnDOT Project Manager
2900 48th Street NW
Rochester, MN 55901
(507) 286 - 7637

Red Wing Bridge Project

US 63 River Bridge & Approach Roadways

2nd NOTICE, Voting Ends Soon!

August 25, 2015

Dear Property Owner and/or Occupant,

You are receiving this letter because you are eligible to vote for whether or not to build a noise wall near you. The Minnesota Department of Transportation (MnDOT) is considering building a noise wall along US 61/63 from approximately East 3rd Street and Sanderson Street to East 4th Street and Arkin Street. Based on technical studies, it was determined that your property would be affected by the proposed noise wall. We are requesting your vote to determine if the wall should be constructed.

This is the 2nd information packet and voting ballot that we have sent to you. If you have already submitted your vote, you do not need to do anything further and may disregard this letter. If you would like to change your vote, you may submit a new ballot with a comment stating that you are changing your vote. If you have not voted yet, this is your opportunity! Here's what you need to do:

1. **Review** the included materials, including visualizations of what the noise wall would look like.
2. **Submit your vote** using the enclosed ballot by ***September 2nd, 2015.*** You may submit your ballot by any *one* of these methods:
   - Mail it with the enclosed postage-paid envelope to: Chad Hanson, Minnesota Department of Transportation, 2900 48th Street NW, Rochester, MN 55901
   - Email a scanned copy of your ballot to Chad.Hanson@state.mn.us

If you do not submit your vote, it will be counted as a vote in favor of constructing the noise wall. Please take time to vote and make your opinion count.

More information about the Red Wing Bridge Project can be found at:
www.dot.state.mn.us/d6/projects/redwing-bridge

Sincerely,

Chad Hanson

Chad Hanson, P.E.
MnDOT Project Manager
2900 48th Street NW
Rochester, MN 55901
(507) 286 - 7637

Red Wing Bridge Project

US 63 River Bridge & Approach Roadways

FREQUENTLY ASKED QUESTIONS & PROJECT INFORMATION

What is the project?

The Minnesota Department of Transportation (MnDOT) is planning to replace the existing Mississippi River Bridge with a new bridge structure. In the City of Red Wing, the project includes bridge approach improvements consisting of a US 61 overpass replacement and the reconfiguration of its connection to US 61 as a buttonhook intersection (see attached figure).

Based on the conclusions of a traffic noise study conducted as part of the Bridge project, traffic noise levels on US 61/63 alongside the Barn Bluff area are projected to exceed state noise standards. MnDOT's noise evaluation further concluded that constructing a noise barrier along US 61/63 from approximately E. 3rd St. and Sanderson Rd. to E. 4th Street and Arkin St. would reduce noise levels for the adjacent properties.

Why am I receiving this letter?

Based on the technical studies completed in anticipation of the project, it has been determined that your property or unit would receive a noise benefit (traffic noise level reduction of at least 5 decibels) from the construction of a new, 20-foot high noise barrier. MnDOT needs your vote to determine if a noise barrier should or should not be constructed in your area.

Public Meeting Feedback

When: **Wednesday, August 19th, 2015**
4:30 p.m. to 6:30 p.m.
Where: **Colvill Family Center**
269 East 5th Street, Red Wing, MN 55066

MnDOT, the City of Red Wing, and project representatives held a public meeting to provide information and address questions regarding the project. The purpose of the public meeting was to provide information and receive input on whether or not to build the proposed noise barrier.

Approximately 10 neighborhood residents attended the meeting and discussed the project with staff. Many residents had questions about the visual impacts of the wall and were concerned with how much of their view of Barn Bluff would be blocked if the wall were built. The proposed wall would alter some views of the bluff, and project visualizations were developed to help better understand how views would change. A short animation showing what US 61/63 would look like both with and without the noise wall are available on the MnDOT project website:

www.dot.state.mn.us/d6/projects/redwing-bridge

**Properties and units receiving a 5 decibel or more reduction as a result of the proposed noise barrier are eligible to vote. All eligible voters received this notice directly.*

How does the voting work?

MnDOT uses a weighted voting system to make sure residents and owners are given appropriate influence on the outcome, based on how much their property/unit is impacted by the noise barriers, and whether or not they own the property/unit.

Proximity to Noise Barrier	Points Awarded		
	Occupant	Owner	Occupant & Owner
Property/unit is immediately adjacent to US 61/63	2	4	6
Property/unit is not immediately adjacent to US 61/63	1	2	3

The noise wall will be constructed unless more than 50% of the voting points are against it. If you do not submit your vote, your points will be counted in favor of constructing the noise wall.

Why are noise barriers being proposed as part of the US 63 River Bridge and Approach Roadways Project?

Traffic noise along US 61/63 is projected to exceed state noise standards. MnDOT is required to comply with the noise limit requirements set by the Federal Highway Administration and the State of Minnesota. MnDOT conducted a noise study to see if a noise barrier would provide a reduction in noise to residents and businesses adjacent to the project. The analysis concluded that a barrier along US 61/63 from approximately 3rd Street to Arkin Street would reduce noise by at least 5 decibels, which is why the noise barrier is proposed as part of the project.

Why does MnDOT conduct noise studies?

MnDOT conducts noise studies to assess existing noise levels and predict future noise levels to determine noise impacts. If noise impacts are identified, MnDOT is required to consider noise mitigation measures, such as a noise barrier. All traffic noise studies and analyses must adhere to the requirements established by federal and state laws.

Additional information on MnDOT's noise policy can be found at:

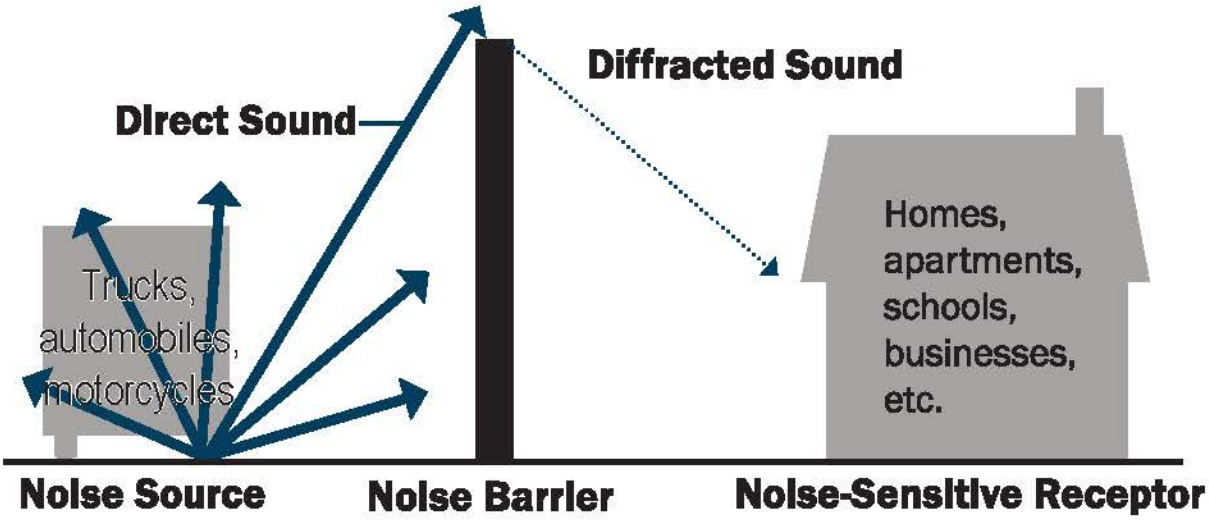
www.dot.state.mn.us/environment/noise

How does MnDOT determine whether a noise barrier is needed?

A noise barrier must be both feasible and reasonable if it is to be constructed with the highway project. Feasibility and reasonableness are determined by criteria such as cost, amount of noise reduction, safety, and site considerations. Noise mitigation is not automatically provided where noise impacts have been identified. Decisions on noise mitigation locations are made on a case-by-case basis.

How do noise barriers work?

Noise barriers block the direct path of sound waves from the highway to adjacent homes and businesses. However, they will not eliminate all noise - they only reduce the noise by 'diffracting' the sound waves from the noise source to the noise receptor. In order to be considered effective, a noise barrier must reduce noise impact to receptors by at least 5 decibels.



Where would the noise barrier be located?

The proposed noise barrier (blue line) would be 20 feet tall and approximately 1/4 mile long. There are more than 40 properties (highlighted red) that are eligible to vote for or against the wall.

Proposed Noise Barrier Visual Renderings

The renderings below are based on information available as of July 2015 and should not be interpreted as an exact design of this project.

Views **Without** a Noise Barrier

View from northbound US 61/63, coming in to downtown Red Wing. *(With no noise wall) Barn Bluff is on the right, ADM in distance.*

View from E 3rd Street, looking southeast toward Barn Bluff. *(With no noise wall)*

View from Sanderson Street, looking north toward Barn Bluff. *(With no noise wall)*

Views **With** a Noise Barrier

View from northbound US 61/63, coming in to downtown Red Wing. *(With a noise wall) Barn Bluff is on the right, ADM in distance.*

View from E 3rd Street, looking southeast toward Barn Bluff. *(With a noise wall)*

View from Sanderson Street, looking north toward Barn Bluff. *(With a noise wall)*

Red Wing Bridge Project

US 63 River Bridge & Approach Roadways

VOTING BALLOT - Proposed Noise Barrier

Thank you for participating in the voting process. After completing this voting ballot form, please submit it to MnDOT in ***one*** of the following ways:

- Scan the voting ballot and email it to chad.hanson@state.mn.us
- Place voting ballot in the postage paid return envelope and drop in the mail

ATTN: Chad Hanson, P.E., Project Manager
Minnesota Department of Transportation
2900 48TH Street NW, Rochester, MN 55901

Please complete and return to MnDOT by ***September 2, 2015.***

Please mark one:

- ☐ Property Owner & Occupant
- ☐ Property Owner, but not Occupant
- ☐ Property Occupant, but not Owner

This voting ballot is for the property located at:

Name & Signature:

_____ _____

(sign here) *(write out name here)*

Please mark one:

- ☐ I **want** the proposed noise barrier
- ☐ I **do not want** the proposed noise barrier

Comments:

_____

_____

_____

NOISE BARRIER 1 - PUBLIC VOTING PROCESS WORKSHEET

US 61/63 southbound/south side of highway

Between approx. E. 3rd St. and Sanderson Rd. and E. 4th St. and Arkins St.

Modelled Receptor ID	Benefitted Receptor ID	Parcel Address		City, State, ZIP	Property Type	Land Owner Occupied (Yes/No)	Owner or Occupant (Owner/Occupant)	Directly Abutting Highway (Yes/No)	Total Points Allowed (0 if no frequent use)	VOTE: Yes or No	Points For Noise Barrier	Points Against Noise Barrier
		Number + Street + Unit			(Residential/Commercial/Industrial/Etc.)							
51	51	304 Sanderson St.		Red Wing, MN 55066	Residential (Single Family)	No	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
52	52	308 Sanderson St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
61	61	309 Sanderson St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	Yes	4	yes	4	-
							Occupant	Yes	2	yes	2	-
62	62	315 Sanderson St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	Yes	4	no	-	4
							Occupant	Yes	2	no	-	2
63	63a	202 E. 4th St.	202	Red Wing, MN 55068	Residential (Two-Family Conversion)	No	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
	63b	202 E. 4th St.	202 UP	Red Wing, MN 55066			Owner	No	2	no	-	2
							Occupant	No	1	--	-	-
64	64	214 E. 4th St.		Red Wing, MN 55066	Residential	Yes	Owner	No	2	yes	2	-
							Occupant	No	1	yes	1	-
65	65a	220 E. 4th St.	Front	Red Wing, MN 55066	Residential (Three-Family Conversion)	No	Owner	Yes	4	no	-	4
							Occupant	Yes	2	--	-	-
	65b	220 E. 4th St.	Back	Red Wing, MN 55066			Owner	Yes	4	no	-	4
							Occupant	Yes	2	--	-	-
	65c	220 E. 4th St.	Up	Red Wing, MN 55066			Owner	Yes	4	no	-	4
							Occupant	Yes	2	--	-	-
66	66	228 E. 4th St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	Yes	4	no	-	4
							Occupant	Yes	2	no	-	2
67	67	232 E. 4th St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	Yes	4	yes	4	-
							Occupant	Yes	2	yes	2	-
68	68	236 E. 4th St.		Red Wing, MN 55066	Residential (Single Family)	No	Owner	Yes	4	--	-	-
							Occupant	Yes	2	no	-	2
69	69	250 E. 4th St.		Red Wing, MN 55066	Residential (Single Family)	No	Owner	Yes	4	no	-	4
							Occupant	Yes	2	no	-	2
76	76	207 E. 4th St.		Red Wing, MN 55066	Residential (Single Family)	No	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
77	77a	213 E. 4th St.	A	Red Wing, MN 55066	Residential (3-Family Conversion)	No	Owner	No	2	no	-	2
							Occupant	No	1	--	-	-
	77b	213 E. 4th St.	B	Red Wing, MN 55066			Owner	No	2	no	-	2
							Occupant	No	1	--	-	-
	77c	213 E. 4th St.	C	Red Wing, MN 55066			Owner	No	2	no	-	2
							Occupant	No	1	--	-	-
78	78	215 E. 4th St.	215	Red Wing, MN 55066	Residential (2-Family Conversion)	Yes	Owner	No	2	--	-	-
							Occupant	No	1	no	-	1
79	79a	223 E. 4th St.	223	Red Wing, MN 55066	Residential (2-Family Conversion)	No	Owner	No	2	yes	2	-
							Occupant	No	1	--	-	-
	79b	223 E. 4th St.	223 1/2	Red Wing, MN 55066			Owner	No	2	yes	2	-
							Occupant	No	1	yes	1	-
80	80	225 E. 4th St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
81	81	227 E. 4th St.		Red Wing, MN 55066	Residential (Single Family)	No	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
82	82	233 E. 4th St.		Red Wing, MN 55066	Residential (Single Family)	No	Owner	No	2	--	-	-
							Occupant	No	1	no	-	1
83	83	239 E. 4th St.		Red Wing, MN 55066	Residential (Single Family)	No	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
84	84	243 E. 4th St.		Red Wing, MN 55066	Residential (Single Family)	No	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
85	85	247 E. 4th St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
86	86	255 E. 4th St.		Red Wing, MN 55066	Residential (Single Family)	No	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
87	87	263 E. 4th St.		Red Wing, MN 55066	Residential (Single Family)	No	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
88	88a	273 E. 4th St.	1	Red Wing, MN 55066	Residential (Apartment/4-Family Conversion)	No	Owner	No	2	--	-	-
							Occupant	No	1	--	-	-
	88b	273 E. 4th St.	2	Red Wing, MN 55066			Owner	No	2	--	-	-
							Occupant	No	1	no	-	1
	88c	273 E. 4th St.	3	Red Wing, MN 55066			Owner	No	2	--	-	-
							Occupant	No	1	no	-	1
	88d	273 E. 4th St.	4	Red Wing, MN 55066			Owner	No	2	--	-	-
							Occupant	No	1	no	-	1

NOISE BARRIER 1 - PUBLIC VOTING PROCESS WORKSHEET

US 61/63 southbound/south side of highway

Between approx. E. 3rd St. and Sanderson Rd. and E. 4th St. and Arkins St.

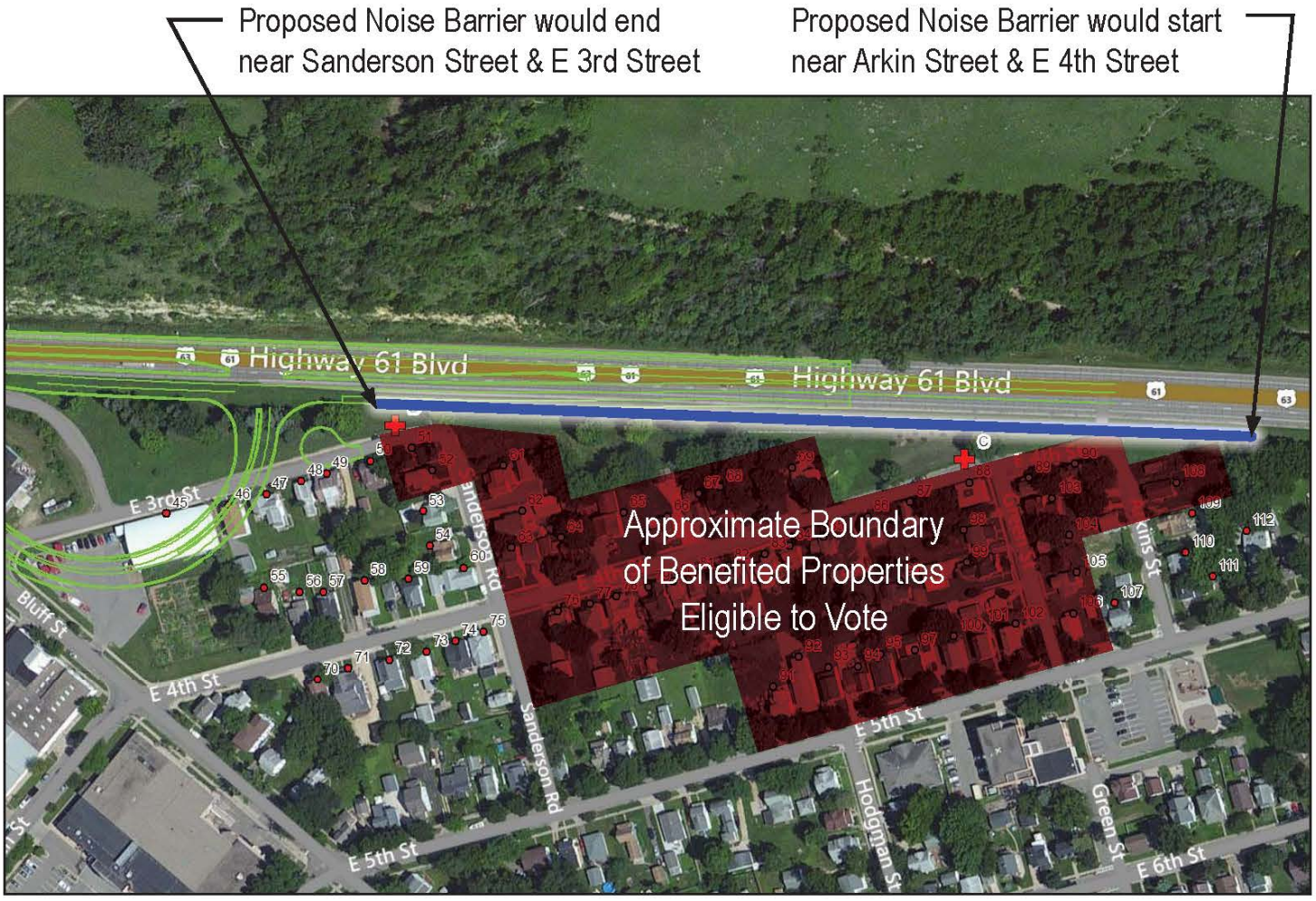
Modelled Receptor ID	Benefitted Receptor ID	Parcel Address		City, State, ZIP	Property Type	Land Owner Occupied (Yes/No)	Owner or Occupant (Owner/Occupant)	Directly Abutting Highway (Yes/No)	Total Points Allowed (0 if no frequent use)	VOTE: Yes or No	Points For Noise Barrier	Points Against Noise Barrier
		Number + Street + Unit			(Residential/Commercial/Industrial/Etc.)							
89	89a	301 E. 4th St.	Main Unit	Red Wing, MN 55066	Residential (Two-Family Conversion)	Yes	Owner	No	2	yes	2	-
							Occupant	No	1	yes	1	-
	89b	301 E. 4th St.	1	Red Wing, MN 55066			Owner	No	2	--	-	-
							Occupant	No	1	--	-	-
90	90	309 E. 4th St.		Red Wing, MN 55066	Residential (No Occupancy)	No	Owner	No	2	--	-	-
							Occupant	No	1	--	-	-
91	91	238 E. 5th St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
92	92a	242 E. 5th St.	1	Red Wing, MN 55066	Residential (Three-Family Conversion)	No	Owner	No	2	--	-	-
							Occupant	No	1	no	-	1
	92b	242 E. 5th St.	2	Red Wing, MN 55066			Owner	No	2	--	-	-
							Occupant	No	1	--	-	-
	92c	242 E. 5th St.	3	Red Wing, MN 55066			Owner	No	2	--	-	-
							Occupant	No	1	--	-	-
93	93a	244 E. 5th St.	244	Red Wing, MN 55066	Residential (Two-Family Conversion)	No	Owner	No	2	--	-	-
							Occupant	No	1	no	-	1
	93b	244 E. 5th St.	244 1/2	Red Wing, MN 55066			Owner	No	2	--	-	-
							Occupant	No	1	no	-	1
94	94	248 E. 5th St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
95	95	252 E. 5th St.		Red Wing, MN 55066	Residential (Single Family)	No	Owner	No	2	--	-	-
							Occupant	No	1	no	-	1
96	96	258 E. 5th St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
97	97	256 E. 5th St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	No	2	yes	2	-
							Occupant	No	1	yes	1	-
98	98	410 Green St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
99	99a	414 Green St.	414	Red Wing, MN 55066	Residential (Three-Family Conversion)	Yes	Owner	No	2	--	-	-
							Occupant	No	1	--	-	-
	99b	414 Green St.	414 1/2	Red Wing, MN 55066			Owner	No	2	--	-	-
							Occupant	No	1	--	-	-
100	100	264 E. 5th St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
101	101	268 E. 5th St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
102	102	272 E. 5th St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
103	103	407 Green St.		Red Wing, MN 55066	Residential	No	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
104	104	413 Green St.		Red Wing, MN 55066	Residential (Single Family)	No	Owner	No	2	--	-	-
							Occupant	No	1	no	-	1
105	105	417 Green St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
106	106	304 E. 5th St.		Red Wing, MN 55066	Residential (Single Family)	Yes	Owner	No	2	no	-	2
							Occupant	No	1	no	-	1
108	108	407 Arkin St.		Red Wing, MN 55066	Residential (Single Family)	No	Owner	Yes	4	yes	4	-
							Occupant	Yes	2	no	-	2
									201		30	115

Summary of Point Totals		
Points for barrier	30	15%
Points against barrier	115	57%
No reponse	56	28%
	201	100%

Red Wing Bridge Project

US 63 River Bridge & Approach Roadways

Noise Barrier Location and Benefitted Properties



APPENDIX E – Final Programmatic Section 4(f) Evaluation

Final Programmatic Section 4(f) Evaluation

U.S. 63 River Bridge and Approach Roadways Project

State Project No. 2515-21

April 5, 2016

Figure 1 – Location Map

Figure 2 – Project Area Section 4(f) Resources

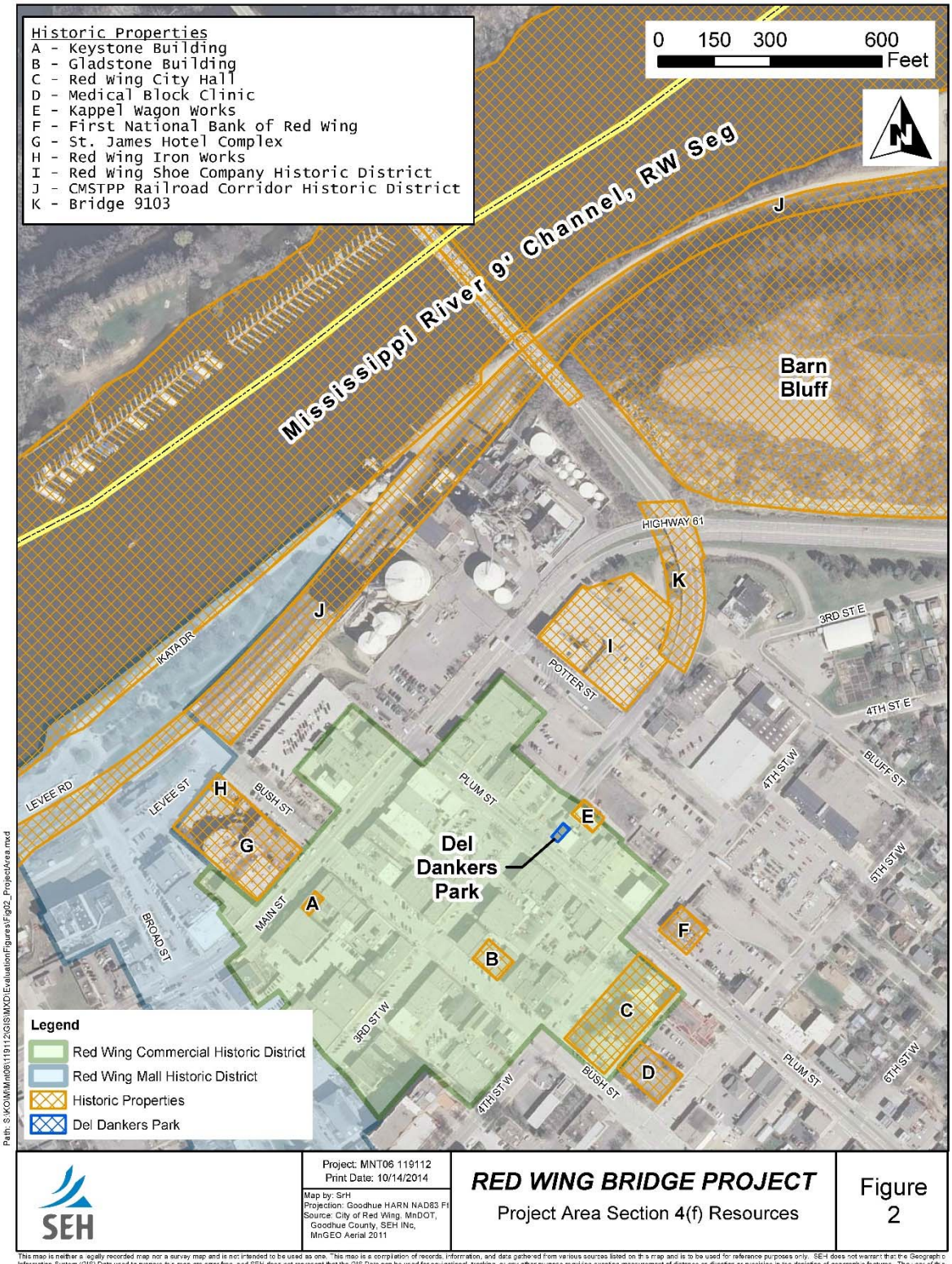


Figure 3 – Bridge 9103 and Proposed Improvements

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Final Programmatic Section 4(f) Evaluation
U.S. 63 River Bridge and Approach Roadways Project

1.0 Introduction

The Section 4(f) legislation as established under the Department of Transportation Act of 1966 (49 USC 303, 23 USC 138) provides protection for publicly owned parks, recreation areas, historic sites, wildlife and/or waterfowl refuges from conversion to a transportation use. The FHWA may not approve the use of land from a significant publicly owned park, recreation area, or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that:

- There is no feasible and prudent alternative to the use of land from the property; and
- The action includes all possible planning to minimize harm to the property resulting from such use (23 CFR 774.3).

Additional protection is provided for outdoor recreational lands under the Section 6(f) legislation (16 USC 4602-8(f) (3)) where Land and Water Conservation (LAWCON) funds were used for the planning, acquisition or development of the property. These properties may be converted to a non-outdoor recreational use only if replacement land of at least the same fair market value and reasonably equivalent usefulness and location is assured. There are no Section 6(f) properties within the project impact area, therefore this document will not address Section 6(f) issues or process.

The purpose of this Section 4(f) Evaluation is to provide the information required by the Secretary of Transportation to make the decision regarding the proposed Section 4(f) use of Bridge 9103, a property protected by Section 4(f) legislation and which would be affected as a result of the construction of the Red Wing Bridge Project.

This Section 4(f) Evaluation describes all identified Section 4(f) properties which would be "used" by the proposed project alternative, potential impacts on those properties, and possible mitigation measures to minimize impacts. A "use" occurs (1) when land from a Section 4(f) site is acquired for a transportation project, (2) when there is an occupancy of land that is adverse in terms of the statute's preservationist purposes, or (3) when the proximity impacts of the transportation project on the Section 4(f) sites, without acquisition of land, are so great that the purposes for which the Section 4(f) site exists are substantially impaired (referred to as a constructive use).

The Section 4(f) process requires that any impacts from use of a park, recreation area, historic site, wildlife or waterfowl refuge for highway purposes be evaluated in context with the proposed highway construction/reconstruction activity. An inventory of these types of properties was completed based on a review of the design concept drawings. The project's

potential impacts on these properties were assessed. The following Section 4(f) property will be impacted by the proposed project:

- Bridge 9103 (U.S. 63 bridge over U.S. 61)

The proposed use of Bridge 9103 satisfies the requirements for use of a Programmatic Section 4(f) Evaluation for FHWA projects that necessitate the use of historic bridges by meeting the following criteria:

- **The bridge is to be replaced or rehabilitated with Federal funds**. The project is programmed in the 2015-2018 Minnesota STIP. The programmed funding includes approximately $51-57 million of Federal funds which includes both the Minnesota and Wisconsin components of the project. Implementation of the preferred alternative would result in the replacement of Bridge 9103.
- **The resource is a historic bridge that is not a National Historic Landmark.** The bridge has been determined to be eligible for the National Register of Historic Places (NRHP). It is not a National Historic Landmark.
- **If the bridge is replaced, the existing bridge must be made available for alternative use.** The Minnesota Department of Transportation (MnDOT) will comply with the Surface Transportation and Uniform Relocation Assistance Act of 1987, Section 123(f), Historic Bridges. Bridge 9103 is a curved concrete slab structure that cannot remain on its current alignment. In addition, (as described in Section 3.1 below), the historic property includes not just the bridge, but the curved approach features. Relocating the bridge and its approaches is not feasible, since the bridge is a continuous concrete slab and cannot be separated into pieces and moved. Therefore, the bridge will not be marketed for sale.
- **A Programmatic Section 4(f) Evaluation cannot be used for projects that require an Environmental Impact Statement (EIS).** The project does not cross a threshold that would require preparation of an EIS in 23 CFR 771.115.
- **The State Historic Preservation Office (SHPO) must concur in writing with the assessment of impacts and proposed mitigation.** SHPO has concurred with the Section 106 determination of effect and is a signatory to the Programmatic Agreement (PA) stipulating mitigation for the impact to Bridge 9103 (see Appendix F).

2.0 Proposed Action and Need for Project

The primary purposes of the Red Wing Bridge project are to continue providing a structurally sound bridge crossing of the Mississippi River Main Channel at Red Wing and of U.S. 61, as well as to provide acceptable mobility conditions for motorized and non-motorized traffic in the Downtown Red Wing Commercial/Historic District. Due to the condition of the existing bridges and maintenance requirements, the existing bridges will not adequately meet this need without extensive investment. Furthermore, given forecast growth in motorized and non-motorized traffic levels over the 20-year planning horizon the existing trunk highway network will not be able to address the mobility needs in the Downtown Red Wing Commercial/Historic District.

The project has secondary needs due to the role of U.S. 63 in the area transportation system and due to the physical and cultural setting of the project. The project needs to provide for continuity of U.S. 63 between Minnesota and Wisconsin. The crossings, connecting roadways, and intersection(s) need to maintain the connection of U.S. 63 to Trenton Island, Wisconsin, to U.S. 61 and to MN 58 in Red Wing. Maintenance of traffic -- both across the river and on the river -- needs to be maximized (i.e. as short an amount of time with total

closure as possible). Pedestrian and bicyclist facilities need to be at least maintained and potentially improved.

3.0 Description of Affected Section 4(f) Resource

3.1 Bridge No.9103

Maps of Section 4(f) property
See Figures 1, 2, and 3 at the front of this report.

Size and location:
Bridge 9103 was completed in 1960 to serve as the approach bridge for the Eisenhower Bridge (Bridge 9040), which crosses the Mississippi River. The bridge carries U.S. 63 over U.S. 61. The same designers and builders worked on both bridges. Bridge 9103 is a 211 foot-long continuous concrete slab span. The longest span is 47' 6". Connected to the south end is a 220 foot long curving approach roadway that is supported on retained fill with cast-in place concrete retaining walls. Together the bridge and southern approach curve nearly 90-degrees from Red Wing's 3rd Street to the river crossing and lift traffic up to the elevation of the river bridge.

Ownership and type of Section 4(f) property:
The State of Minnesota is the owner of the bridge. The bridge and southern approach were designed and built together, and the boundaries of the National Register-eligible property include both (see Figures 2 and 3).

Bridge 9103 is eligible for the National Register under Criterion C (design and construction) in the area of Engineering. The bridge was determined eligible for the National Register as part of a statewide evaluation of post-1955 highway bridges conducted in 2010. Bridge 9103's National Register eligibility is based on two principal factors:

Engineering Significance. Bridge 9103 is the only horizontally-curved, continuous concrete slab bridge from the period 1955-1970 standing in Minnesota. In addition, the horizontal curve of 14 degrees is the greatest curvature for any extant bridge in Minnesota from the period.

Exceptional Aesthetic Qualities. Bridge 9103 is one of only four bridges identified in the post-1955 statewide bridge study that are eligible for the National Register for "high artistic value." The bridge and its southern approach were given special aesthetic consideration because of proximity to the new Eisenhower Bridge and to downtown Red Wing. Bridge 9103 and its southern approach are essentially unaltered. The property retains strong historic integrity in all seven categories cited in National Register eligibility criteria: location, design, setting, materials, workmanship, feeling, and association.

Some of the resources character defining features include:

- A long and continuous curved form created by the bridge superstructure and southern approach;
- Smooth concrete surfaces that emphasize the lean, sculpted design;
- A slim deck slab formed with shallow haunched arches over each bay;
- The approach roadway's smooth vertical retaining walls;
- Curved coping along the bridge fascia and approach walls;
- Distinctive piers, comprised of five evenly spaced columns;

- A continuous ornamental railing on the bridge and southern approach that emphasizes the length and shape of the horizontal curve.

Function of property and available activities:
This bridge provides a grade-separated crossing of U.S. 61 for the U.S. 63 approach to the Eisenhower Mississippi River Bridge, maintaining continuity for US 63 between Minnesota and Wisconsin and north-south continuity of US 61. Available activities include driving vehicles, walking or biking on the bridge.

Description and location of all existing and planned facilities:
The existing bridge facility is described above. Prior to the proposed action (described in Section 4.1 and shown in Figure 3), there were no plans for modifying the existing facility.

Access:
U.S. 63 provides access to the bridge.

Applicable clauses affecting the ownership:
None

Unusual characteristics reducing or enhancing the value of the property:
None

4.0 Impacts to the Section 4(f) Resource – Bridge 9103

4.1 Preferred Alternative

The preferred alternative includes replacing the existing river bridge (Bridge 9040) with a two-lane steel box girder bridge adjacent and immediately upstream. The preferred alternative also includes reconfiguring the Minnesota approach to establish a new U.S. 61/U.S. 63 at-grade intersection to the east of existing Bridge 9103, replacing Bridge 9103 over U.S. 61 with a new two-lane bridge. The preferred alternative would have direct impacts on the Section 4(f) property (Bridge 9103) by removal and replacement of the entire bridge and approaches. See Figure 7 in Attachment A.

5.0 Avoidance Alternatives – Bridge 9103

Development and evaluation of alternatives for this project included a range of alternatives to address the transportation needs (see Section 2.0 above), and to avoid/minimize impacts to Section 4(f) resources. The alternatives development and evaluation process is described in the 'Minnesota Approach Alternatives Identification, Evaluation and Screening Memorandum' ("Alternatives Memorandum", see Attachment A). The process included development of an initial range of alternatives for the Minnesota approach to the U.S. 63 river crossing (Concepts 1 through 8, described in Attachment A) that were assessed for how well they met the project needs and for construction feasibility. Two alternative concepts were recommended to be carried forward for further consideration: Rehabilitate Bridge 9103 (hereafter referred to as Alternative MN-1) and Button Hook Intersection with Slip Ramp (hereafter referred to as MN-3), which is also the preferred alternative described in Section 4.1 above. Alternative MN-1 (see Figure 5 in Attachment A) would avoid impacts to Bridge 9103. An additional alternative – MN-1A Rehabilitate Bridge 9103 plus making transportation improvements in downtown Red Wing (see Figure 5 in Attachment A) – was developed to avoid impacts to Bridge 9103, while trying to meet more of the transportation needs. These alternatives are referenced, where applicable, and compared to Section 4(f) criteria in Sections 5.1 through 5.3 below. An additional alternative – MN-2 Replace Bridge 9103 at its existing location – was also evaluated and described in the Alternatives Memorandum, but

was eliminated from consideration because it was not a Section 4(f) avoidance alternative and did not meet the transportation needs for the project, so it is not discussed in the avoidance alternatives discussion below.

Each of the alternatives described below were considered (as required for use of a Programmatic Section 4(f) Evaluation for the Use of a Historic Bridge) to avoid use of Bridge 9103. Sections 5.1 through 5.3 below describe the assessment of the avoidance alternatives with respect to the findings factors identified by FHWA at the Section 4(f) website at: http://environment.fhwa.dot.gov/4f/4fbridge.asp. The guidance states the following:

- For **'Build on New Location Without Using the Old Bridge**': Describe investigations that have been conducted to construct a bridge on a new location or parallel to the old bridge (allowing for a one- way couplet), but, for one or more of the following reasons, this alternative is not feasible and prudent:
  a. Terrain - The present bridge structure has already been located at the only feasible and prudent site.
  b. Adverse Social, Economic, or Environmental Effects (Adverse SEE Effects)- Building a new bridge away from the present site would result in social, economic, or environmental impact of extraordinary magnitude.
  c. Engineering and Economy - Where difficulty associated with the new location is less extreme than those encountered above, a new site would not be feasible and prudent where cost and engineering difficulties reach extraordinary magnitude.
  d. Preservation of Old Bridge - It is not feasible and prudent to preserve the existing bridge, even if a new bridge were to be built at a new location.

- For **'Rehabilitation Without Affecting the Historic Integrity of the Bridge**': Describe studies that have been conducted of rehabilitation measures, but, for one or more of the following reasons, this alternative is not feasible and prudent:
  a. The bridge is so structurally deficient that it cannot be rehabilitated to meet minimum acceptable load requirements without affecting the historic integrity of the bridge.
  b. The bridge is seriously deficient geometrically and cannot be widened to meet the minimum required capacity of the highway system on which it is located without affecting the historic integrity of the bridge.

In addition to the factors identified in the FHWA Programmatic Section 4(f) guidance, definitions of 'feasible' and 'prudent' from 23 CFR 774 are also considered when assessing avoidance alternatives. An alternative is not feasible if it cannot be built as a matter of sound engineering judgment (see 23 CFR 774.17). The six factors of prudency as detailed in FHWA's Section 4(f) Policy Paper (also based on prudence definition in 23 CFR 774.17) are as follow:

1. Does the alternative compromise the project to a degree that it is unreasonable to proceed in light of the project's stated purpose and need (i.e., the alternative doesn't address the purpose and need of the project);
2. Does the alternative result in unacceptable safety or operational problems;
3. After reasonable mitigation, does the alternative still cause severe social, economic, or environmental impacts; severe disruption to established communities; severe or

disproportionate impacts to minority or low-income populations; or severe impacts to environmental resources protected under other Federal statutes;

4. Does the alternative result in additional construction, maintenance, or operational costs of extraordinary magnitude;
5. Does the alternative cause other unique problems or unusual factors; or
6. Does the alternative involve multiple factors as outlined above that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

5.1 No-Build

The No-Build Alternative, as presented in the EA, would avoid any impacts to Bridge 9103. However, this alternative does not address the following primary project purpose and need objectives:

- Continue to provide a structurally sound crossing of U.S. 61;
- Improve Motorized and Non-Motorized Traffic Mobility on Trunk Highways within the Downtown Red Wing Commercial/Historic District

Since this alternative does not meet the project's stated purpose and need (prudence factor 1), this alternative was determined to not be a prudent avoidance alternative, and was not considered further. However, the No Build alternative will be described in the Environmental Assessment (EA) for this project, for comparison to the preferred alternative.

5.2 Build a new structure at a different location without affecting the historic integrity of the old bridge

5.2.1 Build a new structure at a different location (i.e. parallel to the existing bridge) without affecting the historic integrity of the bridge

This avoidance alternative would involve building a new US 61 overpass adjacent to Bridge 9103 which would allow retaining the structure of Bridge 9103, but its functionality would be replaced by the new bridge. Possible parallel locations would be to the east or west of Bridge 9103. Constructing a parallel bridge to the west would result in impacts to the Red Wing Shoe Historic District [see location of this District and Bridge 9103 in Figure 2]. This would result in Section 106 and Section 4(f) impacts [not 'prudent' based on 'Adverse SEE' Factor (b)].

Constructing a parallel bridge to the east would result in impacts to Barn Bluff [see location of this Section 106 resource in Figure 2] This would result in Section 106 and Section 4(f) impacts, and therefore would not be 'prudent' based on 'Adverse SEE' Factor (b). Also, in order for a new bridge/approach to be constructed adjacent to Bridge 9103, the existing approach to Bridge 9103 would be impacted. Since the approach is also a character defining feature, this would result in an adverse effect to Bridge 9103 under Section 106. In addition, existing Bridge 9103 would not serve any function, and would remain standing out of context and without any funding available to maintain the structure, since it would no longer be part of the Trunk Highway system, which is not prudent based on the 'Preservation of Old Bridge' Factor (d). This avoidance alternative would also not be prudent because it would not address the primary project need to improve traffic mobility in downtown Red Wing (prudence Factor 1 in Section 5.0 above).

5.2.2 Build on Alternative Alignment Location without affecting the historic integrity of the bridge

This section addresses avoidance alternatives that would relocate U.S. 63 to a new location which would allow existing Bridge 9103 to remain in place while shifting its functionality (carrying U.S. 63 traffic over U.S. 61 to connect to the river crossing bridge) to a different location. Given the existing interconnected functionality of Bridge 9103 and the U.S. 63 river crossing, there is no 'different' alignment (other than parallel to existing Bridge 9103, described in Section 5.2.1) that would provide the same function. So, based on assessment of the Terrain 'Findings' Factor (a) criteria (see Section 5.0 above), there is no prudent avoidance alternative that would achieve this function, since the present bridge structure has already been located at the only prudent location that would provide this function.

The only option for the Alternative Location avoidance alternative would involve moving the U.S. 63 river crossing and leaving the existing Bridge 9103 and approaches in place (but no longer serving a connection function, since the river bridge would be removed). As documented and illustrated in the New Bridge Location Feasibility Assessment, July 2, 2012 (see Attachment B), there were four river crossing alternative alignment locations addressed early in the project development process:

- Bench Street location (outside immediate downtown area)
- Broad Street location (within immediate downtown area)
- Bush Street location (within immediate downtown area)
- Plum Street location (within immediate downtown area)

See Figures 4 and 5 in Attachment B for maps of these locations.

During the evaluation of these alternatives, it was determined that the Bench Street (outside of downtown Red Wing) location should not be carried forward for consideration because of a variety of issues and impacts including, but not limited to, substantial additional wetland and floodplain impacts [not prudent with respect to the 'Adverse SEE Effects Factor (b),' described in Section 5.0 above], increased roadway and bridge length for US 63 traffic [not prudent with respect to the 'Engineering and Economy' Factor(c)], and impacts to the upper harbor conservation lands including Pottery Pond Park, which would be a Section 4(f) impact [not prudent with respect to the 'Adverse SEE Effects Factor (b)']. In addition, Bridge 9103 and its approaches would not serve any function, and would remain standing out of context and without any funding available to maintain the structures, since they would no longer be part of the Trunk Highway system, which is not prudent based on the 'Preservation of Old Bridge' Factor (d).

Each of the three alternate locations within the downtown area had substantial design challenges given the close proximity and vertical grade differences between the river and US 61 [not prudent with respect to Engineering and Economy Factor (c) and Terrain Factor (a)]. In addition, each alternative would introduce substantial impacts to parklands, historic resources, commercial and industrial land uses, and the existing visual setting and sightlines in downtown Red Wing [i.e., would result in Section 4(f) impacts to other resources and not prudent with respect to Adverse SEE Effects Factor (b)]. Furthermore, a May 14, 2012 letter from the United States Coast Guard states that the three new downtown location alternatives are not acceptable from a navigational standpoint due to the proximity of the river bend immediately upstream [not prudent with respect to Engineering Factor (c)] In addition, existing Bridge 9103 and its approaches would not serve any function, and would remain standing out of context and without any funding available to maintain the structures, since

they would no longer be part of the Trunk Highway system, which is not prudent based on the 'Preservation of Old Bridge' Factor (d).

5.3 Rehabilitate Bridge 9103 Without Affecting Historic Integrity

Two options, described and assessed below, were considered for rehabilitating Bridge 9103:

1. Rehabilitate Bridge 9103 and retain its current transportation function
2. Rehabilitate Bridge 9103 and incorporate it into a button-hook intersection

5.3.1 Rehabilitate Bridge 9103 and Retain Its Current Function

MnDOT completed a Bridge 9103 Rehabilitation Study in August 2013. This study examined potential rehabilitation alternatives that would avoid adverse effects to the bridge and approach structure. The report identified two feasible rehabilitation alternatives which maintained the Bridge's historic eligibility and provided a functional design solution for at least 20 years. The only difference between the two rehabilitation alternatives was the inclusion of TL-2 railing on the outside of the traffic lanes to improve safety.

The *Minnesota Approach Alternatives Identification, Evaluation, and Screening Memorandum* (Alternatives Memo)] dated September 8, 2014 (Attachment A) documents the extensive evaluation of the rehabilitation alternative, Alternative MN-1 (see Figure 4 in Attachment A), as well as a rehabilitation alternative (Alternative MN-1A, shown in Figure 5 in Attachment A) that included roadway modifications in the Downtown Red Wing Commercial Historic District to improve traffic operations to better meet the project primary need for improved mobility. Neither of these alternatives would be eliminated from consideration based on the two prudence factors – loading and capacity -- identified in the FHWA guidance [see Factors a and b listed in Section 5.0 above]. However, these alternatives were not prudent based on 23 CFR 774 criteria. Based on the analysis, Alternative MN-1A was eliminated because 1) the roadway modifications did not adequately address the need to improve motorized and non-motorized traffic mobility in the Downtown Red Wing Historic/Commercial District (prudence factor 1) and 2) because it would result in a Section 106 adverse effect to the Downtown Historic District and would impact Dankers Park in downtown Red Wing (both would be Section 4(f) impacts), therefore, Alternative 1A is not a Section 4(f) avoidance alternative. The Alternatives Memo also describes the rationale for eliminating rehabilitation Alternative MN-1 because it does not meet the project's primary mobility need (prudence factor 1). Therefore, it was concluded that avoidance alternative MN-1 for the rehabilitation of Bridge 9103 was not prudent, and it was eliminated from further consideration.

5.3.2 Rehabilitate Bridge 9103 as Part of Buttonhook Design

As part of an early project alternatives feasibility assessment [documented in Minnesota Approach Alternatives Identification, Evaluation, and Screening Memo dated September 8, 2014 and also summarized in Minnesota Approach Alternatives Identification, Evaluation and Screening Memorandum, included in Attachment A)], an alternative (Option 8) was considered which involved rehabilitation of Bridge 9103 and incorporating it into a buttonhook design. Unlike Alternative MN-1 and 1A described in Section 5.3.1, this alternative would address the primary mobility need. However, this alternative would require removal of the character-defining Bridge 9103 approach elements, which would result in a Section 106 adverse effect and also a Section 4(f) impact, so it is not an avoidance alternative.

5.4 Avoidance Alternatives: Summary of Findings

As described in Sections 5.1 through 5.3 above, there are no feasible and prudent alternatives that avoid impacts to Bridge 9103. The only remaining project alternative is the preferred alternative, MN-3, which does not affect any other Section 4(f) resources.

6.0 Measures to Minimize Harm – Bridge 9103

The FHWA Programmatic Section 4(f) guidance includes the following measures to minimize harm for historic bridges that are to be replaced:

1. The existing bridge is to be made available for an alternative use provided a responsible party agrees to maintain and preserve the bridge.
2. For bridges that are to be rehabilitated to the point that the historic integrity is affected or that are to be moved or demolished, the FHWA ensures that, in accordance with the Historic American Engineering Record (HAER) standards, or other suitable means developed through consultation, fully adequate records are made of the bridge.
3. For bridges that are adversely affected, agreement among the SHPO, ACHP, and FHWA is reached through the Section 106 process of the NHPA on measures to minimize harm and those measures are incorporated into the project. This programmatic Section 4(f) evaluation does not apply to projects where such an agreement cannot be reached.
4. For bridges that are to be rehabilitated, the historic integrity of the bridge is preserved, to the greatest extent possible, consistent with unavoidable transportation needs, safety, and load requirements.

With respect to minimization item 1 above, as detailed in Section 5.2.1, given the extremely constrained project site and scope of the proposed improvements it is not feasible to keep Bridge 9103, including the approach features, (historic property) in place. Furthermore, it is not feasible or practical to relocate the bridge and its approach features to another location for alternative use (see discussion in Section 1.0).

With respect to minimization items 2 and 3 above, the guidance regarding measures to minimize harm further indicates that for bridges which are adversely affected, agreement among SHPO, ACHP, and FHWA needs to be reached through the Section 106 process. MnDOT and the FHWA have been coordinating with SHPO, as part of the Section 106 process, to develop appropriate mitigation for the bridge. This mitigation will also be applicable to the Section 4(f) process. The agreed-upon mitigation is detailed in a Programmatic Agreement (PA) among MnDOT, FHWA and SHPO [see Appendix F]

Minimization item #4 is not applicable to this project, since the bridge is not proposed for rehabilitation.

7.0 Coordination – Bridge 9103

MnDOT completed the Bridge 9103 Rehabilitation Study in August 2013 in close coordination with FHWA and in consultation with SHPO. MnDOT and FHWA met several times to:

- Review the project purpose and need;
- Review the Bridge's background and significance;
- Establish the character defining features;
- Conduct a condition analysis;
- Define and assess rehabilitation alternatives;

- Develop recommendations and conclusions.

In addition, coordination has occurred and will continue with SHPO and the Red Wing Historic Preservation Commission regarding impacts, effects, and mitigation.

8.0 Least Overall Harm Analysis of Alternatives That Use Section 4(f) Property

As described in Section 5.0, there are no feasible and prudent alternatives that avoid impacts to Bridge 9103. The only remaining project alternative that meets all the project's primary needs is the preferred alternative, MN-3, which does not affect any other Section 4(f) resources. Therefore, no least harm analysis is required for this project.

9.0 Conclusion

In summary the key findings are as follows:

1. MN-1 (Bridge 9103 rehabilitation) and the No-Build avoidance alternatives do not meet the primary mobility need and therefore are not prudent;
2. Avoidance Alternative MN-1A addresses more of the mobility needs than Alternative MN-1, but results in impacts to other Section 4(f) resources (i.e. Downtown Commercial/Historic District and Dankers Park). Also, Alternative MN-1A does not fully meet the project mobility needs (a primary need), like the preferred alternative does;
3. Per the provisions of Section 106, there has been extensive coordination between MnDOT, FHWA, and SHPO and agreement has been reached among these parties with respect to all possible planning to minimize harm; project impacts to Bridge 9103; and mitigation, as outlined in the PA (Appendix F).

Based upon the above considerations, there is no feasible and prudent alternative to the use of Bridge 9103. The proposed action includes all possible planning to minimize harm to this resource resulting from such use, including mitigation agreed to by the officials with jurisdiction over the resource.

Attachment A

Minnesota Approach Alternatives Identification, Evaluation, and Screening Memorandum

Building a Better World for All of Us®

MEMORANDUM

TO: Chad Hanson, MnDOT

FROM: Chris Hiniker, AICP

DATE: September 8, 2014

RE: Red Wing Bridge Project
Minnesota Approach Alternatives Identification, Evaluation, and Screening
SEH No. MNT06 119112 14.00

The purpose of this memorandum is to document the rationale followed to identify, evaluate, and screen the range of Minnesota Approach alternatives considered as part of the Red Wing River Bridge Project. The Minnesota Approach is the last segment of the larger project to be defined. The other primary project components already defined include:

- River Crossing: Replace the existing river bridge with a two-lane steel box girder bridge immediately upstream from the current crossing;
- Wisconsin Approach: Construct a "jug-handle" intersection at 825th Street. This design provides a four-legged intersection with a median on US 63.

The remainder of this memorandum details the process that was used to develop, evaluate and screen alternatives to identify the most feasible, practical, and responsive Minnesota roadway approach option(s). Central to the process were multiple meetings involving MnDOT and FHWA staff, as well as meetings with project stakeholders, City staff, Project Advisory Committee (PAC) and listening sessions). The meetings were held at regular intervals as the process advanced. The memo is structured to follow the iterative process that was applied and included the following major steps:

- Developed Purpose and Need Statement;
- Identified Initial Minnesota Approach Concepts;
- Conducted Initial Feasibility Assessment;
- Refined Minnesota Approach Alternatives;
- Updated Purpose and Need Statement;
- Reviewed Range of Minnesota Approach Alternatives;
- Conducted Alternatives Evaluation and Screening.

PURPOSE AND NEED STATEMENT

The Red Wing Bridge Project is being developed in accordance with the National Environmental Policy Act (NEPA). Developing a project's purpose and need statement is an important element of the NEPA process. Early in the Red Wing Bridge project development process, MnDOT and WisDOT worked closely with FHWA to define the project's purpose and need. As with many projects, the purpose and need has been a working document which has evolved as new/more detailed information became available as the project has progressed. The original purpose and need was dated August 15, 2012 and was updated on October 16, 2013. It included the following key elements:

Primary Needs:

- Need for Structurally Sound Crossing of the Mississippi River Main Channel at Red Wing
- Need for Structurally Sound Crossing of US 61

Secondary Needs:

- Need for Continuity of US 63
- Need for Connection to US 61 and MN 58
- Need for Adequate Bridge Capacity
- Need for Acceptable Traffic Operations and Safe Design
- Need for Maximum Maintenance of Traffic
- Need for Access to Trenton Island
- Need to Maintain or Improve Pedestrian/Bicycle Facilities

Other Considerations:

- Structural Redundancy
- Wisconsin Corridors 2030 Plan
- Geometrics
- Economic development
- Parking
- Regulatory Requirements
- Property Impacts

IDENTIFICATION OF INITIAL MINNESOTA APPROACH CONCEPTS

Building from the October 16, 2013 Purpose and Need statement and working with the Project Management Team (PMT), Technical Advisory Committee (TAC), and other public input; eight concept alternatives were developed as described and illustrated below.

Concept 1 – Rehabilitate Bridge 9103

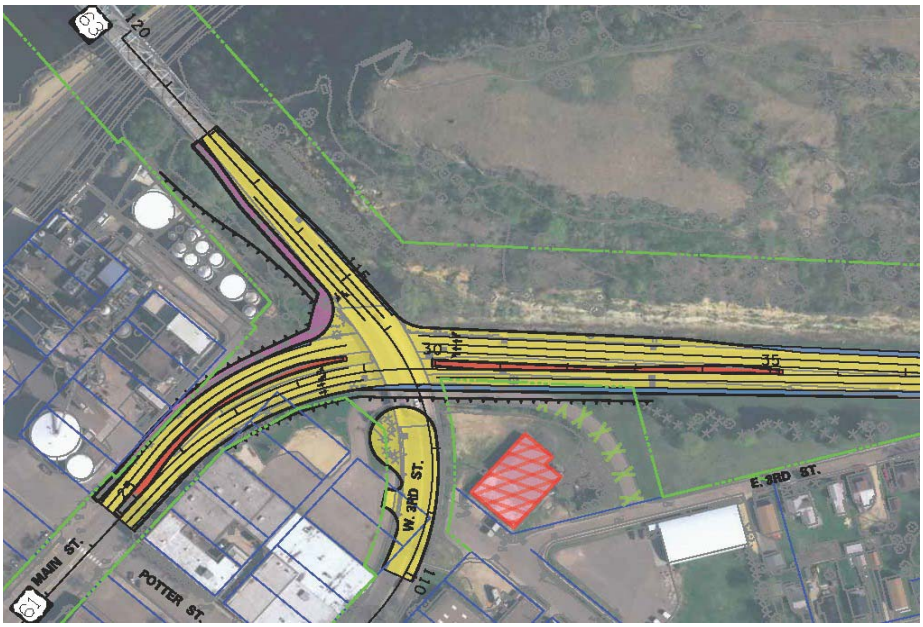
This concept assumes Bridge 9103 is retained and rehabilitated as detailed in the Bridge 9103 Rehabilitation Study. No other roadway modifications are included with this concept.

Concept 1

Concept 2 - Three Leg At-Grade Signalized Intersection

This concept would remove the existing U.S. 63 Bridge (Bridge 9103) over U.S. 61 and create an at-grade T-intersection at the junction. The concept provides approximately 500 feet between the new intersection and Potter Street. The new intersection would require dual left turn lanes from U.S. 61 to U.S. 63. All other intersections would remain unchanged from the No Build conditions.

Concept 2



Concept 3 - Three Leg At-Grade Signalized Intersection (U.S. 63 Direct Connection)

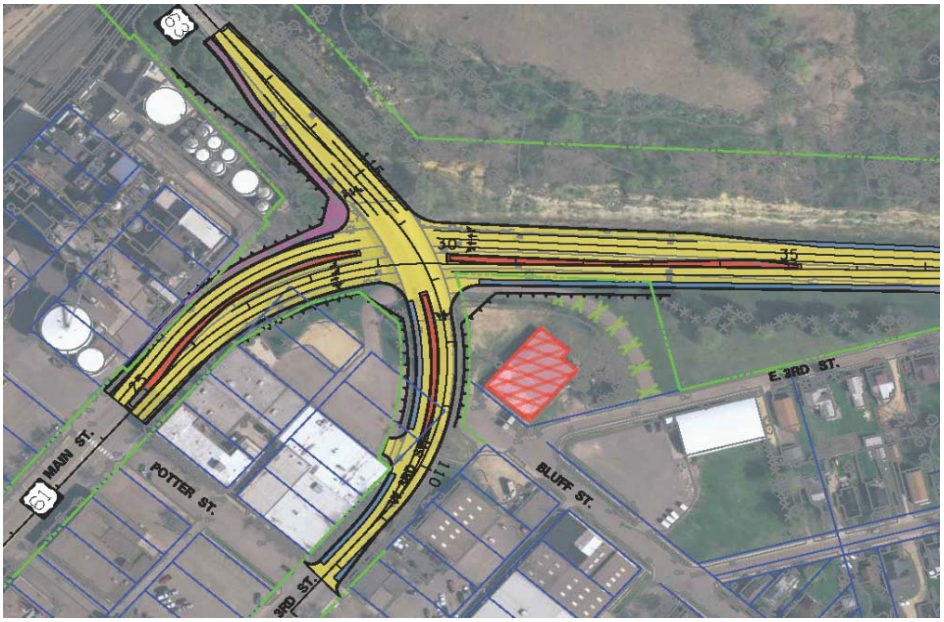
This build alternative would remove Bridge 9103 over U.S. 61 and create an at-grade T-intersection at the junction; U.S. 63 would become the major movement with the east leg of U.S. 61 becoming the minor approach. This alternative provides approximately 500 feet between the new intersection and Potter Street.

Concept 3

Concept 4 - Four Leg At-Grade Signalized Intersection

This concept would remove the Bridge 9103 over U.S. 61 and create an at-grade four-leg signalized intersection. This alternative provides approximately 500 feet between the new intersection and Potter Street.

Concept 4



This concept is comparable to the Concept 2 except it retains the connection to and from 3rd Street. All other intersections would remain unchanged from the No Build conditions.

Concept 5 - Four Leg At-Grade Roundabout Intersection

This concept would remove the Bridge 9103 over U.S. 61 and create an at-grade four-leg roundabout at the new junction of U.S. 63 and U.S. 63.

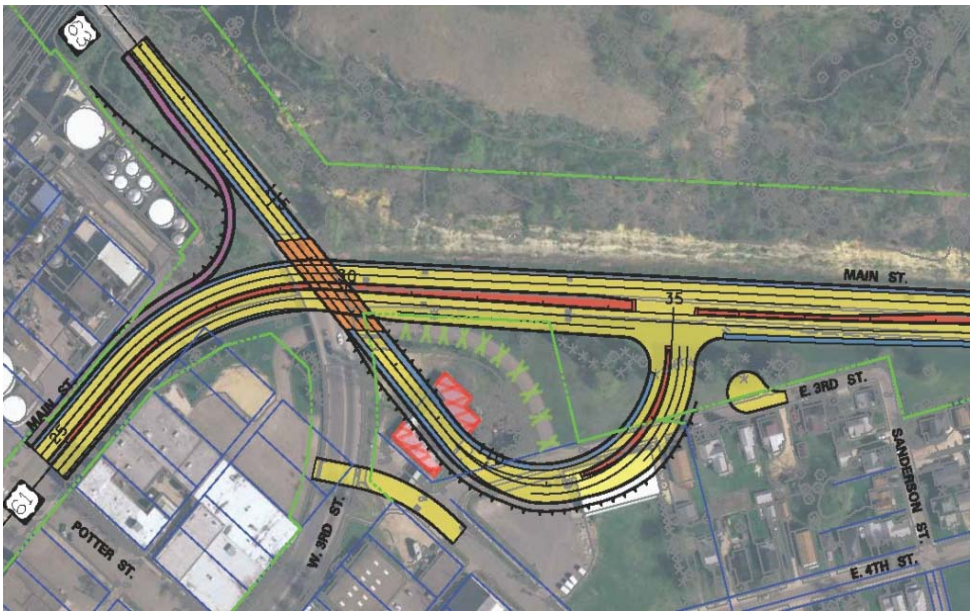
Concept 5

This concept provides approximately 600 feet between the new intersection and Potter Street and is comparable to Concept 4 described earlier except the intersection control is a roundabout rather than a traffic signal. All other intersections would remain unchanged from the No Build conditions.

Concept 6 - Buttonhook Signalized Intersection

This concept would replace the Bridge 9103 over U.S. 61 and create a new at-grade signalized intersection east of downtown. It provides approximately 1,100 feet between the new intersection and Potter Street.

Concept 6

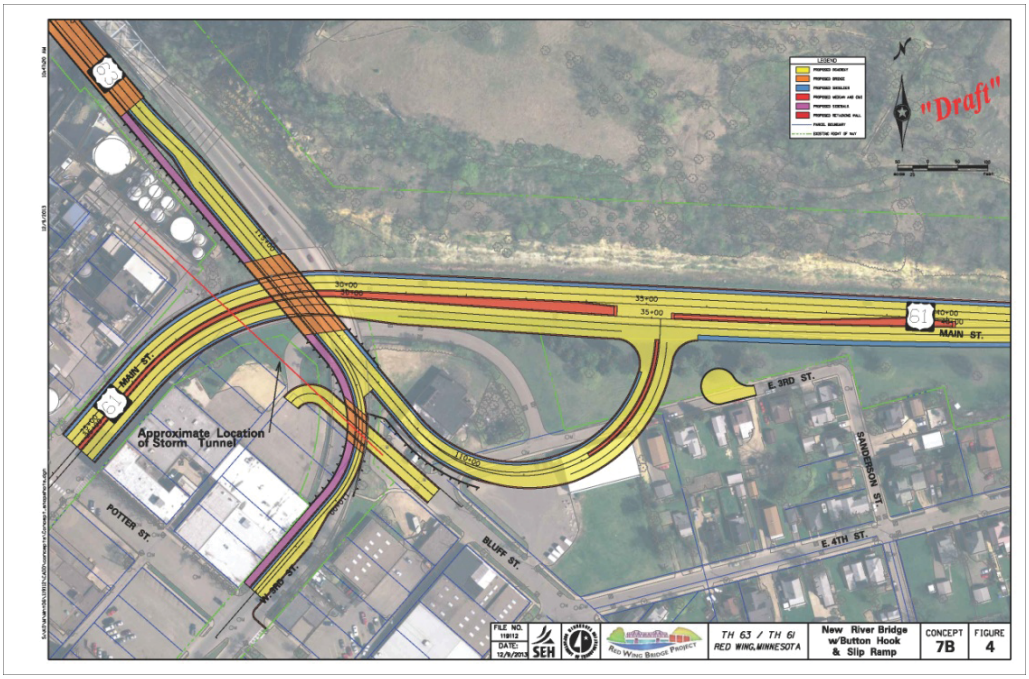


With this concept all river crossing traffic would flow through the new signalized intersection east of existing Bridge 9103. All other trunk highway intersections would remain unchanged from the No Build conditions.

Concept 7 - Buttonhook Signalized Intersection with Slip Ramp

This concept would replace the Bridge 9103 over U.S. 61 and create a new at-grade intersection east of downtown. In addition, the concept allows southbound U.S. 63 traffic to access downtown and MN 58 along a new one-way slip ramp to 3rd Street. This concept provides approximately 1,100 feet between the new intersection and Potter Street.

Concept 7



All other intersections would remain unchanged from the No Build conditions.

Concept 8 - Buttonhook Intersection (Roundabout) Retain Bridge 9103

This concept would retain Bridge 9103 over U.S. 61 and create a new at-grade intersection east of downtown. This intersection could either be a roundabout (as shown) or a signalized intersection. This alternative provides approximately 1,100 feet between the new intersection and Potter Street. This alternative is comparable to Concept 6 described earlier except the intersection control is a roundabout and the design assumes retaining Bridge 9103.

Concept 8

FEASIBILITY ASSESSMENT OF CONCEPTS

With the concepts defined each were analyzed with respect to traffic operations, safety, key environmental considerations, right-of-way impacts, design standards, estimated costs, complexity, and compatibility with a potential future parallel river crossing bridge. Table 1 presents the evaluation results reflecting these criteria.

A summary of the conclusions drawn from the evaluation are listed below. It is important to note that this evaluation was conducted in 2012. Since then additional analysis has been completed and decisions have been made. One key decision is that the river crossing will be a two lane facility.

- Concept 1: Rehabilitate Bridge 9103
  - Retains Bridge 9103 (eligible for National Register)
  - Poorest traffic operations of all concepts
  - Minimal right-of-way and environmental effects
  - Recommendation – retain for further consideration.

- Concept 2: Three Leg At Grade Intersection (U.S. 61 Direct Connection)
  - Poor traffic operations
  - U.S. 61 grade raise might require fill next to Barn Bluff
  - Would require a four-lane U.S. 63 Bridge
  - Recommendation – remove from consideration because of very poor traffic operations and it requires a four-lane river crossing.

- Concept 3: Three Leg At Grade Intersection (U.S. 63 Direct Connection)
  - Major impacts to ADM facility
  - U.S. 61 grade raise might require fill next to Barn Bluff
  - Recommendation – remove from consideration given substantial right-of-way impacts and poor geometry.

- Concept 4: Four Leg At Grade Intersection
  - Good traffic operations (assuming a four-lane river crossing)
  - U.S. 61 grade raise might require fill next to Barn Bluff
  - 3rd Street connection improves downtown operations
  - Would require four-lane U.S. 63 Bridge
  - Recommendation – remove from consideration because it requires a four lane river crossing.

- Concept 5: Four Leg At Grade Intersection – Roundabout
  - Good traffic operations
  - Does not accommodate large trucks
  - Requires extensive right-of-way acquisition
  - Would require four-lane U.S. 63 Bridge
  - Recommendation – remove from consideration because it requires a four lane river crossing and does not accommodate large trucks.

- Concept 6: Button Hook Intersection
  - Improved traffic operations compared to over No-Build

- U.S. 61 at Plum Street Intersection still congested
- Works with either two-lane or four-lane U.S. 63 Bridge
- Recommendation – remove from consideration in lieu of Concept 7 which has much better traffic operations and retains more favorable access to MN 58 and downtown.

- Concept 7: Button Hook Intersection with Slip Ramp
  - Best traffic operations
  - 3rd Street connection improves downtown operations
  - Works with either two-lane or four-lane U.S. 63 Bridge
  - Recommendation – retain for further consideration.

- Concept 8: Button Hook Intersection – Roundabout
  - Decent traffic operations
  - U.S. 61 at Plum Street Intersection still congested
  - Does not accommodate large trucks
  - Works with either two-lane or four-lane U.S. 63 Bridge
  - Recommendation – remove from consideration because of substantial right-of-way impacts and it does not accommodate large trucks.

In summary, based on this initial assessment and stakeholder input, the following concepts were identified to be carried forward for further consideration:

- Concept 1 – Rehabilitate Bridge 9103
- Concept 7 – Button Hook Intersection with Slip Ramp

REFINED MINNESOTA APPROACH ALTERNATIVES

Moving forward with the recommended concepts, additional design work was completed and coordination between MnDOT and FHWA staff was conducted. Much of these efforts focused on ensuring a full consideration of concepts that would enable Bridge 9103 to be retained given its National Register status. The additional sub-options to Concept 1 include:

Sub-Option A

This concept was developed as an attempt to better address the downtown commercial historic district traffic issues while avoiding substantial right-of-way impacts. It includes signal timing modifications as well as capacity improvements including turn lane modifications, removal of some on-street parking, some sidewalk narrowing, curb radii modifications, and additional through lanes through restriping (Figure 1 - attached).

Sub-Option B

This concept builds from Sub-Option A and attempts to more fully address the network related traffic issues referenced above. It includes even more substantial modifications to the downtown street network including additional through lanes and longer turn lanes. These modifications would require removal of additional on-street parking, further sidewalk impacts, and impact Dankers Park in the southeast quadrant of the Plum Street/3rd Street intersection. (Figure 2 - attached).

Sub-Option C

Given Sub-Options A and B do not fully address the issues associated with the overlapping trunk highway system in downtown Red Wing, even more substantial changes to the downtown street network were considered. It was concluded the only effective solution to address all of the issues would be to redirect the majority of traffic from Main Street to 3rd Street. This would be accomplished by constructing a new

road segment from Main Street to 3rd Street between Dakota Street and West Avenue. In turn, Main Street would be realigned near West Avenue to connect with the newly realigned Main Street to 3rd Street connection (Figure 3 - attached). With this modification 3rd Street through downtown would become Highway 63 and traffic destined to the river crossing and Highway 58 south, would use 3rd Street rather than Main Street.

MnDOT and FHWA staff concluded that Sub-Option A was the only potentially viable sub-option to carry forward given the substantial right-of-way impacts and increased social, economic, and environmental (SEE) impacts to the downtown commercial historic district associated with Sub-Options B and C.

As a result of the extensive refinement efforts, five Minnesota Approach alternatives were defined for more detailed evaluation.

The alternatives are illustrated in Figures 47 (attached) and defined in detail as follows:

- Alternative MN-1 (former Concept 1): This alternative involves rehabilitating Bridge 9103 as documented in the Bridge 9103 Rehabilitation Study, August 2013. For purposes of this evaluation it is assumed this alternative includes cathodic protection and installation of a TL-2 railing. Cathodic protection is assumed because it is necessary to extend the service life of the rehabilitation project to the 20 year planning horizon. The TL-2 railing is assumed because it does not affect the historic eligibility of Bridge 9103, is relatively low cost, and represents a substantial safety benefit.
- Alternative MN-1A (former Concept 1 with Sub-Option A): This alternative includes rehabilitating Bridge 9103 as documented in the Bridge 9103 Rehabilitation Study, August 2013. For purposes of this evaluation it is assumed this alternative includes cathodic protection and the TL-2 railing. This alternative also includes modifications to the downtown Red Wing street network proposed to retain reasonable traffic operations through the 2042 forecast year (see Figures 4 and 5). The improvements identified in Figure 2 reflect a balance between maximizing opportunities to improve traffic flow and minimizing right-of-way, parking, and sidewalk impacts. The proposed improvements were defined through an iterative process which involved developing incremental changes and testing their effectiveness using the detailed traffic model developed for the overall project. This iterative process resulted in the improvements reflected in Figure 5.

  The collective adjustments to lane configurations and on-street parking, as well as the curb and sidewalk modifications illustrated in Figure 5, do improve existing and forecast traffic operations. However, substantial roadway network issues associated with the tight urban grid pattern and overlapping trunk highway system result in substantial queuing, conflicting turning movements, congestion, and delays.
- Alternative MN-2 (new alternative, not studied in feasibility concepts): This is an additional alternative that allows retaining the existing roadway network, minimizing most environmental impacts, but removing Bridge 9103 and replacing it with a new bridge structure (see Figure 3). This alternative was added to allow for comparison of costs between Alternative MN-1 (rehabilitation of Bridge 9103) and a new bridge [with longer service life and lower on-going maintenance costs].
- Alternative MN-2A: Similar to Alternative 2, this option involves replacement of Bridge 9103 with a new bridge that maintains the existing approach roadway system with US 63 connecting into downtown Red Wing via 3rd Street. This alternative also includes modifications to the downtown Red Wing street network proposed to retain reasonable traffic operations through the 2042 forecast year (see Figures 5 and 6). The identified downtown street improvements are the same as Alternative MN-1A.
- Alternative MN-3 (former Concept 7): This alternative includes replacing Bridge 9103 with a new structure and button-hook ramp configuration that reorients the connection of US 63 to US 61 immediately east of downtown Red Wing. This alternative also includes a one-way slip-ramp which provides an option for southbound US 63 traffic to continue to have a direct access to downtown Red Wing and MN 58 via 3rd Street (see Figure 7).

UPDATED PURPOSE AND NEED STATEMENT

Since completing the original project purpose and need statement in 2012, additional traffic studies performed as part of the concept/feasibility analysis highlighted more substantial traffic mobility issues than what was initially evident from the analysis completed in 2011 and 2012. The more recent traffic analyses showed that operational issues were more of a network mobility problem rather than an intersection problem, as previously documented. The shift in focus from an intersection perspective to a network perspective was important because it highlighted that the primary traffic issues were tied to the trunk highway network in the downtown area, not a specific intersection or intersections. Building from the expanded technical analysis, MNDOT met with City of Red Wing staff to ensure the community's perspectives and concerns were clearly understood. Through this coordination, City staff indicated that in addition to the motorized traffic issues, that nonmotorized travel is a major challenge in the downtown area, In particular the trunk highway segments (Main Street, Plum Street) are major challenges for pedestrian and bicyclist circulation.

Thorough review of this information led to discussions centered on refining the purpose and need to better account for motorized and non-motorized mobility issues along the trunk highway segments that extend through downtown Red Wing and connect to the river crossing. In addition, the mobility issues and concerns identified in the technical studies were consistent with public input received through the project's public engagement process. Given this information, MnDOT and FHWA concurred that "Need to Improve Motorized and Non-motorized Traffic Mobility on Trunk Highways within the Downtown Red Wing Commercial/Historic District" should become a primary need. Project stakeholders were given an opportunity to comment on these changes to the purpose and need through ongoing public engagement efforts. Stakeholders were supportive of mobility being designated as a primary need.

The major elements of the refined/updated purpose and need are as follows (additions are in italics and deletions are strike-through text):

Primary Needs:

- Need for Structurally Sound Crossing of the Mississippi River Main Channel at Red Wing
- Need for Structurally Sound Crossing of US 61
- *Need to Improve Motorized and Non-Motorized Traffic Mobility on Trunk Highways within the Downtown Red Wing Commercial/Historic District*

Secondary Needs:

- Need for Continuity of US 63
- Need for Connection to US 61 and MN 58
- Need for Adequate Bridge Capacity
- ~~Need for Acceptable Traffic Operations and Safe Design~~
- Need for Maximum Maintenance of Traffic
- Need for Access to Trenton Island
- Need to Maintain or Improve Pedestrian/Bicycle Facilities *on the US 63 River Bridge and US 61 Overpass*

Other Considerations:

- Structural Redundancy
- Wisconsin Corridors 2030 Plan
- Geometrics
- Economic development
- Parking

- Regulatory Requirements
- Property Impacts

REVIEW RANGE OF MINNESOTA APPROACH ALTERNATIVES

Following the update of the purpose and need, it was necessary to determine whether the alternatives defined previously should be modified and/or if additional alternatives needed to be considered. This step included a review of the technical information and reaching out to the public to provide an opportunity to review the refined purpose and need and potentially suggest new alternatives. The revised purpose and need was presented at a project listening session on May 27, 2014 and attendees were provided the opportunity to suggest different alternatives.

No written public input was received at the listening session regarding the refined purpose and need and no additional Minnesota approach alternatives were identified for consideration.

In addition, a separate meeting was held with City planning/engineering staff to discuss mobility issues downtown, including options the City has considered to address non-motorized traffic mobility, to determine if additional non-motorized alternative elements should be considered. Two concepts for potential improving pedestrian mobility were reviewed with City staff: 1) restricting pedestrian crossing opportunities [i.e., identifying 1 or 2 legs at the intersection as 'no ped crossing'] at high volume intersections, to decrease turning conflicts and 2) posting high volume intersections as 'No Turn on Red' for motor vehicles. City staff indicated that these options had been considered by the City before and rejected as not being feasible or effective. Therefore, these were not considered further for the Minnesota approach alternatives.

Since no new/additional feasible alternatives were identified in this review process, the five alternatives documented earlier in this memorandum were retained and carried forward for evaluation and screening. The alternatives include:

- MN-1
- MN-1A
- MN-2
- MN-2A
- MN-3

ALTERNATIVES EVALUATION AND SCREENING

The alternatives evaluation and screening process centered on assembling a comprehensive list of evaluation criteria and applying the criteria to the Minnesota approach alternatives discussed above. The criteria were developed to account for and reflect the purpose and need statement, social, economic, and environmental (SEE) factors, and cost considerations. The evaluation criteria and five approach alternatives were organized into a comprehensive evaluation matrix to facilitate the evaluation and screening process (see Table 2 - attached).

MnDOT and FHWA staff met several times to review the matrix and discuss the screening process and results. The outcomes of these discussions are summarized below.

Alternatives Not Carried Forward for Further Consideration After Screening

It was concluded that Alternatives MN-1A and MN-2A should be eliminated from further consideration after initial screening because:

- They would introduce a Section 106 adverse effect (and a resulting Section 4(f) use) to the Downtown Commercial/Historic District;

- They would introduce a Section 4(f) impact to Dankers Park in Downtown Red Wing;
- The alternatives were originally developed in an effort to address the operational 'needs' related to geometrics (i.e., turning radii and turn lanes); however, the subsequent traffic analysis concluded they do not adequately address the overall trunk highway network mobility needs through the year 2042 forecast period. This, plus the identified Section 106 and 4(f) impacts with no other potential SEE benefits that would warrant retaining these alternatives, were the basis for dismissing these alternatives.

MnDOT and FHWA staff also concluded given full consideration of the purpose and need, SEE impacts, and cost factors included in the evaluation matrix that Alternative MN-2 should be removed from further consideration because it does not meet the primary need related to mobility, and results in removal of Bridge 9103, which would result in an adverse effect under Section 106 and result in a Section 4(f) use.

Alternatives to be Carried Forward for Further Documentation Following Screening

Following screening, only MN-1 and MN-3 remained as potential Minnesota approach alternatives. Staff discussed in great detail the relative trade-offs between the alternatives, which can be summarized as follows:

- MN-1
  - Positive attributes (compared to MN-3):
    - Retains Bridge 9103, thereby avoiding a Section 106 adverse effect and Section 4(f) impact;
    - Fewer right-of-way impacts;
    - No substantial changes in noise levels anticipated;
    - Lower capital cost
  - Negative attributes (compared to MN-3):
    - Greater motorized traffic mobility issues (network delay, longer queuing, longer travel times); Does not address mobility issues related to traffic volumes and pedestrian circulation/safety in the downtown commercial/historic district – therefore, this alternative does not meet the primary need to address mobility issues. Mobility issues are discussed in greater detail in the March 25, 2014 Traffic Analysis Report; also,
    - Higher on-going bridge maintenance costs; and
    - Shorter bridge service life
- MN-3
  - Positive attributes (compared to MN-1):
    - Improved mobility issues (reduced network delay, shorter queues, shorter travel times); the only alternative that meets the primary needs and fully addresses mobility issues related to traffic volumes and pedestrian circulation/safety in the commercial/historic district. Figure 8 illustrates the mobility benefits of MN-3, including the reduction in traffic volumes on Plum Street (MN 58) between U.S. 61 and 3rd Street (nearly 50% in the AM peak hour and 30% in the PM peak hour respectively). Mobility issues are discussed in greater detail in the March 25, 2014 Traffic Analysis Report;
    - Lower on-going bridge maintenance costs;
    - Longer bridge service life
  - Negative attributes (compared to MN-3):
    - Removes Bridge 9103 (a Section 106 adverse effect and Section 4(f) impact);
    - Greater right-of-way impacts;

- Potential increase in noise levels at residences adjacent to button hook loop;
- Higher capital cost;

Reflecting on these trade-offs, staff concurred with the following recommendations:

- Advance MN-3 as the recommended alternative, because it is the only alternative that addresses all of the primary purpose and need elements;
- Obtain input from SHPO and other Section 106 process stakeholders;
- Complete the Section 4(f) evaluation/decision-making and documentation process, including detailed consideration of Alternative MN-1, since it is the Section 4(f) avoidance alternative;
- Provide detailed documentation of the alternatives evaluation and decision-making process in the Environmental Assessment document

ah

Attachments:

Table 1 - Red Wing Roadway Initial Concepts Matrix
Figure 1 – Sub-Option A
Figure 2 – Sub-Option B
Figure 3 – Sub-Option C
Figure 4 - Concept MN-1
Figure 5 - Downtown Red Wing Street Network Improvements
Figure 6 - Concept MN-2
Figure 7 - Concept MN-3
Table 2 - Minnesota Approach Alternatives Evaluation Matrix
Figure 8 – Change in Traffic Demand Alternative 1 and 2 vs. Alternative 3

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Table 1 - Red Wing Bridge Project Approach Roadway Concept Alternative Evaluation Matrix – 7/11/12

Evaluation Criteria	Concept 1 Rehabilitate Bridge 9103	Concept 2 Three-Leg At Grade Intersection	Concept 3 Three-Leg At Grade Intersection (63 Direct Connection)	Concept 4 Four-Leg At Grade	Concept 5 Four-Leg At Grade with Roundabout	Concept 6 Buttonhook Intersection	Concept 7 Buttonhook Intersection with Slip Ramp	Concept 8 Buttonhook Intersection with Roundabout
Traffic Operations/Mobility • TH 63 • TH 61 • Downtown Red Wing • Access for Local Businesses	Poorest traffic operations in year 2042	Poor operations in year 2042. Does not work with two-lane river crossing. Directs TH 63 traffic out of downtown Red Wing Shore access reconfigured Reduces traffic congestion at 3rd/Plum Increased traffic at US 61/Plum	Directs TH 63 traffic out of downtown Promotes primary river crossing movement Red Wing Shoe access reconfigured Reduces traffic congestion at 3rd/Plum Increased traffic at US 61/Plum	More favorable year 2042 traffic operations assuming a four lane river crossing Greater impact to Red Wing Shoe access Reduces traffic congestion at 3rd/Plum More direct connection to TH 58 compared to Concepts 2 and 3	Favorable year 2042 traffic operations Truck path overlap between lanes might reduce capacity Greater impact to Red Wing Shoe access Reduces traffic congestion at 3rd/Plum	Acceptable 2042 traffic operations, though queuing problems exist Directs TH 63 traffic out of downtown Red Wing Shoe access reconfigured Reduces traffic congestion at 3rd/Plum Increased traffic at US 61/Plum	Most favorable year 2042 traffic operations Directs portion of TH 63 traffic out of downtown Red Wing Shoe access reconfigured Reduces congestion at 3rd/Plum More direct connection to TH 58 compared to Concept 6	Favorable year 2042 traffic operations Truck path overlap between lanes might reduce capacity Directs TH 63 traffic out of downtown Greater impact to Red Wing Shoe access Reduces traffic congestion at 3rd/Plum
Safety • Driver Expectancy • Pedestrian/Bicycle Friendliness	As currently exists	Standard intersection Sidewalk/Trail provided	Standard intersection Sidewalk/Trail provided	Standard 4-Leg intersection Sidewalk/Trail provided	Roundabout Sidewalk/Trail provided	Controlled intersection Sidewalk/Trail provided	Controlled intersection Sidewalk/Trail provided	Controlled intersection Sidewalk/Trail provided
Environmental Impacts • Section 106 • Section 4(f) • Soil Conditions (Geotech/Contamination)	Minimal	Bridge 9103 removal (Section 106 and 4f) TH 61 grade raise may require fill next to Barn Bluff Unknown soil conditions at warehouse building site	Bridge 9103 removal (Section 106 and 4f) TH 61 grade raise may require fill next to Barn Bluff	Bridge 9103 removal (Section 106 and 4f) TH 61 grade raise may require fill next to Barn Bluff Unknown soil conditions at warehouse building site	Bridge 9103 removal (Section 106 and 4f) TH 61 alignment pulled away from Barn Bluff; TH 63 alignment shifted closer Unknown soil conditions at warehouse building site	Bridge 9103 removal (Section 106 and 4f) Minimal Unknown soil conditions at warehouse building site	Bridge 9103 removal (Section 106 and 4f) Minimal Unknown soil conditions at warehouse building site	Able to maintain Bridge 9103 Minimal Unknown soil conditions at warehouse building site
Right-of-Way/Property Impacts • Proximity to Housing • Visual/Noise • Access • Acquisitions	Minimal/As currently exists	Staging would likely require acquisition of warehouse building	Major impacts to ADM	Staging would likely require acquisition of warehouse building	Extensive R/W acquisition	Closer to residential development with extensive R/W acquisition	Closer to residential development with extensive R/W acquisition	Closer to residential development with R/W acquisition
Design Standards	As currently met	Meets 30 mph design	Meets 30 mph design	Meets 30 mph design	Meets 30 mph design	Meets 30 mph design	Meets 30 mph design	Meets 30 mph design
Estimated Construction Cost (not TPC)	TBD	$3.6M	$3.4M	$4.3M	$4.0M	$6.4M	$6.6M	$3.9M
Construction Staging and Complexity/MOT	Minor impact for Bridge Rehab	Divert TH 61 via temp alignment/Construct TH 63 in halves	Construct TH 61 in halves/under traffic	Divert TH 61 via temp alignment/Construct TH 63 in halves	Complex – non-closure requires shifted roundabout; several stages	Moderate – buttonhook constructed off-line and bridge in halves	Moderate – buttonhook constructed off-line and bridge in halves	Moderate – buttonhook constructed off-line and bridge in halves
Compatibility with Parallel Bridge	Compatible – walls required	Compatible – walls required	Non-compatible without extensive R/W impacts	Compatible – walls required	Compatible – walls required	Less compatible – would require wider bridge over TH 61	Less compatible – would require wider bridge over TH 61	Compatible – would likely require exception on bridge over TH 61

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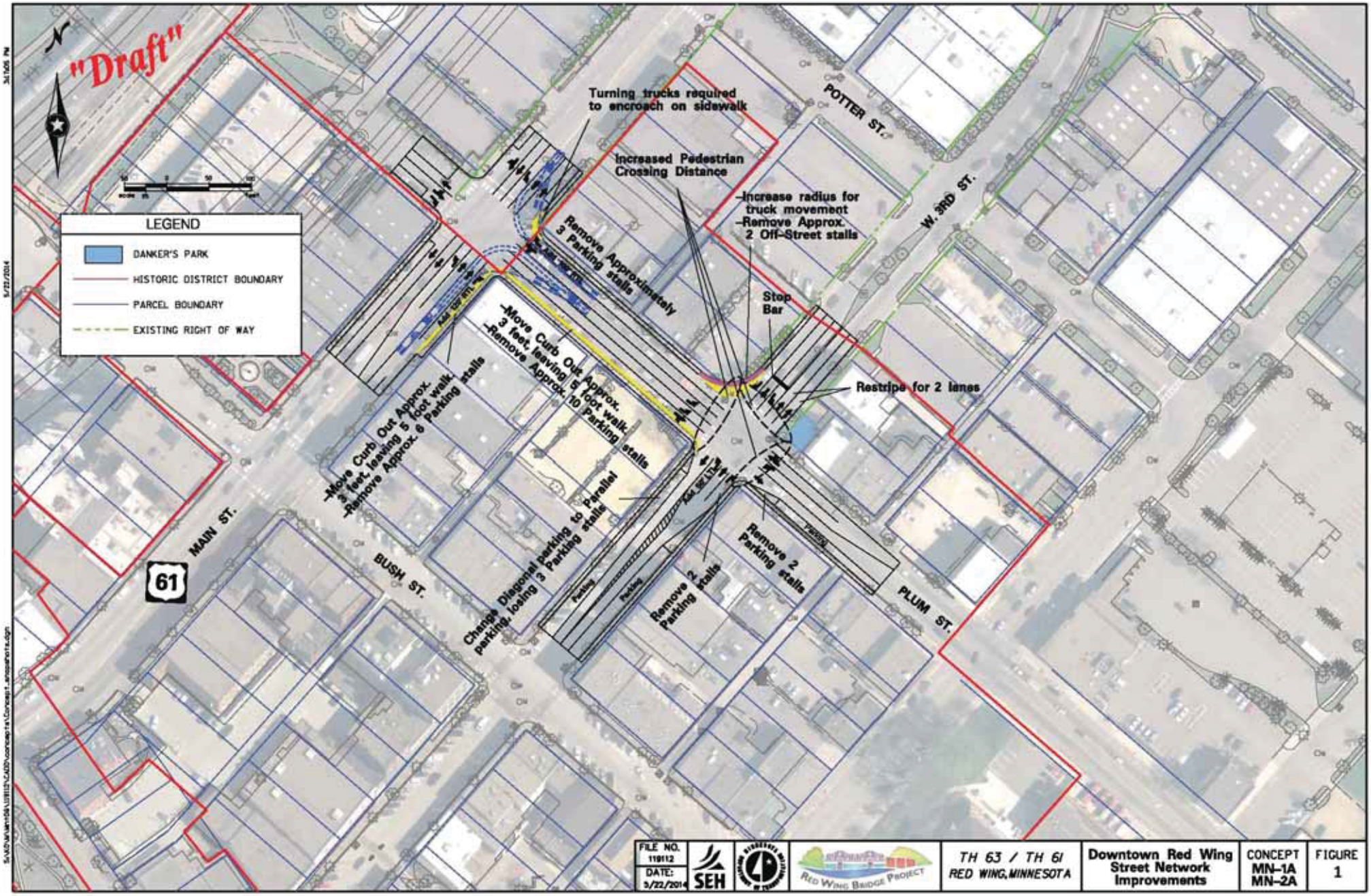
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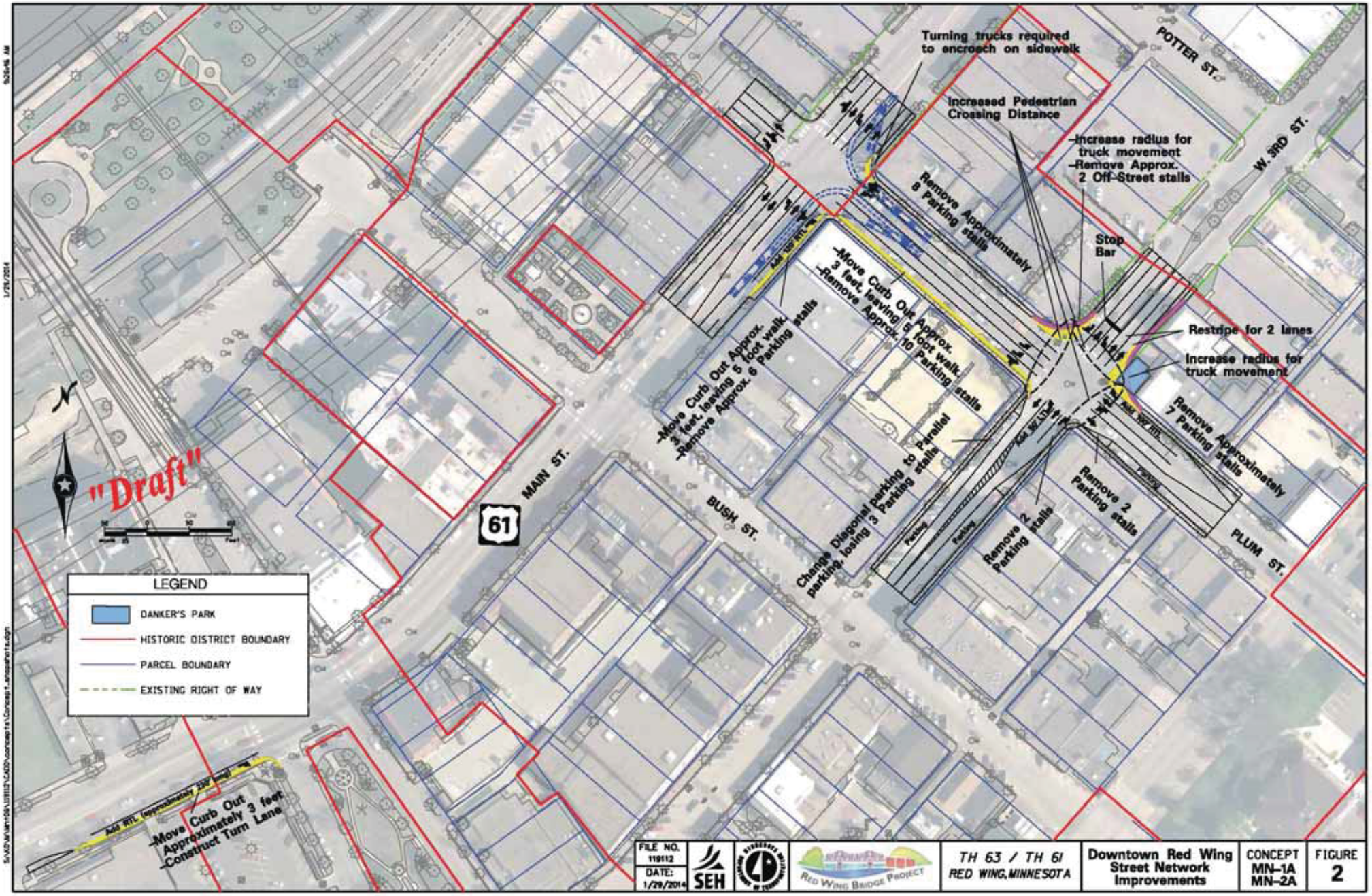
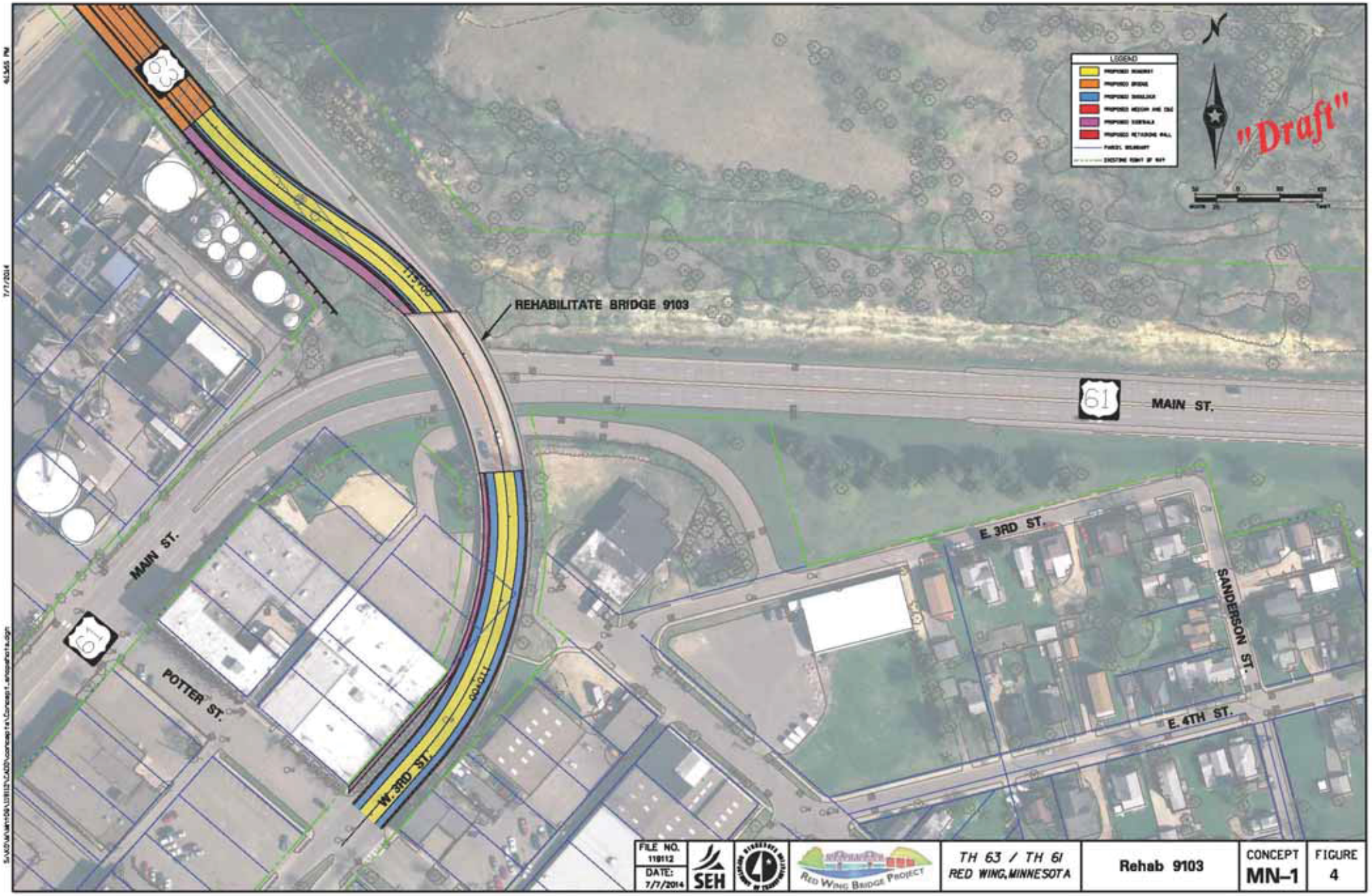
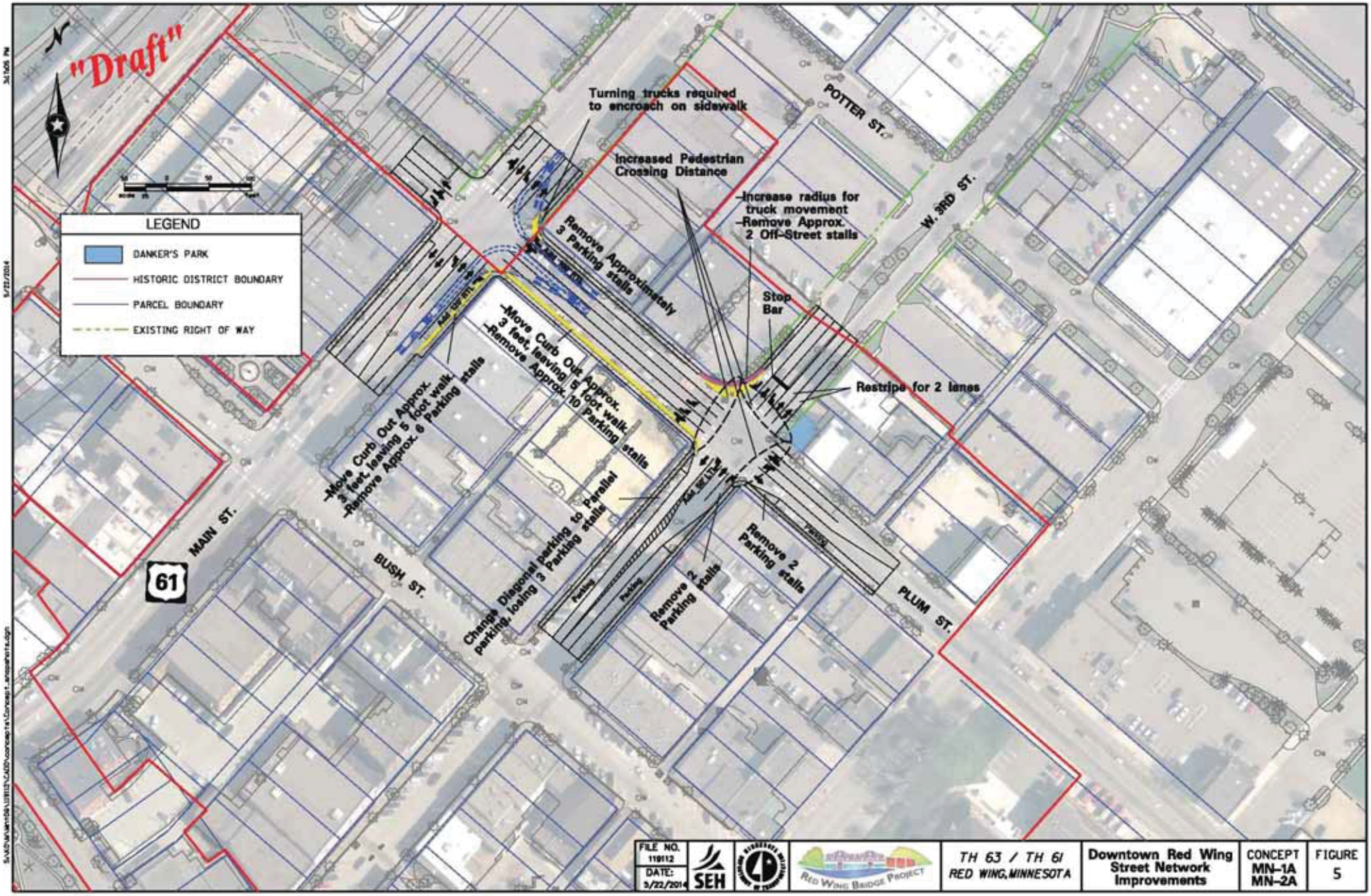
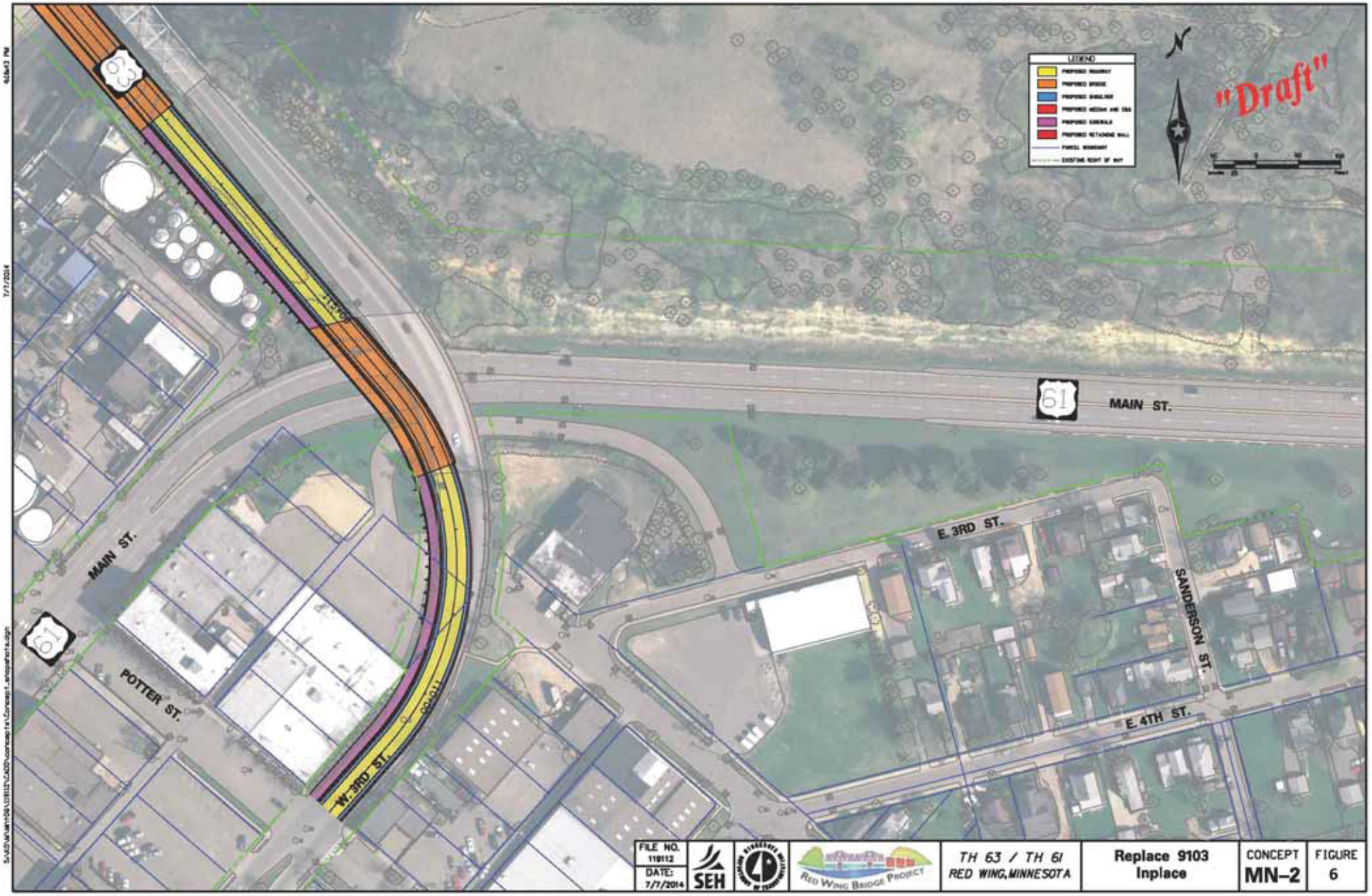
LEGEND
DANKER'S PARK
HISTORIC DISTRICT BOUNDARY
PARCEL BOUNDARY
EXISTING RIGHT OF WAY
Turning trucks required to encroach on sidewalk
Increased Pedestrian Crossing Distance
Increase radius for truck movement
Remove Approx. 2 Off-Street stalls
Remove Approximately 3 Parking stalls
Move Curb Out Approx. 3 feet, leaving 5 foot walk
Remove Approx. 10 Parking stalls
Move Curb Out Approx. 3 feet, leaving 5 foot walk
Remove Approx. 6 Parking stalls
Stop Bar
Restripe for 2 lanes
Change Diagonal parking to Parallel parking, losing 3 Parking stalls
Remove 2 Parking stalls
Remove 2 Parking stalls
POTTER ST.
W. 3RD ST.
MAIN ST.
61
BUSH ST.
PLUM ST.
FILE NO. 119112
DATE: 3/22/2014
SEH
RED WING BRIDGE PROJECT
TH 63 / TH 61
RED WING, MINNESOTA
Downtown Red Wing Street Network Improvements
CONCEPT MN-1A MN-2A
FIGURE 1


Turning trucks required to encroach on sidewalk
POTTER ST.
Increased Pedestrian Crossing Distance
–Increase radius for truck movement
–Remove Approx. 2 Off-Street stalls
W. 3RD ST.
Remove Approximately 8 Parking stalls
Stop Bar
–Move Curb Out Approx. 3 feet, leaving 5 foot walk.
–Remove Approx. 10 Parking stalls
Restripe for 2 lanes
Increase radius for truck movement
–Move Curb Out Approx. 3 feet, leaving 5 foot walk.
–Remove Approx. 6 Parking stalls
Remove Approximately 7 Parking stalls
Parallel
Change Diagonal parking to Parallel parking, losing 3 Parking stalls
Remove 2 Parking stalls
Remove 2 Parking stalls
MAIN ST.
61
BUSH ST.
PLUM ST.
"Draft"
LEGEND
DANKER'S PARK
HISTORIC DISTRICT BOUNDARY
PARCEL BOUNDARY
EXISTING RIGHT OF WAY
–Move Curb Out Approximately 3 feet
–Construct Turn Lane
FILE NO. 119112
DATE: 1/29/2014
SEH
RED WING BRIDGE PROJECT
TH 63 / TH 61
RED WING, MINNESOTA
Downtown Red Wing Street Network Improvements
CONCEPT MN-1A MN-2A
FIGURE 2

FILE NO. 119112 DATE: 12/3/2013	SEH		RED WING BRIDGE PROJECT	TH 63 / TH 61 RED WING, MINNESOTA	Required Downtown Street Realignment to Address Trunk Highway Network Issues	FIGURE 3


LEGEND
"Draft"
REHABILITATE BRIDGE 9103
MAIN ST.
61
MAIN ST.
POTTER ST.
W. 3RD ST.
E. 3RD ST.
SANDERSON ST.
E. 4TH ST.
FILE NO. 119112
DATE: 7/7/2014
SEH
RED WING BRIDGE PROJECT
TH 63 / TH 61
RED WING, MINNESOTA
Rehab 9103
CONCEPT MN-1
FIGURE 4


"Draft"
LEGEND
DANKER'S PARK
HISTORIC DISTRICT BOUNDARY
PARCEL BOUNDARY
EXISTING RIGHT OF WAY
Turning trucks required to encroach on sidewalk
Increased Pedestrian Crossing Distance
Increase radius for truck movement
Remove Approx. 2 Off-Street stalls
Remove Approximately 3 Parking stalls
Move Curb Out Approx. 3 feet, leaving 5 foot walk
Remove Approx. 10 Parking stalls
Move Curb Out Approx. 3 feet, leaving 5 foot walk
Remove Approx. 6 Parking stalls
Stop Bar
Restripe for 2 lanes
Change Diagonal parking to Parallel parking, losing 3 Parking stalls
Remove 2 Parking stalls
Remove 2 Parking stalls
POTTER ST.
W. 3RD ST.
MAIN ST.
61
BUSH ST.
PLUM ST.
FILE NO. 119112
DATE: 3/22/2014
SEH
RED WING BRIDGE PROJECT
TH 63 / TH 61
RED WING, MINNESOTA
Downtown Red Wing Street Network Improvements
CONCEPT MN-1A MN-2A
FIGURE 5



FILE NO. 119112 DATE: 7/7/2014	SEH		RED WING BRIDGE PROJECT	TH 63 / TH 61 RED WING, MINNESOTA	Replace 9103 Inplace	CONCEPT MN–2 / FIGURE 6

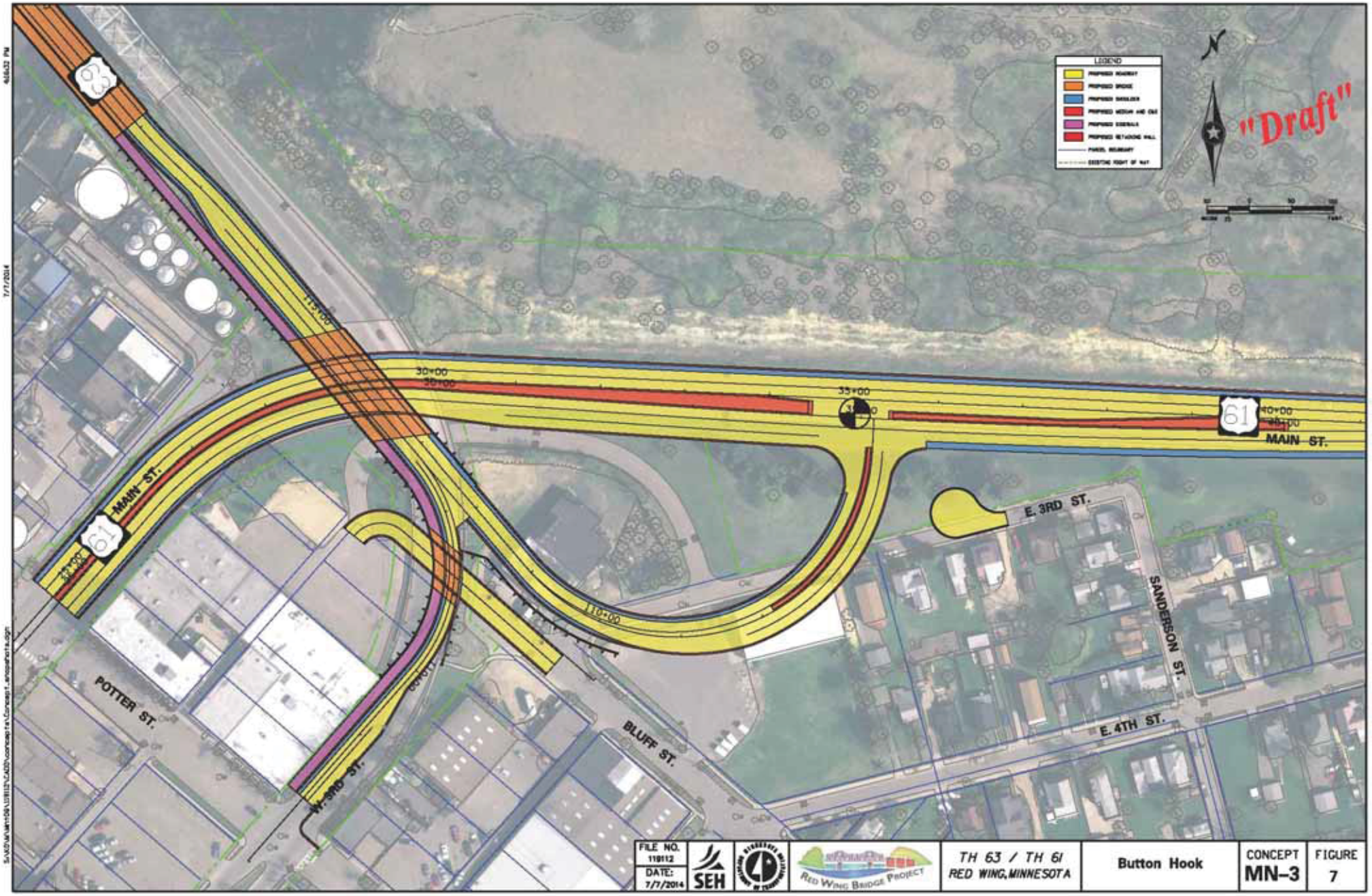

LEGEND
"Draft"
63
61
MAIN ST.
MAIN ST.
30+00
35+00
40+00
110+00
115+00
E. 3RD ST.
SANDERSON ST.
E. 4TH ST.
POTTER ST.
BLUFF ST.
W. 3RD ST.
FILE NO. 119112
DATE: 7/7/2014
SEH
RED WING BRIDGE PROJECT
TH 63 / TH 61
RED WING, MINNESOTA
Button Hook
CONCEPT MN-3
FIGURE 7

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Table 2 - Red Wing Bridge Project - Minnesota Approach Alternatives Evaluation Matrix

EVALUATION CRITERIA		MN-1 - Rehab Bridge 9103 (includes cathodic protection & TL-2 railing)	MN-1A - Rehab Bridge 9103 with CBD Street modifications	MN-2 - Replace Bridge 9103 In-Place	MN-2A - Replace Bridge 9103 In-Place with CBD Street Modifications	MN-3 - Replace Bridge 9103 plus Button-hook with Slip-Ramp
PRIMARY NEEDS						
Structurally sound crossing of the Mississippi River	Ability to meet structural requirements	NA to MN approach alternatives	NA to MN approach alternatives	NA to MN approach alternatives	NA to MN approach alternatives	NA to MN approach alternatives
Structurally sound crossing of US 61	Ability to meet structural requirements	Yes	Yes	Yes	Yes	Yes
Improve motorized and non-motorized traffic mobility on THs in downtown commercial/historic district	Year 2042 trunk highway network delay	564 hours; NOTE: Estimated delay is underestimated, due to limitations in model's ability to reflect adverse effects of grid street network, tight geometrics, & pedestrian conflicts.	133 hours; NOTE: Estimated delay is underestimated, due to limitations in model's ability to reflect adverse effects of grid street network, tight geometrics, & pedestrian conflicts.	564 hours; NOTE: Estimated delay is underestimated, due to limitations in model's ability to reflect adverse effects of grid street network, tight geometrics, & pedestrian conflicts.	133 hours; NOTE: Estimated delay is underestimated, due to limitations in model's ability to reflect adverse effects of grid street network, tight geometrics, & pedestrian conflicts.	84 hours
	Network motor vehicle traffic queue lengths; 2042 PM peak hour maximum queues at the seven analyzed intersections	8,795 feet;	6,163 feet; NOTE: reduction in queues at critical approaches is muted by the collective queue length of all intersection approaches	8,795 feet;	6,163 feet; NOTE: reduction in queues at critical approaches is muted by the collective queue length of all intersection approaches	5,361 feet; NOTE: reduction in queues at critical approaches is muted by reporting total queue length on all intersection approaches. Queues on trunk highways show a substantial reduction.
	Year 2042 total trunk highway network travel time	643 hours; NOTE: Estimated travel time is underestimated, due to limitations in model's ability to reflect adverse effects of grid street network	227 hours; NOTE: Estimated travel time is underestimated, due to limitations in model's ability to reflect adverse effects of grid street network	643 hours; NOTE: Estimated travel time is underestimated, due to limitations in model's ability to reflect adverse effects of grid street network	227 hours; NOTE: reduction in travel time exaggerated by limitations in model to reflect adverse effects of grid street network	173 hours
	Year 2042 PM peak hour travel time for a representative trip between the River Bridge and US 61/Broad Street	- River Bridge to US 61/Broad Street = 2 mins, 25 secs - US 61/Broad Street to River Bridge = 21 mins, 31 secs	- River Bridge to US 61/Broad Street = 1 min, 19 secs - US 61/Broad Street to River Bridge = 3 mins, 50 secs	- River Bridge to US 61/Broad Street = 2 mins, 25 secs - US 61/Broad Street to River Bridge = 21 mins, 31 secs	- River Bridge to US 61/Broad Street = 1 min, 19 secs - US 61/Broad Street to River Bridge = 3 mins, 50 secs	- River Bridge to US 61/Broad Street = 1 min, 15 secs - US 61/Broad Street to River Bridge = 1 min, 24 secs
	Change in trunk highway volumes on roadway segments within commercial/historic district, compared to No-Build	No Change	No Change	No Change	No Change	3rd Street between Plum and Potter, approximately 70% Reduction; Plum Street between Main and 3rd, 30% to 50% Reduction
	Turning movement volumes compared to No-build at key intersections (US 61/MN 58 and MN 58/3rd Street)	No Change	No Change	No Change	No Change	Main at Plum, 30% to 50% reduction; 3rd at Plum, 35% to 45% Reduction
	Change in peak hour truck right turn volumes compared to No-Build at key intersections with inadequate RT radii: US 61/MN 58 and MN 58/3rd Street	No Change	No Change	No Change	No Change	Main/Plum = 63% AM and 68% PM reduction; Plum/3rd = 93% AM and 96% PM reduction
	Pedestrian level of service (HCM analysis)	LOS B	LOS D	LOS B	LOS D	LOS B
	Pedestrian crossing delay at US 61/MN 58 and MN 58/3rd Street	No Change	No Change	No Change	No Change	Reduction in vehicle traffic enables changing signal cycles to increase pedestrian crossing times; Removal of SB LT phase at MN 58/3rd will increase the east side crossing time by up to 30 seconds per cycle.
	Change in intersection width for ped crossing compared to No Build	No Change	Increased walking distance for peds crossing the south leg of the US 61 at MN 58 intersection; and crossing the south, north, and east legs of the MN 58 at 3rd Street intersection	No Change	Increased walking distance for peds crossing the south leg of the US 61 at MN 58 intersection; and crossing the south, north, and east legs of the MN 58 at 3rd Street intersection	No change
	Change in number of traffic lanes crossed by pedestrians, compared to No Build	No Change	Increased number of approach lanes on the west and south legs of the US 61 & MN 58 intersection and at the east and north legs at the MN 58 & 3rd Street intersection increase ped exposure	No Change	Increased number of approach lanes on the west and south legs of the US 61 & MN 58 intersection and at the east and north legs at the MN 58 & 3rd Street intersection increase ped exposure	Reduction in vehicle traffic enables changes in lane striping which will decrease the number of approach lanes on the east and north legs of the MN 58 & 3rd Street intersection, reducing ped exposure
	Other changes in pedestrian and bicyclist 'quality of experience' (qualitative assessment)	No Change	1) Removal of on-street parking stalls eliminates "buffer" effect between pedestrians and vehicular traffic; 2) Narrower sidewalks reduce walkability & separation distance between motorized and non-motorized traffic.	No Change	1) Removal of on-street parking stalls eliminates "buffer" effect between pedestrians and vehicular traffic; 2) Narrower sidewalks reduce walkability & separation distance between motorized and non-motorized traffic.	Reduced turning traffic volumes decreases pedestrian/vehicle conflict potential and enhances pedestrian environment and walkability in commercial/historic district.

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SECONDARY NEEDS						
Continuity of US 63	Ability to maintain continuity	Maintains continuity	Maintains continuity	Maintains continuity	Maintains continuity	Maintains continuity
US 63 connection to US 61 and TH 58	Ability to provide connection of US 63 to US 61	US 63 connection overlaps with MN 58	US 63 connection overlaps with MN 58	US 63 connection overlaps with MN 58	US 63 connection overlaps with MN 58	Improved by providing direct US 63 connection to US 61
	Ability to provide connection to MN 58	NB/SB connection provided via 3rd St.	NB/SB connection provided via 3rd St.	NB/SB connection provided via 3rd St.	NB/SB connection provided via 3rd St.	SB connection provided via 3rd St.; NB connection provided via US 61
Adequate Bridge Capacity	Ability to accommodate forecast year traffic volumes	Yes	Yes	Yes	Yes	Yes
Maximum maintenance of traffic	Duration of full closure of US 63	No full closure required	No full closure required	No full closure required	No full closure required	No full closure required
Access to Trenton Island	Ability to maintain access to Trenton Island	NA to MN approach alternatives	NA to MN approach alternatives	NA to MN approach alternatives	NA to MN approach alternatives	NA to MN approach alternatives
Maintain or improve pedestrian/bicycle facilities on US 63 River Bridge and US 61 Overpass	Ability to maintain or improve pedestrian/bicycle facilities	Widens west side curb to a five foot sidewalk. 12 foot river crossing trail needs to be reduced to five feet at Bridge 9103. No separated bicycle facility. Maintains narrow right shoulder (used by bicyclists) on SB US 61 below Bridge 9103.	Widens west side curb to a five foot sidewalk. 12 foot river crossing trail needs to be reduced to five feet at Bridge 9103. No separated bicycle facility. Maintains narrow right shoulder (used by bicyclists) on SB US 61 below Bridge 9103.	Provides 12 foot separated multi-use trail at US 63 MN approach. Right shoulder (used by bicyclists) on SB US 61 below bridge can be widened to current standards.	Provides 12 foot separated multi-use trail at US 63 MN approach. Right shoulder (used by bicyclists) on SB US 61 below bridge can be widened to current standards.	Provides 12 foot separated multi-use trail at US 63 MN approach. Right shoulder (used by bicyclists) on SB US 61 below bridge can be widened to current standards.
OTHER CONSIDERATIONS						
Structural redundancy	Provide a structurally redundant river crossing	NA to MN approach alternatives	NA to MN approach alternatives	NA to MN approach alternatives	NA to MN approach alternatives	NA to MN approach alternatives
Wisconsin Corridors 2030 Plan	Ability to meet stated LOS D or better objective	NA to MN approach alternatives	NA to MN approach alternatives	NA to MN approach alternatives	NA to MN approach alternatives	NA to MN approach alternatives
Geometrics	Ability to accommodate truck turning paths	No improvement to the substandard turning radii at US 61/Plum Street and Plum Street/3rd Street	No major improvements to the substandard turning radii at US 61/Plum Street and Plum Street/3rd Street	No improvement to the substandard turning radii at US 61/Plum Street and Plum Street/3rd Street	Minor improvements to the substandard turning radii at US 61/Plum Street and Plum Street/3rd Street	Substantial improvement associated with reduction in turning truck traffic at the problem intersections
Economic development	Ability to maintain or improve traffic flow, based on City's goals/recommendations for promoting economic development	Continued degradation of downtown traffic flow and pedestrian environment not consistent with City's plans for economic development	Continued degradation of pedestrian environment, however, less degradation of motorized mobility compared to MN-1	Continued degradation of downtown traffic flow and pedestrian environment not consistent with City's plans for economic development	Continued degradation of pedestrian environment, however, less degradation of motorized mobility compared to MN-2	Reduction of truck and commuter traffic through downtown provides greater improvement in motorized and non-motorized mobility, consistent with City's plans for enhancing economic development
Parking	Increase or reduction of parking spaces	No change	Loss of 38 on-street stalls	No change	Loss of 38 on-street stalls	No change
Regulatory Requirements:						
Section 106	Potential for adverse effects on historic properties	No likely adverse effects identified.	Avoids impact to Bridge 9103. Likely adverse effect to Commercial Historic District from modifications to curbs and sidewalks (i.e., affect 'grid' that is character-defining feature).	Removes Bridge 9103 = Likely adverse effect.	Removes Bridge 9103 = Likely adverse effect. Likely adverse effect to Commercial Historic District from modifications to curbs and sidewalks (i.e., affect 'grid' that is character-defining feature)	Removes Bridge 9103 = Likely adverse effect.
\	Section 4(f) impacts	No impacts	Section 4(f) Impacts: 1) Requires acquisition of a portion of Dankers Park at Plum Street and 3rd Street (section 4(f) use); 2) adverse effect on Commercial Historic District would be a Section 4(f) use.	Section 4(f) Impacts: Requires removal of Bridge 9103 = adverse effect would be a Section 4(f) use.	Section 4(f) Impacts: 1) Requires removal of Bridge 9103 = adverse effect would be a Section 4(f) use; 2) adverse effect on Commercial Historic District would be a Section 4(f) use; 3)Requires acquisition of a portion of Dankers Park at Plum Street and 3rd Street (section 4(f) use).	Section 4(f) Impacts: Requires removal of Bridge 9103 = adverse effect would be a Section 4(f) use
Navigational channel	Ability to maintain navigational clearance requirements	NA to MN approach alternatives	NA to MN approach alternatives	NA to MN approach alternatives	NA to MN approach alternatives	NA to MN approach alternatives
Section 404 water quality requirements	Accommodations to treat storm water runoff and meet required practices	No accommodations required to treat runoff from Bridge 9103, however new ponding will be required to address Bridge 9040 runoff.	No accommodations required to treat runoff from Bridge 9103, however new ponding will be required to address Bridge 9040 runoff.	Yes	Yes	Yes

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SOCIAL, ECONOMIC AND ENVIRONMENTAL IMPACTS						
Right-of-way impacts	Number of parcels impacted	1 (for stormwater pond)	1 (for stormwater pond)	1 (for stormwater pond)	1 (for stormwater pond)	3 (for stormwater pond and button-hook)
	Number of structures impacted; Number of relocations	1 (for stormwater pond); 0 relocations	1 (for stormwater pond); 0 relocations	1 (for stormwater pond); 0 relocations	1 (for stormwater pond); 0 relocations	3 (for stormwater pond and button-hook); 1 residential relocation
Social and Community	Cohesion [1) changes in street configurations; 2)connectivity within city]	1) No changes in street configurations. 2) Connectivity: No change to existing TH's looping through the downtown commercial historic district that City staff indicate 'sever' pedestrian access within downtown and between some residential neighborhoods and downtown.	1) No changes in street configurations. 2) Connectivity: No change to existing TH's looping through the downtown commercial historic district that City staff indicate 'sever' pedestrian access within downtown and between some residential neighborhoods and downtown.	1) No changes in street configurations. 2) Connectivity: No change to existing TH's looping through the downtown commercial historic district that City staff indicate 'sever' pedestrian access within downtown and between some residential neighborhoods and downtown.	1) No changes in street configurations. 2) Connectivity: No change to existing TH's looping through the downtown commercial historic district that City staff indicate 'sever' pedestrian access within downtown and between some residential neighborhoods and downtown.	1) Street configuration change: Requires severing East 3rd Street connection to Bluff Street. Similar level of access to Bluff Street from the neighborhood will be retained via 4th Street. 2) Connectivity: Beneficial change from decreases in TH traffic through downtown commercial historic district, decreasing the 'severing' effect identified by City staff.
	Community facilities impacted	No impacts	No impacts	No impacts	No impacts	May impact Bluff Community Garden.
Environmental Justice	Any disproportionate high and adverse impacts to minority or low income populations	No impacts	No impacts	No impacts	No impacts	City has identified the Bluff neighborhood as having a higher concentration of low income individuals as compared to the entire City. One residential acquisition identified in this neighborhood would not be a 'significant' impact. The EA will conduct a detailed assessment to determine whether any impacts, direct or indirect, (e.g., noise) are disproportionately high and adverse.
Economic	Potential loss of property tax revenue from property acquisitions	No impacts	No impacts	No impacts	No impacts	Minor loss of property tax collection due to removal of one residential property and a former warehouse now used for storage.
Floodplains	Impact to existing floodplains	No impacts	No impacts	No impacts	No impacts	No impacts
Natural resources	Wetlands	No impacts	No impacts	No impacts	No impacts	No impacts
	Mussels	No impacts	No impacts	No impacts	No impacts	No impacts
	Threatened & Endangered Species	No impacts	No impacts	No impacts	No impacts	No impacts
Hazardous Materials/Contamination	Contaminated materials impacts	Acquisition of a moderate to low risk contaminated parcel may be required for stormwater ponding	Acquisition of a moderate to low risk contaminated parcel may be required for stormwater ponding	Acquisition of a moderate to low risk contaminated parcel may be required for stormwater ponding	Acquisition of a moderate to low risk contaminated parcel may be required for stormwater ponding	Acquisition of a moderate to low risk contaminated parcel will be required
Noise	Potential change in noise levels at adjacent receptors	No change in proximity to noise receptors. No substantial changes in noise levels are anticipated.	No change in proximity to noise receptors. No substantial changes in noise levels are anticipated.	No change in proximity to noise receptors. No substantial changes in noise levels are anticipated.	No change in proximity to noise receptors. No substantial changes in noise levels are anticipated.	Includes new roadway segment in closer proximity to residential receptors. May result in increased noise levels for these receptors. Reduction in traffic levels in downtown may reduce noise levels for downtown receptors, including Dankers Park.
Air Quality	Impacts to adjacent receptors	No differentiating impacts anticipated	No differentiating impacts anticipated	No differentiating impacts anticipated	No differentiating impacts anticipated	No differentiating impacts anticipated
Visual Quality	Change in visual environment/change in views	No change	No change	Minor change given new US 61 overpass	Minor change given new US 61 overpass	More substantial change with new buttonhook and slip ramp to 3rd Street.
Cumulative Effects	Incremental SEE impacts from alternative plus foreseeable future actions	No cumulative SEE impacts anticipated, beyond the direct SEE impacts of the proposed alternative.	No cumulative SEE impacts anticipated, beyond the direct SEE impacts of the proposed alternative.	No cumulative SEE impacts anticipated, beyond the direct SEE impacts of the proposed alternative.	No cumulative SEE impacts anticipated, beyond the direct SEE impacts of the proposed alternative.	No cumulative SEE impacts anticipated, beyond the direct SEE impacts of the proposed alternative.
Relationship to Other Proposed Transportation Improvements	Relationship to Year 2015 Main Street Reconstruction Project	No substantive positive or negative impacts.	Negative impacts to pedestrian traffic would result from MN-1A increasing corner radii and narrowing sidewalks at the US 61/MN 58 intersection, which would lengthen ped crossings and be contrary to the improvements being made as a part of the US 61 Reconstruction project (year 2015). This conflicts with one of the goals of the project, which is to improve pedestrian mobility and safety by shortening ped crossing distances and reducing pedestrian exposure to motorized traffic.	No substantive positive or negative impacts.	Negative impacts to pedestrian traffic would result from MN-2A increasing corner radii and narrowing sidewalks at the US 61/MN 58 intersection, which would lengthen ped crossings and be contrary to the improvements being made as a part of the US 61 Reconstruction project (year 2015). This conflicts with one of the goals of the project, which is to improve pedestrian mobility and safety by shortening ped crossing distances and reducing pedestrian exposure to motorized traffic.	This alternative plus the Main Street project provide complementary benefits by MN-3 shifting traffic volumes at the US 61/MN 58 intersection from approach legs where bump-outs/ped crossing improvements are not being made to legs where bump-outs are being constructed as part of the Main Street Reconstruction project (year 2015). Traffic volumes due to MN-3 alternative would increase on US 61 east of Plum Street, which is outside of the downtown commercial historic district and outside the area where pedestrian improvements are being made with the Main Street reconstruction project. The two projects together would result in additive benefits to pedestrian traffic in the downtown commercial historic district.
COST						
Construction Cost Estimate 1/	2018$	$7,700,000	$7,900,000	$8,300,000	$8,500,000	$25,875,000
On-going Maintenance (20 years)	2018$	$3,500,000-$4,100,000	$3,500,000-$4,100,000	$1,300,000-$1,500,000	$1,300,000-$1,500,000	$1,300,000-$1,500,000
Bridge Service Life	Number of years until major rehabilitation would be required	~~10 to 15 years, increased to 20 with cathodic protection~~ 20 years	~~10 to 15 years, increased to 20 with cathodic protection~~ 20 years	75	75	75

Notes

1/ Cost estimate reflects Minnesota approach improvements (to Minnesota-side river bridge abutment), right-of-way and contamination clean-up

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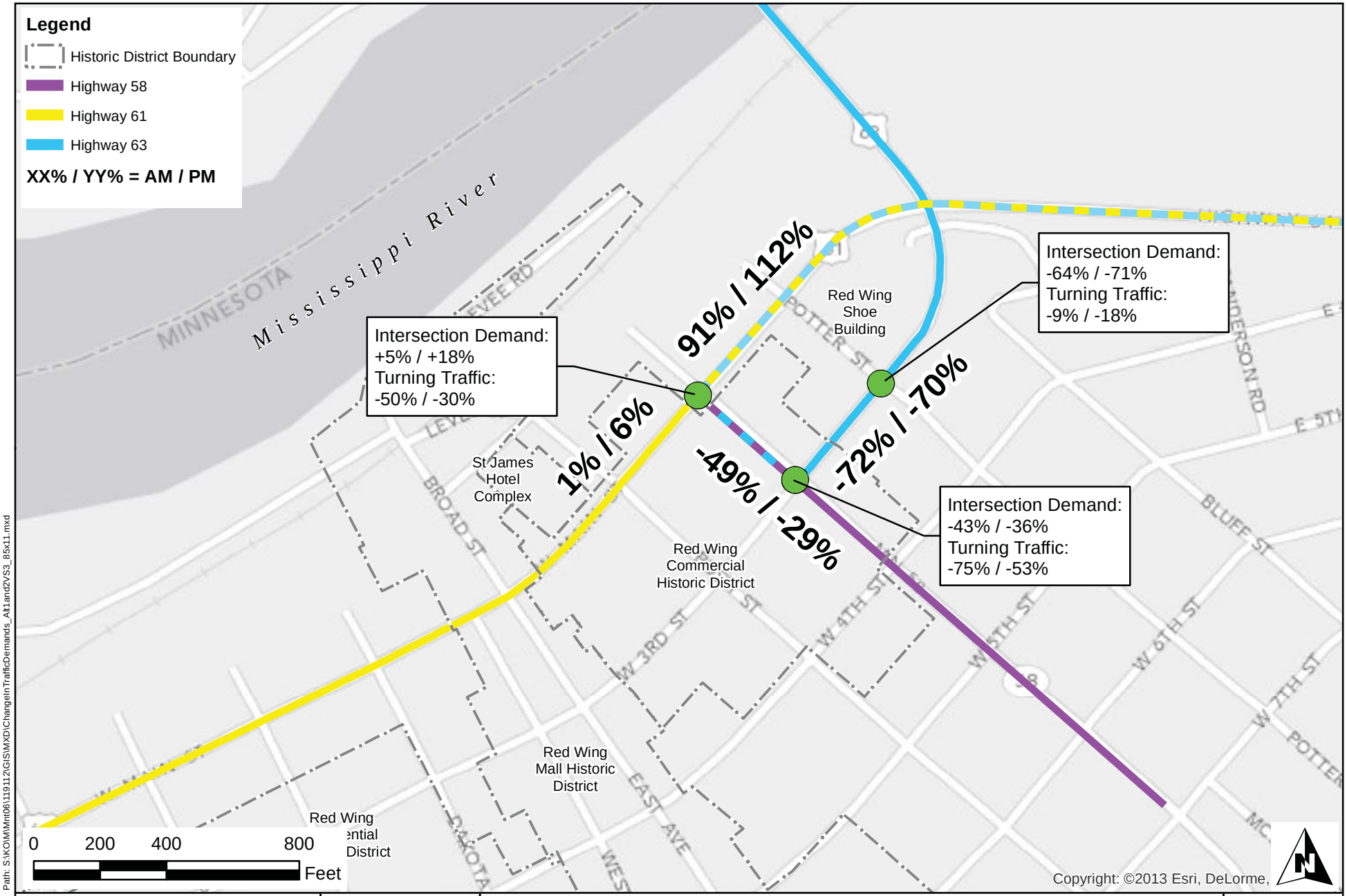

Path: S:\KOM\Mnt06\119112\GIS\MXD\ChangeInTrafficDemands_Alt1and2VS3_85x11.mxd

SEH
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110
PHONE: (651) 490-2000
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WATTS: 800-325-2055
www.sehinc.com

Project: MNT06 119112
Print Date: 03/26/2014

Map by: shack
Projection: Goodhue County NAD83ft
Source: Goodhue County, MnDNR, City of Red Wing, MnGEO

RED WING BRIDGE PROJECT

Change in Traffic Demand Alternative 1 and 2 vs. Alternative 3

Figure 8

Attachment B

New Bridge Location Feasibility Assessment Memorandum

MEMORANDUM

TO: Chad Hanson, MnDOT

FROM: Chris Hiniker, Project Manager

DATE: Revised July 2, 2012

RE: Red Wing Bridge Project - FINAL New Bridge Location Feasibility Assessment
SEH No. MNT06 119112 14.00

Purpose and Background

MnDOT initiated the Red Wing Bridge Project in December 2011. The project includes the US 63 (Eisenhower) Bridge over the Mississippi River and the US 63 Bridge over US 61, as well as the highway connections to US 61, Minnesota TH 58, and approach roadways in the State of Wisconsin. The Eisenhower Bridge carries US 63 across the river from Red Wing and connects to the state of Wisconsin. The bridge provides the only regional crossing of the river for over 30 miles upstream or downstream for several communities on both the Wisconsin and Minnesota sides of the river.

Completed in 1960, the Eisenhower Bridge is a steel truss through-deck bridge that crosses the Mississippi River main channel at Red Wing, Minnesota. The bridge is 1,631 feet long, 35 feet wide, and stands 65 feet above the river. The two lane bridge currently carries an average daily traffic count (ADT) of 13,300 vehicles per day (vpd) (2012 count).

As documented in the project's Purpose and Need Statement, the primary purposes of the project are to provide structurally sound crossings of the Mississippi River and US 61. Secondarily, the project will study future capacity needs and the accommodation of pedestrian/bicycle traffic across the bridge. An additional consideration is that within the city of Red Wing US 63 intersects with US 61 and TH 58 and this area experiences circulation and congestion problems.

The river bridge project has been anticipated for many years in the Red Wing community. During the Downtown Red Wing Transportation Study process in 2005, there were discussions about possible river crossing options including the potential for moving the bridge to a different location. Although the focus of the Red Wing Bridge Project now underway is on the current structure and crossing location, given the history of the river bridge subject it is important to address the feasibility of options for moving the river crossing location.

This memorandum documents the identification and assessment of new river crossing locations for US 63 and determines the viability of carrying one or more new location options into the more detailed stages of the alternatives analysis process.

Alternatives Analysis Philosophy and Process

The basic philosophy in conducting an alternatives analysis is to follow a systematic process of defining a broad range of alternatives at a conceptual level and then progressing through an iterative process of assessing and screening at progressively greater levels of detail until a preferred alternative is selected. Key to this process in the early phases when a large number of options are being considered is to keep the analysis at a higher level and focus on identifying obvious fatal flaws. As the number of options is reduced, the level of detail increases and evaluation criteria for decision-making becomes more refined.

For bridge and other transportation corridor projects, the process of identifying alternatives typically begins by grouping potential improvement alternatives into one of two categories:

1. Existing Corridor Alternatives
2. New Corridor Alternatives

In the case of the Red Wing Bridge project the first group includes all alternatives using the existing river crossing location. The second group includes all alternatives that would establish a crossing at a new location. Options within the existing corridor are not addressed further in this memorandum but will be identified and assessed in detail as the study process advances.

The remainder of this memorandum focuses on identifying, assessing, and screening alternatives that involve a new crossing location for the US 63 river crossing. The conclusions from this process will be carried forward into the remainder of the alternatives development and evaluation process.

Identification and Assessment of New River Crossing Alternatives

As noted previously, within the broad context of US 63, connecting Minnesota and Wisconsin, and traffic issues in downtown Red Wing, discussions of new crossing locations have occurred informally for several years. However, no formal assessment has been completed.

In 2011, as part of MnDOT's efforts in developing the purpose and need statement for the river bridge project and proceeding with cultural resource investigations, an area of potential effect (APE) was identified. The APE delineates the area within which the range of improvement alternatives are anticipated to be located. The APE delineated for the Red Wing Bridge project extends from the existing river bridge upstream to approximately Broad Street. Given Barn Bluff, existing land uses, and the existing street network, the APE encompasses the potentially practical and feasible bridge crossing options in the Downtown Red Wing area.

Prior to moving forward with the assessment of new crossing locations within the APE, it is important to address and document the consideration of possible alternatives beyond the scope of the APE.

Potential New River Crossing Alternatives Outside the Area of Potential Effect

During the 2005 Transportation Study, the option of connecting at Bench Street west of the downtown area was discussed. However the feasibility of this option, see Figure 1, was not assessed during that process because it was beyond the study's scope.

The primary rationale to consider moving the river crossing to Bench Street from the current location includes the following:

- Bench Street is a major county arterial roadway (County State Aid Highway 1) that extends southwest across Goodhue County connecting with Highway 52.
- Bench Street provides a more direct access from Wisconsin to some of the larger retail centers as well as the Red Wing Medical Center.

Furthermore, in considering a new river crossing outside the immediate downtown area, it is practical to conclude that the only potentially feasible location is at Bench Street given the following factors:

- The course of the Mississippi River;
- Prominent topographical features such as Barn Bluff;

- A limited arterial and collector road network to connect with a new river crossing;
- Existing land uses;
- Extensive wetlands and floodplain;
- Extensive parkland and conservation lands, historic resources, and wildlife areas.

However, moving the river crossing to Bench Street introduces many impacts and challenges including:

- Substantial additional wetland and floodplain impacts (in Minnesota and Wisconsin);
- Removes the established crossing in the downtown area;
- Introduces additional travel and roadway length for traffic on TH 63;
- Removes more direct connection to Trunk Highway 58;
- Introduces significantly greater roadway construction costs as compared to any river crossing option in the downtown area;
- New crossing in a major bend of the navigable Mississippi River waterway;
- Requires additional and longer bridges;
- Impacts to the Upper Harbor conservation lands including Bay Point Park which is both a Section 4(f) and LAWCON/Section 6(f) resource;
- Probable need to conduct an Environmental Impact Statement (EIS);

Given these issues and impacts, it is reasonable to conclude it is more logical to pursue alternatives in the already established APE. Furthermore, the option of a new crossing at Bench Street will not be revisited unless all options within the APE are found to result in impacts approaching those associated with a relocated crossing connecting at Bench Street.

Potential New River Crossing Alternatives within the Area of Potential Effect

The area within which additional river bridge alternative corridors will be considered includes locations immediately upstream, but still within Downtown Red Wing.

Given existing land uses and the established street network, the number of alternatives for new river crossing locations is limited to three, as illustrated on Figure 2. The three alternatives include:

- Plum Street
- Bush Street
- Broad Street

None of these options have been formally addressed as part of previous studies such as the 2005 Transportation Study. The primary characteristics and trade-offs associated with each alternative are presented below.

<u>Plum Street Alternative</u>

- Closest to the existing river crossing;
- Provides direct connection to Trunk Highway 58;
- Furthest of the three new location alternatives from the Mississippi River bend;
- Introduces lower speed reverse curve on the Wisconsin approach to the bridge;

- Crosses Levee Park;
- Least encroachment into the downtown area historic districts of the three new location alternatives;
- Establishing an at-grade connection at US 61 results in:
  - steep approach roadway grades
  - substantial impacts to ADM access
  - closing only access to upper level of the LaGrange municipal parking garage
  - substantial visual/sightline impacts to adjacent buildings, including several historic structures
- Impacts the Marina campground area operations greater than the Broad Street Alternative.

Bush Street Alternative

- Provides direct connection to Bush Street requiring heavier turning movements to access regional roadways:
- Closer to the Mississippi River bend as compared to the existing crossing and the Plum Street alternative;
- Introduces lower speed reverse curve on the Wisconsin approach to the bridge;
- Requires greater bridge length compared to the existing crossing and Plum Street Alternative;
- Crosses Levee Park;
- Impacts Levee Street approach to TH 61;
- Along with the Broad Street alternative, introduces the greatest encroachment into the downtown area historic districts, including the St. James Hotel;
- Establishing an at-grade connection at US 61 results in:
  - steep approach roadway grades
  - substantial impacts to St. James Hotel historic district;
  - impacts access to lower level of the LaGrange municipal parking garage
  - substantial visual/sightline impacts to adjacent buildings
- Impacts the Marina campground area operations greater than the Broad Street Alternative.

Broad Street Alternative

- Provides direct connection to Broad Street requiring heavier turning movements to access regional roadways;
- Closest of the three new location alternatives to the Mississippi River bend.
- Introduces lower speed reverse curve on the Wisconsin approach to the bridge;
- Requires greater bridge length compared to the existing crossing and Plum Street Alternative;
- Closest of the three new location alternatives to the historic depot;
- Impacts Levee Street approach to TH 61;
- Along with the Bush Street alternative, introduces the greatest encroachment into the downtown area historic districts, including the St. James Hotel;
- Establishing an at-grade connection at US 61 results in:
  - steep approach roadway grades
  - substantial impacts to St. James Hotel historic district;
  - substantial visual/sightline impacts to adjacent buildings

A plan and profile was developed for the Plum Street alternative to provide additional details to determine the technical feasibility of the new location alternatives. The Plum Street alternative was recommended for more detailed assessment over the other two alternatives because it is furthest from the river bend, avoids direct impacts to the St. James Hotel historic district, and provides a direct connection to TH 58. Furthermore the Plum Street alternative is representative of the other alternatives, since each has similar horizontal and vertical characteristics relative to grade changes and distance between the river and US 61.

The conceptual plan and profile for a new river crossing at Plum Street is illustrated in Figure 3. The profile was developed assuming a river crossing with the same horizontal and vertical clearance characteristics as the existing river bridge which are 421 feet horizontal clearance and a minimum of 64 feet vertical clearance. The profile indicates that with approach roadway grades exceeding five percent on the Minnesota side and potentially the Wisconsin side, the vertical clearance specifications of the existing bridge are not met. As a result, the approach roadways will need to be designed with steeper grades than shown on the graphic. The combination of steep approach grades as well as the reverse curves in the Wisconsin approach raise safety concerns given the function and purpose of Highway 63.The alignment depicted on Figure 3 creates an approach roadway on the Minnesota side that is approximately nine feet higher than the existing grade of Plum Street at the current access to ADM and the upper level of the LaGrange parking ramp. Any increase in grades for the approach roadway will increase the difference between existing and proposed grades at these locations.

In conclusion, each of the three new locations has very substantial design challenges given the close proximity and vertical grade differences between the river and US 61. In addition, each alternative would introduce substantial impacts to parklands, historic resources, commercial and industrial land uses, and the existing visual setting and sightlines in Downtown Red Wing. Furthermore, a May 14, 2012 letter from the Coast Guard states that the three alternatives are not acceptable from a navigational standpoint due to the proximity of the river bend.

Findings

- The assessment of new river crossing locations concluded that Bench Street was the only potentially viable option outside the Downtown Red Wing area. However, given a range of impacts and/or challenges the Bench Street alternative should not be revisited unless all alternatives in the downtown area are found to result in impacts and/or challenges approaching or exceeding those associated with the Bench Street option.
- The assessment of new river crossing locations within Downtown Red Wing concluded there are very substantial technical issues as well as substantial social, economic, and cultural impacts associated with new river crossing location alternatives in the downtown area. As a result, these options are not recommended for further study at this time.
- Given the substantial issues associated with the range of new river crossing alternatives assessed in this memorandum, it is reasonable to conclude the Red Wing Bridge Project should focus on identifying and evaluating all potentially viable bridge rehabilitation or replacement options within the existing river crossing location. If the analysis of alternatives at the existing crossing location concludes there are no reasonable and feasible options, then the study process may revisit potential new location alternatives. Furthermore, if any alternative at the existing crossing location results in Section 4(f) or Section 106 impacts then consideration of avoidance alternatives, potentially including new location options, will be required.

ah
Attachments

Path: S:\KO\MMnt06\119112\GIS\MXD\Fig01_Relocation_BenchSt.mxd

SEH

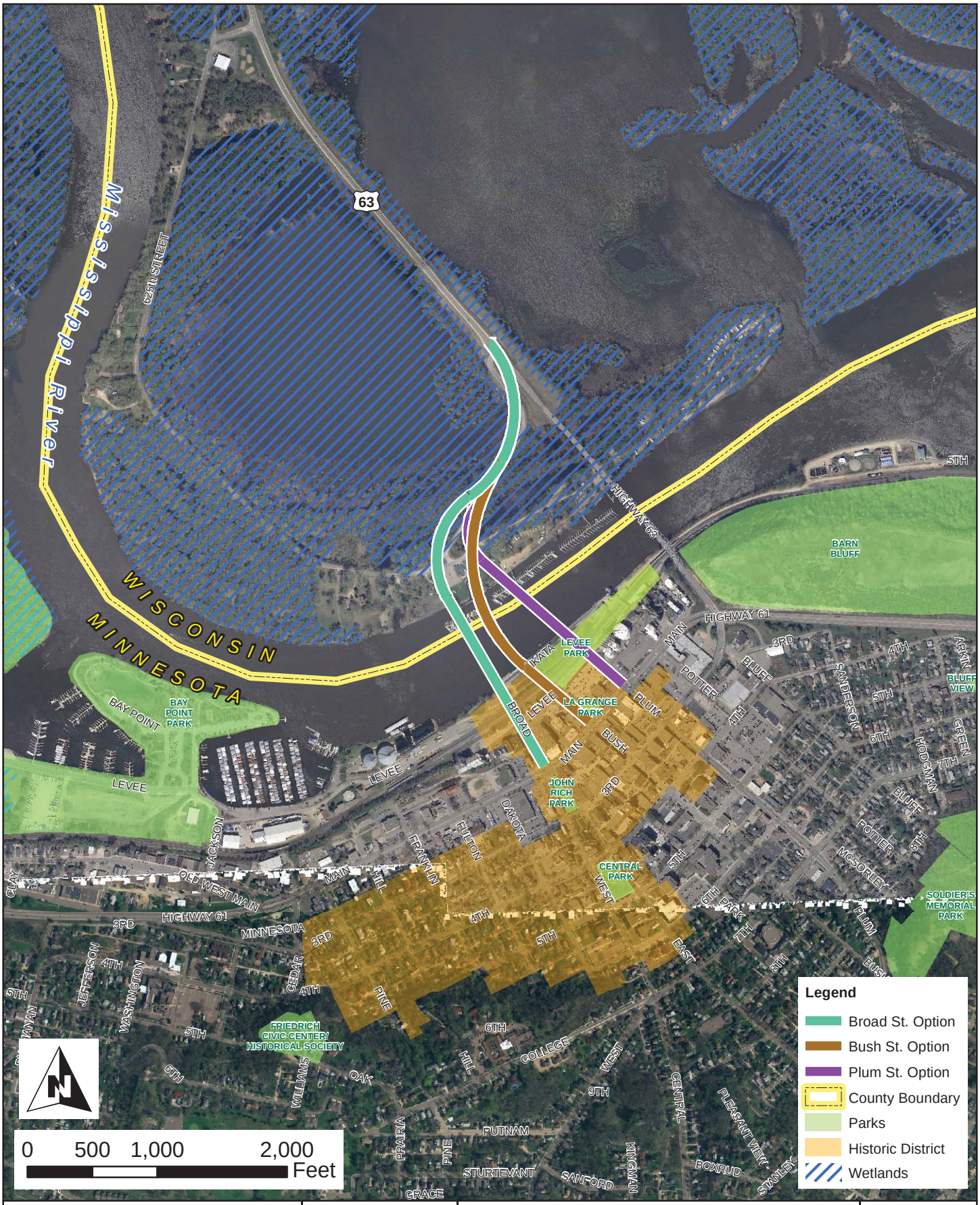
Project: MNT06 119112
Print Date: 5/15/2012

Map by: SrH
Projection: Goodhue HARN NAD83 Ft
Source: City of Red Wing, MnDOT, Goodhue County, and SEH.

RED WING BRIDGE PROJECT

Bench Street Option

Figure 1



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SEH

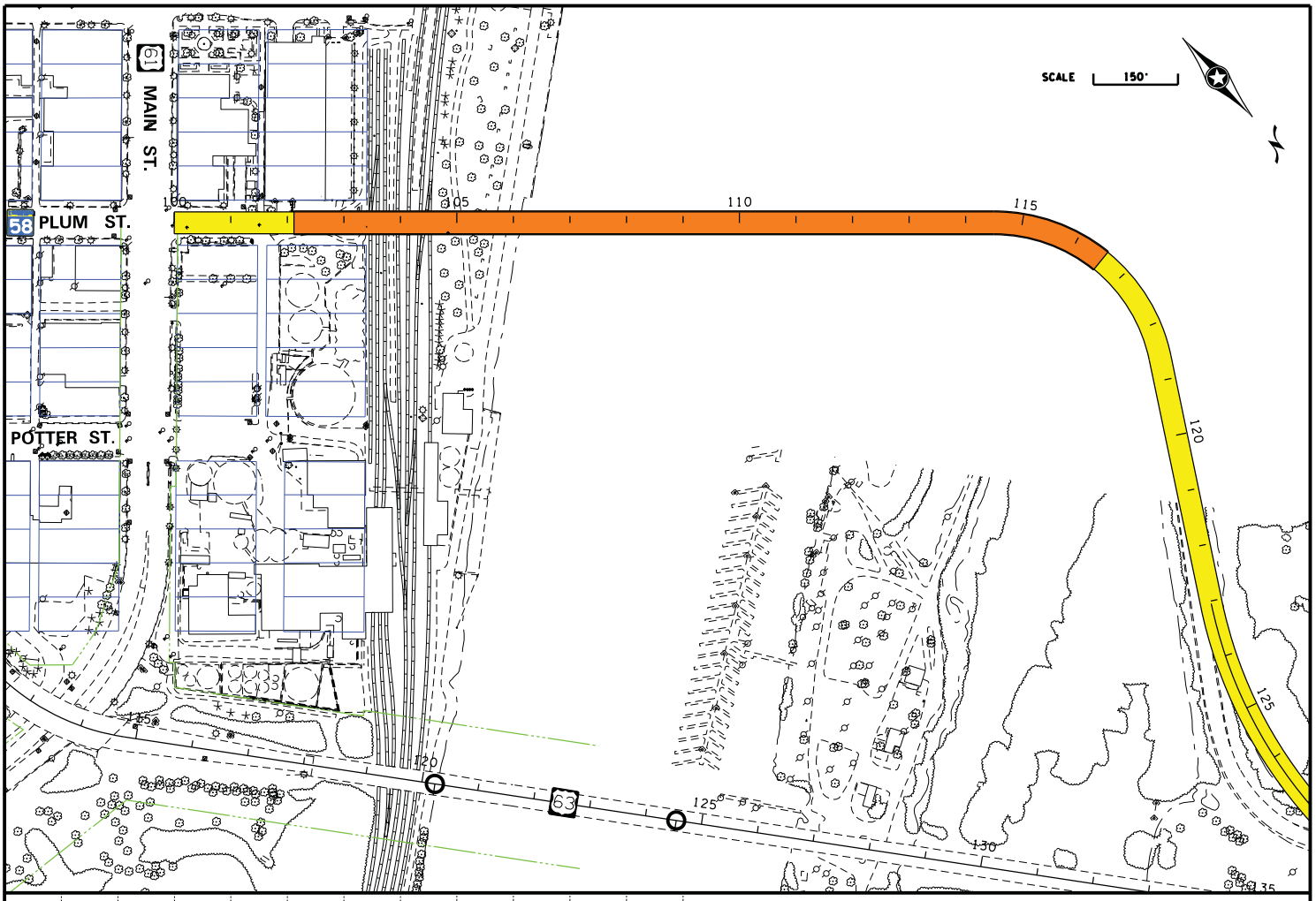
Project: MNT06 119112
Print Date: 5/15/2012

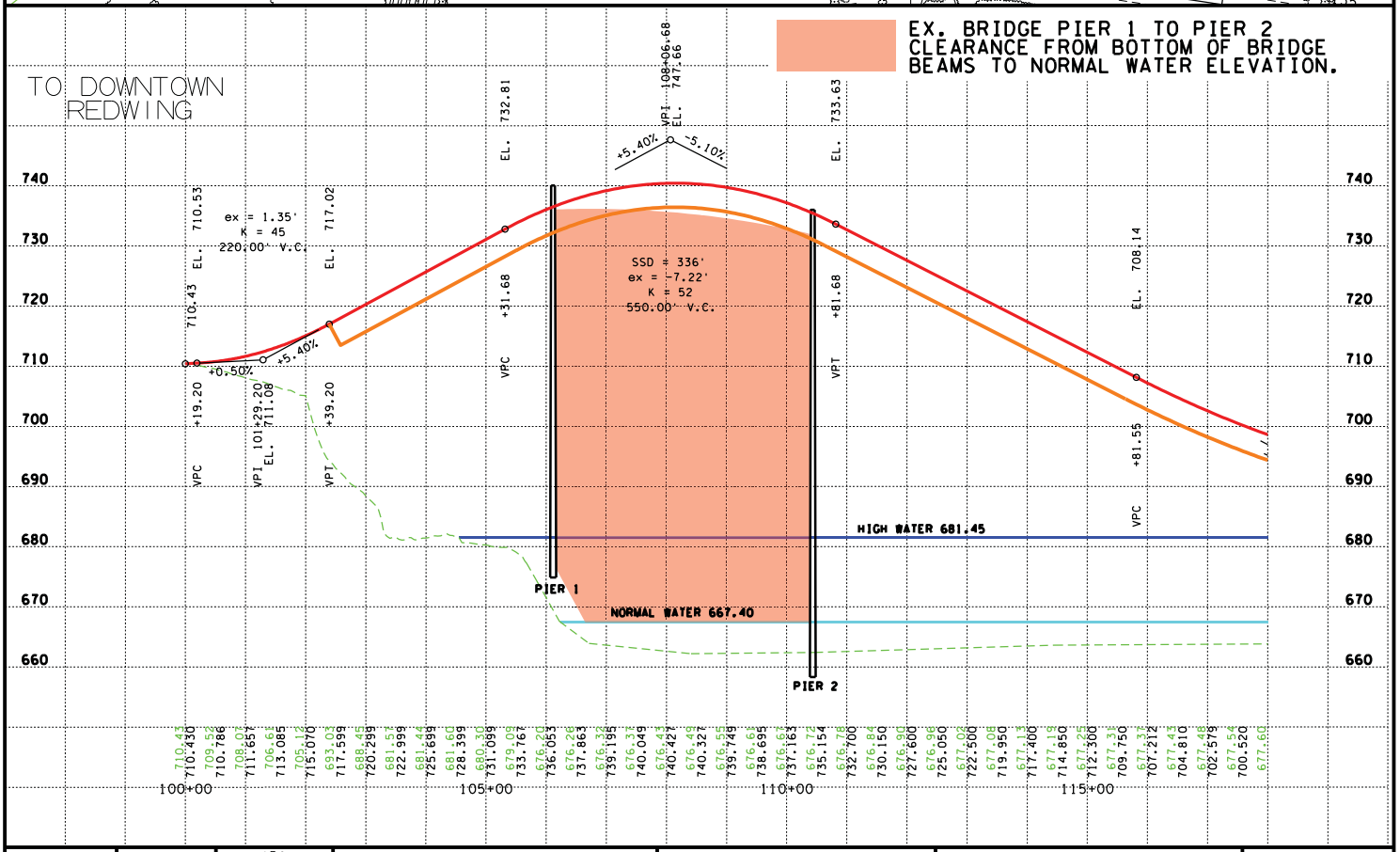
Map by: SrH
Projection: Goodhue HARN NAD83 Ft
Source: City of Red Wing, MnDOT, Goodhue County, and SEH.

RED WING BRIDGE PROJECT

Downtown New Location Options

Figure 2





FILE NO. 119112 DATE: 5/14/2012	SEH	MINNESOTA DEPARTMENT OF TRANSPORTATION		TH 63 / TH 61 RED WING, MINNESOTA	PLUM STREET ALTERNATIVE NEW BRIDGE LOCATION PLAN & PROFILE	FIGURE 3

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APPENDIX F – Section 106 Programmatic Agreement

U.S. Department of Transportation
Federal Highway Administration

Minnesota Division

380 Jackson Street
Cray Plaza, Suite 500
St. Paul, MN 55101-4802

651.291.6100
Fax 651.291.6000

www.fhwa.dot.gov/mndiv

March 28, 2016

Sent electronically:
Minnesota Historic Preservation Office, Barbara.howard@mnhs.org
Jim Becker, Wisconsin DOT Cultural Resources, james.becker@dot.wi.gov
City of Red Wing City Council, kay.kuhlmann@ci.red-wing.mn.us
Red Wing Historic Preservation Commission, kentkt007@gmail.com

Re: Section 106 Programmatic Agreement
Minnesota State Project Number 2515-21
Red Wing Bridge and Approach Roadways
In the City of Red Wing and Trenton Township
Goodhue, Minnesota, and Pierce County, Wisconsin

Dear Signatories, Invited Parties, and Concurring Parties:

The Minnesota Division of the Federal Highway Administration has received the Advisory Council on Historic Preservation (ACHP) on the Red Wing Bridge Section 106 Programmatic Agreement (PA). The PA is valid as of the last signature on March 25, 2016. The purpose of this letter is to distribute the fully executed PA.

We have consulted with the Minnesota Historic Preservation Officer, the Minnesota Department of Transportation, and the ACHP to agree upon measures to mitigate the adverse effects on the historic property/properties from the subject project. These agreed upon measures are outlined in the enclosed PA.

It is my understanding that the Wisconsin DOT (WisDOT) Cultural Resources will execute any distribution to the Wisconsin State Historic Preservation Officer and within WisDOT.

Please contact me at phil.forst@dot.gov or Teresa Martin (Teresa.martin@state.mn.us, 651-366-3620) if you have any questions.

Sincerely,

Philip Forst
Environmental Specialist

Enclosure

PJF

cc: 1 MnDOT – Martin, e-copy w/enclosure, Teresa.martin@state.mn.us
1 MnHPO – Beimers, e-copy w/enclosure, sarah.beimers@mnhs.org
1 FHWA – Ginsberg, e-copy w/enclosure, abbi.ginsberg@dot.gov

PROGRAMMATIC AGREEMENT AMONG THE FEDERAL HIGHWAY ADMINISTRATION, THE MINNESOTA HISTORIC PRESERVATION OFFICE, THE WISCONSIN STATE HISTORIC PRESERVATION OFFICE, AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING THE REPLACEMENT OF MINNESOTA BRIDGE 9040/WISCONSIN BRIDGE B-47-0027 (EISENHOWER BRIDGE) IN RED WING, GOODHUE COUNTY, MINNESOTA, AND TRENTON TOWNSHIP, PIERCE COUNTY, WISCONSIN (Minnesota State Project [S.P.] 2515-21)

WHEREAS, the Federal Highway Administration (FHWA) is providing funding to the Minnesota Department of Transportation (MnDOT) and the Wisconsin Department of Transportation (WisDOT) for replacement of Minnesota Bridge 9040/Wisconsin Bridge B-47-0027 (Eisenhower Bridge) carrying U.S. Highway 63 (U.S. 63) over the Mississippi River in the City of Red Wing, Goodhue County, Minnesota, and Trenton Township, Pierce County, Wisconsin (Project) (Attachment A); and

WHEREAS, the Project will also construct new approach roadways on the Wisconsin side of the new bridge, replace the U.S. 63 approach bridge over U.S. 61 (Minnesota Bridge 9103) with a new three-lane structure and buttonhook ramp reorienting the connection of U.S. 63 to U.S. 61 with new highway connections to U.S. 61, construct a one-way slip ramp with a new bridge to provide an option for southbound U.S. 63 traffic to continue direct access to downtown Red Wing and Minnesota Trunk Highway (MNTH) 58 via 3rd Street/MNTH 58; and

WHEREAS, FHWA has determined that the Project is a federal undertaking with the potential to affect historic properties listed in, or eligible for listing in, the National Register of Historic Places (NRHP) and is therefore subject to review under Section 106 of the National Historic Preservation Act and its implementing regulations at 36 CFR 800; and

WHEREAS, this Project has been reviewed under the terms of the *2005 Programmatic Agreement Among the Federal Highway Administration; the Minnesota State Historic Preservation Office; the Advisory Council on Historic Preservation; the Department of the Army, Corps of Engineers, St. Paul District; and the Minnesota Department of Transportation Regarding Implementation of the Federal-Aid Highway Program in Minnesota (*as amended 2014) (Minnesota Statewide PA) (Attachment B), various stipulations of which are incorporated by reference; and

WHEREAS, the Project will require permits from the U.S. Army Corps of Engineers, St. Paul District (the Corps), pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 USC Sect. 403) and Section 404 of the Clean Water Act (33 USC Sect. 1344); and

WHEREAS, in accordance with 36 CFR 800.2(a)(2) and as per the terms of the Minnesota Statewide PA (Attachment B), FHWA and the Corps have agreed that FHWA is the lead federal agency and therefore the Corps has no further Section 106 obligation in regards to Section 106 review of this undertaking; and

WHEREAS, FHWA, MnDOT and WisDOT have agreed that MnDOT is the lead state agency for the design and construction of the Project and is correspondingly the lead state agency in carrying out Project review under the National Environmental Policy Act (NEPA); and

WHEREAS, MnDOT, and through cooperation with WisDOT, has conducted public outreach and consultation per 36 CFR 800.2(d) by hosting public open houses and listening sessions; preparing and distributing Project newsletters; overseeing Project Advisory Committee meetings where information regarding Project identification, evaluation and assessment of effects to historic properties was presented and discussed; and contacting local organizations with a demonstrated interest in historic properties such as the City of Red Wing (including the Red Wing Heritage Preservation Commission [HPC], the Red Wing Area Chamber of Commerce, and Red Wing Downtown Main Street Inc.), Goodhue County, Minnesota (including the Goodhue County Historical Society), and Pierce County, Wisconsin; and

WHEREAS, on behalf of FHWA, MnDOT and WisDOT formally consulted with Indian tribes in Wisconsin, Minnesota, North Dakota, and South Dakota under the provisions of 36 CFR 800.2(c)(2) to seek their interest in participating in the Section 106 consultation process for this project (a list of tribes consulted and tribal responses is included in Attachment C) and none of the tribes expressed an interest in participating in consultation or in the development of this Programmatic Agreement (Agreement); and

WHEREAS, FHWA has delegated its responsibilities, to a certain extent, for compliance with Section 106 in accordance with federal law to the professionally qualified staff (per 36 CFR 61) in the MnDOT Cultural Resources Unit (MnDOT CRU), although FHWA remains legally responsible for all findings and determinations charged to the agency official in 36 CFR 800, and MnDOT CRU has conducted the Section 106 review from initiation through assessment of effects on behalf of FHWA; and

WHEREAS, MnDOT CRU in consultation with the Minnesota Historic Preservation Office (MnHPO) and the Wisconsin State Historic Preservation Office (WisSHPO) have defined the area of potential effect (APE) for architecture-history resources taking into consideration both direct and indirect potential effects such as property acquisition, construction activities, visual and/or auditory effects, changes in traffic patterns, and changes in property access, and an APE for archaeological resources taking into consideration potential direct effects including property acquisition, ground disturbance associated with construction, demolition, and staging and storage activities (Attachment D); and

WHEREAS, MnDOT CRU has identified historic properties within both APEs, all located in Minnesota and listed in Attachment E, and has determined, based on the Project's NEPA Preferred Alternative as included in the MnDOT Staff Approved Layout as approved, and the MnHPO has concurred, that the Project will have no adverse effect on the following historic properties: Mississippi River Nine Foot Channel, Red Wing Segment (GD-RWC-1452); Chicago, Milwaukee, St. Paul and Pacific (CMSTPP) Railroad Corridor Historic District, Red Wing Segment (GD-RWC-1371); Red Wing Mall Historic District (GD-RWC-001); Burdick Grain Company

Terminal Elevator (GD-RWC-1383); St. James Hotel Complex (GD-RWC-004); and Red Wing Iron Works (GD-RW-005); and

WHEREAS, MnDOT CRU has determined based on the Project's staff approved layout, and the MnHPO has concurred, that the Project will have no adverse effect on the following historic properties provided that measures identified in the stipulations of this Agreement are implemented: Red Wing Residential Historic District (GD-RWC-022); Red Wing Commercial Historic District (GD-RWC-1451); Barn Bluff (GD-RWC-280); Kappel Wagon Works (GD-RWC-008); Sheldon Memorial Auditorium (GD-RWC=002); Lawther House (GD-RWC-023); Red Wing City Hall (GD-RWC-023); Hedin House (GD-RWC-1407); Luft Doublehouse (GD-RWC-746); Gladstone Building (GD-RWC-007); Medical Block Clinic (GD-RWC-1417); Hewitt Laboratory (GD-RWC-026); Miller House (GD-RWC-1422); Red Wing Shoe Company (GD-RWC-019); Keystone Building (GD-RWC-006); Chicago Great Western Depot (GD-RWC-015); Red Wing City Hospital Stairway (GD-RWC-1423); and First National Bank of Red Wing (GD-RWC-1439); and

WHEREAS, MnDOT CRU on behalf of FHWA has determined based on the Project's staff approved layout, and the MnHPO has concurred, that the Project will have an adverse effect on Bridge 9103 (GD-RWC-1387), which carries U.S. 63 over U.S. 61 in Red Wing, Minnesota, and which is a historic property eligible for listing in the NRHP; and

WHEREAS, MNDOT CRU is unable to complete identification, determination of eligibility, and assessment of effects for all historic properties that will be or may be affected by the Project before a NEPA decision is required, therefore, execution of this Agreement for the Project is appropriate pursuant to 36 CFR 800.14(b)(1)(ii); and

WHEREAS, in accordance with 36 CFR 800.6(a)(1), FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect finding with specified documentation, and the ACHP has chosen to participate in the consultation pursuant to 36 CFR 800.6(a)(1)(iii); and

WHEREAS, FHWA has consulted with Project sponsors MnDOT and WisDOT, and MnDOT, as the lead state agency, has agreed to certain responsibilities stipulated in this Agreement and FHWA has invited both agencies to sign this Agreement; and

WHEREAS, FHWA has consulted with the City of Red Wing (City) and the Red Wing HPC pursuant to 36 CFR 800.2(c)(3), and has invited them to concur with this Agreement; and

NOW, THEREFORE, the ACHP, FHWA, MnDOT, WisDOT, MnHPO, and WisSHPO (collectively the Parties) agree the Project will be implemented in accordance with the following stipulations in order to satisfy the responsibilities of FHWA under Section 106 of the National Historic Preservation Act.

STIPULATIONS

The FHWA, in coordination with MnDOT CRU, will ensure that the following measures are carried out:

STIPULATION I. COMPLETION OF IDENTIFICATION AND EVALUATION EFFORTS FOR HISTORIC PROPERTIES

A. **Completion of Identification in Wisconsin.** When acquired for the Project and accessible, MnDOT CRU will complete investigation of the archaeology APE in Wisconsin in accordance with 36 CFR 800.4. The unsurveyed portion of the archaeology APE is comprised of the shoreline located north of the Mississippi River on either side of the Wisconsin approach to the existing crossing and includes the Harbor Bar business locality.

B. **Completion of Identification in Minnesota.** MnDOT CRU will complete NRHP evaluations of archaeological sites 21GD291, 21GD292, 21GD293, 21GD294, 21GD295, and/or 21GDDbj in Minnesota in accordance with Stipulation 3(E) of the Minnesota Statewide PA, if MnDOT CRU determines that changes in the current Project design may potentially affect any of these sites. MnDOT CRU will notify the MnHPO and/or WisSHPO as well as the consulting parties that one or more of these sites may be affected due to changes in the Project design.

C. If MnDOT CRU identifies additional historic properties within the current archaeology APE, FHWA will reinitiate consultation with Indian tribes that may attach religious and cultural significance to those properties pursuant to 36 CFR 800.2(c)(2).

D. MnDOT CRU will provide documentation of its historic property identification efforts, NRHP eligibility determinations, and findings of effect carried out in fulfillment of this stipulation in accordance with Stipulation 4 of the Minnesota Statewide PA to MnHPO and/or WisSHPO who will have thirty (30) calendar days from receipt of the documentation to concur. MnDOT CRU will concurrently provide documentation to the other consulting parties, who will have thirty (30) calendar days from receipt of the documentation to provide comments and recommendations to MnDOT CRU.

E. If MnDOT CRU in consultation with MnDOT, WisDOT and FHWA determines that it is not practicable to avoid additional adverse effects to historic properties, MnDOT CRU will implement the measures contained in Stipulation IV of this Agreement.

STIPULATION II. MITIGATION OF ADVERSE EFFECT TO BRIDGE 9103 (GD-RWC-1387)

A. MnDOT CRU will complete Level II Historic American Engineering Record (HAER) documentation of Bridge 9103 (GD-RWC-1387) and its approach ramp, in accordance with the Secretary of the Interior's (SOI) *Standards and Guidelines for Architectural and Engineering Documentation.* The documentation will be completed by an individual or

individuals who meet the SOI *Professional Qualifications Standards* (36 CFR 61) in history or architectural history.

B. MnDOT CRU will submit one set of draft HAER documentation to MnHPO for review and concurrence. Following MnHPO concurrence, and per National Park Service's (NPS) HAER guidelines and submittal requirements, MnDOT CRU will submit the original final documentation to the NPS for review and acceptance. MnDOT CRU will provide a duplicate original set of the final HAER documentation to MnHPO and high-quality digital copies to the City and HPC for their records. MnDOT CRU will post an electronic copy of the final accepted documentation on the MnDOT Historic Bridges website. MnDOT CRU and MnDOT District 6 will ensure that the documentation is completed and accepted by the NPS before any alterations are made to Bridge 9103 (GD-RWC-1387) or its approach.

C. MnDOT CRU will prepare a poster-sized hanging exhibit regarding the historical significance of Bridge 9103 (GD-RWC-1387). Designed for public education, it will include photographs of Bridge 9103 (GD-RWC-1387) and information about its National Register eligibility within the context of Minnesota's historic bridges. MnDOT CRU will submit a draft of the exhibit to MnHPO and the City for review and comment. The exhibit will be appropriate for display at local historical societies (for example the Goodhue County Historical Society) or other venues as determined by the City who will take ownership of the display. This work will be completed by September of 2017.

D. MnDOT CRU will notify MnHPO when Bridge 9103 (GD-RWC-1387) has been demolished so that MnHPO may update their records.

STIPULATION III. MEASURES TO AVOID AND MINIMIZE ADVERSE EFFECTS TO HISTORIC PROPERTIES AS PROJECT DESIGN IS COMPLETED AND DURING CONSTRUCTION

At the time of the execution of this Agreement, MnDOT has recently initiated final Project design and has not yet reached the 30-percent complete stage. As such, Project features to be detailed during final design have the potential for adverse effects (direct or indirect) to identified historic properties (Attachment E) in Minnesota, or to as yet to be identified historic properties in Minnesota or Wisconsin. The following measures have been agreed upon in an effort to avoid or minimize adverse effects to historic properties.

A. **Project Design and Plan Review.** Project elements that have not yet been fully designed or determined, and that have the potential to affect historic properties, include the new river crossing bridge on the Wisconsin side of the river and elements of the Minnesota approach, the new U.S. 63/U.S. 61 bridge ramps, a bicycle-pedestrian trail, landscaping, streetscaping, construction detours, temporary access road(s), stormwater ponds, and construction staging, parking and materials storage areas (hereafter "staging areas").

1. MnDOT CRU will work closely with the Project design team throughout the completion of the design process to ensure that the Project is designed in conformance with SOI

Standards for the Treatment of Historic Properties (SOI *Treatment Standards*), specifically in regard to new construction within, adjacent to, or near historic properties and their environments, to avoid adverse effects where practicable, and to minimize any unavoidable adverse effects. MnDOT CRU will document any concerns or issues to the Project design team who will work with MnDOT CRU to address any comments or concerns and revise Project plans accordingly.

2. MnDOT CRU will review final plan sets at the 30-, 60- and 90-percent completion stages to determine if the APEs require revision, to ensure any agreed-upon design elements have been incorporated into the plans, and to ensure that plans conform with SOI *Treatment Standards* and that, therefore, additional adverse effects to historic properties have been avoided.

3. Following internal review as outlined above, MnDOT CRU will submit plan sets and its finding of no additional adverse effect, documented pursuant to Stipulation 4 of the Minnesota Statewide PA, to MnHPO and/or WisSHPO who will have thirty (30) calendar days from receipt of the finding to concur per 36 CFR 800.3(c)(4). MnDOT CRU will provide its finding and copies of plan sets concurrently to the City and HPC, who will have thirty (30) calendar days from receipt of materials to provide comments and recommendations to MnDOT CRU.

4. MnDOT will incorporate comments and recommendations from MnHPO, WisSHPO, the City and HPC, as feasible, into the design plans along with a summary of how comments have been addressed in the Project design. If there are any portions of the Project where it is not feasible to incorporate comments, MnDOT will provide a written explanation.

5. MnDOT CRU will submit final construction documents to MnHPO and WisSHPO for the Project record. In the event of any changes to the final Project plans, MnDOT CRU will implement the following measures in consultation with the Parties and in accordance with 36 CFR 800.4: a) revise the APEs as needed; b) identify any historic properties that may be affected; c) assess the Project's effect on any new historic properties or additional effects to known historic properties.

6. MnDOT CRU included the probable locations of construction staging areas in its determination of the APEs; however, the General Contractor (GC) will be responsible for the final selection of these areas. MnDOT District 6 will require the GC to submit proposed staging area locations to MnDOT CRU for review prior to their use. MnDOT will review proposed construction staging following the measures in Stipulation III.5 of this Agreement.

7. MnDOT CRU will provide documentation of its finding of effect for any additional historic properties or additional effects to historic properties in accordance with Stipulation 4 of the Minnesota Statewide PA to MnHPO and/or WisSHPO, who will have

thirty (30) calendar days from receipt of the finding to concur. MnDOT CRU will concurrently provide its finding to the other parties to this Agreement and consulting parties who will have thirty (30) calendar days from receipt of documentation to provide comments and recommendations to MnDOT CRU.

8. If MnDOT CRU in consultation with MnDOT, WisDOT and FHWA determines during final design and plan review, staging area selection, or as a result of changes to final Project plans that it is not practicable to avoid additional adverse effects to historic properties, MnDOT CRU will implement the measures contained in Stipulation IV of this Agreement.

B. **Vibration Monitoring**. Vibration-producing activities (such as vibratory compaction, pavement breaking, or operation of heavy construction equipment) will be required for demolition and construction activities associated with the Project.

1. MnDOT will establish a Project Vibration Monitoring Team (MnDOT VMT) that will include a MnDOT civil/structural engineer, a MnDOT CRU archaeologist, FHWA, an architectural historian, and a historic architect (meeting SOI *Professional Qualifications Standards* at 36 CFR 61) to oversee development and implementation of vibration monitoring, control, and mitigation measures for historic properties including Barn Bluff, a natural geological feature that has been determined a historic property.

2. Prior to the solicitation of bids for Project construction, MnDOT geotechnical engineering specialists will conduct a rock fall analysis and condition survey of Barn Bluff. The MnDOT Project Construction Manager will also engage a Structural Vibration Specialist (a Professional Engineer licensed in Minnesota who has experience in evaluating structural vulnerabilities and vibration monitoring and mitigation efforts) to recommend specific vibration monitoring review criteria for the Bluff. The recommendations will be approved by MnDOT VMT and MnHPO, and will be done within a timeframe that will allow results to be part of the Project bid solicitation package.

3. MnDOT will require the selected General Contractor (GC) to propose and implement a Vibration Mitigation and Monitoring Plan for Historic Properties (Vibration Plan). The GC will consult with MnDOT VMT and owners of historic properties during development of the Vibration Plan.

4. The GC will engage a Structural Vibration Specialist (a Professional Engineer licensed in Minnesota who has experience in evaluating structural vulnerabilities and vibration monitoring and mitigation efforts) who will oversee development and implementation of the Vibration Plan. There will be a direct channel of communication between the Vibration Specialist and the MnDOT VMT. The GC's Structural Vibration Specialist will be authorized to stop or restrict construction activities that monitoring identifies as damaging or potentially damaging to historic properties.

5. The Vibration Plan will define a vibration impact area. If the vibration impact area extends beyond the currently defined architectural history APE (see Attachment D), MnDOT CRU will revise the APE in consultation with MnHPO and/or WisSHPO and follow the process outlined in Stipulation 5 of the Minnesota Statewide PA to identify any additional historic properties within the revised APE.

6. The Vibration Plan will include the results of a pre-construction conditions survey of historic properties (including contributing properties in historic districts) and will recommend a monitoring protocol for each historic property within the vibration impact area, including any measures that would avoid or reduce potential damage from construction vibration. Protocols will include vibration thresholds during construction, the process for monitoring vibration, the monitoring equipment to be used, the frequency of monitoring, the appropriate standards for documenting monitoring, and a process and schedule for reporting monitoring results to MnDOT VMT and historic property owners. The Vibration Plan will incorporate the geotechnical analysis and monitoring criteria completed per Stipulation III(B)(2) of this Agreement to provide a specific vibration treatment protocol for Barn Bluff.

7. The Vibration Plan will outline a notification process for any observed vibration effects to historic properties, and will detail specific provisions to address those effects. It will outline a clear communication index identifying individual agency/contractor roles, responsibilities, flow of communication regarding vibration monitoring during construction, and identify any individuals, in addition to the Vibration Specialist, who will have authority to stop or restrict construction activities that monitoring identifies as damaging or potentially damaging to historic properties.

8. The GC will submit a draft Vibration Plan to MnDOT VMT for review- and approval. MnDOT CRU will submit the approved draft plan to MnHPO and/or WisSHPO for review and concurrence and to HPC for review and recommendations. Reviewers will have thirty (30) calendar days from receipt of the draft Vibration Plan to provide comments. The GC in consultation with MnDOT VMT will consider all comments received in a timely fashion prior to finalizing the Vibration Plan. MnDOT CRU will provide a copy of the final Vibration Plan to MnHPO and/or WisSHPO and HPC.

9. MnDOT and the GC will consult with all owners of historic properties within the vibration impact area regarding the provisions of the Vibration Plan. This consultation will provide information on the purpose of and process for completing the pre-construction conditions survey, monitoring, and other work under the plan and the process for substantiating damages and seeking remediation for substantiated claims should vibratory damage result from Project construction. MnDOT and the GC will ensure that any agreements with owners of historic properties that contain provisions related to vibration issues will be consistent with the provisions of the Vibration Plan.

10. The General Contractor will complete a post-construction conditions survey of historic properties within seven days following the end of construction activity. The General Contractor will provide a Post-Construction Survey report to MnDOT VMT for review and approval within 30 days following the post-conditions survey. MnDOT CRU will submit the report to MnHPO and/or WisSHPO for concurrence regarding effects on historic properties and to HPC for review and comments.

11. MnDOT will ensure that the GC does not begin any vibration-producing Project activities within the vibration impact area prior to MnDOT VMT approval of and MnHPO and/or WisSHPO concurrence with the final Vibration Plan.

12. In order to further protect historic properties during development of the Vibration Plan, MnDOT will include a provision in its Cooperative Agreement with the City that the City will undertake no demolition or construction projects within 500 feet of historic properties in the vibration impact area, including Barn Bluff, after the pre-construction conditions survey is completed.

STIPULATION IV. RESOLUTION OF ADDITIONAL ADVERSE EFFECTS ON HISTORIC PROPERTIES

A. FHWA, MnDOT and WisDOT recognize that avoidance of adverse effects to historic properties is the preferred course of action and that all practicable measures will be taken to avoid adverse effects. These agencies will use all practicable measures to minimize adverse effects that cannot be avoided.

B. MnDOT CRU will provide documentation of any finding of additional adverse effect in accordance with Stipulation 3(H) of the Minnesota Statewide PA (see Attachment B) to MnHPO and/or WisSHPO, who will have thirty (30) calendar days from receipt of the finding to comment. MnDOT CRU will provide its finding concurrently to the other parties to this Agreement and consulting parties who will have thirty (30) calendar days from receipt of the finding to provide comments to MnDOT CRU.

C. Following a finding of additional adverse effect, MnDOT CRU, in consultation with the signatories to this Agreement, will evaluate alternatives to the Project that would avoid or minimize adverse effects per Stipulation 3(H) of the Minnesota Statewide PA. If alternatives result in avoidance and/or minimization of adverse effects, MnDOT CRU will document such steps per the terms of Stipulation 4 of the Minnesota Statewide PA. If MnDOT and FHWA determine that avoidance of the adverse effect is not feasible, MnDOT CRU will consult with MnHPO and/or WisSHPO, the parties to this Agreement and consulting parties to develop an appropriate mitigation plan (Plan). MnDOT CRU. MnDOT CRU will notify all parties when a Plan will be prepared pursuant to this stipulation and will develop the Plan within sixty (60) calendar days of such notification.

D. MnDOT CRU will provide a draft copy of the Plan to the parties to this Agreement and consulting parties who will have thirty (30) calendar days from receipt of the draft Plan to provide comments and recommendations to MnDOT CRU.

E. During development of the final Plan, MnDOT CRU agrees to take into account any comments on the draft Plan provided within the specified thirty-day (30-day) review period. A Plan will be final upon acceptance by FHWA and MnHPO and/or WisSHPO. MnDOT CRU will provide parties to this Agreement with copies of the final mitigation plan. Consulting parties may also be invited to concur with the final Plan.

STIPULATION V. UNANTICIPATED DISCOVERIES DURING CONSTRUCTION

A. If MnDOT CRU determines that the Project will affect a previously unidentified historic property or that the Project will affect a known historic property in an unanticipated manner, MnDOT CRU will follow the terms and conditions of Stipulation 5 of the Minnesota Statewide PA (see Attachment B).

B. MnDOT will include provisions in appropriate construction documents to ensure that measures established in this stipulation are known and carried out by the GC.

STIPULATION VI. TREATMENT OF HUMAN REMAINS

A. In Minnesota, if human remains, possible human remains, or artifacts associated with mortuary features are unearthed by Project-related activities, MnDOT CRU will follow the terms and conditions of Stipulation 6 of the Minnesota Statewide PA (see Attachment B).

B. In Wisconsin, if human remains, possible human remains, or artifacts associated with mortuary features are unearthed by Project-related activities, MnDOT CRU will follow the procedures outlined in Attachment F of this Agreement.

STIPULATION VII. STANDARDS AND PROFESSIONAL QUALIFICATIONS

MnDOT CRU will ensure that any products developed as mitigation for adverse effects to historic properties will meet the SOI *Standards for Archaeology and Historic Preservation* and that they will be undertaken by, or under the direct supervision of, historic preservation professionals who meet the SOI *Professional Qualifications Standards* (36 CFR 61) in the appropriate discipline. Such products may include, but are not limited to, archaeological data recovery plans, technical reports, and property documentation.

STIPULATION VIII. DISPUTE RESOLUTION

Should any party to this Agreement object at any time to any actions proposed or the manner in which the terms of the Agreement are implemented, MnDOT CRU on behalf of FHWA will consult with the objecting party (or parties) to resolve the objection. If objection(s) cannot be

resolved, FHWA will become involved and follow the steps outlined in Stipulation 7 of the Minnesota Statewide PA (see Attachment B). FHWA's responsibility to carry out all other actions subject to the terms of this Agreement that are not subjects of the dispute remain unchanged pending resolution.

STIPULATION IX. ANNUAL REPORT

FHWA will prepare an Annual Report documenting actions carried out pursuant to this Agreement. The reporting period will be the fiscal year from October 1 to September 30. The Annual Report will be distributed to parties to this Agreement.

STIPULATION X. DURATION, AMENDMENTS, AND TERMINATION

This Agreement will remain in effect from the date of the final signatory signature and for a period not to exceed eight (8) years. If FHWA anticipates that the terms of the Agreement will not be completed within this timeframe, it will notify the Parties in writing at least sixty (60) calendar days prior to the Agreement's expiration date. The Agreement may be extended by the written concurrence of the Parties prior to expiration. If the Agreement expires and FHWA elects to continue with the undertaking, FHWA will reinitiate review of the undertaking in accordance with 36 CFR 800.

If any signatory to this Agreement determines the Agreement cannot be fulfilled, or that an amendment to the terms of the Agreement must be made, the Parties will consult to seek an amendment to its terms using the same consultation process as that exercised in creating the original Agreement. FHWA will file any amendments with ACHP upon execution.

Any signatory to this Agreement may terminate the Agreement by providing thirty (30) days written notice to the other Parties, provided the Parties consult during the period prior to termination to agree on amendments or other actions that would avoid termination. If the Agreement is terminated and the FHWA elects to continue with the undertaking, FHWA will reinitiate review of the undertaking in accordance with 36 CFR 800.

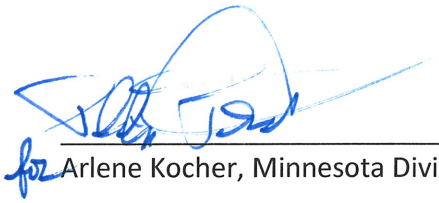
STIPULATION X. IMPLEMENTATION OF THIS AGREEMENT

This Agreement may be implemented in counterparts, with a separate page for each signatory. This Agreement will become effective on the date of the final signatory signature. FHWA will ensure that each party is provided with a fully executed copy of the Agreement, and that the final Agreement, updates to appendices, and any amendments are filed with the ACHP.

Execution of this Agreement and implementation of its terms is evidence that the FHWA has taken into account the effects of the undertaking on historic properties and has afforded the ACHP opportunity to comment pursuant to Section 106 of the National Historic Preservation Act.

Signatory

FEDERAL HIGHWAY ADMINISTRATION



for Arlene Kocher, Minnesota Division Administrator

Date: 3/15/2016

Signatory

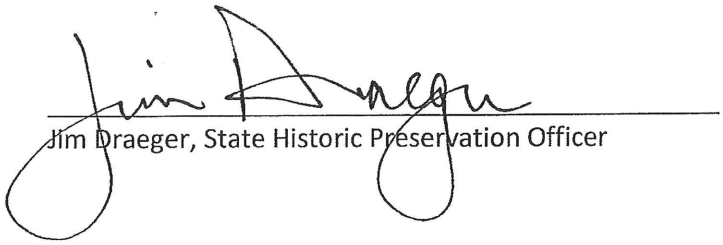
MINNESOTA HISTORIC PRESERVATION OFFICE

Barbara Howard Date: 3/17/2016

Barbara M. Howard
Deputy State Historic Preservation Officer

Signatory

WISCONSIN STATE HISTORIC PRESERVATION OFFICE



Date: 3/4/16

Jim Draeger, State Historic Preservation Officer

Signatory

ADVISORY COUNCIL ON HISTORIC PRESERVATION

for John Fowler, Executive Director

Date: 3-25-2016

Invited Party

MINNESOTA DEPARTMENT OF TRANSPORTATION

Date: 2-10-16

Charles A. Zelle, Commissioner

Invited Party

WISCONSIN DEPARTMENT OF TRANSPORTATION

Steven W. Krebs, P.E., WisDOT Historic Preservation Officer

Date: 2/15/2016

Concurring Party

CITY OF RED WING

Kay Kuhlmann _____ Date: 2/17/16

Kay Kuhlmann, City Council Administrator

Concurring Party

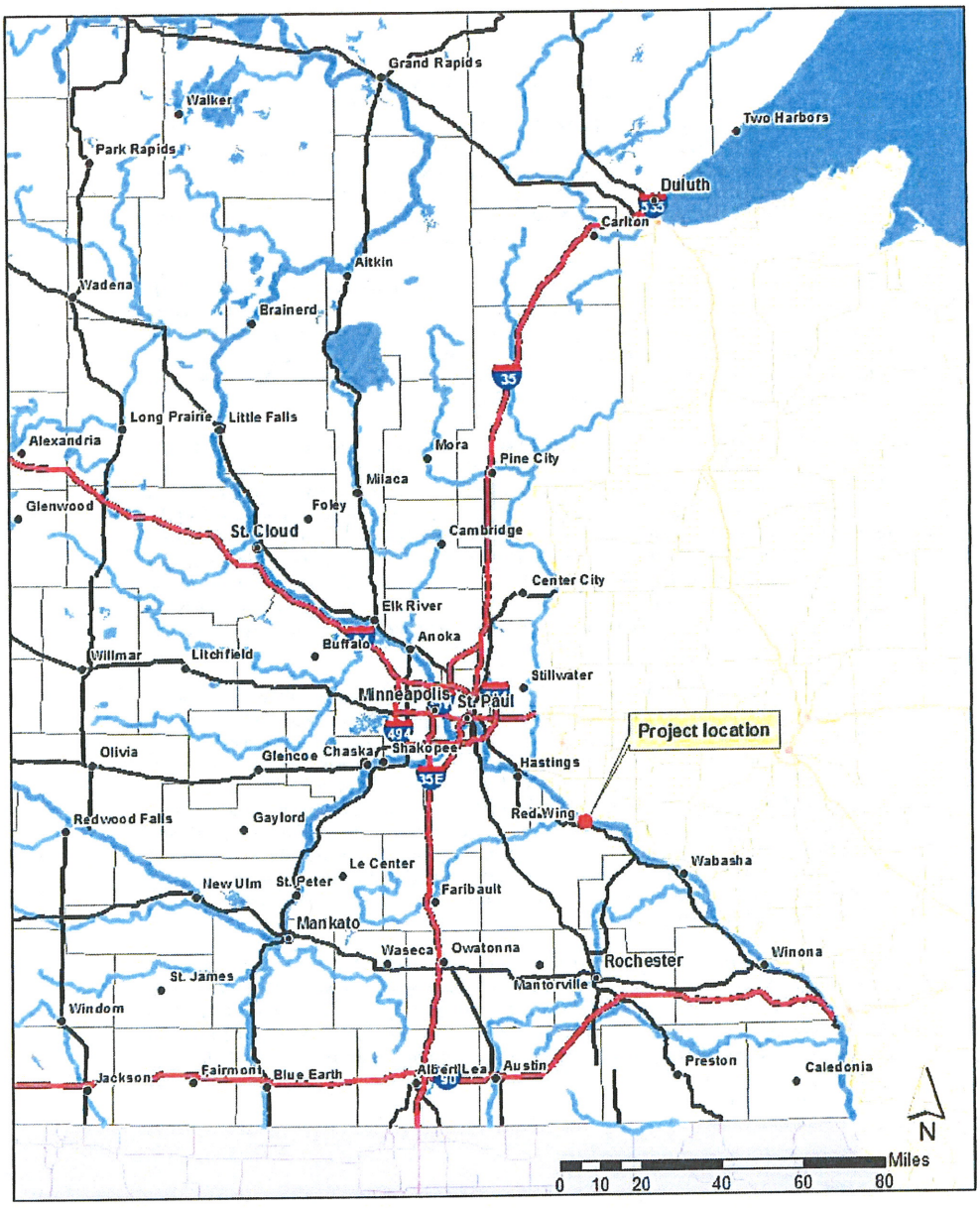
RED WING HERITAGE PRESERVATION COMMISSION

Kent Tsui Date: 2-19-16

Kent Tsui, Chairperson

ATTACHMENT A

LOCATION OF PROJECT S.P. 2515-21



ATTACHMENT B MINNESOTA STATEWIDE PA

PROGRAMMATIC AGREEMENT
AMONG THE FEDERAL HIGHWAY ADMINISTRATION;
THE MINNESOTA STATE HISTORIC PRESERVATION OFFICE;
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION;
THE DEPARTMENT OF THE ARMY, CORPS OF ENGINEERS, ST. PAUL DISTRICT;
AND THE MINNESOTA DEPARTMENT OF TRANSPORTATION;
REGARDING IMPLEMENTATION OF THE FEDERAL-AID HIGHWAY PROGRAM
IN MINNESOTA (AS AMENDED 2014)

WHEREAS, the Federal Highway Administration (FHWA) proposes to administer the Federal-Aid Highway Program in Minnesota authorized by 23 USC 101 et seq. through the Minnesota Department of Transportation (MnDOT) (23 USC 315), which covers any Federal-Aid Highway Program undertaking, including those sponsored by local agencies, Transportation Alternative Program projects (or any successor programs), and Interstate Access Request modification (IAR), herein after referred to as "undertakings"; and

WHEREAS, the FHWA: (1) has determined that its undertakings may have an effect upon properties included in or eligible for inclusion in the National Register of Historic Places (NRHP); (2) has consulted with the Minnesota State Historic Preservation Office (SHPO) and the Advisory Council on Historic Preservation (Council) pursuant to Section 800.14(b) of the regulation (36 CFR 800) implementing Section 106 of the National Historic Preservation Act (NHPA) (16 USC 470f); (3) wishes to ensure that MnDOT will conduct its undertakings in a manner consistent with 36 CFR 800 and the National Environmental Policy Act (NEPA) (36 CFR 800.8); and (4) intends to integrate its historic and archaeological preservation planning and management decisions with other policy and program requirements to the maximum extent possible consistent with Section 110 of the NHPA; and

WHEREAS, 36 CFR 800.14 encourages Federal agencies to efficiently fulfill their obligations under Section 106 of the NHPA through the development and implementation of cooperative programmatic agreements; Executive Order 13274 states that the development and implementation of transportation infrastructure projects in an efficient and environmentally sound manner is essential to the well-being of the American people and a strong American economy and the executive departments and agencies shall take appropriate actions, to the extent consistent with applicable law and available resources, to promote environmental stewardship in the Nation's transportation system and expedite environmental reviews of high-priority transportation infrastructure projects while protecting and enhancing the environment; and the FHWA encourages the development of Programmatic Agreements between the state FHWA offices and the SHPOs; and

WHEREAS, the parties to this Programmatic Agreement (AGREEMENT) executed an earlier agreement on May 31, 2005 entitled: *Programmatic Agreement Among the Federal Highway Administration; the Minnesota State Historic Preservation Office; the Advisory Council on Historic Preservation; the Department of the Army, Corps of Engineers, St. Paul District; and the Minnesota Department of Transportation Regarding Implementation of the Federal-Aid Highway Program in Minnesota*, which will be replaced and superseded by this AGREEMENT; and

WHEREAS, the FHWA has delegated its responsibilities, to a certain extent, for compliance with Section 106 in accordance with Federal law to the professionally qualified staff (as per 36 CFR 61) in the Cultural Resources Unit (CRU) at MnDOT (hereafter referred to as the MnDOT CRU staff), although the FHWA remains legally responsible for all findings and determinations charged to the agency official in 36 CFR 800; and

WHEREAS, for the purpose of Section 106 compliance for all FHWA undertakings, the Department of the Army, Corps of Engineers, St. Paul District Regulatory Branch (Corps) has been consulted in the development of this AGREEMENT, will recognize the FHWA as the lead Federal agency for Corps undertakings related to FHWA undertakings, has been invited to be a signatory party to this AGREEMENT pursuant to 36 CFR 800.2(a)(2), and will have no further Section 106 obligations on a specific FHWA undertaking through its signing of this AGREEMENT; however, if FHWA is no longer the lead Federal agency on a specific undertaking, the FHWA will notify the SHPO of the change in lead federal agency and this AGREEMENT would not apply, and the Corps would need to meet all the requirements of Section 106 and any executed agreement with the SHPO; and

WHEREAS, consistent with applicable Federal legislation, the SHPO reflects the interests of the state and its citizens in the preservation of their cultural heritage, and in accordance with Section 101(b)(3) of the NHPA advises and assists Federal and State agencies in carrying out their historic preservation responsibilities, including Section 106 responsibilities; and

WHEREAS, in the development of this AGREEMENT, FHWA has notified the Federally recognized Indian tribes that may ascribe traditional, religious, and cultural significance to historic properties in the State of Minnesota and afforded them an opportunity to comment on the AGREEMENT, and has or is in the process of developing separate Programmatic Agreements with them to document the consultation process; and

WHEREAS, MnDOT has been asked to participate in consultation for and to be an invited signatory to this AGREEMENT; and

WHEREAS, FHWA and MnDOT are committed to the design of transportation systems that: (1) achieve a safe and efficient function appropriately placed within the Minnesota context; (2) avoid, minimize and mitigate adverse effects on historical and cultural resources; (3) recognize that investment in historic, archaeological, and cultural resources is critical to Minnesota's continued growth and prosperity; and (4) respond to the needs of Minnesota communities; and

WHEREAS, FHWA (with the assistance of the MnDOT CRU staff), the SHPO, the Council, the Corps, and MnDOT aspire to engage in meaningful, long-term planning for the protection of historic and archaeological properties and, toward that end, desire to: (1) develop a comprehensive and efficient process for all Section 106 undertakings; (2) integrate and streamline project reviews under Federal historic preservation and environmental laws; (3) simplify procedural requirements to the maximum extent possible; (4) eliminate unnecessary paperwork; (5) affirm the role of SHPO in Federal compliance, to the extent required; (6) devote a larger percentage of time and energies to identifying transportation-related concerns that may affect historic and archaeological properties, and (7) continue creating innovative programs to address those problems.

NOW, THEREFORE, the FHWA, the SHPO, the Council, the Corps, and MnDOT agree that the Federal-Aid Highway Program shall be administered in accordance with the following stipulations to satisfy the FHWA Section 106 responsibility for all aspects of the program.

STIPULATIONS

FHWA will ensure that the following measures are carried out:

STIPULATION 1. APPLICABILITY AND SCOPE

A) Applicability. This AGREEMENT sets forth the process by which FHWA, with the assistance of the MnDOT CRU staff, will meet its responsibilities under Section 106 of the NHPA and regulations set forth in 36 CFR 800, as amended, adopted to implement that act. For the purposes of this AGREEMENT, the definitions for terms appearing in 36 CFR 800.16(a) through (y) inclusive shall be employed whenever applicable.

B) Scope. The objective of this AGREEMENT is to render more efficient methods for FHWA and the MnDOT CRU staff review of individual undertakings that may affect historic properties under Federal statutes, and to establish the process by which FHWA (with the assistance of the MnDOT CRU staff), the SHPO, the Council, the Corps, and MnDOT and interested persons will be involved in any such review. This review covers any FHWA undertaking as defined previously in the Whereas clauses.

STIPULATION 2. GENERAL REQUIREMENTS

In compliance with its responsibilities under the NHPA and as a condition of its award of any assistance under the Federal-Aid Highway Program to MnDOT, FHWA shall require that the MnDOT CRU staff carry out the requirements of 36 CFR 800 as set forth in this AGREEMENT, and all applicable Secretary of the Interior's standards and guidelines. FHWA will ensure that MnDOT observes the following requirements.

A) Employment of Qualified Personnel. For the purpose of implementing this AGREEMENT, MnDOT shall continue to employ professionally qualified personnel in its CRU office who meet the requirements of 36 CFR 61. At a minimum, the professional staff shall consist of a professionally qualified Archaeologist (as per 36 CFR 61 Appendix A, Item b) and a professionally qualified Historian (as per 36 CFR 61 Appendix A, Item a). The supervisor of the MnDOT CRU shall be an individual who meets the professional qualifications for a historian or archaeologist as per 36 CFR 61.

B) Guidelines and Highway Program Development Process. In addition to the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation and the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR 68), MnDOT will use the MnDOT Highway Project Development Process (HPDP) manual and the State Aid to Local Agencies (SALT) manual to assist in the implementation of this AGREEMENT.

C) Coordination of Project Review Among MnDOT Districts, Counties, and Municipalities. MnDOT HPDP Manual and SALT Manual detail procedures for Section 106 review of FHWA undertakings. These manuals are incorporated by reference into this AGREEMENT, and the procedures in these manuals may be revised or updated, as needed, by MnDOT in consultation with FHWA and SHPO. Revisions to the procedures for Section 106 review of FHWA undertakings may go into effect upon the written concurrence of FHWA and SHPO. One month prior to the scheduled annual meeting, CRU shall submit to SHPO any changes or proposed changes to the HPDP or SALT manuals over the last year.

D) Early Coordination. FHWA and MnDOT CRU will perform early coordination and consultation with the SHPO on unusual or complex issues of evaluation, assessment of effect, and/or mitigation in order to identify problems early in the project planning process. MnDOT CRU staff may seek assistance from SHPO, FHWA, and/or other consulting parties in defining the APE for unusual, very large, or complex projects. FHWA may seek assistance from the Council, as appropriate. During early coordination, any approaches or methods discussed at project consultation meetings or field visits will be document afterwards in writing by MnDOT CRU and submitted to the FHWA, SHPO, and other parties for the project record or for review and comment.

E) Education. FHWA and MnDOT, in collaboration with SHPO, will provide a public education and interpretation component in its undertakings whenever appropriate.

F) Training. FHWA and MnDOT will collaborate with SHPO in ensuring periodic training for MnDOT, county, and municipal personnel to assure compliance with Section 106 responsibilities and applicable state legislation. Creative initiatives are encouraged.

G) Annual Reporting and Evaluation. FHWA and the MnDOT CRU staff will arrange for an annual meeting with SHPO, the Council, the Corps, and MnDOT to evaluate the AGREEMENT, suggest revisions to its provisions, and to evaluate the quality of the resource identification and protection activities carried out under the AGREEMENT. Evaluations shall take place annually, by May 15. The Council's participation in these meetings is optional, at the discretion of the Council. If any party concludes that performance under the AGREEMENT is less than satisfactory, the parties shall consult at any time to improve performance, and meet again within six (6) months to evaluate improvements. One month prior to the scheduled annual meeting, CRU shall submit to SHPO an annual report of projects reviewed by CRU over the last year.

H) Transition. This AGREEMENT will become effective upon the date of its execution by all parties. Any projects where the Section 106 process has started prior to the signing of this document shall follow the process outlined in 36 CFR 800, or the earlier Programmatic Agreement signed on May 31, 2005, as appropriate.

I) Delegation. FHWA delegates to the professionally qualified staff (as per 36 CFR 61) of MnDOT CRU authority to carry out the following Section 106 requirements in accordance with the Secretary of the Interior's (SOI) Standards and Guidelines for Archaeology and Historic Preservation: (1) determine if an undertaking exists; (2) initiate the Section 106 process; (3) identify the area of potential effect (APE); (4) conduct appropriate surveys to identify historic properties within the area of potential effects (APE); (5) make determinations of eligibility to the NRHP of properties within the project's APE; and (6) make findings of effect, including the interpretation of the SOI Standards for the Treatment of Historic Properties. Steps 1 and 2 will be done in coordination with FHWA, as appropriate. Steps 3 through 6 will be done in consultation with FHWA and SHPO, as appropriate. The FHWA remains legally responsible for all findings and determinations charged to the agency official in 36 CFR 800, and may exercise that authority in whole or in part. These responsibilities shall not be delegated to project sponsors. In reviewing such projects, the MnDOT CRU staff will follow the SOI Standards for Archaeology and Historic Preservation.

J) Innovative Programs. To facilitate historic and archaeological preservation planning and actions, MnDOT will continue to fund progressive programs and activities of mutual interest

to, and in consultation with, FHWA, MnDOT CRU, the Corps, SHPO, or other consulting parties. Examples of programs envisioned may include: (i) analysis and synthesis of past data accumulated through MnDOT/FHWA projects; (ii) statewide thematic or other surveys of historic properties; (iii) statewide archaeological predictive models; (iv) improved data management and access; (v) development of historic contexts and preservation priorities; (vi) and preparation and implementation of relevant preservation or management plans.

K) Format for Review Submittals. Documentation assembled by the MnDOT CRU staff to support any Section 106 finding shall be consistent with 36 CFR 800.11. This material will be submitted to SHPO in a format (electronic, written, or other) agreed on by MnDOT and SHPO, incorporating use of MnDOT's Cultural Resources Information System (CRIS), as appropriate.

STIPULATION 3. REQUIREMENTS FOR SECTION 106 COMPLIANCE PROJECT REVIEW BY MNDOT CRU ON BEHALF OF FHWA

For all FHWA undertakings reviewed pursuant to this AGREEMENT, FHWA and the MnDOT CRU staff shall observe the following requirements:

A) Participants in the Section 106 Process. The terms of the AGREEMENT presented herein fulfill the obligations for identifying Federal and state participants in the Section 106 process for FHWA projects when such projects occur on non-tribal lands (lands outside of the exterior boundaries of federally recognized reservations) and with no Federal agency involvement other than the Corps.

i) The federal government has a unique legal relationship with Indian tribes set forth in the Constitution of the United States, treaties, statutes, and court decisions. Consultation with an Indian tribe must, therefore, recognize the government-to-government relationship between the federal government and Indian tribes. FHWA has developed, or is in the process of developing, Programmatic Agreements with the eleven federally recognized tribes in Minnesota. These agreements will identify the process for consultation with each Indian tribe for FHWA undertakings pursuant to 36 CFR 800. For Indian tribes that currently reside outside of the State of Minnesota, and in other cases where there is no signed agreement with an Indian tribe, FHWA will retain responsibility for complying with all federal requirements pertaining to direct government-to-government consultation with Indian tribes.

ii) The MnDOT CRU staff, on behalf of FHWA, shall, through opportunities afforded by the project development process, use existing procedures to solicit public participation early in the project planning process and consistent with 36 CFR 800.2(d).

iii) Consistent with 36 CFR 800.3(e) and (f), MnDOT CRU staff, on behalf of FHWA, will invite local governments and other individuals and organizations on a project-by-project basis, to be consulting parties. MnDOT CRU, at a minimum, will contact any local Historic Preservation Commissions (HPC) and may consult with the SHPO, as needed, to help identify other potential consulting parties. Unless otherwise agreed to in a Programmatic Agreement with an Indian tribe, FHWA will invite the participation of Indian tribes that ascribe traditional, religious, and cultural significance to historic properties that may be affected by the undertaking. The level of public participation will occur on a project-by-project basis. Within six (6) months of the signing of this AGREEMENT, the signatories will meet with the goal of developing a general outline that guides the appropriate level of public involvement based on the scope of typical projects reviewed under this AGREEMENT.

B) Other Federal Agency Involvement. Should Federal agencies other than FHWA or the Corps implement an undertaking, as defined in 36 CFR Part 800.16(y), in association with a FHWA undertaking said Federal agency may satisfy their Section 106 compliance responsibilities according to 36 CFR 800.2(a)(2) by stating in a letter to FHWA and copying the SHPO that their undertaking will conform to the terms of this AGREEMENT and recognizing FHWA as the lead Federal agency. FHWA and MnDOT CRU will review the scope for any expanded undertaking and ensure that a proper APE is defined, or may determine that a separate review under Section 106 is required.

C) Determination of Undertaking and Assessment of APE. Pursuant to 36 CFR 800.3 and 800.4, the MnDOT CRU staff shall (1) determine whether proposed projects, activities, or programs constitute an undertaking as per 36 CFR 800.16(y); and (2) establish the undertaking's APE and document it as per the terms of Stipulation 4 of this AGREEMENT.

D) Identifying Historic Properties. Pursuant to 36 CFR 800.4, the MnDOT CRU staff (with assistance from consultants as needed) shall identify historic and archaeological properties that may be affected by the undertaking and gather sufficient information to evaluate the eligibility of these properties for the NRHP. Identification of historic properties shall follow the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716) and any relevant SHPO survey manuals and Multiple Property Document Forms. MnDOT programs, including MnModel, the statewide farmstead study, the statewide historic bridge study (as per the terms outlined in the *Programmatic Agreement Concerning: Pre-1956 Historic Bridges Among the Federal Highway Administration; The Advisory Council on Historic Preservation; the Minnesota State Historic Preservation Office; the Department of the Army, Corps of Engineers, St. Paul District; and the Minnesota Department of Transportation* signed May 15, 2008, or any subsequent amendments), the statewide historic roadside structures study, the statewide historic railroad study, the statewide Woodland historic context, and others as they are developed, will be used to aid in the identification of historic properties. The MnDOT CRU staff shall document its identification process as per the terms of Stipulation 4 of this AGREEMENT. Project specific survey methodology or excavation plans shall be developed as appropriate and as requested by the parties to this AGREEMENT.

E) Evaluating Historic and Archaeological Significance. For any undertaking that may affect properties not previously evaluated for, but identified as potentially eligible for, the NRHP, MnDOT CRU shall apply the National Register Criteria, and shall make an appropriate finding regarding eligibility pursuant to 36 CFR 800.4(c). In applying the National Register criteria, the MnDOT CRU staff will consult with Indian tribes that may ascribe traditional cultural and religious significance to historic properties in the APE. The MnDOT CRU staff shall document its determination process as per the terms of Stipulation 4 of this AGREEMENT.

F) Finding of No Historic Properties Affected. If MnDOT CRU that either there are no historic properties present within the APE or there are historic properties present within the APE but the undertaking will have no effect upon them as defined in 36 CFR 800.11(d), the MnDOT CRU staff shall make a formal finding of "No Historic Properties Affected" and document its determination as per the terms of Stipulation 4 of this AGREEMENT. The Section 106 process will be complete, unless the MnDOT CRU staff determines that the project scope has changed and therefore will require additional review.

By execution of this AGREEMENT, the SHPO is waiving its review and concurrence action role for an undertaking where a 'No Historic Properties Affected' finding is made by MnDOT CRU. All documentation that would normally be submitted to SHPO to support a 'No Historic Properties Affected' finding will be part of the administrative record stored in CRIS.

G) Findings of No Adverse Effect. If the MnDOT CRU staff finds that there are historic properties within the APE that will not be adversely affected by the undertaking as defined in 36 CFR 800.5, the MnDOT CRU staff shall make a formal finding of "No Adverse Effect" as per the terms of Stipulation 4 of this AGREEMENT and specify those conditions, if any, that shall be imposed to secure that finding. FHWA shall ensure that specified conditions are met. The MnDOT CRU staff shall submit its findings to the SHPO and other consulting parties, if any, who will have thirty (30) days to comment. If the SHPO or other consulting party requests additional, relevant information not provided in the original submittal, they will make such a request within the 30-day comment period. Once the additional information has been provided, the SHPO and other consulting parties will have thirty (30) days to comment. If the MnDOT CRU determines that a project scope has changed, the 30 day comment period will be recalculated from the date the SHPO and any other consulting parties receives the revised submittal.

H) Finding of Adverse Effect. If the MnDOT CRU staff determines that there are historic properties within the APE that will be adversely affected by the undertaking as defined in 36 CFR 800.5, the MnDOT CRU staff shall make a finding of "Adverse Effect" as per the terms of Stipulation 4 of this AGREEMENT. The MnDOT CRU staff shall submit its determination to the SHPO and any other consulting parties, who will have 30 days to comment. If the SHPO or any other consulting party requests additional, relevant information not provided in the original submittal, they will make such a request within the 30-day comment period. Once the additional information has been provided, the SHPO and other consulting parties will have thirty (30) days to comment. If the MnDOT CRU determines that a project scope has changed, the 30-day comment period will be recalculated from the date the SHPO and any other consulting parties receive the revised submittal.

When a finding of "Adverse Effect" has been made, the MnDOT CRU staff, in consultation with FHWA, SHPO, and other consulting parties, if any, shall evaluate alternatives to the project that would avoid any adverse effect and document such steps as per the terms of Stipulation 4 of this AGREEMENT. If avoidance is not feasible, the MnDOT CRU staff, in consultation with FHWA, SHPO, and any other consulting party shall consider all possible steps to minimize or mitigate the adverse effect, taking into account the requirements of the Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR 68). FHWA will enter directly into the consultation process and notify the Council of the determination. The Council will use the criteria in Appendix A of 36 CFR Part 800 to determine whether it should participate, and inform FHWA of its decision within fifteen (15) days of receipt of notification. FHWA and the MnDOT CRU staff will consult with SHPO, Indian tribes that may ascribe traditional cultural and religious value to affected historic properties, and other consulting parties to execute a Memorandum of Agreement (MOA) in accordance with 36 CFR 800.6(c).

If the MnDOT CRU staff determines that an undertaking may adversely affect a National Historic Landmark, FHWA and the MnDOT CRU staff shall request the SHPO, the Council, the Secretary of the Interior, and other consulting parties to participate in consultation to resolve any adverse effects, as outlined in 36 CFR 800.10.

STIPULATION 4. DOCUMENTATION

Documentation assembled by the MnDOT CRU staff to support any Section 106 finding shall be consistent with 36 CFR 800.11. The requirements of the supporting documentation outlined in 36 CFR 800.11 will be executed through an agreed upon format by MnDOT CRU and SHPO, incorporating use of MnDOT's CRIS, as appropriate.

A) Other Project Documentation: When fieldwork is required, copies of resulting survey data will be provided to SHPO and other consulting parties, if any, as required under the NHPA and subject to confidentiality requirements in Section 304 of NHPA and 36 CFR 800.11(c). The official review of a project submitted in CRIS will not begin (in terms of the 30-day review period) until all supporting reports, project plans, or other relevant data are received by the SHPO and any other consulting parties.

B) Data Sharing and Geographic Information Systems. Current MnDOT CRU procedures for incorporating pertinent documentation into Geographic Information Systems (GIS) will be used. MnDOT CRU, SHPO, and Corps will share technology and information providing mutual access to archaeological site data, architecture/history properties data, historic contexts, and other information pertaining to cultural resource data management, and cultural resource sensitivity analysis and/or site predictive modeling.

STIPULATION 5. UNANTICIPATED DISCOVERIES

A) MnDOT CRU will notify FHWA and the SHPO as soon as practicable if it appears that an undertaking will affect a previously unidentified property that may be historic, or affect a known historic property in an unanticipated manner. In all instances, MnDOT CRU will ensure construction activities in the vicinity of the discovery are immediately halted and will take all reasonable measures to avoid or minimize harm to the property until consultation is concluded with the SHPO and other appropriate consulting parties, including the Tribes. All requirements of 36 CFR 800.13 will be met prior to resuming construction in the vicinity of the discovery.

B) MnDOT CRU will evaluate the NRHP-eligibility of the property using professionally qualified staff or consultants, determine the project's effect on any properties that are found to be historic, and consult with the FHWA, SHPO, and consulting parties to prepare a plan for avoiding, minimizing, or mitigating any adverse effects to historic properties.

C) MnDOT CRU will provide the FHWA, SHPO and consulting parties with a written plan to resolve any adverse effects.

i) If construction has not begun, consultation shall follow the process documented in Stipulation 3.

ii) If construction has begun, and the SHPO or other consulting parties fail to respond within two (2) business days after receipt of the plan, MnDOT CRU may carry out the plan on behalf of the FHWA.

iii) If the SHPO or other consulting parties object to the plan, consultation to resolve the objection will continue under Stipulation 7.

STIPULATION 6. TREATMENT OF HUMAN REMAINS

The FHWA and MnDOT are committed and will make every effort to protect and preserve all cemeteries, including prehistoric and historic graves, during transportation construction and maintenance activities. The following steps are to be taken any time human burials are

unearthed, or other artifacts associated with mortuary features are found during FHWA undertakings in Minnesota.

A) Upon discovery of possible human remains, including unidentified animal bone or mortuary features, during construction, work shall immediately cease in the area. Appropriate steps shall be taken to secure the site, including fencing off the discovery area and covering any possible remains. If the discovery site is on non-federal land, local law enforcement and the Office of the State Archaeologist (OSA) shall be immediately notified. If the discovery is on federal land, the appropriate federal authority shall be immediately notified. The contractor shall notify MnDOT CRU, who will then notify officials with the FHWA, the OSA, SHPO, and appropriate Tribes within twenty four (24) hours via email, fax, or telephone. The OSA shall coordinate with the Minnesota Indian Affairs Council (MIAC) if the remains are thought to be Indian in accordance with Minnesota Statute (M.S.) 307.08.

B) If reasonably convenient and appropriate, the parties will confer at the site in a timely manner assess the site's condition and archaeological manifestation, determine the likely project impacts if left in place, and to determine the most appropriate avoidance, minimization, or mitigation measure(s) for dealing with the discovery.

C) If it is determined that the identified bones are human remains covered under M.S. 307.08, the OSA shall have jurisdiction to ensure that the appropriate procedures in accordance with Minnesota statutes are fulfilled. OSA is the lead state agency for authentication of burial sites on non-federal lands as per M.S. 307.08. FHWA, MnDOT CRU, and OSA shall work together to perform any necessary consultation in order to meet FHWA's responsibilities under Section 106. The MnDOT CRU staff shall work with OSA, the SHPO or THPO, the tribes, MIAC, and other consulting parties to develop and implement a reburial plan. Avoidance and preservation in place is the preferred option for the treatment of human remains. MnDOT CRU shall evaluate the historical significance of the site as per Stipulation 3 of this AGREEMENT.

D) FHWA will coordinate with other reviews as per 36 CFR 800.3(b), including the Native American Graves Protection and Repatriation Act, when applicable and required by federal law.

STIPULATION 7. DISPUTE RESOLUTION

Should any signatory to this AGREEMENT object at any time to any actions proposed or the manner in which the terms of this AGREEMENT are implemented, FHWA shall consult with such party and the MnDOT CRU staff to resolve the objection. If FHWA determines that such objection cannot be resolved, FHWA will:

A) Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the Council. The Council shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the Council, signatories and invited signatories, and provide them with a copy of this written response. FHWA will then proceed to approve funding of the project according to its final decision.

B) If the Council does not provide its advice regarding the dispute within the thirty (30) day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into

account any timely comments regarding the dispute from the signatories and invited signatories to the AGREEMENT, and provide them and the Council with a copy of such written response.

C) FHWA's responsibilities to carry out all other actions subject to the terms of this AGREEMENT that are not the subject of the dispute remain unchanged.

STIPULATION 8. AMENDMENT
Any party to this AGREEMENT may request that it be amended, whereupon the parties will consult to consider such amendment.

STIPULATION 9. TERMINATION
Any party to this AGREEMENT may terminate it by providing thirty (30) days written notice to the other parties, provided that the parties will consult during the period before termination to seek agreement on amendments or other action that would avoid termination. In the event of termination of this AGREEMENT, the FHWA (with the assistance of the professionally qualified staff of MnDOT CRU) shall comply with 36 CFR 800 for individual undertakings.

STIPULATION 10: DURATION
This AGREEMENT shall become effective upon execution by FHWA, SHPO, the Corps, the Council, and MnDOT and shall remain in effect until December 31, 2019.

STIPULATION 11. OPTION TO RENEW
No later than December 31, 2018, FHWA will consult with the signatories to this AGREEMENT to determine interest in renewing this AGREEMENT. The AGREEMENT may be extended for additional terms upon the written agreement of the signatories.

STIPULATION 12. IMPLEMENTATION
A) This AGREEMENT may be implemented in counterparts, with a separate page for each signatory. This AGREEMENT will become effective on the date of the final signature. FHWA will ensure each party is provided with a complete copy and that the final AGREEMENT, updates to appendices, and any amendments are filed with the Council.

B) Execution and implementation of this AGREEMENT evidences that the FHWA and the Corps have satisfied their Section 106 responsibilities for all individual undertakings of the Federal-Aid Highway Program in Minnesota, and has afforded the Council opportunity to comment pursuant to Section 106 of the National Historic Preservation Act.

SIGNATORY

FEDERAL HIGHWAY ADMINISTRATION

BY: _____ Date: 3/3/2015
David Scott, Acting Division Administrator

SIGNATORY

MINNESOTA STATE HISTORIC PRESERVATION OFFICE

BY: Barbara Howard
Barbara Mitchell Howard, Deputy SHPO

Date: 10/24/2014

SIGNATORY

ADVISORY COUNCIL ON HISTORIC PRESERVATION

BY: John M. Fowler Date: 4/7/15

John M. Fowler, Executive Director

SIGNATORY

UNITED STATES ARMY, CORPS OF ENGINEERS, ST. PAUL DISTRICT

BY: _____ Date: 8/17/14

Col. Daniel C. Koprowski, /District Engineer and Commander

INVITED SIGNATORY
MINNESOTA DEPARTMENT OF TRANSPORTATION

Charles A. Zelle, Commissioner

12-12-14
Date

CONCURRING

OFFICE OF THE STATE ARCHAEOLOGIST, DEPARTMENT OF ADMINISTRATION

BY: _____ Date: 11/24/14
Matt Massman, Acting Commissioner

ATTACHMENT C

LIST OF TRIBAL COMMUNITIES CONSULTED:

Northern Cheyenne

Ho-Chunk Nation

St. Croix Band of Chippewa

Spirit Lake Band

Sokagon Chippewa Community, Mole Lake

Forest County Potawatomi

Three Affiliated Tribes

Lac Vieux Desert Band

Lac Courte Oreilles Band of Lake Superior

Lac du Flambeau Band of Lake Superior

Lake Superior Band

Bad River Band

White Earth Band

Red Lake Band

Red Cliff Band of Lake Superior Chippewa

Bois Forte Band

Standing Rock Sioux

Mille Lacs Band

Menominee Indian Tribe of Wisconsin

Leech Lake Band

Grand Portage band

Fond du Lac Band

Prairie Island THPO (two consultation letters)

Shakopee Mdewakanton CRD

Lower Sioux THPO

Upper Sioux THPO

Santee Sioux THPO

Sisseton-Wahpeton Oyate THPO

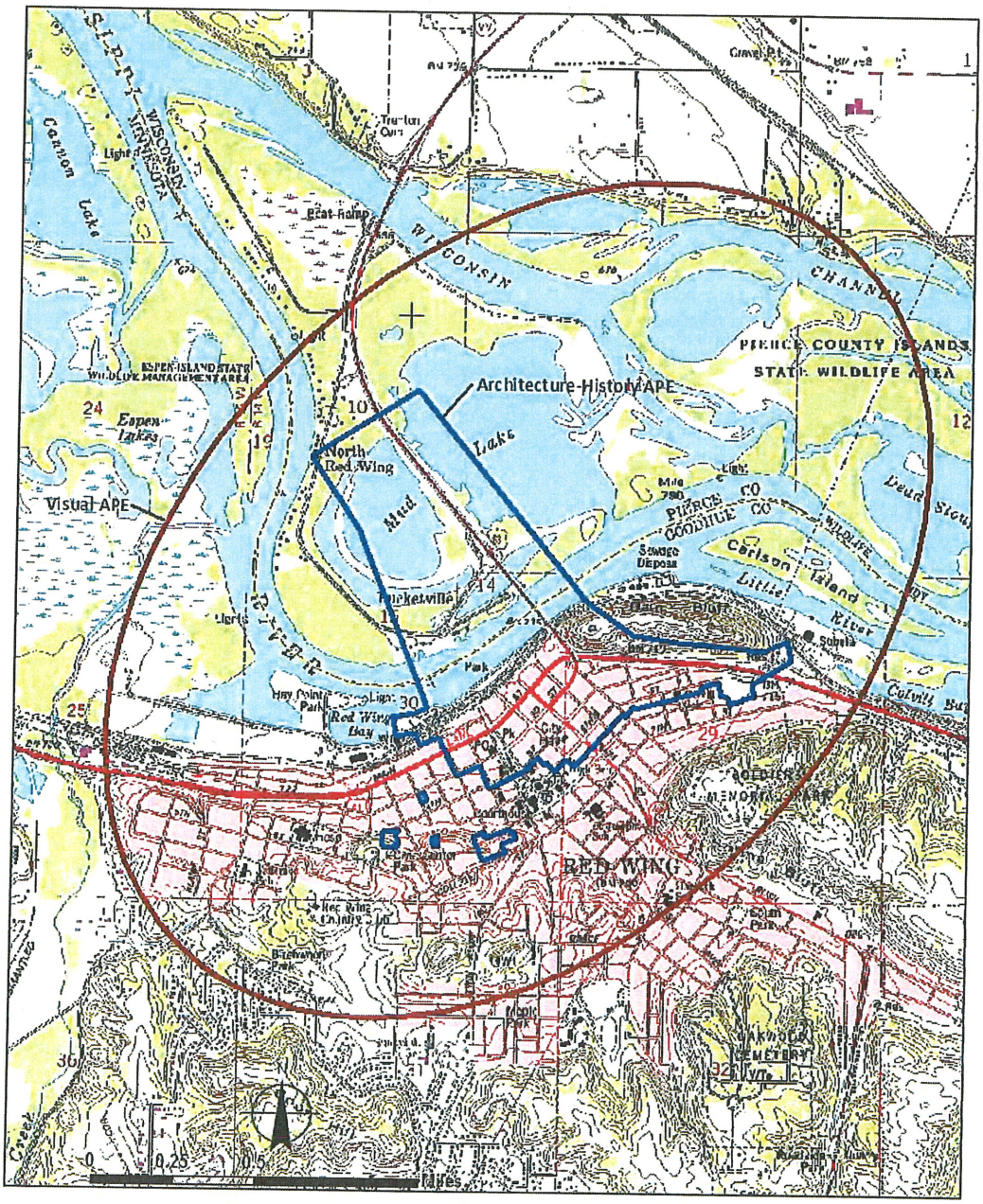
Fort Peck CRD

The only tribal community to respond to the consultation request was the Lac du Flambeau Band of Lake Superior, who expressed no interest in consulting on the project.

Three meetings (2011, 2014 and 2015) and were held between MnDOT and the Prairie Island Indian Community (PIIC) THPO to discuss the project. The most recent meeting was held in November 2015. One formal Project presentation was made to the PIIC Tribal Council. A representative from the PIIC assigned by Tribal Council, regularly attended project PAC/TAC meetings and was also a member of the Red Wing Bridge Visual Quality Advisory Committee.

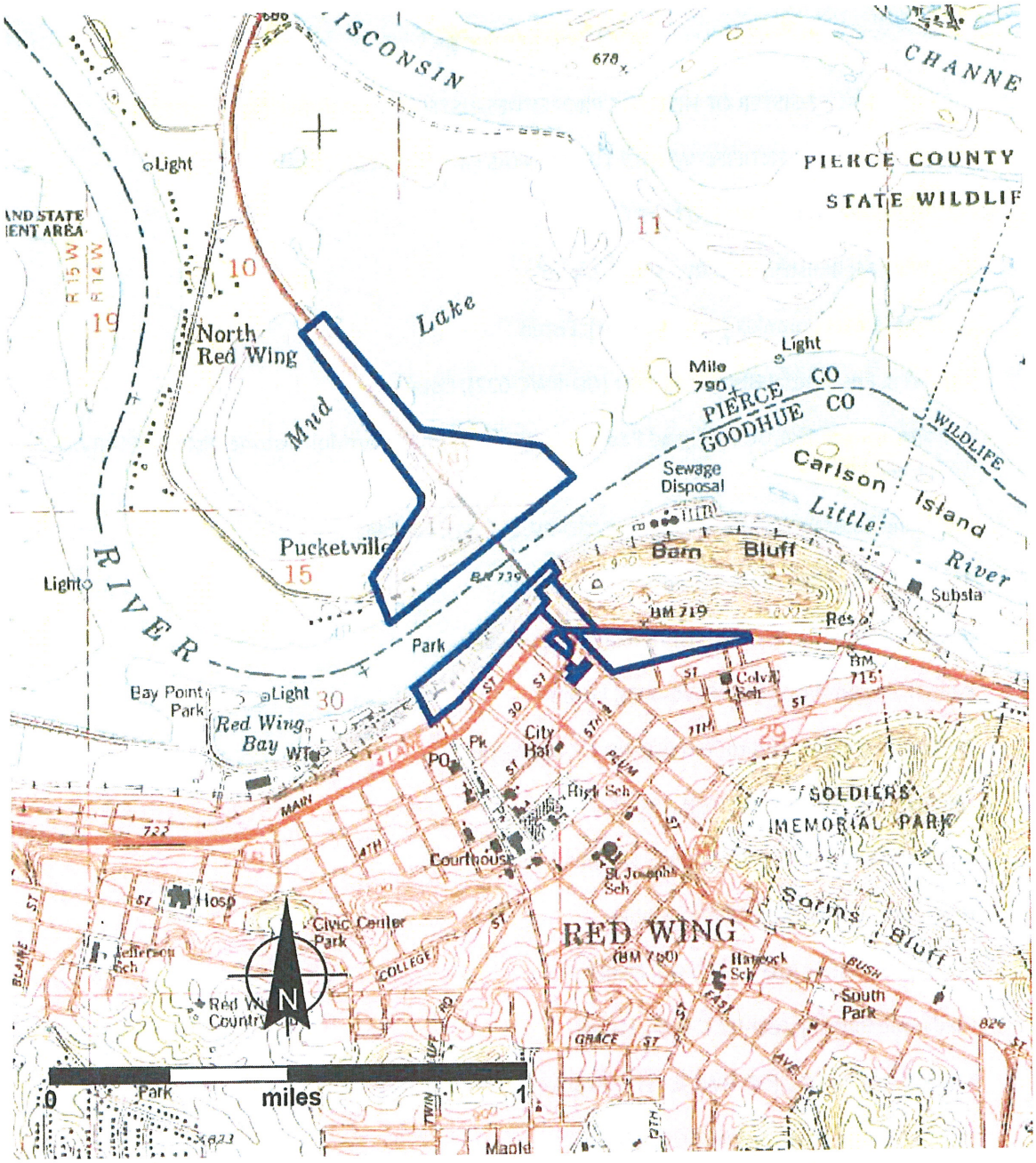
ATTACHMENT D

MAPS OF CURRENT PROJECT APEs



MAP SHOWING ARCHITECTURE-HISTORY APE AND VISUAL APE

(USGS 7.5-MINUTE TOPOGRAPHIC SERIES, RED WING, MINNESOTA, 1994)



MAP SHOWING ARCHAEOLOGY APE

(USGS 7.5-MINUTE TOPOGRAPHIC SERIES, RED WING, MINNESOTA, 1994)

ATTACHMENT E

NATIONAL REGISTER OF HISTORIC PROPERTIES-LISTED AND ELIGIBLE PROPERTIES

IDENTIFIED WITHIN THE APEs (AS OF DECEMBER 2015)

LETTERS CORRESPOND TO ATTACHED MAP 4

A. Red Wing Mall District (GD-RWC-001), Listed

B. St. James Hotel Complex (GD-RWC-004), Listed

C. Red Wing Residential Historic District (GD-RWC-022), Listed

D. Chicago, Milwaukee, St. Paul, and Pacific (CMSTPP) Railroad Corridor Historic District (GD-RWC-1371), Eligible

E. Red Wing Commercial Historic District (GD-RWC-1451), Eligible

F. Barn Bluff (GD-RWC-280), Listed

G. Mississippi River 9' Channel (GD-RWC-1452), Eligible

H. Kappel Wagon Works (GD-RWC-008), Listed

I. Sheldon Memorial Auditorium (GD-RWC-002), Listed

J. Lawther House (GD-RWC-023), Listed

K. Red Wing City Hall (GD-RWC-009), Listed

L. Hedin House (GD-RWC-1407), Eligible

M. Luft Doublehouse (GD-RWC-746), Eligible

N. Gladstone Building (GD-RWC-007), Listed

O. Medical Block Clinic (GD-RWC-1417), Eligible

P. Hewitt Laboratory (GD-RWC-026), Listed

Q. Bridge 9103 (GD-RWC-1387), Eligible

R. Miller House (GD-RWC-1422), Eligible

S. Burdick Grain Company Terminal Elevator (GD-RWC-1383), Eligible

T. Red Wing Iron Works (GD-RWC-005), Listed

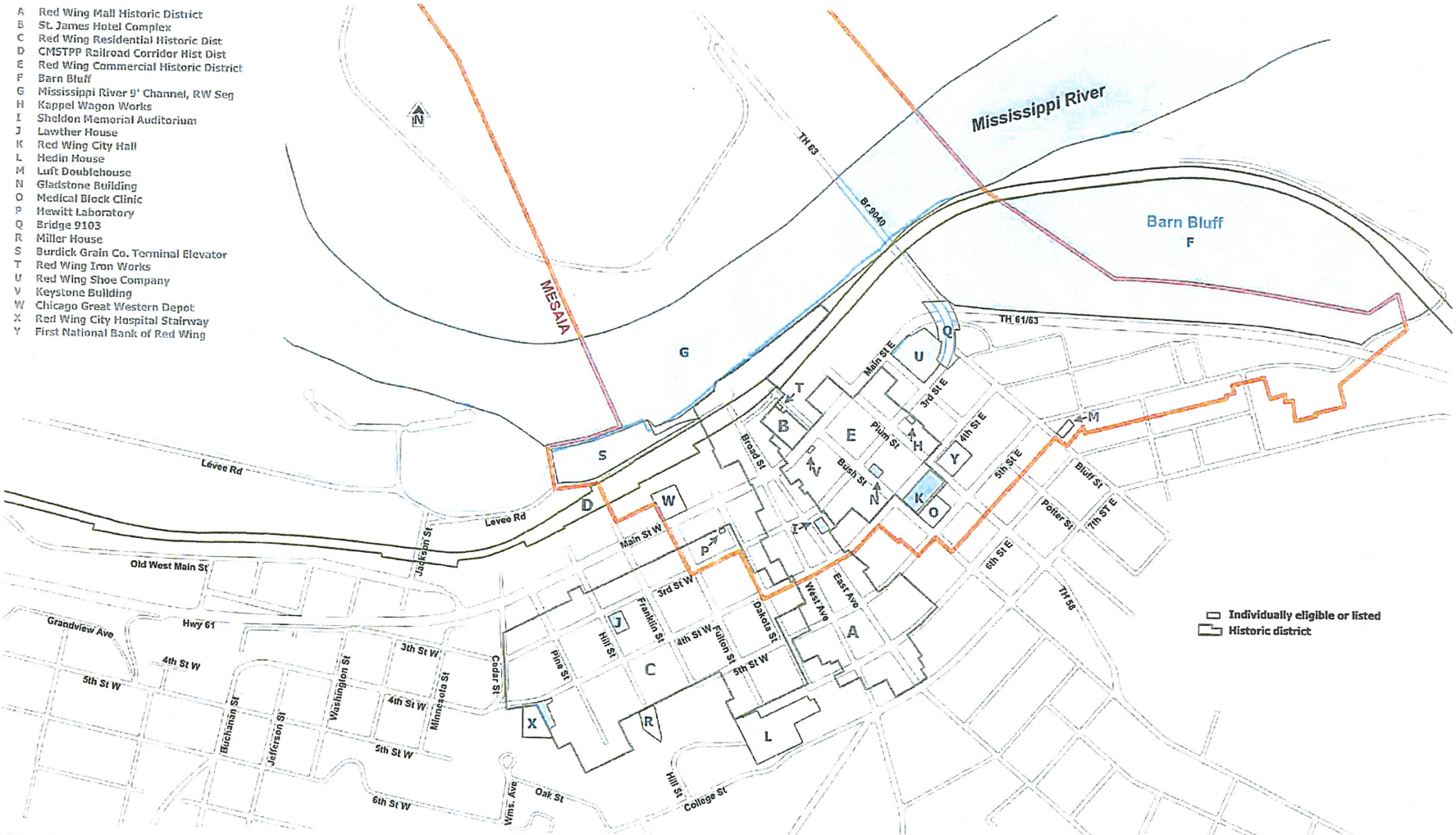
U. Red Wing Shoe Company (GD-RWC-019), Eligible

V. Keystone Building (GD-RWC-006), Listed

W. Chicago Great Western Depot (GD-RWC-015), Listed

X. Red Wing City Hospital Stairway (GD-RWC-1423), Eligible

Y. First National Bank of Red Wing (GD-RWC-1439), Eligible



Map 4
Properties in the APE Listed on or Eligible for the National Register

Prep by Gemini Research 02-2014

ATTACHMENT F

PROCEDURES FOR INADVERTENT DISCOVERY OF ARCHAEOLOGICAL RESOURCES OR HUMAN REMAINS IN WISCONSIN

Protective steps will be taken to safeguard archaeological resources and/or human remains after working hours. This work will be done in consultation with the WisDOT Environmental Process and Documentation Section (EPDS) and the MnDOT CRU. Measures will include one or more of the following: fencing, signage, temporary backfilling of area to conceal the location, and notification of local authorities to include the area in their patrol.

Non-burial Related Archaeological Resources

1. The on-site construction project manager shall immediately stop construction activities and protect the area of the discovery if any significant inadvertent non-burial related discoveries are encountered.

   a. *On State, state sub-division, or privately owned lands.* The on-site project manager will immediately notify MnDOT CRU who will notify WisDOT EPDS and the EPDS will notify Wisconsin Division of the FHWA, the Wisconsin SHPO, and interested tribes as identified by WisDOT. Through an expedited consultation pursuant to 36 CFR 800.13(b), WisDOT EPDS and MnDOT CRU will consult with appropriate consulting parties to determine an appropriate treatment to resolve project impacts. The area will remain protected until WisDOT EPDS issues authorization to proceed.

Human Remains and/or Burial Related Archaeological Resources

1. The on-site construction project manager shall immediately stop construction activities and protect the site area if any human remains or inadvertent burial-related discoveries are encountered.

   a. The on-site construction project manager will immediately notify the WisDOT EPDS and MnDOT CRU. The WisDOT EPDS will notify Wisconsin Division of the FHWA, the Wisconsin SHPO, consulting Tribes, and interested consulting parties of these discoveries. The WisDOT EPDS will coordinate activities with the MnDOT CRU throughout the process.

   b. *On State, state sub-division or privately owned lands.* The treatment of burial related discoveries will comply with Wisconsin s.s. 157.70 through coordination by the Wisconsin EPDS. Any such finds will be considered within the category of a "known uncatalogued burial site," and a Wisconsin Historic Preservation Division standard burial contract for treatment of human remains will be followed.

2. Human remains removed from the site will be temporarily housed at a facility identified in a standard burial contract (provided by WisDOT EPDS) until final disposition.

3. Disposition of human remains and associated objects will comply with provisions contained in Wisconsin S.S. 157.70.

APPENDIX G – USFWS Section 7 Consultation and Concurrence Letter

FW: Red Wing Bridge, Request for Concurrence
Moynihan, Debra (DOT)
to:
Hanson, Chad (DOT)
09/29/2015 02:36 PM
Cc:
"brogers@sehinc.com", "Chris Hiniker (chiniker@sehinc.com) (chiniker@sehinc.com)"
Hide Details
From: "Moynihan, Debra (DOT)" <Debra.Moynihan@state.mn.us>
To: "Hanson, Chad (DOT)" <chad.hanson@state.mn.us>,
Cc: "brogers@sehinc.com" <brogers@sehinc.com>, "Chris Hiniker (chiniker@sehinc.com) (chiniker@sehinc.com)" <chiniker@sehinc.com>

From: Horton, Andrew [mailto:andrew_horton@fws.gov]
Sent: Tuesday, September 29, 2015 11:11 AM
To: Alcott, Jason (DOT)
Cc: Lisa Mandell
Subject: Re: Red Wing Bridge, Request for Concurrence

Jason,

Thank you for your ongoing coordination regarding this project. Based on the measures outlined in your consultation request, we concur that this project may affect, but is not likely to adversely affect the northern long-eared bat (*Myotis septenrionalis*). Furthermore, based on the negative survey results for Higgins eye pearlymussel (*Lampsilis higginsii*), snuffbox (*Epioblasma triquertra*), and spectaclecase (*Cumberlandia monodonta*), we concur that any impacts to these federally listed mussel species are highly unlikely to occur and are considered discountable. This concludes our consultation for this project. If you have any additional questions regarding this project, please contact me.

Andrew Horton

Andrew Horton
Twin Cities Ecological Services Field Office
U.S. Fish and Wildlife Service
4101 American Blvd East
Bloomington, MN 55425-1665
(612) 725-3548 ext. 2208

On Thu, Sep 24, 2015 at 12:14 PM, Alcott, Jason (DOT) <jason.alcott@state.mn.us> wrote:
Andrew, attached is the Red Wing Bridge request for concurrence. MnDOT has committed to winter tree clearing and taking the existing bridge down during winter season as well. So the potential for impacting the NLEB is very low. If you can, please respond via email with your concurrence.
Thanks again for your assistance!
Jason Alcott
Minnesota Department of Transportation
Office of Environmental Stewardship
395 John Ireland Boulevard
St. Paul, MN 55155
Phone: 651-366-3605
Email: Jason.alcott@state.mn.us

Minnesota Department of Transportation
395 John Ireland Boulevard
Saint Paul, MN 55155

September 24, 2015

Andrew Horton
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
Twin Cities ES Field Office
4101 American Blvd East
Bloomington, MN 55425-1665

State Project 2515-12, Trunk Highway 63, Bridge and Approach Roadway Project, City of Red Wing, Goodhue County Minnesota, Pierce County Wisconsin

Request for Concurrence – May Affect, Not Likely to Adversely Affect Determination – Higgins eye pearlymussel (*Lampsilis higginsii*)
Request for Concurrence – May Affect, Not Likely to Adversely Affect Determination – snuffbox (*Epioblasma triquetra*)
Request for Concurrence – May Affect, Not Likely to Adversely Affect Determination – spectaclecase (*Cumberlandia monodonta*)
Request for Concurrence – May Affect, Not Likely to Adversely Affect Determination -northern long-eared bat - (*Myotis septentrionalis*)

No Effect Determination – dwarf trout lily - (*Erythronium propullans*)
No Effect Determination – prairie bush clover- (*Lespedeza leptostachya*)

Project Description

The project encompasses three components: the Wisconsin approach to the US 63 bridge, the Minnesota approach to the US 63 river crossing bridge and the US 63 river bridge itself. The Wisconsin approach to the US 63 bridge will be constructed as a jug-handle intersection at 825th Street. This design provides a four-legged intersection with a median on US 63.

The Minnesota approach to the US 63 bridge will be constructed as a buttonhook intersection with a slip ramp. This recommended alternative replaces Bridge 9103 over US 61 and creates a new at-grade intersection of US 63 and US 61 east of downtown Red Wing. Bridge 9103 will be removed as part of the project. The concept allows southbound US 63 traffic to access downtown Red Wing and MN 58 along a new one-way slip ramp to 3rd Street. It provides approximately 1,100 feet between the new intersection and Potter Street in downtown Red Wing. . See Figure 1 on the next page for the project location map.

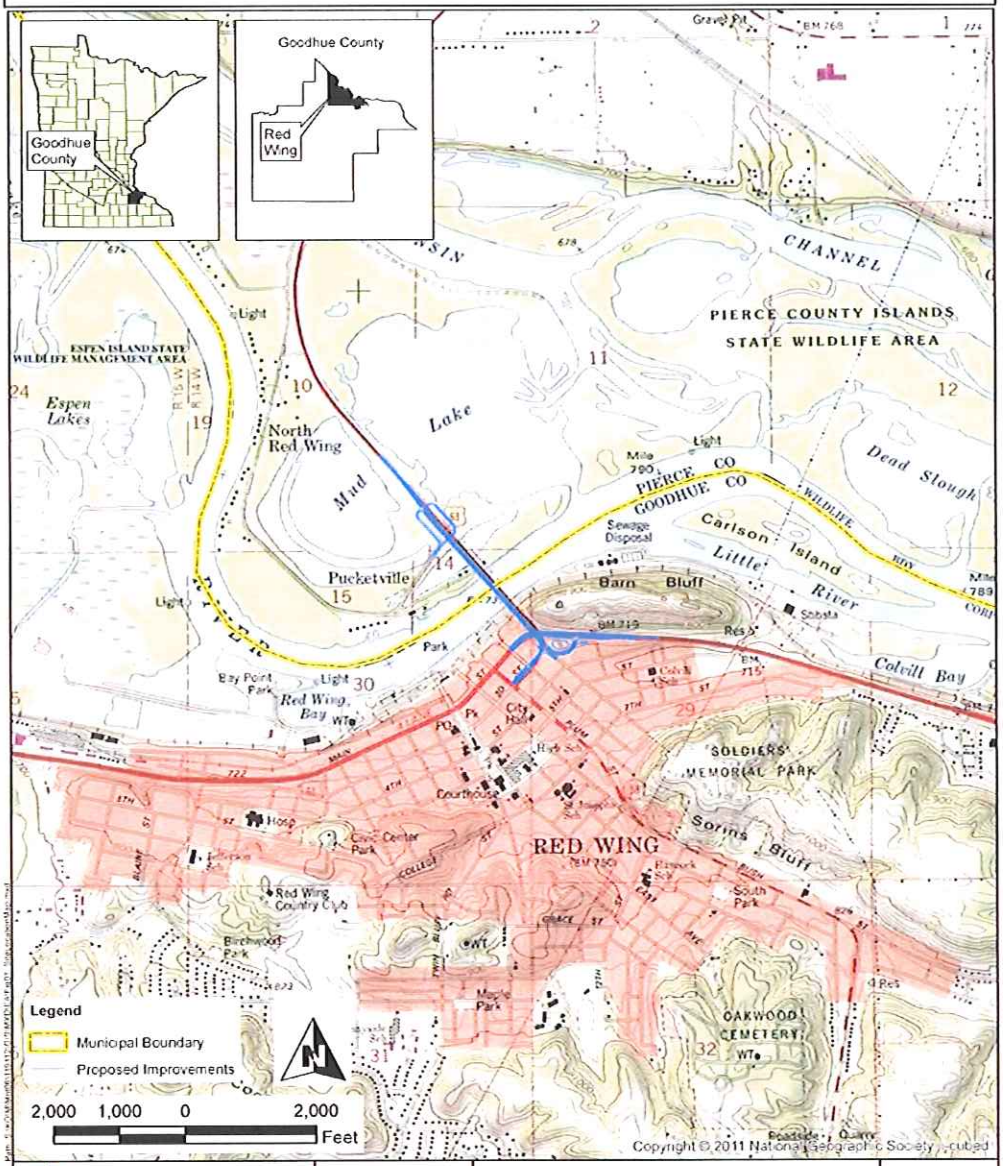
The existing US 63 river bridge, Bridge 9040, will be replaced by a new steel box girder structure. The existing structure will be replaced due to a variety of factors including it is fracture critical and not structurally redundant, has low sufficiency ratings due to uneven foundation settlement, excessive longitudinal movement, and poor deck condition. The new US 63 river bridge will be located immediately upstream of the in-place river bridge. The proposed new structure will include two 12 feet wide lanes, two 6 feet shoulders, and a 12 feet wide pedestrian/bicycle facility on the west side (upstream side) of the bridge. This results in a total width, including barriers, of 52 feet and 4 inches.

Construction: River Impacts - Due to the need to get construction materials and construction equipment into or onto the river to build the bridge, river impacts are expected including dredging, building temporary cofferdams around piers, dewatering, fill, and removal of cofferdams after construction.

Construction would involve temporary interruption to the navigation channel at various stages of construction to allow for pier construction, launching of materials, and construction of the superstructure. These temporary interruptions would need to be coordinated with the USACE, USCG, and barge operators. Recreational boating activities would also be impacted and notification would be provided at local marinas and public access. The timing and duration of temporary interruptions would vary. The majority of the project will occur in previously developed areas within the City of Red Wing and previously disturbed areas on the Wisconsin approach.

Project Schedule - Construction is anticipated to begin in 2017 and be completed by fall of 2019. Because the existing bridge will remain open during construction of the new bridge, substantial traffic disruption to users is not expected.

Project Location Map



Project: MNT06 115112
Print Date: 10/23/2014

RED WING BRIDGE PROJECT
Project Location Map
Red Wing, Minnesota

Figure 1

Species List for the Project Counties

According to the official County Distribution of Minnesota and Wisconsin's Federally-Listed Threatened, Endangered, Proposed, and Candidate Species list (revised in April 2015), maintained by the Service, the project counties are within the distribution range of the following:

County	Species	Status	Habitat
Goodhue Minnesota	Northern long-eared bat *Myotis septentrionalis*	Threatened	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during spring and summer.
	Dwarf trout lily *(Erythronium propullans)*	Endangered	North facing slopes and floodplains in deciduous forests
	Higgins eye pearlymussel *(Lampsilis higginsii)*	Endangered	Mississippi River
	Prairie bush clover *(Lespedeza leptostachya)*	Threatened	Native prairie on well-drained soils
Pierce Wisconsin	Northern long-eared bat *Myotis septentrionalis*	Threatened	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. During summer, roosts and forages in upland forests.
	Higgins eye pearly mussel *Lampsilis Higginsi*	Endangered	Mississippi and St. Croix Rivers
	Snuffbox *Epioblasma triquetra*	Endangered	Small to medium-sized creeks and some larger rivers, in areas with a swift current
	Spectaclecase *Cumberlandia monodonta*	Endangered	Large rivers
	Prairie bush-clover *Lespedeza leptostachya*	Threatened	Dry to mesic prairies with gravelly soil

No Effect Determinations

Section 7 of Endangered Species Act of 1973, as amended (Act), requires each Federal agency to review any action that it funds, authorizes or carries out to determine whether it may affect threatened, endangered, proposed species or listed critical habitat. Federal agencies (or their designated representatives) must consult with the U.S. Fish and Wildlife Service (Service) if any such effects may occur as a result of their actions. Consultation with the Service is not necessary if the proposed action will not directly or indirectly affect listed species or critical habitat. If a federal agency finds that an action will have no effect on listed species or critical habitat, it should maintain a written record of that finding that includes the supporting rationale.

Dwarf Trout Lily – Determination of No Effect

There are no known of occurrences of this species within the action area. There has been no critical habitat designated for this species. ***Therefore, MnDOT on behalf of the FHWA has made a determination of no effect for this species.***

Prairie Bush Clover – Determination of No Effect

There are no known of occurrences of this species within the action area. There has been no critical habitat designated for this species. ***Therefore, MnDOT on behalf of the FHWA has made a determination of no effect for this species.***

Concurrence Requests

Higgins Eye Pearlymussel, Snuffbox, Spectaclecase

MnDOT contracted with the Minnesota Department of Natural Resources (MNDNR) to conduct a mussel survey for this project in 2013. No federally-listed species were found alive or recently deceased. The MNDNR concluded that the presence of federally-listed species within the area of impact is very unlikely. The final survey report describing the methodology and summarizing the data is attached to this request.

Northern long-eared bat

In order to minimize the potential impacts to the northern long-eared bat, MnDOT has committed to tree removal (approximately 3.5 acres) during the recommended winter season (October 1-April 1). In addition, MnDOT has committed to the demolition/removal of the existing bridge structure during this same winter time period.

MnDOT on behalf of the FHWA has determined that the proposed action may affect, but is not likely to adversely affect the Higgins eye pearlymussel (Lampsilis higginsii), spectaclecase (Cumberlandia monodonta), snuffbox (Epioblasma triquetra) and the northern long-eared bat (Myotis septentrionalis) and ***is requesting concurrence for these determinations***

Please do not hesitate to contact me if there are any questions or concerns,

Jason Alcott
Minnesota Department of Transportation
Office of Environmental Stewardship
395 John Ireland Boulevard
St. Paul, MN 55155
Phone: 651-366-3605
Email: Jason.alcott@state.mn.us

APPENDIX H – List of Commitments

List of Commitments

US 63 River Bridge and Approach Roadways Project

SP 2515-21 (MN) / Project IDs 7210-00-76 and 7210-00-78 (WI)

This list below presents the commitments to be carried out by the project proposers to offset or minimize impacts, comply with agency requests, or complete agreements made during agency coordination during the pre-design/NEPA process. In general, the resources are presented in the order they were addressed in the EA/EAW. The intention of this List of Commitments is to provide a mechanism for tracking transfer and completion of project commitments from the pre-design/NEPA process, through final design and permitting, then to development of plans and specifications, then to construction and, if applicable, to post-construction/maintenance. The commitments are listed in this document, including information on when it is anticipated that they would be implemented during future project development stages (e.g., final design, construction, etc.). However, this is a 'living' document – and as additional information on how the project will be designed, bid and constructed is decided, some of the implementation assumptions may change (e.g., due to design-build (D-B) or construction manager-general contractor (CMGC) contracting used in lieu of traditional design-bid-build). Also, additional (non-routine) commitments may be added as a result of permit conditions, etc. As changes or additions are made during future stages of project development, they must be tracked by the MnDOT Project Manager in a way that completion of the original pre-design/NEPA commitments can be tracked and documented. Throughout the future project development stages, the chain of custody table will be used to track transfer of responsibility for ensuring commitments are being conveyed and implemented (e.g., during transfer from the pre-design project manager to the final design project manager). Also, as commitments are completed, the date of completion and the party/person documenting completion of the commitment should be noted – see the columns provided for 'status', 'completion date' and 'sign off' in the table.

SP 2515-21 Chain of Custody

Action	Who	Date	Expectation
Prepared by:	Chad Hanson	9/23/15	To the best of my knowledge all commitments made in environmental documents and public discussions have been captured here
Received in Detail Design by:	Chad Hanson		Commitments documented here will be honored or renegotiated
Updated in Detail Design by:	Updated by the District		To the best of my knowledge all commitments specified in the Green Sheets have been incorporated into the plans or renegotiated and any new commitments have been added
Received in Construction by:	Updated by the District		Commitments documented here will be honored or renegotiated
Completed in Construction:	Updated by the District		To the best of my knowledge all commitments specified in the Green Sheets have been constructed or renegotiated and any new commitments have been added
Received post Construction:	Updated by the District		Commitments documented here will be honored or renegotiated
Completed post Construction:	Updated by the District		All commitments have been fulfilled or renegotiated

Project Description

The project has three main components: the primary river crossing bridge, the Minnesota approach, and the Wisconsin approach. Recommended alternatives for each component are described below.

River Crossing

The river crossing Preferred Alternative is to replace the existing river bridge with a two-lane steel box girder bridge immediately upstream from the current crossing.

Minnesota Approach

The Minnesota approach Preferred Alternative is to construct a button-hook intersection with a slip ramp. This alternative includes replacing the US 61 overpass with a new three-lane structure and button-hook ramp configuration that reorients the connection of US 63 to US 61 immediately east of downtown Red Wing. This alternative also includes a one-way slip-ramp which provides an option for southbound US 63 traffic to continue to have a direct access to downtown Red Wing and MN 58 via 3rd Street.

Wisconsin Approach

The Wisconsin approach Preferred Alternative is to construct a jug-handle intersection at 825th Street. This design provides a four-legged intersection with a median on US 63.

List of Commitments

Commitment		Status Update Description	Status Update Date	Completion Date	Completion Signed Off By (Name)
River Bridge Demolition and New Construction					
Done in Design	A contingency plan will be in place for removal of temporary structures for the high water events that may occur during the course of the project, if deemed necessary based on the floodplain hydraulic analysis. Demolition plans for the existing river bridge will need to be consistent with requirements of the Minnesota and Wisconsin DNR. For example, WisDOT in correspondence that existing bridge demolition should adhere to Wisconsin's STSP 203-020, *Removing Old Structure Over Water With Minimal Debris*. The Bridge Office will pursue research funding to complete a forensic study on Bridge 9103. The study will be completed only if special funding is obtained through a research grant.				
Done in Construction	The existing river bridge will be removed between October 1st and April 1st to avoid adverse effects to potentially roosting Northern Long-Eared Bats.				
Done Post-Construction	Fill in as appropriate				
No Further Work Required	Fill in as appropriate				
Vegetation/Habitat/Sensitive Species					
Done in Design	MnDOT will incorporate into the project specifications all appropriate Wisconsin and Minnesota DNR rules for controlling the spread of invasive species. Areas disturbed by construction of the project improvements will be re-vegetated using seed mixes that are comprised of native plant species. In order to minimize the potential for impacts to fishery resources (e.g., fish spawning and migration), MnDOT will continue to work with the Minnesota and Wisconsin DNRs to identify practices and/or work restrictions/exclusion dates. The mussel survey completed in August 2013 will be updated, with a second survey to be completed in 2016. The existing mussel survey expires in 2018. MnDNR and WDNR are coordinating efforts to address mussel mitigation as appropriate.				

Commitment		Status Update Description	Status Update Date	Completion Date	Completion Signed Off By (Name)
Done in Construction	All required tree removal will be conducted between October 1st and April 1st to avoid adverse effects to potentially roosting Northern Long-Eared Bats. Prior to bridge demolition, the river bridge (Bridge 9040) will be inspected for falcon nests. If the survey identifies falcon nesting on the bridge, MnDOT will work with the Minnesota and Wisconsin DNR agencies to identify measures to avoid falcon nesting impacts. Temporary fill needed for heavy equipment access for bridge construction would be removed to original grade and re-planted with appropriate tree and plant species soon after construction is complete. If netting is used on the existing river bridge on account of falcon impacts, it will be properly maintained and removed as soon as the nesting period is over. If these measures are not practicable, then the U.S. Fish and Wildlife Service will be contacted to apply for a depredation permit. At areas adjacent to Public Waters, disturbed soils will be revegetated with native plant species suitable to the local habitat. In addition, weed-free mulch will be used. Per the WDNR, if burning brush will occur as part of this project, the contractor will be informed that it is illegal to burn materials other than clean wood. In addition, a permit may be required to burn any material during the wildland fire season. Contractors would be required to follow MnDOT Standard Specification 2572.3.A.9, which says that wounding of trees during April, May, June, and July should be avoided to prevent the spread of oak wilt. If it is determined that work must take place near oak trees during those months, the resulting wounds will immediately be treated with a wound dressing material consisting of latex paint or shellac. Adequate precautions will be taken to prevent transporting or introducing invasive species and/or aquatic diseases via construction equipment as required by Wisconsin and Minnesota DNR regulations.				
Done Post-Construction	Fill in as appropriate				
No Further Work Required	Fill in as appropriate				
Public Waters and Wetlands					
Done in Design	Any temporary stage increase as a result of construction staging, like the recommended temporary construction causeway, will be analyzed for compliance with the 100-year flood stage requirement. A wetland mitigation plan is being developed to address unavoidable wetland impacts resulting from bridge demolition and construction of the proposed river bridge, associated roadway approaches, construction staging activities, heavy equipment access, and tree clearing. Permanent wetland impacts will be debited from an existing mitigation bank site in Wisconsin as near to the impacts as possible. It has been determined that no mitigation is required for the permanent no-loss of function impacts in Minnesota. Temporary wetland impacts will be restored or replaced in accordance with Section 404 of the Clean Water Act, Executive Order 11990: Protection of Wetlands, and all state wetland protection regulations (Minnesota Wetland Conservation Act, Wisconsin State Statutes and Administrative Code, etc.).				
Done in Construction	Per the Wisconsin DNR (WDNR), NR 116 Floodplain Management standards must be met and the causeway must be clearly marked for safety as coordinated and approved by the U.S. Coast Guard.				
Done Post-Construction	Fill in as appropriate				
No Further Work Required	Fill in as appropriate				

Commitment		Status Update Description	Status Update Date	Completion Date	Completion Signed Off By (Name)
Water Use					
Done in Design	Fill in as appropriate				
Done in Construction	Dewatering will comply with Wisconsin State Regulations (Trans 401 and NR 151) and the MPCA and WDNR NPDES Construction Stormwater Permit, and shall be discharged in a manner that does not create nuisance conditions or adversely affect the receiving water or downstream properties.				
Done Post-Construction	Fill in as appropriate				
No Further Work Required	Fill in as appropriate				
Water Surface Use/River Navigation					
Done in Design	Fill in as appropriate				
Done in Construction	Temporary interruptions to the navigational channel would need to be coordinated with the U.S. Army Corps of Engineers, the U.S. Coast Guard, and barge operators. Recreational boating activities may also be temporarily impacted, and notification would be provided at local marinas and public access. All construction impacts to the navigational channel will be coordinated with the U.S. Army Corps of Engineers, U.S. Coast Guard, and other relevant stakeholders as required by rules and regulations.				
Done Post-Construction	Fill in as appropriate				
No Further Work Required	Fill in as appropriate				
Water Quality					
Done in Design	A Stormwater Pollution Prevention Plan (SWPPP) will be developed for the project. BMPs will be coordinated with MnDNR and WDNR, as appropriate, during final design to determine the best methods for minimizing the project's effects on water quality. Work in the Mississippi River below the ordinary high water mark will comply with all stormwater permits and WDNR and MnDNR water permits by providing appropriate sediment control BMPs and perimeter control methods.				
Done in Construction	To mitigate for runoff rate/volume increases, BMPs will be installed on both the Minnesota and Wisconsin sides of the project. Pretreatment devices such as sump manholes or other BMPs will be installed to capture large sediment and debris prior to discharge into the river.				
Done Post-Construction	Fill in as appropriate				
No Further Work Required	Fill in as appropriate				
	Fill in as appropriate				

Commitment		Status Update Description	Status Update Date	Completion Date	Completion Signed Off By (Name)
Erosion and Sedimentation					
Done in Design	Erosion prevention and sediment control requirements will be followed in accordance with the NPDES permit, which includes both temporary and permanent erosion and sediment control plans as well as other BMPs to protect the resource waters. BMPs contained in MnDOT's standard specifications, details, and special provisions will be used. WisDOT standard specifications, details, and special provisions will be followed for work conducted on the Wisconsin side of the river.				
Done in Construction	Fill in as appropriate				
Done Post-Construction	Fill in as appropriate				
No Further Work Required	Fill in as appropriate				
Solid Wastes, Hazardous Wastes, Storage Tanks					
Done in Design	Additional site assessment for specific locations in the project area with risk potential will be conducted, as necessary, when site access becomes available in final design stages. In coordination with the MPCA, a response action plan will be completed for the project. Special provisions in construction specifications will include language for properly handling contaminated materials during construction. Any soil and groundwater handling activities will be coordinated with appropriate local, state, and federal regulatory agencies.				
Done in Construction	The existing river bridge contains lead materials that must be handled per rules and regulations. These materials must be separated out and taken to a lead smelter or other recycling facility for proper handling. Documentation is required showing the recycler received the material. Peeling lead paint must be encapsulated by contractors with an elastomer product that meets the U.S. Environmental Protection Agency's definition as "barrier coating." Treated wood must be disposed of at an MPCA-approved sanitary or industrial waste landfill. Documentation of proper wood disposal must be kept on file. The existing US 61 overpass contains lead materials that must be handled per rules and regulations. These materials must be separated out and taken to a lead smelter or other recycling facility for proper handling. Documentation is required showing the recycler received the material. Appropriate safety measures will be followed during construction to avoid spills. Leaks, spills, or other releases will be responded to in accordance with MPCA and/or WDNR spill, containment and remedial action procedures. Any regulated wastes encountered during the project's construction phase will be handled and disposed of according to applicable state, federal, and MnDOT policies and regulations. Bridge demolition and other removals will require the removal and disposal of asbestos-containing waste. These will be handled in accordance with MnDOT and/or WisDOT guidelines.				
Done Post-Construction	Fill in as appropriate				
No Further Work Required	Fill in as appropriate				

Commitment		Status Update Description	Status Update Date	Completion Date	Completion Signed Off By (Name)
Vibration, Dust, and Noise					
Done in Design	Vibration producing activities (such as vibratory compaction, pavement breaking or operation of heavy construction equipment) will be required for construction of this project. MnDOT will establish a Project Vibration Monitoring Team (MnDOT VMT) that will include a MnDOT civil/structural engineer, a MnDOT CRU archaeologist, FHWA, an architectural historian, and a historic architect (meeting SOI Professional Qualifications Standards at 36 CFR 61) to oversee development and implementation of vibration monitoring, control, and mitigation measures for historic properties including Barn Bluff, a natural geological feature that has been determined a historic property. Prior to the solicitation of bids for project construction, MnDOT geotechnical engineering specialists will conduct a rock fall analysis and condition survey of Barn Bluff. The MnDOT Project Construction Manager will also engage a Structural Vibration Specialist (a Professional Engineer licensed in Minnesota who has experience in evaluating structural vulnerabilities and vibration monitoring and mitigation efforts) to recommend specific vibration monitoring review criteria for the bluff). The recommendations will be approved by MnDOT VMT and MnSHPO, and will be done within a timeframe that will allow results to be part of the project bid solicitation package.				
Done in Construction	MnDOT will require that construction equipment be properly muffled and in proper working order. Advanced notice will be provided to the affected communities prior to any planned loud construction activities. The use of jack hammers, pile drivers, and pavement sawing equipment will be prohibited during nighttime hours. Dust generated during construction will be minimized through standard dust control measures such as applying water to exposed soils and limiting the extent and duration of exposed soil conditions. MnDOT will require the selected General Contractor (GC) to propose and implement a Vibration Mitigation and Monitoring Plan for Historic Properties (Vibration Plan). The GC will consult with MnDOT VMT and owners of historic properties during development of the Vibration Plan. The GC will engage a Structural Vibration Specialist (a Professional Engineer licensed in Minnesota who has experience in evaluating structural vulnerabilities and vibration monitoring and mitigation efforts) who will oversee development and implementation of the Vibration Plan. There will be a direct channel of communication between the Vibration Specialist and the MnDOT VMT. The GC's Structural Vibration Specialist will be authorized to stop or restrict construction activities that monitoring identifies as damaging or potentially damaging to historic properties. The Vibration Plan will define a vibration impact area. If the vibration impact area extends beyond the currently defined architectural history APE (see Attachment D), MnDOT CRU will revise the APE in consultation with MnSHPO and/or WisSHPO and follow the process outlined in Stipulation 5 of the Minnesota Statewide PA to identify any additional historic properties within the revised APE. The Vibration Plan will include the results of a pre-construction conditions survey of historic properties (including contributing properties in historic districts) and will recommend a monitoring protocol for each historic property within the vibration impact				

Commitment		Status Update Description	Status Update Date	Completion Date	Completion Signed Off By (Name)
Done in Construction (Continued)	area, including any measures that would avoid or reduce potential damage from construction vibration. Protocols will include vibration thresholds during construction, the process for monitoring vibration, the monitoring equipment to be used, the frequency of monitoring, the appropriate standards for documenting monitoring, and a process and schedule for reporting monitoring results to MnDOT VMT and historic property owners. The Vibration Plan will incorporate the geotechnical analysis and monitoring criteria completed per Stipulation III(B)(2) of this Agreement to provide a specific vibration treatment protocol for Barn Bluff. The Vibration Plan will outline a notification process for any observed vibration effects to historic properties, and will detail specific provisions to address those effects. It will outline a clear communication index identifying individual agency/contractor roles, responsibilities, flow of communication regarding vibration monitoring during construction, and identify any individuals, in addition to the Vibration Specialist, who will have authority to stop or restrict construction activities that monitoring identifies as damaging or potentially damaging to historic properties. The GC will submit a draft Vibration Plan to MnDOT VMT for review- and approval. MnDOT CRU will submit the approved draft plan to MnSHPO and/or WisSHPO for review and concurrence and to HPC for review and recommendations. Reviewers will have thirty (30) calendar days from receipt of the draft Vibration Plan to provide comments. The GC in consultation with MnDOT VMT will consider all comments received in a timely fashion prior to finalizing the Vibration Plan. MnDOT CRU will provide a copy of the final Vibration Plan to MnSHPO and/or WisSHPO and HPC. MnDOT and the GC will consult with all owners of historic properties within the vibration impact area regarding the provisions of the Vibration Plan. This consultation will provide information on the purpose of and process for completing the pre-construction conditions survey, monitoring, and other work under the plan and the process for substantiating damages and seeking remediation for substantiated claims should vibratory damage result from Project construction. MnDOT and the GC will ensure that any agreements with owners of historic properties that contain provisions related to vibration issues will be consistent with the provisions of the Vibration Plan. MnDOT will ensure that the GC does not begin any vibration-producing project activities within the vibration impact area prior to MnDOT VMT approval of and MnSHPO and/or WisSHPO concurrence with the final Vibration Plan. In order to further protect historic properties during development of the Vibration Plan, MnDOT will include a provision in its Cooperative Agreement with the City that the City will undertake no demolition or construction projects within 500 feet of historic properties in the vibration impact area, including Barn Bluff, after the pre-construction conditions survey is completed.				
Done Post-Construction	The General Contractor will complete a post-construction conditions survey of historic properties within seven days following the end of construction activity. The General Contractor will provide a Post-Construction Survey report to MnDOT VMT for review and approval within 30 days following the post-conditions survey. MnDOT CRU will submit the report to MnSHPO and/or WisSHPO for concurrence regarding effects on historic properties and to HPC for review and comments.				
No Further Work Required	Fill in as appropriate				
Infrastructure and Community Facilities					
Done in Design	Safe access for non-motorized users, as a result of detours, closures, and other inconveniences during the construction phases, will be included in phasing and MOT plans. Accommodations for non-motorized users will not be provided along US 63 within the project limits, specifically on the Minnesota approach to the river bridge, during construction.				

Commitment		Status Update Description	Status Update Date	Completion Date	Completion Signed Off By (Name)
Done in Construction	Temporary pedestrian access routes will be provided to impacted facilities to the maximum extent feasible.				
Done Post-Construction	Fill in as appropriate				
No Further Work Required	Fill in as appropriate				
Aviation					
Done in Design	If cranes will be used for construction, the Federal Aviation Administration will need to be notified to complete an airspace obstruction analysis and FAA Form 7460-1 will be required.				
Done in Construction	Fill in as appropriate				
Done Post-Construction	Fill in as appropriate				
No Further Work Required	Fill in as appropriate				