

Appendix G: List of Commitments

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List of Commitments

Environmental Assessment/Environmental Assessment Worksheet 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 NEPA process. In general, the resources are presented in the order they are addressed in the EA/EAW. The commitments referenced in this document pertain to the specific obligations agreed upon for this action during pre-design/NEPA phases of the project development process. The intention of this List of Commitments is to provide a mechanism for tracking transfer and completion of project commitments from the 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 NEPA 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 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 starting on page 2.

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 jughandle 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	<p>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.</p> <p>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, <i>Removing Old Structure Over Water With Minimal Debris</i>.</p>			
Done in Construction	Fill in as appropriate			
Done Post-Construction	Fill in as appropriate			
No Further Work Required	Fill in as appropriate			
Vegetation/Habitat/Sensitive Species				
Done in Design	<p>MnDOT will incorporate into the project specifications all appropriate Wisconsin and Minnesota DNR rules for controlling the spread of invasive species.</p> <p>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.</p> <p>The mussel survey completed in August 2013 may need to be revised dependent on construction start date. The existing mussel survey expires in 2018. In addition, a revised mussel survey would also be required if potential areas of impact defined for the original survey change. MnDNR and WDNR are coordinating efforts to address mussel mitigation as appropriate.</p>			

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Commitment	Status Update Description	Status Update Date	Completion Date	Completion Signed Off By (Name)	
<p>Done in Construction</p> <p>Prior to bridge demolition, the bridge 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.</p> <p>WDNR noted the existing bridge structure will need to be inspected and surveyed for bats and bat roosting habitat. If the survey identifies a roosting bat population on the bridge, MnDOT will work with WDNR (and other agencies, if applicable) to ensure that appropriate measures are taken to minimize impacts to any roosting population.</p> <p>Temporary fill needed for heavy equipment access for bridge construction would be removed to original grade and re-planted with appropriate plant species soon after construction is complete.</p> <p>If netting is used on the existing river bridge, 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.</p> <p>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.</p> <p>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.</p> <p>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.</p>					
Done Post-Construction	Fill in as appropriate				
No Further Work Required	Fill in as appropriate				
Public Waters and Wetlands					
Done in Design	<p>Any temporary stage increase as a result of construction staging, like the recommended temporary construction causeway, will have to be analyzed for compliance with the 100-year flood stage requirement.</p> <p>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 will be mitigated through the purchase of wetland mitigation credits (as in Minnesota) or debited from existing mitigation bank sites (as in Wisconsin) from an existing bank as near to the impacts as possible.</p>				
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.				

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Commitment		Status Update Description	Status Update Date	Completion Date	Completion Signed Off By (Name)
Done Post-Construction	Fill in as appropriate				
No Further Work Required	Fill in as appropriate				
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					

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Commitment		Status Update Description	Status Update Date	Completion Date	Completion Signed Off By (Name)
Done in Design	<p>A Stormwater Pollution Prevention Plan (SWPPP) will be developed for the project.</p> <p>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.</p> <p>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.</p>				
Done in Construction	<p>To mitigate for runoff rate/volume increases, BMPs will be installed on both the Minnesota and Wisconsin sides of the project.</p> <p>Pretreatment devices such as sump manholes or other BMPs will be installed to capture large sediment and debris prior to discharge into the river.</p>				
Done Post-Construction	Fill in as appropriate				
No Further Work Required	Fill in as appropriate				
	Fill in as appropriate				
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					

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Commitment	Status Update Description	Status Update Date	Completion Date	Completion Signed Off By (Name)
<p>Done in Design</p> <p>Wiring must be tested prior to being disturbed for the demolition of the existing river bridge and US 61 overpass structures. If found to contain asbestos, it must be removed by a licensed asbestos-abatement control from OES's list of Certified Contractors. Any Transite pipe found along guardrail must be handled in the same manner.</p> <p>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.</p> <p>Findings of any necessary further evaluation, like a Phase II Environmental Site Assessment, could result in the need to prepare a response action plan or to include special provisions in construction specifications for properly handling contaminated materials during construction. Any soil and groundwater handling activities would be coordinated with appropriate local, state, and federal regulatory agencies.</p>				
<p>Done in Construction</p> <p>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.</p> <p>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."</p> <p>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.</p> <p>The existing US 61 overpass contains lead materials that must be handled per rules and regulations. These materials must be separated out taken to a lead smelter or other recycling facility for proper handling. Documentation is required showing the recycler received the material.</p> <p>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.</p> <p>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.</p> <p>Bridge demolition and other removals will require the removal and disposal of asbestos-containing waste, lead, treated wood, or other hazardous materials. These will be handled in accordance with MnDOT and/or WisDOT guidelines.</p>				
<p>Done Post-Construction</p> <p>Fill in as appropriate</p>				
<p>No Further Work Required</p> <p>Fill in as appropriate</p>				
Vibrations, Dust, and Noise				
<p>Done in Design</p> <p>In areas where there is a potential for vibration impacts, susceptible structures would be monitored by performing pre-construction assessment of existing buildings, susceptibility of vibration analysis of these buildings, coordination with owners, and monitoring during the vibration-causing activity.</p>				

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Commitment	Status Update Description	Status Update Date	Completion Date	Completion Signed Off By (Name)
Done in Construction	<p>MnDOT would require that construction equipment be properly muffled and in proper working order. Advanced notice would be provided to the affected communities prior to any planned loud construction activities.</p> <p>The use of jack hammers, pile drivers, and pavement sawing equipment would be prohibited during nighttime hours.</p> <p>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.</p>			
Done Post-Construction	In areas where there is a potential for vibration impacts, susceptible structures would be monitored by performing a post-construction assessment of buildings.			
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.			
Done in Construction	Fill in as appropriate			
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			

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