

Appendix B

Agency Correspondence

Correspondence 1 (EAW Item 10): 2018)	MnDOT Geology Email (March 1,
Correspondence 2 (EAW Items 11 & 13):	MnDNR Email (November 2, 2017)
Correspondence 3 (EAW Item 12): 2017)	MnDOT CMMT Email (March 27,
Correspondence 4 (EAW Item 12): 2017)	MnDOT RMMT Email (September 11,
Correspondence 5 (EAW Item 13):	FWS Email (November 2, 2017)
Correspondence 6 (EAW Item 14): 2017	MnDOT CRU Email (February 16,



Internal Memo-Geology Unit

Date: 03/01/2018

To: Jeffrey Olson

From: Joe Hudak joe.hudak@state.mn.us
state.mn.us

Digitally signed by
joe.hudak@state.mn.us
DN: cn=joe.hudak@state.mn.us
Date: 2018.03.01 14:45:08
-06'00'

RE: SP 8286-81 (I-694/I-494/ I-94 Improvements) EAW Question #10 & #11

EAW Item 10. Geology, soils and topography/land forms:

A: The Bedrock and Depth to Bedrock Plates produced for Washington County Geologic Atlas (created by the Minnesota Department of Natural Resources/Waters Division) identify bedrock underlying a majority of the project area as Paleozoic aged limestone/dolostone (Platteville Formation) and shale (Glenwood Formation) from the Upper Ordovician period. Far west and east extremes of the project corridor along I94 may encounter Upper Ordovician aged Saint Peter sandstone or Decorah shale (*see figure 1*). Bedrock depths throughout the project area are variable with 50 to 150 feet of overburden cover. Based on the Minnesota Karst Database, (http://files.dnr.state.mn.us/waters/groundwater_section/mapping/gw/gw01_report.pdf) this project corridor shows a low probability of surface karst feature development. There are no foreseeable limitations to the project due to bedrock/bedrock aquifer features at this stage of preliminary site investigations.

The Hydrogeology Plates produced for Washington County Geologic Atlas (created by the Minnesota Department of Natural Resources/Waters Division) give a water table elevation of approximately 950+ feet above mean sea level (MSL). Since surface topography fluctuates within the project area, depths to the water table aquifer also fluctuate. Some of MnDOT's historic borings from the late 1950's and up (available here: <http://dotapp7.dot.state.mn.us/geotechnical/FoundationBorings/gmap.html>) show high water tables approximately 10 feet or less below ground surface within the cloverleaf I94/TH694/TH494 interchange (associated SP's 8286 & 8285-12) and at I494 and Tamarack Road (associated SP8285-94). Groundwater flow within the project area has a southeast flow direction. Water table elevations in the area will likely fluctuate on a seasonal and localized basis.

B: The surficial geology plate found in the geologic atlas for Washington County describe the soils within the project area are late Pleistocene aged glacial deposits from the Cromwell Formation of the Superior lobe. These soils are predominantly a reddish-brown to brown till composed of gravelly loamy sand to gravelly sandy loam. Deposits of outwash sands and gravels, fine grained sand, silts, and clay are also within the project area. Many of these soils may be capped with 1.5 to 6 feet of loess (a windblown silt). Younger, Holocene aged, soils in the area are predominantly peat found in some post-glacial land surface depressions and silty clays/clayey silts found in modern lake basins, along lakeshores, and beneath wetland sediments (peat)(see figure 2). Natural Resource Conservation Service (NRCS) soils map showing the project corridor area soils (figure 3) and potentially steep slopes/highly erodible soils (slopes that may exceed 12%) are shown on figure 4. The native project area topography has mostly been altered by urban construction with slopes ranging from 1 to 16 percent. The NRCS map shows dominantly sandy loam, silt loam, and udorthents (areas of cut and fill with some indicating a wet substratum). Organic soils are present mostly along the edge of the right-of-way. Some organics were observed in scattered pockets in the roadway but, given the presence of 'cut and fill' soils throughout some of the project area, it may have been removed during previous construction.

The soil permeability across the project area is variable from very high permeable sands, gravels and possible organic material to moderate permeability loam to clay loam till. This information is from the 1990 Sensitivity of Ground-Water Systems to Pollution plate from the Washington County Geologic Atlas. New 2016 mapping is available, but the pollution sensitivity plate has yet to be published.

EAW Item 11. Water Resources:

1. Depth to Groundwater: See question 10 A. Bedrock aquifer consists of the Prairie Du Chien Group and Jordan sandstone aquifer. The bedrock aquifer can be found at an elevation of 875 feet to 850 feet mean sea level (MSL). This information was produced from the Hydrogeology Plate for the Washington County Geologic Atlas.
2. Portions of the project area are located in a Wellhead Protection Area, based on the May 3, 2017 MDH map within Washington County. This information was obtained through the Minnesota Geospatial Commons (<https://gisdata.mn.gov/dataset/water-wellhead-protection-areas>)
3. Review of the Minnesota Department of Health County Well Index (<https://apps.health.state.mn.us/cwi/>) shows several wells mostly in the eastern half of the project corridor along I94 adjacent to MnDOT right-of-way and potential areas of construction. Data from the MDH Well Index show several monitoring wells, commercial wells and many sealed domestic wells. Very little to no data from the Mn CWI is available for eastbound I94 to TH494/TH694 interchange, along with the project corridor along I494 and I694.

Figure B-1: Bedrock Map

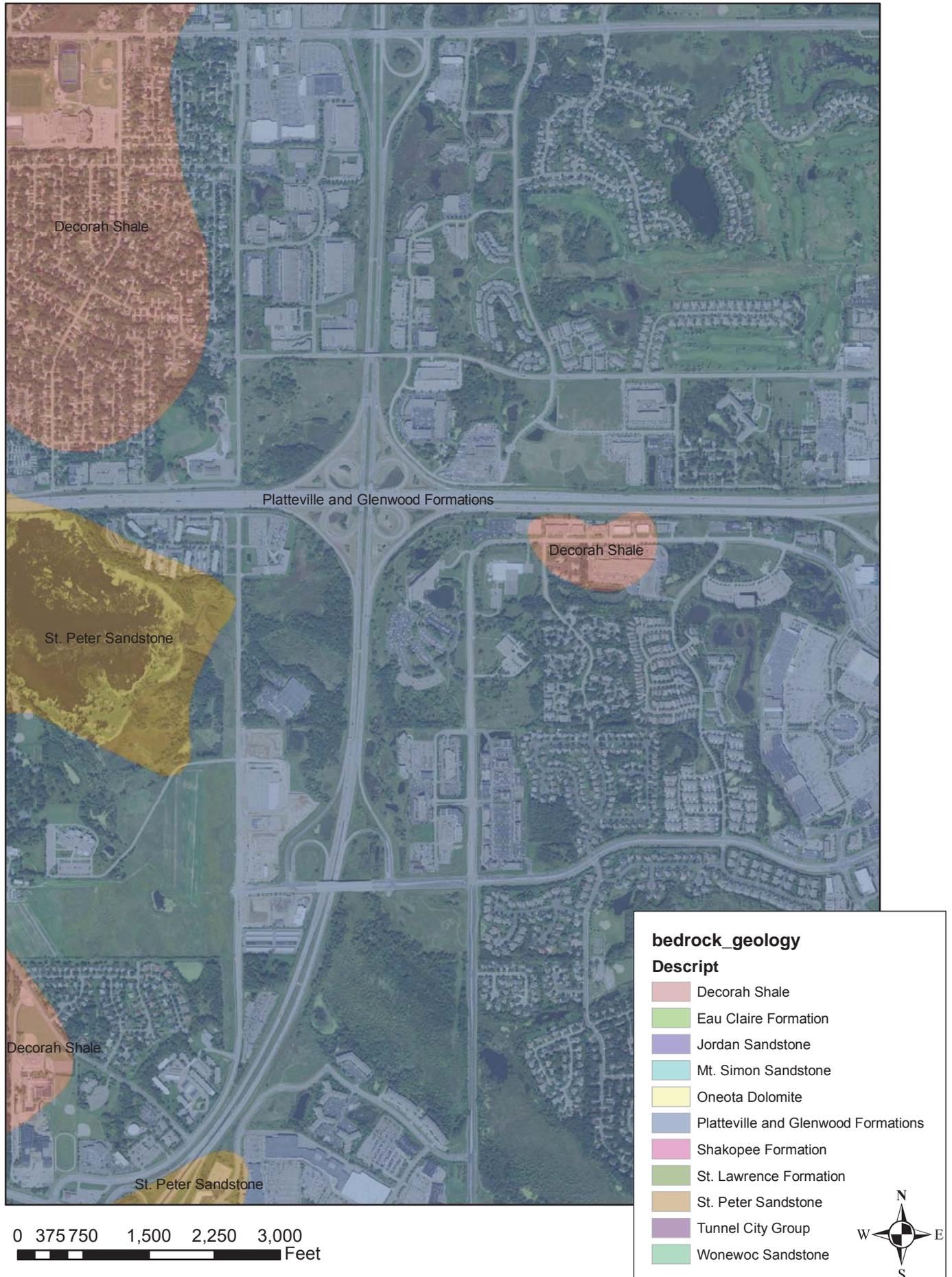


Figure B-2: Surficial Geology



0 375 750 1,500 2,250 3,000
Feet



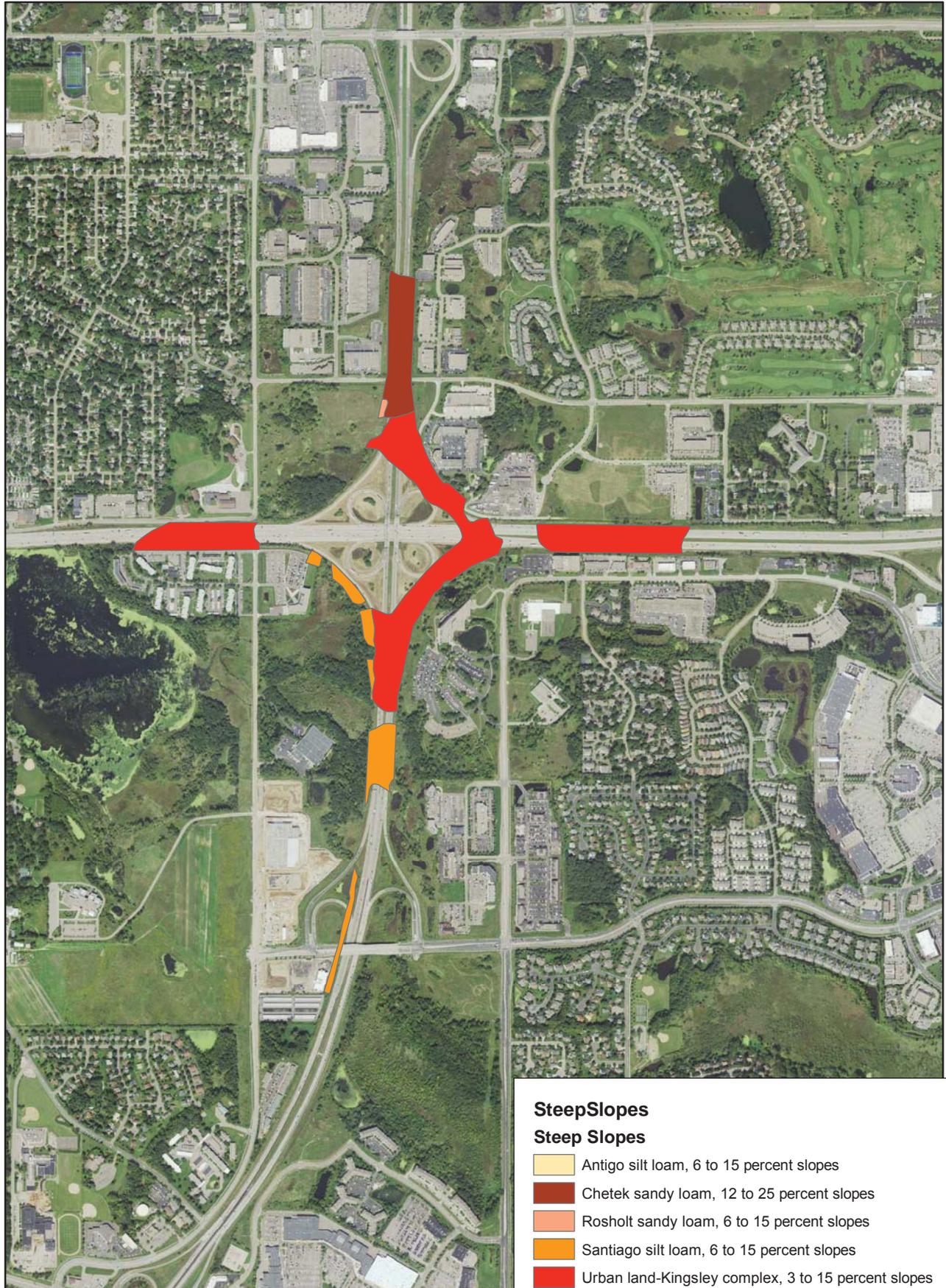
Figure B-3: NCRS Soil Units



0 375 750 1,500 2,250 3,000 Feet



Figure B-4: Potential Steep Slopes



0 375 750 1,500 2,250 3,000
Feet



Minnesota Department of Natural Resources
Correspondence

From: Carson, Tara (DOT)
Sent: Tuesday, April 18, 2017 1:36 PM
To: Carson, Tara (DOT)
Subject: Fw: DNR Comments on MnDOT Early Notification Memo, I-494/694 intersection reconstruction at I-94 (SP8286-81)
Attachments: ENM.pdf; I-494-694 scope_1408.pdf; DNRbasemap.pdf; DNR GP2004-0001 copy.pdf

From: Leete, Peter (DOT)
Sent: Monday, March 6, 2017 12:48 PM
To: Carson, Tara (DOT)
Cc: Straumanis, Sarma (DOT); Smith, Christopher E (DOT); Joyal, Lisa (DNR); Orne, Benjamin G MVP; Horton, Becky (DNR); DeBates, TJ (DNR); Sorensen, Jenifer (DNR); Noland, Scott (DNR); Hoaglund, Erica (DNR); Coddington, Ryan (DOT)
Subject: DNR Comments on MnDOT Early Notification Memo, I-494/694 intersection reconstruction at I-94 (SP8286-81)

Hi Tara,

This email is the DNR response for your project records. I have not sent this Early Notification Memo (ENM) out for full DNR review. The following comments are based on information provided in the submitted documents regarding the proposed interstate rehabilitation between I-694 at 10th St and Tamarack Road on I-494, including the reconstruction of the ramps and bridges at the interchange with I-94. Please incorporate the following comments into final designs and special provisions as they are developed:

1. For MnDOT planning purposes, attached to this email is a map of the project area (DNRbasemap.pdf) showing nearby locations of DNR areas concern (if they exist), such as Public Waters (in blue), waterbodies designated as infested with aquatic invasive species (AIS), snowmobile Trails (in pink), and various green shaded polygons for Sites of Biodiversity Significance. This map may be shared or included in project documentation, as all information is from publically available data layers. The Natural Heritage Information System (NHIS) database has been reviewed, though in order to prevent the inadvertent release of a rare features location, those details are not shown on the map. Comments on potential impacts to rare features listed in the NHIS comments are below. If you have questions regarding proposed work near any of the data shown, please give me a call.
2. I assume there will be hydraulics work associated with this project. There are several DNR Public Waters are in the project area to note for project design and construction:
 - Unnamed basin # 82042800W (near the northbound 10th st off ramp),
 - Unnamed basin #82042900W (at the southbound I-694 to westbound I-94 ramp),
 - Unnamed basin #82043600W (at the eastbound I-94 to southbound I-494 ramp),
 - Unnamed basin #82043700W (part of the Tamarack Swamp complex at the Tamarack Rd interchange).

These are identified in blue on the attached map. There may be some work to guardrail, railings or pavement, though this work does not require a Public Waters Work Permit. Please double check these locations and contact me if there is work proposed within the wetland areas at these locations. Resetting aprons or replacement of stormwater structures in-kind typically will not require field review, though be aware the project may need to be authorized under GP2004-0001 and that the design and timing of the work will need to follow DNR standards, including work exclusions dates (No in-water work April 1 through June 30). A copy of GP2004-0001 (the GP to MnDOT) is attached for information.

3. Please be aware that the MPCA NPDES general permit for authorization to discharge stormwater associated with construction activities (permit MN R10001) recognizes the DNR “work in water restrictions” during specified fish migration and spawning time frames for areas adjacent to water. During the restriction period, all exposed soil areas that are within 200 feet of the water’s edge and drain to these waters, must have erosion prevention stabilization activities initiated immediately after soil disturbing activity has ceased (and be completed within 24 hours). The restriction dates for streams in this area are April 1 through June 30.
4. Please remind contractors that a separate water use permit is required for withdrawal of more than 10,000 gallons of water per day or 1 million gallons per year from surface water or ground water. GP1997-0005 (temporary water appropriations) covers a variety of activities associated with road construction and should be applied if applicable. An individual appropriations permit may be required for projects lasting longer than one year or exceeding 50 million gallons. Information is located at:
http://www.dnr.state.mn.us/waters/watermgmt_section/appropriations/permits.html

Water use permits - Water Appropriations Permit Program ...

www.dnr.state.mn.us

Water use permits Requirements. Well Construction Preliminary Assessment Preliminary assessment is required before drilling a well that will be used to withdraw more ...

5. The Minnesota Natural Heritage Information System (NHIS) has been queried to determine if any rare plant or animal species, native plant communities, or other significant natural features are known to occur within an approximate one-mile radius of the project area. There are rare features identified in this query. In order to prevent the inadvertent release of the location of specific listed or rare species contained in the NHIS, I have not identified the species or their location on the attached ‘DNRbasemap.pdf’. If these details are needed for documentation, please contact me. Please note that the following rare features were identified in the query and *may* be impacted by the proposed project. Suggested avoidance and/or protection measures are also identified:
 - a. The Tamarack Swamp at the Tamarack Rd interchange has been identified during the Minnesota County Biological Survey as a ‘Site of Biodiversity Significance’. See the green polygon on the attached map. The concern along this segment is that soil disturbance, incidental herbicide exposure, hydrologic alterations, tree disturbance, competition from non-native, sod-forming grasses, introduction of weed seeds, or shading by encroaching shrubs can all lead to degradation of these sites. The attached guidance is based on your spec 2572.3, and includes protection measures of areas such as these. Best Practices #1, #4, #5, #8, and #9 of the attached should suffice.
 - Design the project to avoid impacts to any identified Area of Environmental Sensitivity.
 - Protect and preserve vegetation from damage in accordance with MnDOT Spec 2572.3
 - Prohibit vehicle and construction activities, including the location of field offices, storage of equipment and other supplies at least 25 feet outside the dripline of trees or other identified Area of Environmental Sensitivity to be preserved, also in accordance with MnDOT spec 2572.3
 - Redundant sediment/erosion control Best Management Practices (BMP’s) may be required for protection of areas of environmental sensitivity.
 - Revegetation of disturbed soils should include native mixes in areas that are not proposed for mowed turf grass. Please utilize the native recommendations developed by BWSR (http://www.bwsr.state.mn.us/native_vegetation/) or MnDOT’s in the ‘Vegetation Establishment Recommendations’ – dated November 13, 2015 (<http://www.dot.state.mn.us/environment/erosion/seedmixes.html>). In addition, for meeting DNR concerns, revegetation may include woody vegetation (trees and shrubs) in addition to grasses and/or forbs. Please contact your Districts representatives for the Erosion Control & Stormwater Management Unit, Roadside Vegetation Management

Unit, and the Districts Maintenance staff to help determine appropriate permanent revegetation plans. Additionally, any use of erosion control blanket should be limited to 'bio-netting' or 'naturalnetting' types (category 3N or 4N), and specifically not allow plastic mesh netting.



BWSR - Native Vegetation / Seed Mixes

www.bwsr.state.mn.us

Native vegetation seed mixes and guidance for grassland and wetland restoration projects

The Natural Heritage Information System (NHIS) is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. If information becomes available indicating additional listed species or other rare features, further review may be necessary.

6. Due to this project being federally funded, I recommend that you coordinate with MnDOT Wildlife Ecologist Chris Smith regarding measures for avoidance/protection for the federally listed species Northern Long Eared Bat (*Myotis septentrionalis*), and Rusty Patched Bumble Bee (*Bombus affinis*).

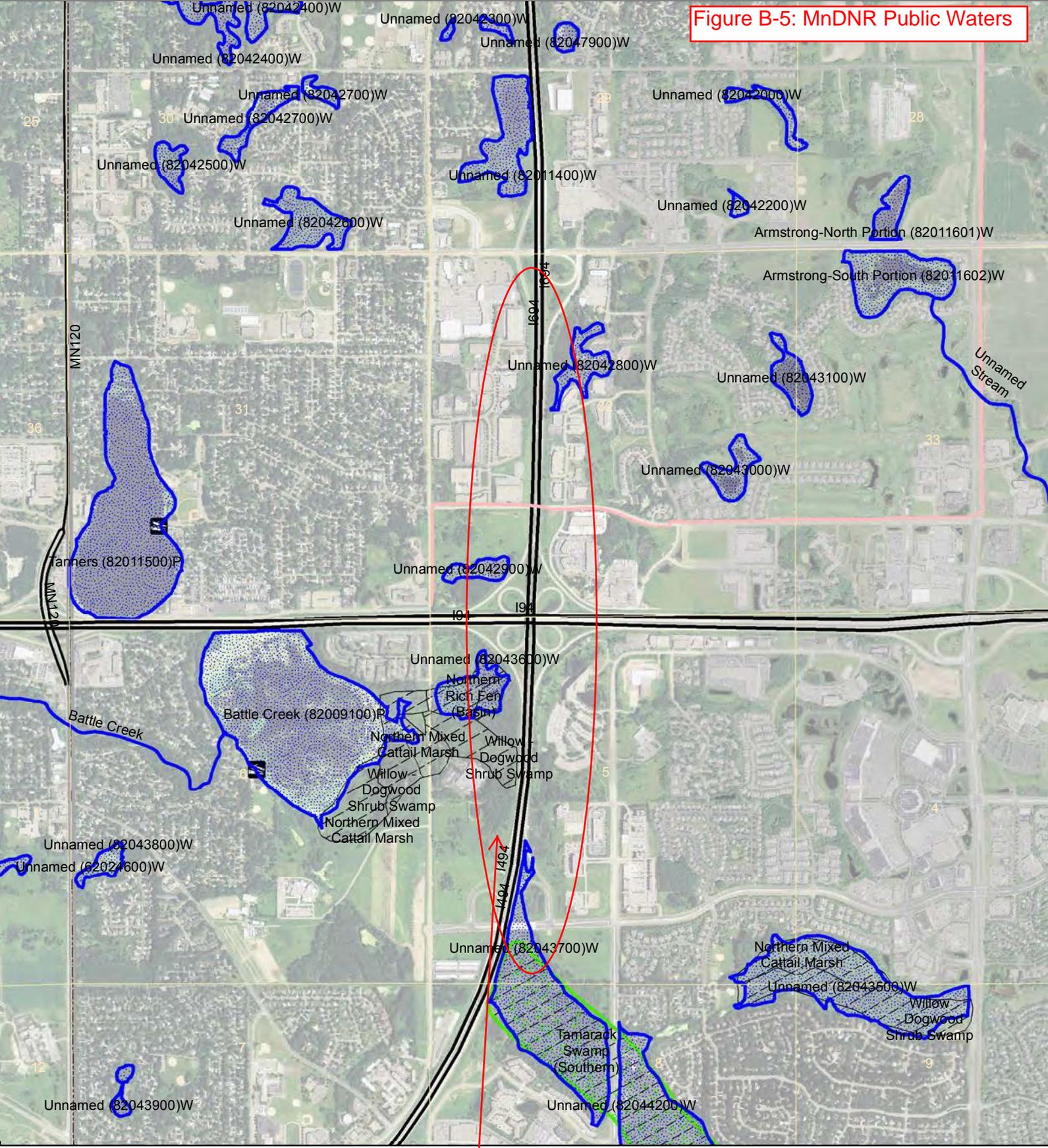
This ENM has not been circulated to DNR field staff for comment. I will let you know if any additional comments on design requirements are returned to me due to this email.

DNR folks, if I've missed anything, or have any suggestions for MnDOT to consider, please respond ASAP to Tara, and myself.

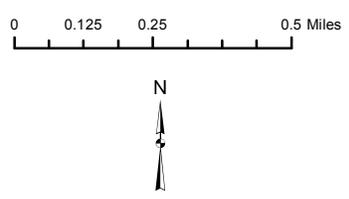
Contact me if you have questions

Peter Leete
Transportation Hydrologist (DNR-MnDOT Liaison)
DNR Ecological & Water Resources
Ph: 651-366-3634

Figure B-5: MnDNR Public Waters



Project Area



I-694/494 intersection reconstruction at I-94 (SP8286-81)

- Public Water Watercourse
- Public Waters Basins
- Public Access - Trailer Launch
- Local Snowmobile Trails
- DNR Native Plant Communities (w/description)
- Site of Biodiversity Significance - High



MINNESOTA DEPARTMENT OF NATURAL RESOURCES

Limited/Amended
**Public Waters Work General
 Permit**

**General Permit Number
 2004-0001**

Expiration Date: 11/27/2018

Pursuant to Minnesota Statutes, Chapter 103G, and on the basis of statements and information contained in the permit application, letters, maps, and plans submitted by the applicant and other supporting data, all of which are made part hereof by reference, **PERMISSION IS HEREBY GRANTED** to the applicant to perform actions as authorized below. This permit supersedes the original permit and all previous amendments.

Project Name: MNDOT Statewide General Permit	County: All counties in Minnesota	Watershed: All watersheds in Minnesota	Resource: All waters shown on the Public Waters Inventory	
Purpose of Permit: Bridge, culvert, or stormwater outfall repair or replacement.		Authorized Action: Upon notification of approval by the DNR Transportation Hydrologist or Area Hydrologist, replace or repair of bridges, culverts, riprap, or stormwater outfalls on Public Waters, where all conditions and provisions specified herein are met.		
Permittee: MN DEPARTMENT OF TRANSPORTATION CONTACT: CLARKOWSKI, LYNN, (651) 366-3602 OFFICE OF ENVIRONMENTAL STEWARDSHIP 395 JOHN IRELAND BLVD, MS 620 ST. PAUL, MN 55155 (651) 366-3600		Authorized Agent: N/A		
Property Description (land owned or leased or where work will be conducted): The Permittee or its authorized agent must own, control, or have permission to access and use all lands affected by the project.				
Authorized Issuer: Tom Hovey	Title: Water Regulations Unit Supervisor	Issued Date: 11/27/2013	Effective Date: 11/27/2013	Expiration Date: 11/27/2018

[Redacted] The permittee is not released from any rules, regulations, requirements, or standards of any applicable federal, state, or local agencies; including, but not limited to, the U.S. Army Corps of Engineers, Board of Water and Soil Resources, MN Pollution Control Agency, watershed districts, water management organizations, county, city and township zoning.

[Redacted] This permit is not assignable by the permittee except with the written consent of the Commissioner of Natural Resources.

[Redacted] The permittee shall make no changes, without written permission or amendment previously obtained from the Commissioner of Natural Resources, in the dimensions, capacity or location of any items of work authorized hereunder.

[Redacted] The permittee shall grant access to the site at all reasonable times during and after construction to authorized representatives of the Commissioner of Natural Resources for inspection of the work authorized hereunder.

[Redacted] This permit may be terminated by the Commissioner of Natural Resources at any time deemed necessary for the conservation of water resources of the state, or in the interest of public health and welfare, or for violation of any of the conditions or applicable laws, unless otherwise provided in the permit.

GENERAL PERMIT CONDITIONS *(Continued from previous page)*

Construction work authorized under this permit shall be completed on or before the date specified above. The permittee may request an extension of the time to complete the project by submitting a written request, stating the reason thereof, to the Commissioner of Natural Resources.

In all cases where the permittee by performing the work authorized by this permit shall involve the taking, using, or damaging of any property rights or interests of any other person or persons, or of any publicly owned lands or improvements thereon or interests therein, the permittee, before proceeding, shall obtain the written consent of all persons, agencies, or authorities concerned, and shall acquire all property, rights, and interests needed for the work.

This permit is permissive only. No liability shall be imposed by the State of Minnesota or any of its officers, agents or employees, officially or personally, on account of the granting hereof or on account of any damage to any person or property resulting from any act or omission of the permittee or any of its agents, employees, or contractors. This permit shall not be construed as estopping or limiting any legal claims or right of action of any person other than the state against the permittee, its agents, employees, or contractors, for any damage or injury resulting from any such act or omission, or as estopping or limiting any legal claim or right of action of the state against the permittee, its agents, employees, or contractors for violation of or failure to comply with the permit or applicable conditions.

Any extension of the surface of public waters from work authorized by this permit shall become public waters and left open and unobstructed for use by the public.

All equipment intended for use at a project site must be free of prohibited invasive species and aquatic plants prior to being transported into or within the state and placed into state waters. All equipment used in designated infested waters, shall be inspected by the Permittee or their authorized agent and adequately decontaminated prior to being transported from the worksite. The DNR is available to train inspectors and/or assist in these inspections. For more information refer to the "Best Practices for Preventing the Spread of Aquatic Invasive Species" at http://files.dnr.state.mn.us/publications/ewr/invasives/ais/best_practices_for_prevention_ais.pdf. Contact your regional Invasive Species Specialist for assistance at www.mndnr.gov/invasives/contacts.html. A list of designated infested waters is available at http://files.dnr.state.mn.us/eco/invasives/infested_waters.pdf. A list of prohibited invasive species is available at www.mndnr.gov/eco/invasives/laws.html#prohibited.

This permit applies only to the replacement, reconstruction, or repair (including associated minor channel or shoreline work) of existing bridges, culverts, stormwater outfalls, or riprap in Public Waters that are designed under the supervision of a registered professional engineer. A project not meeting applicable conditions of this permit or a project the DNR identifies as having the potential for significant resource impacts, is not authorized herein. Rather, such projects will require an individual permit application.

This permit provides conditions to aid project planning and facilitate initial design to streamline DNR regulatory approval. A project must be reviewed by the DNR Transportation Hydrologist through the MnDOT Early Notification Memo (ENM) process in order for it to qualify for authorization under this permit. The existing framework of MnDOT environmental review by the applicable DNR personnel will be utilized to review projects at the earliest possible stage for permit needs and additional conditions. Additional design information may be required of MnDOT during this process. If a project can not meet the conditions of this permit, a separate individual permit will be required. If emergency or unforeseen projects arise that can not include the framework of the ENM process, the permittee shall contact the DNR Transportation Hydrologist or Area Hydrologist immediately to provide details and discuss project design and applicable standards for authorization under this permit. Work shall not commence until written approval that the project will meet these (and any additional written) permit conditions is received from the applicable DNR Hydrologist.

The permittee is responsible for satisfying all terms and conditions of this permit. When a project is awarded to a said third party (contractor) for work to be completed, the permittee may notify the DNR in order to administratively amend the project authorization form to include the said third party as a co-permittee for joint responsibility in compliance with this permit.

If the bridge/culvert construction is part of a road project that requires mandatory environmental review pursuant to MN Environmental Quality Board rules, then this permit is not valid until environmental review is completed.

The permittee shall notify the DNR Transportation Hydrologist or Area Hydrologist at least five days in advance of the commencement of the work. An email notification of the pre-construction meeting will suffice for this notification.

GENERAL PERMIT CONDITIONS *(Continued from previous page)*

Upon completion of the authorized work, the permittee may be required to submit a copy of established benchmarks, representative photographs, and may be required to provide as-built surveys of Public Watercourse crossing changes.

If there are unresolved concerns regarding impacts to federally or state listed species (endangered, threatened, or special concern), this general permit is not applicable, and the project must be submitted as a separate permit application. Compliance with DNR and federal guidelines established for a listed species (e.g. Topeka Shiner conditions) would constitute a resolved concern.

This permit authorizes preliminary engineering studies in the water associated with bridge planning (e.g., core sampling). All core holes must be sealed in accordance with Department of Health well sealing requirements. On designated infested waters, all equipment in contact with the water must be decontaminated per the Invasive Species condition.

Unless waived by the DNR Transportation Hydrologist or Area Hydrologist, hydrologic modeling to show the impacts of the structure(s) on the 100-yr (1% chance) flood elevation is required. Calculations showing calculated velocities through the structures at 2-year peak flows may also be required.

The structure's final design will not obstruct reasonable public navigation, as determined by the DNR. For bridges, three feet above the calculated 50-year flood stage ordinarily satisfies navigational clearance requirements. For culverts, three feet of clearance above the ordinary high water level (top of the bank) ordinarily satisfies navigational requirements.

Projects proposed near an existing or proposed state trail system should be consistent therewith.

Replacement of culverts or crossings are to follow (or be restored to) the natural alignment and profile of the stream. Changes from the existing flowline, gradient or alignment must be consistent with the Water Level Control and Fish Passage conditions and authorized by the DNR Transportation Hydrologist or Area Hydrologist.

A. No approach fill for a crossing shall encroach upon a DNR approved community designated floodway. When a floodway has not been designated or when a floodplain management ordinance has not been adopted and approved, increases in flood stage in the regional flood of up to one-half of one foot shall be approved if they will not materially increase flood damage potential. Additional increases may be permitted if: a field investigation and other available data indicate that no significant increase in flood damage potential would occur upstream or downstream, and any increases in flood stage are reflected in the floodplain boundaries and flood protection elevation adopted in the local floodplain management ordinance as determined by the applicable DNR Hydrologist; B. If the existing crossing has a swellhead of one-half of one foot or less for the regional flood, the replacement crossing shall comply with the provisions for new crossings in (A). If the existing crossing has a swellhead of more than one-half of one foot for the regional flood, stage increases up to the existing swellhead may be allowed if field investigation and other available data indicate that no significant flood damage potential exists upstream from the crossing based on analysis of data submitted by the applicant. The swellhead for the replacement crossing may exceed the existing swellhead if it complies with the provisions found in (A) above.

Permittee is responsible for maintaining existing water level control elevations.

Bridges, culverts and other crossings shall provide for fish movement unless the structure is intended to impede rough fish movement, aquatic invasive species movement, or the stream has negligible fisheries value as determined by the Transportation Hydrologist or Area Hydrologist in consultation with the Area Fisheries Manager. The accepted practices for achieving these conditions include: A. Where possible a single culvert or bridge shall span the natural bankfull width adequate to allow for debris and sediment transport rates to closely resemble those of upstream and downstream conditions. A single culvert shall be recessed in order to pass bedload and sediment load. Additional culvert inverts should be set at a higher elevation. All culverts should match the alignment and slope of the natural stream channel, and extend through the toe of the road side slope. "Where possible" means that other conditions may exist and could take precedence, such as unsuitable substrate, natural slope and background velocities, bedrock, flood control, 100-yr (1% chance) flood elevations, wetland/lake level control elevations, local ditch elevations, and other adjacent features. B. Rock Rapids or other structures may be used to retrofit crossings to mimic natural conditions.

Structures shall not be detrimental to significant wildlife habitat. If the crossing is located at a significant wildlife travel corridor as determined by DNR Wildlife or Ecological & Water Resources staff, the

GENERAL PERMIT CONDITIONS *(Continued from previous page)*

crossing shall be designed to minimize concerns. Typically this is accomplished with the presence of a walkable surface (dry ground) at normal flow conditions. For bridges this is known as a 'Passage Bench', which is incorporated into bridge abutment riprap. On multiple culvert installations, outer culvert inverts can be set at an elevation higher than normal flow to allow terrestrial species use during non-flood conditions. A Passage Bench design is incorporated into MnDOT Standard sheet (Figure 5-397.309) and available at <http://www.dot.state.mn.us/bridge/cadd/files/bdetailspart2/pdf/fig7309e.pdf>. Also see 'Passage Bench Design' as well as other species protection measures in Chapter 1 of the collection of "Best Practices for Meeting DNR General Public Waters Work Permit GP 2004-0001" http://www.dnr.state.mn.us/waters/watermgmt_section/pwpermits/gp_2004_0001_manual.html.

On areas of disturbed soil adjacent to Public Waters, final vegetation plans should include native species suitable to the local habitat. This may include trees, shrubs, grasses, and/or forbs. Also see MnDOTs "Native Seed Mix Design for Roadsides" <http://www.dot.state.mn.us/environment/erosion/pdf/native-seed-mix-dm.pdf>.

Construction methods not finalized at the time of project review shall be submitted for review and approval at a later date. Temporary work below the Ordinary High Water (OHW) elevation, such as channel diversions, placement of temporary fill, structures for work pads/dock walls, bypass roads, coffer dams, or staging areas to aid in the demolition or construction of any authorized structure shall be submitted for review and approval in writing by the DNR Transportation Hydrologist or Area Hydrologist prior to beginning work. This is normal procedure for bridge or culvert projects as we recognize that final project designs are often posted for bid without final construction/ demolition plans. The following conditions must be met:

AQUATIC INVASIVE SPECIES - EQUIPMENT DECONTAMINATION: All equipment intended for use at a project site must be free of prohibited invasive species and aquatic plants prior to being transported into or within the state and placed into state waters. All equipment used in designated infested waters, shall be inspected by the Permittee or their authorized agent and adequately decontaminated prior to being transported from the worksite. The DNR is available to train inspectors and/or assist in these inspections. For more information refer to the "Best Practices for Preventing the Spread of Aquatic Invasive Species" at http://files.dnr.state.mn.us/publications/ewr/invasives/ais/best_practices_for_prevention_ais.pdf. Contact your regional Invasive Species Specialist for assistance at www.mndnr.gov/invasives/contacts.html. A list of designated infested waters is available at http://files.dnr.state.mn.us/eco/invasives/infested_waters.pdf. A list of prohibited invasive species is available at www.mndnr.gov/eco/invasives/laws.html#prohibited.

WORK EXCLUSION DATES FOR FISH SPAWNING AND MOVEMENT: Work within Public Waters may be restricted due to fish spawning and migration concerns. Dates of fish spawning and migration vary by species and location throughout the state. Specific dates for each DNR Region may be found on page 3 of Chapter 1 of the manual: Best Practices for Meeting DNR General Waters Work Permit GP2004-0001. http://www.dnr.state.mn.us/waters/watermgmt_section/pwpermits/gp_2004_0001_manual.html. Work in the water is not allowed within these dates. The DNR Transportation Hydrologist, Area Hydrologist, or Area Fisheries Supervisor shall be contacted about waiving work exclusion dates where work is essential or where MnDOT demonstrates that a project will minimize impacts to fish habitat, spawning, and migration.

HYDROLOGIC MODELING: Hydrologic modeling of temporary fill or temporary structures may be required by DNR Transportation Hydrologist or Area Hydrologist in order to evaluate impacts to the 100-yr (1% chance) flood elevation. Contingency plans may also be required to ensure all construction equipment and unsecured construction materials are moved out of the floodplain to prevent impacts to the 100-yr (1% chance) flood elevation or from being swept away by flood waters.

TEMPORARY FILL: If approved, temporary fill shall be free of organic material or any material that may cause siltation or pollute the waterbody. All such material shall be removed and the area restored to pre-existing profiles prior to project completion.

WETLAND PROTECTION: Should MnDOT or its contractors chose to do work in association with this project that is outside MnDOT project area right-of-way (EG excavation, grading, fill, vegetation alterations, utility installations, etc), they must obtain a signed statement from the property owner stating that permits required for work have been obtained or that a permit is not required, and mail a copy of the statement to the regional DNR Enforcement office where the proposed work is located. The Landowner Statement and Contractor Responsibility Form can be found at: <http://www.bwsr.state.mn.us/wetlands/wca/index.html#general>

STORAGE/STOCKPILES: Project materials must be deposited or stored in an upland area, in a manner where the

GENERAL PERMIT CONDITIONS *(Continued from previous page)*

materials will not be deposited into the public water by reasonably expected high water or runoff.

NAVIGATION: All work on navigable waters shall be so conducted that free navigation of waterways will not be interfered with, except as allowed by permits issued by the proper public authority. See MnDOT Standard Specifications for Navigable Waters (spec #1709) of MnDOT Standard Specifications for Construction, 2005 edition, or its successor: <http://www.dot.state.mn.us/pre-letting/spec/2014/2014-Std-Spec-for-Construction.pdf>.

EROSION PREVENTION AND SEDIMENT CONTROL: In all cases, erosion prevention and sediment control methods that have been determined to be the most effective and practical means of preventing or reducing sediment from leaving the worksite shall be installed in areas that are within 200 feet of the water's edge and drain to these waters, and on worksite areas that have the potential for direct discharge due to pumping or draining of areas from within the worksite (EG coffer dams, temporary ponds, stormwater inlets). These methods, such as mulches, erosion control blankets, temporary coverings, silt fence, silt curtains or barriers, vegetation preservation, redundant methods, isolation of flow, or other engineering practices, shall be installed concurrently or within 24 hours after the start of the project, and shall be maintained for the duration of the project in order to prevent sediment from leaving the worksite. DNR requirements may be waived in writing by the authorized DNR staff based on site conditions, expected weather conditions, or project completion timelines.

MPCA WATER QUALITY REQUIREMENTS: MPCA administers the requirements of the National Pollutant Discharge Elimination System and the State Disposal System (NPDES/SDS) requirements. To ensure state water quality standards during construction are not violated, check with the MPCA Stormwater Program www.pca.state.mn.us/stormwater for permit application requirements, pollution prevention guidance documents, and additional measures required for work in Special or Impaired Waters. For questions on MPCA requirements, contact the MPCA-MnDOT Liaison (Dan Sullivan at Dan.Sullivan@state.mn.us or 651-366-4294).

TEMPORARY DEWATERING: A separate water use permit is required for withdrawal of more than 10,000 gallons of water per day or 1 million gallons per year from surface water or ground water. GP1997-0005 (temporary water appropriations) covers a variety of activities associated with road construction and should be applied if applicable. An individual appropriations permit may be required for projects lasting longer than one year or exceeding 50 million gallons. Information is located at: http://www.dnr.state.mn.us/waters/watermgmt_section/appropriations/permits.html.

PROTECTION OF VEGETATION: If DNR Ecological & Water Resources staff determine that Native Plant Communities, Sites of Biodiversity Significance, other Areas of Environmental Sensitivity are present in or adjacent to Public Waters, precautions must be implemented to ensure protection and restoration of vegetation. MnDOT Standard Specifications for Protection and Restoration of Vegetation (spec #2572) of MnDOT Standard Specifications for Construction, 2005 edition, or its successor must be followed to minimize disturbance to such areas, see <http://www.dot.state.mn.us/pre-letting/spec/2014/2014-Std-Spec-for-Construction.pdf>. This may include, but is not limited to, the following: (1) During the project, parking, placement of temporary structures or material shall not be allowed outside the existing road right-of-way; (2) Place temporary fence at the construction limits and at other locations adjacent to vegetation designated to be preserved; (3) Minimize vehicular disturbance in the area (no unnecessary construction activities); (4) Leave a buffer of undisturbed vegetation between the critical resource and construction limits; (5) Precautions should be taken to ensure that borrow and disposal areas are not located within native plant communities; and (6) Revegetate disturbed soil with native species suitable to the local habitat.

NESTING BIRDS: MnDOT adherence to existing federal migratory bird protection programs will suffice for DNR concerns. Should active nests be encountered on the project (including swallow nests attached to bridges or culverts), contact MnDOT Office of Environmental Stewardship (Jason.Alcott@state.mn.us, ph; 651-366-3605), for specific guidance relating to Federal Threatened and Endangered Species and U.S. Fish and Wildlife Service coordination.

Please refer to the collection of "Best Practices for Meeting DNR General Public Waters Work Permit GP 2004-0001" for guidance to meeting the conditions of this General Permit. A PDF version is available at: http://www.dnr.state.mn.us/waters/watermgmt_section/pwpermits/gp_2004_0001_manual.html.

Preventing Entanglement by Erosion Control Blanket

Plastic mesh netting is a common component in erosion control blanket. It is utilized to hold loose fibrous materials in place (EG straw) until vegetation is established. Erosion control blanket is being utilized extensively and is effective for reducing soil erosion, benefitting both soil health and water quality. Unfortunately there is a negative aspect of the plastic mesh component: It is increasingly being documented that its interaction with reptiles and amphibians can be fatal (Barton and Kinkead, 2005; Kapfer and Paloski, 2011). Mowing machinery is also susceptible to damage due to the long lasting plastic mesh.

Potential Problems:

- Plastic netting remains a hazard long after other components have decomposed.
- Plastic mesh netting can result in entanglement and death of a variety of small animals. The most vulnerable group of animals are the reptiles and amphibians (snakes, frogs, toads, salamanders, turtles). Ducklings, small mammals, and fish have also been observed entangled in the netting.
- Road maintenance machinery can snag the plastic mesh and pull up long lengths into machinery, thus binding up machinery and causing damage and/or loss of time cleaning it out.

Suggested Alternatives:

- Do not use in known locations of reptiles or amphibians that are listed as Threatened or Endangered species.
- Limit use of blanket containing welded plastic mesh to areas away from where reptiles or amphibians are likely (near wetlands, lakes, watercourses, or rock outcrops) or habitat transition zones (prairie – woodland edges, rocky outcrop – woodland edges, steep rocky slopes, etc.)
- Select products with biodegradable netting (preferably made from natural fibers, though varieties of biodegradable polyesters also exist on the market). Biodegradable products will degrade under a variety of moisture and light conditions.
- DO NOT use products that require UV-light to degrade (also called “photodegradable”) as they do not degrade properly when shaded by vegetation.

Solution: Most categories of erosion control blanket and sediment control logs are available in natural net options.

- Specify ‘Natural Netting’ for rolled erosion control products, per MnDOT Spec 3885. See Table 3885-1.
- Specify ‘Natural Netting’ for sediment control logs, per MnDOT Spec 3897



The plastic mesh component of erosion control blanket becomes a net for entrapment.

Literature Referenced

Barton, C. and K. Kinkead. 2005. Do erosion control and snakes mesh? *Soil and Water Conservation Society* 60:33A-35A.
Kapfer, J.M., and R.A. Paloski. 2011. On the threat to snakes of mesh deployed for erosion control and wildlife exclusion. *Herpetological Conservation and Biology* 6:1-9.

Contaminated Materials Management Team
Correspondence

From: Canino, Mary (DOT)
Sent: Monday, March 27, 2017 12:46 PM
To: Carson, Tara (DOT); Coddington, Ryan (DOT)
Cc: Boben, Carolyn (DOT); Carlson, Christine R (DOT)
Subject: Re: 8286-81 ENM Response Update – Regulatory File Review

ENM Due Date: 3/14/2017

Letting Date: 1/25/2019

T number: T9N938

Report Writer: Tara Carson

Project Manager: Ryan Coddington

Re: 8286-81 ENM Response Update – File Review

I-94/494/694 Interchange, Bridge Preservation and Mobility Improvements

The Contaminated Materials Management Team (CMMT) reviewed the Minnesota Pollution Control Agency (MPCA) and Minnesota Department of Agriculture (MDA) databases to check for known contaminated sites in the project area. The databases searched included: leaking underground storage tank facilities, landfills, salvage yards, voluntary investigation and cleanup (VIC) sites, Superfund sites and dump sites. A review of these MPCA files is a component of a Phase I Environmental Site Assessment (Phase I ESA). A complete Phase I ESA includes at least two other components: research on historic land use, and site reconnaissance. It should be noted that the MPCA database files are continually being updated. Although this information is the most up-to-date available, some of the information may be incomplete or inaccurate. There is also a possibility that undiscovered contaminated and/or regulated materials exist in the project area.

Based on the database review, three closed leaking underground storage tank sites are located within approximately 500 feet of the project area. Upon completion of a regulatory file review by the CMMT, no concern to the currently proposed construction activity was identified.

Given the nature and location of the project area, and based on the HPDP threshold criteria as summarized below, this project has a medium risk of impacting potentially contaminated sites. Therefore, **no additional evaluation** of the project area for potential contamination is necessary:

1. The project involves acquisition of right-of-way. **Because right-of-way acquisition is proposed, please provide pertinent information by completing the EDD-1 form in REALMS. If, based on the project specifics, the EDD forms do not need to be completed, please notify the CMMT.**
2. Project excavation will be related to the reconstruction of the bridge, ramps, storm water pond, etc. This increases the chances of encountering contaminants that may have originated from an off-site source and migrated into the right of way.
3. The project is in a commercial/industrial area. This increases the chances of encountering contaminants that may have originated from an off-site source and migrated into the right of way.
4. The project requires groundwater dewatering.

No additional evaluation is necessary at this time with respect to the currently proposed construction activities. **This response does not provide approval for any acquisition activities.** Those activities require separate review and approval under the EDD process.

If new information obtained during project development or construction indicates a contaminated site may be impacted by the project, the property will be evaluated, and soil and groundwater testing completed, as appropriate. If necessary, a plan will be developed for properly handling and treating contaminated soil and/or groundwater during construction in accordance with all applicable state and federal requirements.

Mary Canino, PG
Consultant for Office of Environmental Stewardship
Minnesota Department of Transportation
395 John Ireland Blvd
St. Paul, MN 55155
Office: 651-366-4293 (Mon, Wed, & Thur)
Cell: 612-599-5234
mary.canino@state.mn.us



**Regulated Materials Management Team
Correspondence**

From: [Vogel, Mark \(DOT\)](#)
To: [Coddington, Ryan \(DOT\)](#); [Carson, Tara \(DOT\)](#); [Spafford, Mark \(DOT\)](#); [Merchlewicz, Paul \(DOT\)](#); [Gaughan, Lisa \(DOT\)](#)
Subject: SP 8286-81, TH 694, Bridge 82831 and 82832 Assessment Reports
Date: Monday, September 11, 2017 3:24:00 PM
Attachments: [Bridge 82831, Asbestos & Regulated Waste Assessment Rpt, 2017.pdf](#)
[Bridge 82832, Asbestos & Regulated Waste Assessment Rpt, 2017.pdf](#)
[S.P. 8286-81 - Regulated Materials Summary Spreadsheet.xlsx](#)

E-DOC#

- Br 82831 at 1970784
- Br 82832 at 1970785
- Br Spreadsheet Summary at 1970787

Please use 1701 and 2104 of the Special Provisions for the bridge demolition or rehabilitation.

The assessment revealed the following regulated materials:

ASBESTOS CONTAINING MATERIALS

If this material is disturbed I must hire an oversight contractor for the abatement. Please notify me a minimum of 6 months prior to letting. The material must be removed by a MnDOT certified asbestos abatement contractor and disposed of at a Minnesota MPCA permitted mixed municipal solid waste landfill or MPCA permitted industrial landfill.

LEAD PAINT

None

LEAD GASKETS

This material needs to be separated out and sent to a lead scrap recycler. This material needs documentation showing the recycler received the material.

OVER 50 ppm PCB PAINT

None

PCB CAULKING/BIT FELT

If this materials is disturbed, it must be separated out and disposed of at a Minnesota MPCA permitted mixed municipal solid waste landfill or MPCA permitted industrial landfill.

TREATED WOOD

Please use 2104 of the Special Provisions for removing treated wood. Treated wood must be disposed of at a Minnesota MPCA permitted mixed municipal solid waste landfill or MPCA permitted industrial landfill. This material needs documentation showing the landfill received the material.

MERCURY LAMPS or LED LAMPS

The HID bulbs must be recycled with MnDOT's approved regulated waste contractor, Green Lights Recycling. This material needs documentation

showing the recycler received the material. We also have the option to reuse on site, if so, document.

PCB CONTAINING ELECTRONIC COMPONENTS

The capacitors must be recycled with MnDOT's approved regulated waste contractor, Green Lights Recycling. This material needs documentation showing the recycler received the material. We also have the option to reuse on site, if so, document.

PEELING PAINT

If peeling paint is observed:

<http://www.dot.state.mn.us/environment/buildingbridge/pdf/peeling-paint-mgmt.pdf>

If there are any questions please do not hesitate to call.

Mark Vogel, CHMM
MnDOT
395 John Ireland Blvd
MS 620
St Paul, MN 55155
651-366-3630

U.S. Fish and Wildlife Service Correspondence

From: [Smith, Christopher E \(DOT\)](#)
To: [Olson, Jeffrey \(DOT\)](#)
Cc: [Coddington, Ryan \(DOT\)](#); [Gombold, Brigid \(DOT\)](#); [Dalton, Richard \(DOT\)](#); [Heinz, Katherine \(DOT\)](#)
Subject: SP 8286-81, ESA (Section 7) - No Effect Determination
Date: Thursday, November 02, 2017 4:04:38 PM
Attachments: [8286-81 ESA\(Section 7\)-No Effect Determination.pdf](#)

Hi Jeffrey,

Attached is the **No Effect** determination for this project.

Please note that much of this area has been planted to natives, and in some areas are still in decent shape. I encourage the project to spec native seed mixes on this project, including within the entrance/exit cloverleaves. A very small portion of the project is within an endangered rusty-patched bumble bee High Potential Zone (HPZ), and if that zone is expanded to include the rest of the project having natives spec'd on the project will help consultation with USFWS.

Let me know if there are questions / concerns.

Thank you,
Chris

--

Christopher E. Smith, M.Sc., CWB®
Wildlife Ecologist | Protected Species Coordinator
Minnesota Department of Transportation
Office of Environmental Stewardship
395 John Ireland Blvd., MS 620
Saint Paul, MN 55155

E-mail: Christopher.E.Smith@state.mn.us
Phone: 651-366-3605

November 2, 2017

No Effect Determination

S.P. 8286-81, I-694 / I-494 / I-94
Washington County, Minnesota

Description: The project proposes to replace and widen bridges in I-494/I-694 over I-94 (Bridges #82831 & #82832). The project also proposes adding new lanes to improve traffic flow entering and exiting the intersection, rebuilding ramps, resurface pavement between 10th and Tamarack. Up to 25 trees may be removed.

In response to your request, the above referenced action has been reviewed for potential effect to federally-listed threatened, endangered, proposed, candidate species and listed critical habitat. As a result of this review, a determination of **No Effect** has been made.

Rationale for Determination: No known occurrences for species exist within the Action Area. Trees / bridges are unsuitable habitat for NLEB based on surrounding land use. A very small portion of the project is within a USFWS identified High Potential Zone for the RPBB, but this area is unsuitable habitat based on the vegetation present (dominated by non-native grasses).

Conservation Measures

- Revegetation of disturbed soils should follow Metro Vegetation Establishment Recommendations (https://www.dot.state.mn.us/environment/erosion/pdf/vegetation/Metro_2016.pdf), and use native mixes in areas that are not proposed for mowed turf grass. For additional information, visit: <http://www.dot.state.mn.us/environment/erosion/seedmixes.html>

Federally-Listed Species/Designated Critical Habitat in the Action Area

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. According to the official County Distribution of Minnesota's Federally-Listed Threatened, Endangered, Proposed, and Candidate Species list (revised in September 2017), maintained by the Service, the project county is within the range of the following:

Revised September 2017

County	Species	Status	Habitat
Washington	Northern long-eared bat <i>Myotis septentrionalis</i>	Threatened	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during spring and summer.
	Higgins eye pearl mussel <i>Lampsilis higginsii</i>	Endangered	Mississippi River
	Snuffbox <i>Epioblasma triquetra</i>	Endangered	St. Croix River
	Spectaclecase <i>Cumberlandia monodonta</i>	Endangered	St. Croix River
	Winged mapleleaf <i>Quadrula fragosa</i>	Endangered	St. Croix River
	Rusty patched bumble bee <i>Bombus affinis</i>	Endangered	Grasslands with flowering plants from April through October, underground and abandoned rodent cavities or clumps of grasses above ground as nesting sites, and undisturbed soil for hibernating queens to overwinter

Based on the information that you provided and the nature of the activities proposed, MnDOT on behalf of the FHWA, has made a determination of No Effect for the above referenced project. No further action under Section 7 of the Act is required. However, if information becomes available indicating that federally-listed species or designated critical habitat may be affected, please contact this office and consultation with the Service will be initiated if necessary.

Please contact me if there are questions or concerns.

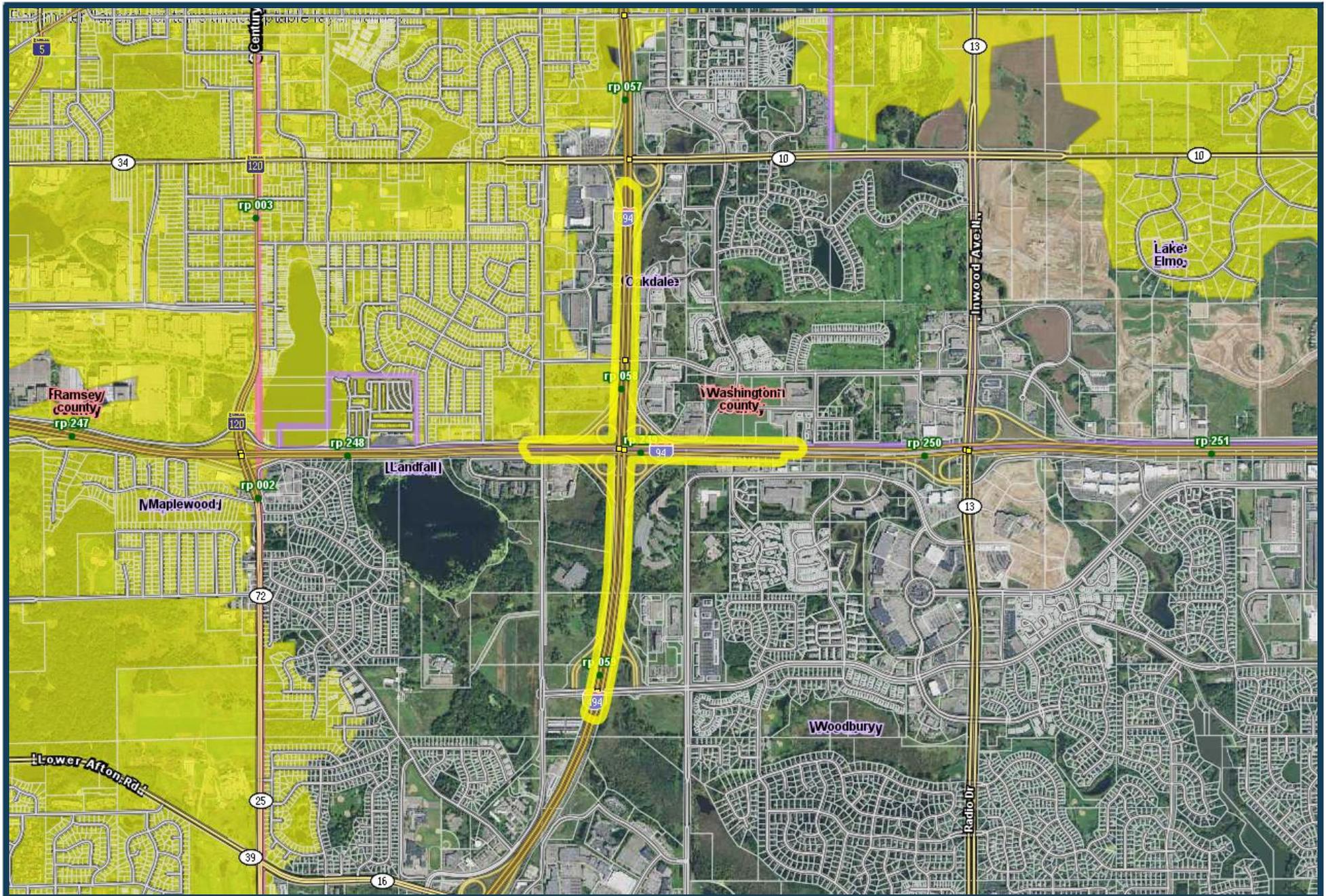
Thank you,

Christopher E. Smith, M.Sc., CWB®
Wildlife Ecologist | Protected Species Coordinator
MnDOT - Office of Environmental Stewardship
395 John Ireland Blvd., MS 620
Saint Paul, MN 55155

E-mail: Christopher.E.Smith@state.mn.us

Phone: 651-366-3605

Figure B-6: Rusty Patched Bumble Bee High Potential Zone



Cultural Resources Unit Correspondence

From: Barnes, Renee (DOT)
Sent: Thursday, February 16, 2017 9:01 AM
To: Coddington, Ryan (DOT)
Cc: Carson, Tara (DOT)
Subject: RE: SP 8286-81 (I-94/494/694) ENM (Early Notification Memo) for review and response by March 14, 2017

Mr. Coddington,

In 2005, the Advisory Council on Historic Preservation issued the Interstate Highway Exemption, which relieves Federal agencies from considering the vast majority of the Interstate Highway System as an historic resource under Section 106 of the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act. Certain elements of the Interstate that have been deemed exceptional under National Register criteria have been compiled on a comprehensive list for Minnesota, and must still be considered through the normal historic preservation review process. However, this project does not include work on any of those properties (https://www.environment.fhwa.dot.gov/histpres/highways_list.asp). Since the proposed project includes work on essential elements of the Interstate right of way, does not include any exempted portions of the Interstate, and does not include any non-Interstate related historic properties, no Section 106 review is needed for this project.

Thank you for your submittal, if you have any questions please contact our office.

Thank you!
~Renee

From: Carson, Tara (DOT)
Sent: Tuesday, February 14, 2017 5:09 PM
To: Leete, Peter (DOT) <peter.leete@state.mn.us>; Smith, Christopher E (DOT) <Christopher.E.Smith@state.mn.us>; MN_DOT_CulturalResources <CulturalResources.dot@state.mn.us>; Vogel, Mark (DOT) <mark.vogel@state.mn.us>; Voigt, Paul (DOT) <paul.voigt@state.mn.us>; Prather, Daniel (DOT) <dan.prather@state.mn.us>; Clyne, Timothy (DOT) <tim.clyne@state.mn.us>; Lamb, Richard (DOT) <rich.lamb@state.mn.us>; Henricksen, Jim (DOT) <Jim.Henricksen@state.mn.us>; Ries, Natalie (DOT) <Natalie.Ries@state.mn.us>; Kautz, Tiffany (DOT) <tiffany.kautz@state.mn.us>; Heinz, Katherine (DOT) <katherine.heinz@state.mn.us>; Kelly, Brian (DOT) <Brian.Kelly@state.mn.us>; Olson, Nicholas (DOT) <nicholas.olson@state.mn.us>; Moynihan, Debra (DOT) <Debra.Moynihan@state.mn.us>; ryan.hixson@dot.gov; Boben, Carolyn (DOT) <Carolyn.Boben@state.mn.us>
Cc: Gombold, Brigid (DOT) <brigid.gombold@state.mn.us>; Dalton, Richard (DOT) <richard.dalton@state.mn.us>; Coddington, Ryan (DOT) <ryan.coddington@state.mn.us>; Milkert, Anjani (DOT) <minnie.milkert@state.mn.us>; Lee, Jary (DOT) <Jary.Lee@state.mn.us>
Subject: SP 8286-81 (I-94/494/694) ENM (Early Notification Memo) for review and response by March 14, 2017

Hi,

On behalf of Ryan Coddington, this Early Notification Memo notice is being sent to you by Metro's Environmental Documentation staff. Project details can be viewed at the EDMS link below.

Please review and respond to the ENM for this project. This is a Bridge Reconstruction, Mill & Overlay, CD Split project and it is federally funded, so the environmental document to be prepared will be a "Categorical Exclusion" form.

The EDMS document number for the ENM is 1840167. You can also view it by clicking on the following link:

<http://edms/cyberdocs/quickstart.asp?show=view:1840167&noframes=yes> Please respond by March 14, 2017.

CRU: CRIS 24272

[Scoping Maps for I-694](#)

[Scoping Maps for I-94](#) (note that project area no longer includes I-94 west of 694/494 interchange)

Please direct questions regarding the project description to Ryan Coddington at (651-234-7714). If you have any questions regarding documentation requirements feel free to contact me at 651-366-3638.

Thanks,

Tara

Tara Carson
MnDOT Environmental Stewardship (OES)
651.366.3638

Mailstop 620
Minnesota Department of Transportation
395 John Ireland Blvd
Saint Paul, MN 55155

