## U.S. Department of Transportation Federal Highway Administration

#### FINDING OF NO SIGNIFICANT IMPACT

Anoka Highway 10/169 Improvement Project S.P. 0202-108

In the City of Anoka

Anoka County, Minnesota

December 17<sup>th</sup>, 2019

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The Anoka Highway 10/169 Improvement Project Environmental Assessment/Environmental Assessment Worksheet (EA/EAW) was approved by the Federal Highway Administration (FHWA) on June 7, 2019. The entire document is available for review on the project website: <a href="https://clients.bolton-menk.com/hwy10/">https://clients.bolton-menk.com/hwy10/</a>.

#### FEDERAL HIGHWAY DMINISTRATION FINDING OF NO SIGNIFICANT IMPACT

Anoka Highway 10/169 Improvement Project

In the City of Anoka

Anoka County, Minnesota

#### **BACKGROUND**

In conjunction with the City of Anoka, the Federal Highway Administration (FHWA) and the Minnesota Department of Transportation (MnDOT), a combined Environmental Assessment (EA) and Environmental Assessment Worksheet (EAW) was prepared for the Anoka Highway 10/169 Improvement Project ("the Project") in compliance with the National Environmental Policy Act (NEPA) (42 U.S.C. § 4231 et seq.) and Minnesota Environmental Policy Act processes (M.S. 116D).

The City of Anoka is the project sponsor, and MnDOT is the responsible governmental unit (RGU) for the Project. The EA/EAW process considered alternatives for the improvements to Trunk Highway (TH) 10/169 from the westerly Anoka City boundary to approximately 0.25 mile east of the TH 10/169/Main Street/Greenhaven Road interchange. The EA/EAW process also covered access closures, local roadway connection/circulation improvements, and non-motorized improvements in the 1.5-mile project corridor. The project is being led by the City of Anoka in partnership with MnDOT Metro District.

#### STATEMENT OF PURPOSE AND NEED

#### **Purpose**

The purpose of the Project is to reduce crashes and improve traffic operations. This will result in improved mobility and reliability for all users of the project corridor. In addition, the purpose of the Project is to improve safety and access conditions for non-motorized travelers.

#### Need

The primary needs for Project are:

- Mobility Vehicular
- Safety Vehicular
- Mobility Non-motorized
- Safety Non-motorized

The secondary need includes geometric deficiencies.

See Chapter 2 of the EA/EAW for the detailed discussion of Project Need.

#### **ALTERNATIVES**

The EA/EAW process reviewed Build and No Build Alternatives. Section 3.2 of the EA/EAW provides a detailed description of the extensive evaluation process undertaken by MnDOT, the City of Anoka, and project partners which led to the identification of the Build Alternative covered in the EA/EAW. This included the *Highway 10 Access Planning Study* (2014) led by MnDOT, and the subsequent and refining Anoka Solution process led by the City of Anoka. One of the key goals of this overall evaluation and alternative selection process was to limit the footprint of the Project and associated impacts to the greatest degree feasible. Also discussed in the EA/EAW is the Value Engineering study which contributed to the Preferred Alternative design. The alternatives review process as described in Section 3.2 of the EA/EAW focused on the following project elements:

- Thurston Avenue/Cutters Grove Avenue interchange design
- Fairoak Avenue grade separation
- Main Street/Greenhaven Avenue interchange reconstruction
- Local connections and circulation
- Non-motorized connections

#### ALTERNATIVES ELIMINATED

The No Build Alternative was not selected because it did not meet the purpose and need as defined in the EA/EAW.

#### PREFERRED ALTERNATIVE

See Figure 3-1 of the EA/EAW for the Preferred Alternative layout. The primary elements of the Preferred Alternative are summarized below:

#### TH 10/169 Mainline Reconstruction

- Maintain 12' travel lanes
- Convert approximately 70 percent of the highway from rural section to urban section
- Remove center median
- Increase outside shoulder width from 8-10' to 10-13'; increase inside shoulder width from 2-4' to 4'-5'
- Correct existing compound curve east of and through Main Street/Greenhaven Road interchange area

#### Thurston Avenue/Cutters Grove Avenue Interchange

- Replace signalized intersection with full-access roundabout interchange
- Single lane roundabout, expandable to two lanes for the southbound to eastbound movement
- Highway bridged over Thurston Avenue/Cutters Grove Avenue
- 10'-12' trail connection on west side of Thurston Avenue/Cutters Grove Avenue

#### Fairoak Avenue Underpass

• Highway bridged over Fairoak Avenue

- Fairoak Avenue narrowed from 36' to 27'
- 10' trail connection on west side of Fairoak Avenue, 5' sidewalk connection on east side

#### Main Street/Greenhaven Road Interchange

- Replace existing highway bridge over Main Street/Greenhaven Road, correcting existing compound curve on the highway; replacement bridge includes upgraded shoulders meeting engineering standards
- Construct new single-lane roundabout at the TH 10/169 westbound ramp terminal
- Construct a new roundabout at the TH 10/169 eastbound ramp terminal, will accommodate an extended service road/Main Street extension from the west
- Construct a 5' sidewalk on the west side of Main Street

#### Access Removal

- Remove three public street access points
- Remove six private driveways with direct access to TH 10/169

#### Local Roads Parallel to TH 10/169

- North side of highway Green Haven Parkway: a) west of Thurston Avenue (new roadway), and b) west of Greenhaven Road (Jacob Lane improvements)
- South side of highway improvement and extension of existing frontage road, providing continuous linkage between Cutters Grove Avenue and existing West Main Street

#### **Non-Motorized Connections**

- Provide grade-separated non-motorized highway crossings with dedicated facilities at Thurston Avenue/Cutters Grove Avenue and Fairoak Avenue
- Provide new and/or improved non-motorized facilities along local connections which are part of the Project

#### ENVIRONMENTAL CONSEQUENCES AND MITIGATION

The EA/EAW describes the existing conditions and environmental factors analyzed and recorded for the project area along with the potential impacts and mitigation that would result with implementation of the Preferred Alternative. Information was gathered from various sources including site observations, maps, aerial photography, and local, state, and federal agency data.

#### COMMENTS AND COORDINATION

Prior to and during the preparation of the EA/EAW, early coordination and consultation for the Project was initiated with agencies, stakeholder groups, and the public to incorporate their comments and concerns into the development and analysis of the Project's purpose and need, alternatives, and potential environmental impacts. Public and agency coordination activities are described in the EA/EAW.

An open house/public hearing was held on the EA/EAW on September 18, 2019. This was during the official EA/EAW public review period, which lasted from September 2, 2019 through October 2, 2019. Comments on the EA/EAW were received from three government agencies (Minnesota Pollution Control Agency, Office of the State Archaeologist, and Metropolitan Council) and the public (eight written comments and one verbal comment at the September 18, 2019 open

house/public hearing) during the official comment period. The following is a summary of general comments received during the public comment period:

#### Agency

- Clarification of stormwater regulatory requirements
- Concurrence regarding cultural resource review requirements during construction
- Information regarding an existing sanitary sewer interceptor line in the project area

#### <u>Public</u>

- Desire for noise walls
- Concern regarding truck accommodations at roundabouts
- Concern regarding general disruption during construction

All substantive comments received were considered, addressed and responded to by MnDOT.

#### **ENVIRONMENTAL COMMITMENTS**

#### **Applicable Regulations and Permits**

The selected alternative was chosen after the potential impacts were evaluated, and the ability to mitigate impacts was considered. The following federal regulations, statutes, and orders apply to the project:

- Clean Water Act of 1977 (33 USC § 1251-1376)
- Endangered Species Act (50 CFR 17)
- Executive Order 11988, Floodplain Management (42 Federal Register 26951)
- Executive Order 11990, Protection of Wetland (42 Federal Register 26961)
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 Federal Register 7629)
- National Environmental Policy Act of 1969 (42 USC § 4231 et seq.)
- Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR 1500-1508)
- Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 USC § 303)
- Section 6(f) of the Land and Water Conservation Act of 1965 (16 USC § 460)
- Section 106 of the National Historic Preservation Act, as amended (16 USC § 470) (54 U.S.C. § 306108)
- Section 404 of the Federal Water Pollution Control Act (33 USC § 1344)
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 USC § 61)
- Federal Highway Administration's Procedures for Abatement of Highway Traffic Noise and Construction Noise (23 CFR 772)

In addition to the federal regulations, statutes, and orders, the project is subject to agency approvals and permits.

Anoka Hwy 10/169 Improvement Project – Finding of No Significant Impact

#### Mitigation

Mitigation describes any action taken to reduce the adverse effects of potential impacts. The order of precedence for dealing with impacts is listed below:

- Avoiding the impact altogether by not taking a certain action or parts of an action
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation; rectifying the impact by repairing, rehabilitating, or restoring the affected environment
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action
- Compensating for adverse impacts by replacing or providing substitute resources or environments

The following sections describe the list of commitments for mitigation that are being committed to as part of this project. A more thorough listing of environmental commitments is in Appendix P of the MnDOT EA/EAW

#### **Environmental Commitments**

The environmental commitments are in the attached environmental management plan (design green sheets). The traffic management plans (TMP) commitment item listed on page E6 of the environmental management plan will be expanded to include the following:

• The TH 10/169 Traffic Management Plan (TMP) will be developed with the final design plans for the reconstruction project and will be coordinated with adjacent Rum River bridge replacement, the Interstate 94 projects, as well as other local city/county projects. Since TH10/169 and I-94 are the main regional east west connections in the area that will rely on each other for traffic detours this will require a level one TMP.

#### **FHWA CONCLUSION**

FHWA finds the elements of the Anoka Highway 10/169 Improvement Project which require FHWA funding, and the environmental impacts caused thereby have been adequately identified and assessed in the August 2019 EA/EAW as prepared by MnDOT and FHWA in conjunction with the City of Anoka. Therefore, pursuant to 23 CFR 771.121(c), FHWA hereby finds Anoka Highway 10/169 Improvement Project will not cause significant environmental impacts.

FHWA has determined the proposed action will not result in the use of any Section 4(f) resources.

The FHWA has determined the proposed improvements, as described in the Environmental Assessment (EA) will have no significant impacts to the human or natural environment. This Finding of No Significant Impact (FONSI) is based upon the attached EA which has been independently evaluated by FHWA and determined to adequately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures.

B
 December 17, 2019

APPENDIX A – ENVIROMENTAL MANAGEMENT PLAN								
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Anoka Hwy 10/169 Improvement Project – Finding of No Significant Impact	Page 9							



DATE

SHEET E1

This "Environmental Management Plan" is a reference tool to guide project personnel in construction delivery.

The actual commitment documents (e.g., permits, NEPA documents, plans, and provisions) are the definitive source for environmental commitments, permit conditions, and related actions for compliance.

Instructions for Designer and/or Project Manager:

- 1. See Highway Project Development Plan (HPDP) for general information on each subject (http://www.dot.state.mn.us/planning/hpdp/)
- For each applicable row, enter project-specific information for each column. Add rows if needed.
- Complete rows as they apply.
- Contact "MnDOT Contact" for questions.
- For conversion to a 'Green Sheet': Hide non-applicable rows and the following columns: 'Reference Document', 'MnDOT Contact', 'Pay Item', 'Who is responsible' and delete these instructions. Then convert tan banners to light green.

	PLAN ECTION # / SPECIAL OVISION #	AGENCY / PERMIT / REGULATION / OTHER	COMMITMENT	REFERENCE DOCUMENT (hyperlink docs if possible)	MnDOT CONTACT	NOTES	Pay WHO IS Item RESPONSIBLE (Y)	DATE	Contractor Contractor verification
S, LAKES,	, AND WETLA	NDS							
		Wetland Replacement (USCOE, BWSR, MPCA)	The entire area within the construction limits depicted on Figure 3-1 of the EA/EAW has been delineated. No regulated wetlands requiring mitigation under Section 404 of the federal Clean Water Act or the Minnesota Wetland Conservation Act were found. In general, wetland resources are quite limited in the larger project area due to the sandy soils ("Anoka sand plain").	Wetland documentation	OES Wetland Coordinator		Environmental		
			As drainage design has been refined, a small additional area of disturbance outside the construction limits defined in the EA/EAW will need to be delineated. This is approximately 0.1 acre to accommodate upsizing an outlet pipe to the Mississippi River oxbow approximately 400 feet south and west of the current TH 10/169/Thurston Ave/Cutters Grove Ave intersection. This area will be delineated in accordance with applicable federal, state, and local requirements in anticipation of 2022 construction activities. Since any wetland impacts associated with upsizing the outlet pipe to the Mississippi River oxbow will be temporary in nature and will be the result of utility work, no regulatory requirement for mitigation is anticipated. However, all applicable federal, state, and local wetland permitting/documentation requirements will be met.		OES Wetland Coordinator		Environmental		
		Public Waters (DNR)	<ul> <li>DNR Public Waters in the project area include:</li> <li>Mississippi River (including oxbow) – Public Waters Waterway</li> <li>Rum River – Public Waters Waterway</li> <li>Unnamed Basin 107W – Public Waters Wetland Basin</li> <li>Unnamed Basin 108 W – Public Waters Wetland Basin</li> </ul>	ENM review	OES – DNR Liaison		Environmental		
			The Mississippi River oxbow will be affected with an upsized outlet pipe approximately 400 feet directly west of the current TH 10/169/Thurston Ave/Cutters Grove Ave intersection. After installation, the site will be returned to existing conditions. A DNR Work in Public Waters permit will be obtained and all applicable permit requirements will be adhered to. A permit number will be provided when available.	DNR Work in Public Waters Permit			Environmental		
	porary ion Control	Impaired Waters (MPCA)	Impaired waters within one mile of the project area include:  • Mississippi River  • Rum River  Additional BMPs found in items 23.9 and 23.10 of the NPDES Construction Permit will be implemented.	ENM review	OES Environmental Assessment Unit		Environmental		
		Outstanding Resource Value Waters (MPCA)	The reach of the Rum River east of the project location is designated as Outstanding Resource Value Water – Restricted. Drainage from roughly the east two thirds of the project area flows to the Rum River.		OES Environmental Assessment Unit	No person may cause or allow a new or expanded discharge of any sewage, industrial waste, or other waste to Outstanding Resource Value Waters	Environmental		
		Special Waters (MPCA)	The Rum River east of the project location is designated as a Scenic or Recreational Segment. Drainage from roughly the east two thirds of the project area flows to the Rum River. The entire project will comply with Item 3.4 and Item 23.4 of the NPDES Construction Permit. This includes the utilization of BMPs defined in Items 23.9, 23,10, and 23.11.	EA/EAW, NPDES Construction Stormwater Permit	OES Environmental Assessment Unit		Environmental		
	rol plan	Storm Water Pollution Prevention Plan	A SWPPP is required. Design, avoidance, and/or protection measures to be identified in the plan and special provisions include:  • Appropriate turf establishment and erosion control measures will be used.  • BMPs defined in Items 23.9, 23.10, and 23.11 of the NPDES Construction Stormwater Permit will be deployed.	NPDES Construction Stormwater Permit	Project Manager & OES Erosion Control &		Environmental/ Project Manager		

Area of Environmental Sensitivity

Aquatic Invasive Species

Alternative Transportation Partnership

BWSR Board of Water and Soil Resources CRU Cultural Resources Unit

DNR Department of Natural Resources EAU Environmental Assessment Unit END Endangered

ENM Early Notification Memo

EIU Environmental Investigation Unit

Environmental Review ESM Erosion & Stormwater Management Unit

General Permit

FHWA Federal Highway Administration MCES Met Council Environmental Services

MDA Minnesota Department of Agriculture Minnesota Department of Health MnDOT Minnesota Department of Transportation Memorandum of Understanding

MPCA Minnesota Pollution Control Agency

NEPA National Environmental Policy Act NHIS Natural Heritage Information System NPDES National Pollution Discharge Elimination System NPS National Park Service Office of Environmental Stewardship

SWPPP Storm Water Pollution Prevention Plan THR Threatened USCOE US Corps of Engineers USFWS US Fish and Wildlife Service



DATE

SHEET TOTAL SHEETS

E2 E#

TRANSPORTATION

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	1	(NPDES/MPC		,	Stormwater				
		A)		SWPPP	Unit				
		Water Appropriations (DNR)	Dewatering for construction is not anticipated but is possible. A Water Appropriations permit is not anticipated but is possible.	GP1997-0005 (if necessary)	OES – DNR Liaison		Project Manager		
		Watershed District	The entire project is within the boundaries of the Lower Rum River Watershed Management Organization (LRRWMO). LRRWMO standards have been adopted by the City of Anoka, which is the drainage permitting agency.  A permit is required, the # will be provided when known.	EA/EAW	Water Resources & OES Environmental Assessment Unit		Environmental		
Mississip pi River Oxbow			Approximately the western one third of the project area drains to this resource. Drainage control is still in preliminary design, but existing outfall locations are anticipated to remain the same. Enhanced treatment will be provided through ponding which will meet LRRWMO and NPDES requirements. It is anticipated that the existing outfall to the oxbow approximately 400 feet west of the proposed interchange at Thurston Ave/Cutters Grove Ave will need to be upsized. Applicable SWPPP and BMP requirements as have been identified previously will be met.	EA/EAW, NPDES and LRRWMO permits	Project Manager		Project Manager		
Rum River			Approximately the eastern two thirds of the project area drains to this resource. Enhanced treatment will be provided through ponding which will meet LRRWMO and NPDES requirements. Applicable SWPPP and BMP requirements as have been identified previously will be met.	EA/EAW, NPDES and LRRWMO permits	Project Manager		Project Manager		
		100-year floodplain impacts	The only anticipated work in floodplain is upsizing the existing outlet to the Mississippi River oxbow approximately 400 feet west of the existing TH 10/169/Thurston Ave/Cutters Grove Ave intersection. This will require disturbance of approximately 0.1 acre. No significant floodplain impacts are expected per Floodplain Assessment attached to Findings of Fact and Conclusions for EA/EAW. Work in Public Waters Permit will be secured which will address floodplain considerations.	DNR Work in Public Waters Permit	OES Environmental Assessment Unit	See Floodplain Assessment attached to Findings of Fact and Conclusions for EA/EAW.	Project Manager		
THREATENE	D, ENDANGERE	D, AND PROTEC	TED SPECIES						
		Federally listed species (USFWS)	Federally listed species or designated critical habitat identified in the ESA Section 7 determination letter include:  • May affect, but not likely to adversely affect: northern long eared bat (Myotis septentrionalis)	ENM review / Effect determination/ Concurrence letter	OES Wildlife Ecologist		Environmental		N/A N/A
			<ul> <li>Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments. Notify contractor(s) during the pre-construction meeting. Bat sightings (including sick, injured, and/or dead bats) on the project must be reported to OES wildlife ecologist (651-366-3605).</li> <li>Direct temporary lighting, if used, away from wooded areas during the bat active season (April 1 to Oct 31, inclusive). If installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. Please contact Susan Zarling (MnDOT Lighting Engineer) at 651-234-7052with questions about approved products.</li> </ul>	ENM review / Effect determination/ Concurrence letter	OES Wildlife Ecologist		Project Manager		

AES Area of Environmental Sensitivity
AIS Aquatic Invasive Species
ATP Alternative Transportation Partnership

CRU Cultural Resources Unit

BWSR Board of Water and Soil Resources

EAU Environmental Assessment Unit END Endangered ENM Early Notification Memo EIU Environmental Investigation Unit

DNR Department of Natural Resources

ER Environmental Review
ESM Erosion & Stormwater Management Unit
FHWA Federal Highway Administration
GP General Permit

MCES Met Council Environmental Services

MDA Minnesota Department of Agriculture
MDH Minnesota Department of Health
MnDOT Minnesota Department of Transportation
MOU Memorandum of Understanding
MPCA Minnesota Pollution Control Agency

NEPA National Environmental Policy Act
NHIS Natural Heritage Information System
NPDES National Pollution Discharge Elimination System
NPS National Park Service
OES Office of Environmental Stewardship

SWPPP Storm Water Pollution Prevention Plan
THR Threatened
USCOE US Corps of Engineers
USFWS US Fish and Wildlife Service



DATE

SHEET TOTAL SHEETS

E3 E#

E3

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STATION / LOCATION	PLAN SECTION # / SPECIAL PROVISION #	AGENCY / PERMIT / REGULATION / OTHER	COMMITMENT	REFERENCE DOCUMENT (hyperlink docs if possible)	MnDOT CONTACT	NOTES	Pay Item (Y)	WHO IS RESPONSIBLE	DATE	Contractor verification (initial)  MnDOT accepts
			<ul> <li>Avoid tree clearing to the extent practicable to complete the proposed work. Tree clearing may occur, but limit tree clearing to the maximum extent practicable.</li> <li>Restrict all tree clearing activities to when NLEB are not likely to be present. Winter tree clearing required – tree clearing allowed November 1 to March 31, inclusive.</li> <li>Tree removal must be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).</li> <li>Tree removal must not remove documented NLEB roosts, or trees within 0.25 miles of roosts; or documented foraging habitat any time of the year.</li> <li>Building demolition must be completed during the NLEB inactive season. Winter building demolition required – building demolition allowed November 1 to March 31, inclusive.</li> </ul>							
		State listed species (DNR)	Blanding's Turtle (Emydoidea blandingii):  Construction workers will be made aware of potential presence of Blanding's turtles  Turtles may be removed by hand if they are in harm's way  If rolled erosion control products are to be utilized, must be limited to 'bio-netting', 'natural netting' (Category 3N or 4N) woven type products; and specifically not allow welded plastic mesh netting  Regionally Significant Ecological Area:  Precise location not known  General BMPs will be considered to protect native plant communities that may exist outside of the construction limits, such as the use of temporary fences for tree protection  Native Mussels:  Comply with applicable NPDES and local stormwater control regulations	ENM	DNR Liaison			Environmental		
		Bald and Golden Eagle Protection Act (USFWS)	Based on the best available information, the proposed action is not anticipated to disturb, harm, or destroy a bald eagle or a bald eagle nest.	ENM review	OES Wildlife Ecologist or Project Manager			Environmental		
		Migratory Bird Treaty Act (USFWS)	Bridge Inspection Report (4/13/2018 inspection) for Bridge 0210 (US 10 over Main Street) identifies a protected bird species or nest present on structure.	Bridge Inventory Records	OES Wildlife Ecologist or Project Manager			Environmental		
			<ul> <li>Bridge Work</li> <li>Measures identified in the Migratory Bird Protection Special Provision of MnDOT Standard Specification 2442 will be implemented. This involves the following steps:</li> <li>Removal of old nests from the previous nesting season (not active) from the structure</li> <li>Removal of nests as they are being established but prior to becoming active</li> <li>Covering the underside and nesting surfacing of the bridge with fabric or netting to prevent the birds from accessing the structure (covering needs to be installed prior to the establishment of active nests)</li> </ul>		Special Provisions to 2442			Project Manger		

AES Area of Environmental Sensitivity
AIS Aguatic Invasive Species

ATP Alternative Transportation Partnership

BWSR Board of Water and Soil Resources CRU Cultural Resources Unit

DNR Department of Natural Resources EAU Environmental Assessment Unit END Endangered

ENM Early Notification Memo

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FHWA Federal Highway Administration
GP General Permit
MCES Met Council Environmental Services

MDA Minnesota Department of Agriculture
MDH Minnesota Department of Health
MnDOT Minnesota Department of Transportation
MOU Memorandum of Understanding
MPCA Minnesota Pollution Control Agency

NEPA National Environmental Policy Act
NHIS Natural Heritage Information System
NPDES National Pollution Discharge Elimination System
NPS National Park Service

Office of Environmental Stewardship

SWPPP Storm Water Pollution Prevention Plan
THR Threatened
USCOE US Corps of Engineers
USFWS US Fish and Wildlife Service



DATE

SHEET E4

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			For painting of the replacement for Bridge 0210, the steps outlined above will be performed to address the period of time between bridge construction and bridge painting. Alternatively, the painting could be scheduled later in the season, after birds are done nesting (i.e. after September 1).  The nesting period is approximately May 1 <sup>st</sup> to September 1 <sup>st</sup> .  If it is not possible to remove nests prior to being active, MnDOT OES will be contacted to obtain the appropriate state and federal permits.						
			Soils Stockpiling  Soils stockpiles will be maintained so as to avoid slopes greater than 45 degrees between May 1 and September 1, inclusive						
SETATION	AVOIDANCE A	ND PROTECTION		·					
			Temporary fencing and other methods consistent with MnDOT's Standard Specifications for Construction, Item 2572.3 will be deployed as needed.	Standard Construction Specification Item 2572.3	Project Manager or OES Roadside Veg Management Unit		Project Manag	er	
ETATION	INSTALLATION	AND ESTABLIS							
			Comply with MnDOT 2018 Standard Specifications for Construction, Section 2572. The Project will comply with MnDOT Metro District Vegetation Establishment Recommendations ( <a href="https://www.dot.state.mn.us/environment/erosion/pdf/vegetation/Metro_2016.pdf">https://www.dot.state.mn.us/environment/erosion/pdf/vegetation/Metro_2016.pdf</a> ) unless special circumstances dictate otherwise. Measures to include: <ul> <li>Project will install non-native seed mixes on the inslopes, medians, and boulevards. Native seed mixes will be planted on ditch bottoms and backslopes. There may be unique sites that require unique seed mixes, such as infiltration basins, frequently mowed sites, etc.</li> </ul>	Standard Specifications for Construction, Section 2572	Project Manager or OES		Project Manag	er	
(A OI) (E OD	FOIFO / NOVIOU	IO WEEDO							
ASIVE SP	ECIES / NOXIOU	Terrestrial invasive species (MDA) including noxious weeds	ENM did not identify any known terrestrial invasive species or quarantine areas in the project area.	ENM	OES Roadside Vegetation		Environmenta	I	
		weeds	Construction BMPs will be used to control and prevent spreading of invasive species per MnDOT 2018 Standard Specifications for Construction, Section 2572.	EA/EAW	OES Roadside Veg Management Unit		Project Manag	er	

Aquatic Invasive Species

Alternative Transportation Partnership BWSR Board of Water and Soil Resources

CRU Cultural Resources Unit

DNR Department of Natural Resources EAU Environmental Assessment Unit

END Endangered ENM Early Notification Memo EIU Environmental Investigation Unit Environmental Review

ESM Erosion & Stormwater Management Unit FHWA Federal Highway Administration General Permit MCES Met Council Environmental Services

MDA Minnesota Department of Agriculture Minnesota Department of Health MnDOT Minnesota Department of Transportation Memorandum of Understanding

MPCA Minnesota Pollution Control Agency

NEPA National Environmental Policy Act NHIS Natural Heritage Information System NPDES National Pollution Discharge Elimination System NPS National Park Service

Office of Environmental Stewardship

SWPPP Storm Water Pollution Prevention Plan THR Threatened USCOE US Corps of Engineers

USFWS US Fish and Wildlife Service



DATE

WCA Wetland Conservation Act

E5

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Instructions for Designer and/or Project Manager:

1. See Highway Project Development Plan (HPDP) for general information on each subject (http://www.dot.state.mn.us/planning/hpdp/)

EIU Environmental Investigation Unit

- For each applicable row, enter project-specific information for each column. Add rows if needed.
- Complete rows as they apply.

CRU Cultural Resources Unit

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MCES Met Council Environmental Services

	PLAN SECTION # / SPECIAL PROVISION #	AGENCY / PERMIT / REGULATION / OTHER	COMMITMENT	REFERENCE DOCUMENT (hyperlink docs if possible)	MnDOT CONTACT	NOTES	Pay WHO IS Item RESPONSIBLE (Y)	DATE	Contractor verification (minimal Mudol Mud
		National Park Service (NPS); and other federal properties	The Project is partially within the boundary of the Mississippi National River and Recreation Area (MNRRA) and the Mississippi River Corridor Critical Area (MRCCA). The project falls within the River Neighborhood (CA-RN) district of the MRCCA.	ENM review, National Parks Service	Project Manager or OES		Environmental		
			<ul> <li>The project will maintain a vegetated buffer to both physically and visually separate the Mississippi River from TH 10/169 and the future exit ramp at Cutters Grove Ave.</li> <li>During construction, no staging will occur within and no equipment or materials will be placed within the boundary of the MNRRA/MRCCA.</li> </ul>	ENM review, National Parks Service	Project Manager		Project Manager		
ONTAMINA	TED MATERIAL	S							
		MPCA, MDA,	A limited Phase I Environmental Site Assessment (ESA) was performed to identify potentially contaminated sites in the project area (American Engineering Testing, October 2018). The resulting map of summary findings is provided as Appendix H in the EA/EAW <b>and is attached to this Green Sheet Table</b> . 17 Medium Potential Risk Sites and five High Potential Risk Sites were identified. Metro District and the City of Anoka will work with MnDOT's Contaminated Materials Management Team (CMMT) to develop a Phase II Work Plan in 2019/2020 to initiate the necessary fieldwork to cover construction of the prosed Project. If contaminated materials are encountered during construction, materials will be managed in accordance with all applicable local, state, and federal regulatory requirements.	Phase I Report	OES Environmental Investigation Unit (EIU)	Contaminated Materials must be properly managed during contaminated soil excavation. State law requires that persons properly manage contaminated soil and water they uncover or disturb – even if they are not the party responsible for the contamination.	Environmental/ Project Manger		
		MPCA, MDH	There will be building removal associated with three total property acquisitions which are part of the Project. These parcels will become City of Anoka property. The City will conduct Asbestos and Regulated Waste Inspections consistent with Minnesota Rules 7035.0805 on these properties prior to building removal. Any identified regulated materials will be managed in accordance with applicable federal, state, and local requirements.				Environmental/ Project Manager		
EGULATED	MATERIALS								
		MPCA, MDH	Bridge Number 02010 which carries TH 10/169 over Main Street/Greenhaven Road will be removed as part of the interchange reconstruction at this location. If the bridge contains asbestos, lead-based paint or other regulated materials, the materials must be properly handled and disposed of prior to demolition. Approximately 12-18 months prior to project letting, the Project Manager will contact Office of Environmental Stewardship (OES) regarding bridge removal and regulated materials. OES will prepare contracts for structure assessment, abatement/removal of materials, and oversight of removal procedures.  Buildings  Buildings will be removed on the total acquisition parcels associated with the proposed action (Site Numbers 19, 25, and 26 in the limited Phase I Environmental Site Assessment summary map which is attached to this Green Sheet table). Building demolition will be performed in accordance with Minnesota Rules 7035.0805 (the "Pre-Renovation and Demolition Rule"). This will entail identifying hazardous materials within structures, removal prior to	Bridge Assessment Report	OES EIU Or Project Manager	Documentation that waste was handled properly must be kept in the project file for future reference.	Environmental/ Project Manger		
			demolition per MPCA requirements, and disposal in accordance with applicable federal, state, and local regulatory requirements.						
ISTORIC PE	ROPERTIES / CL	ILTURAL RESOU							
		Minnesota Private Cemeteries Act, MS	Forest Hills Cemetery and Calvary Cemetery	EA/EAW	OES Cultural Resources Unit		Environmental		
S Aquatic ΓΡ Alternati	Environmental Sen Invasive Species ve Transportation F f Water and Soil Re	Partnership	EAU Environmental Assessment Unit ESM Erosion & Stormwater Management Unit MDH END Endangered FHWA Federal Highway Administration MnDOT	Minnesota Departmen Minnesota Departmer Minnesota Departmen Memorandum of Unde	nt of Health t of Transportation	NEPA National Environmental Policy Act NHIS Natural Heritage Information System NPDES National Pollution Discharge Elimination System NPS National Park Service	SWPPP Storm Water Pol THR Threatened USCOE US Corps of Eng USFWS US Fish and Wil	ineers	

MPCA Minnesota Pollution Control Agency

OES Office of Environmental Stewardship



DATE

SHEET E6

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STATION / LOCATION	PLAN SECTION # / SPECIAL PROVISION #	AGENCY / PERMIT / REGULATION / OTHER	COMMITMENT	REFERENCE DOCUMENT (hyperlink docs if possible)	MnDOT CONTACT	NOTES	Pay WHO IS Item RESPONSIE (Y)	DATE LE	Contractor verification (ninitial)  MnDOT
	,	307.08, Sub. 9							
		and 10	Earthmoving activities will be monitored by a professional archaeologist at in-kind replacement of a culvert within Forest Hill Cemetery and at select areas near Calvary Cemetery.	EA/EAW	OES Cultural Resources Unit (CRU)		Project Mana	ger	
ECTION 4(f	)/6(f) PROPERTI	ES		1	(2.12)				
	, , ,	Section 4(f) Properties (FHWA)	<ul> <li>Mississippi National River and Recreation Area (MNRRA) – see earlier information under Other Areas of Environmental Sensitivity heading</li> <li>Mississippi River Corridor Critical Area (MRCCA) – see earlier information under Other Areas of Environmental Sensitivity heading</li> <li>John Ward Park and its facilities will remain open and accessible all through construction.</li> </ul>	ENM review	OES Environment Assessment Unit		Environmen	tal	
			Project will comply with requirements identified in Section 4 (f) Temporary Occupancy Determination by MnDOT, with concurrence from the City of Anoka:  Temporary duration  No change in ownership of land  Scope of work to be minor  No anticipated permanent adverse physical impacts, nor any interference with activities or purposes of the property on either a permanent or temporary basis  Land being used will be fully restored to a condition at least as good as pre-project	EA/EAW	Project Manager or OES EAU		Environmen Project Mana		
		Section 6(f) Properties (DNR, NPS)	John Ward Park is a 6(f) resource; however, the original park boundary will not be impacted by non-recreational use. Therefore, there are no Section 6(f) impacts.	EA/EAW	OES Environment Assessment Unit		Environmen	tal	
IR AND NO	ISE CONSTRUC	TION IMPACTS			Offic				
		Air (Dust and Odors)	Dust will be generated by normal construction activities and will be minimized through standard dust control methods. The following dust control measures will be undertaken as necessary:  • Minimize the period and extent of areas being exposed or graded at any one time  • Spray construction areas and haul roads with water, especially during periods of high wind or high levels of construction activity  • Minimize the use of vehicles on unpaved surfaces  • Cover or spray with water material piles and truckloads		OES Environmental Modeling & Testing Unit		Project Mana	ger	
		Noise Pollution Control (FHWA)	It is MnDOT's practice to require contractor(s) to comply with applicable local noise restrictions and ordinances to the extent that it is reasonable. Night construction may be required. The contractor will provide advanced notice to affected communities of any planned abnormally loud construction activities. Noisy work during the nighttime hours will be limited to the greatest degree possible, but it may be periodically required. Construction or maintenance activities that are generally prohibited from 8:30 p.m. to 7 a.m. include pile driving/removal, concrete pavement demolition, pavement sawing, concrete crushing, and jack hammering.	MnDOT Noise Policy	OES Environmental Modeling & Testing Unit		Environmen Project Mana		
RAFFIC DIS	SRUPTION								
		Traffic Management Plans	A Transportation Management Plan (TMP) will be developed during final design. This plan will outline final decisions regarding the construction schedule, traffic impacts, detour routes, transit impacts, and allowable lane closures. The		Traffic Engineer,		Project Mana	ger	

Aquatic Invasive Species

Alternative Transportation Partnership

BWSR Board of Water and Soil Resources CRU Cultural Resources Unit

EAU Environmental Assessment Unit

END Endangered ENM Early Notification Memo EIU Environmental Investigation Unit ESM Erosion & Stormwater Management Unit General Permit

FHWA Federal Highway Administration

MCES Met Council Environmental Services

MDH

Minnesota Department of Health MnDOT Minnesota Department of Transportation MOU Memorandum of Understanding MPCA Minnesota Pollution Control Agency

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DATE

SHEET TOTAL SHEETS

E7 E#

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		Parking	TMP will balance cost, safety, schedule impacts, coordination with other nearby and related projects, and best approach to minimize and mitigate traffic delay.  The project will replace affected parking at the Secondary Technical Education Program (STEP) School and Pinewski's Ski & Board Shop, respectively, at a 1:1 ratio or better.		Project Manager					
ACCESSIB	ILITY									
			The project will comply with Americans with Disabilities Act requirements for all crosswalk improvements.		ADA Design & Construction			Project Manager		

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General Permit

August 2018

Real People. Real Solutions.

