

Environmental Commitments – South Segment

Environmental Concern	Commitment
General Economics	No commitments needed
Business	No commitments needed
Agriculture	<p><u>I-39/90 Corridor</u> Farmland Owner Coordination – Follow up with farmland owners addressed in the DATCP published AIS Addendum shall be completed before final design is complete. The three segment design engineers will monitor and ensure fulfillment of this commitment.</p>
Community or Residential	<p><u>I-39/90 Corridor</u> Emergency Access – Emergency access shall be coordinated and maintained at all times. Staging shall be such that emergency routes will not be substantially longer than they currently are, unless coordinated ahead of time with local emergency units. The traffic management engineer and construction engineer will monitor and ensure fulfillment of this commitment. Property Access – Property access for homes, businesses, and farming operations shall be coordinated and maintained at all times. The contractor will work with landowners to ensure that access, where needed, is available. The construction engineer will monitor and ensure fulfillment of this commitment.</p>
Indirect Effects	No commitments needed
Cumulative Effects	No commitments needed
Environmental Justice	No commitments needed
Historic Resources	No commitments needed
Archaeological Sites	No commitments needed
Tribal Coordination/Consultation	No commitments needed
Section 4(f) and 6(f) or Other Unique Areas	No commitments needed
Aesthetics	<p><u>I-39/90 Corridor</u> Corridor Roadside Aesthetics Plan – A corridor roadside aesthetics plan shall be completed when the design is finalized and shall include items such as landscape planting, hardscape items (such as wells, bridges, sign bridges, etc.), native plantings, snow drift control (sometimes addressed through living snow fence), invasive plant management, wildlife crossing considerations, and storm water management (which can have a landscape planting component). All items addressed in the plan shall be coordinated with affected municipalities and local</p>

Environmental Concern	Commitment
Aesthetics (Cont.)	officials.
Wetlands	<p><u>I-39/90 Corridor</u></p> <p>Wetland Mitigation – Unavoidable wetland impacts shall be mitigated in accordance with the WisDOT/DNR Cooperative Agreement and the WisDOT Wetland Mitigation Banking Technical Guideline. The DNR and USACE shall be notified regarding the amount and type of unavoidable wetland impacts at final design. The environmental coordinator and three segment design engineers will ensure fulfillment of this commitment.</p> <p>Permitting Schedule – A permitting schedule shall be submitted to the DNR and USACE to show impacts and permit applications required for the I-39/90 project corridor. Section 401/404 permits shall be approved, by the DNR and USACE, respectively, prior to construction. The environmental coordinator will ensure fulfillment of this commitment.</p> <p>Invasive Species and VHS – All equipment must be properly cleaned and disinfected to address the spread of invasive species and viruses. The special provisions shall require the contractor to implement the measures in STSP 107-055</p> <p>Environmental Protection – Aquatic Exotic Species Control before and after mobilizing in-water equipment to prevent the spread of Viral Hemorrhagic Septicemia (VHS), Zebra Mussel, and other invasive species. The construction engineer will monitor and ensure fulfillment of this commitment.</p> <p><u>South Segment</u></p> <p>Delineation Concurrence – Ongoing coordination with the DNR and USACE regarding the wetland delineation report, submitted in January of 2014, shall continue to achieve final concurrence. The environmental coordinator and design engineer will ensure fulfillment of this commitment.</p>
Rivers, Streams and Floodplains	<p><u>I-39/90 Corridor</u></p> <p>Floodplain Analysis – A hydraulic and hydrologic analysis shall be conducted for the 100-year flood event for any new or existing structure that is not being replaced “in-kind” within a mapped floodplain. The results shall be submitted to the DNR and the plans for the structure will comply with the provisions of the local community’s floodplain zoning ordinance. The environmental coordinator, drainage engineer, and three segment design engineers will ensure fulfillment of this commitment.</p> <p>Dredging Minimization – The width and depth of all waterways will not be altered. A minor amount of dredging is necessary to place the structure elements is permissible. The construction engineer will monitor and ensure fulfillment of this commitment.</p>

Environmental Concern	Commitment
Rivers, Streams and Floodplains (Cont.)	<p>Navigation aids in Turtle Creek (South Segment) and Rock River (Central Segment) – Navigable aids may be placed around the construction area during construction. Special requirements for placement may be required. A Waterway Marker Application and Permit is required to place Danger, Information, or Navigation (red, green, black/white or red/white striped) type buoys. To place any type of Control buoy (such as Slow-no-wake) or a Boats Prohibited buoy requires a Waterway Marker Application and Permit, along with local ordinance authorizing placement of these types of buoys. Adequate time should be allowed for the passage of an ordinance with the local municipality. The special provisions shall address the general steps for submission of a Waterway Marker Application and Permit. The contractor shall obtain the appropriate approval permit prior to any work in the waterway. The construction engineer will monitor and ensure fulfillment of this commitment.</p> <p>Temporary Stream Channel or Culvert – If a temporary channel is needed for structure construction, the channel shall be lined with plastic or other non-erodible material and weighted down with clean stone. A temporary channel or culvert shall be capable of carrying all stream flows during the construction period and shall maintain a suitable depth and velocity to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels shall be captured and returned to the active channel immediately. These requirements shall be addressed in the special provisions and require the contractor to outline these construction methods in the ECIP. The construction engineer will monitor and ensure fulfillment of this commitment.</p> <p>Design Changes – If changes or detailed design standards require changes to floodplain impacts, the designer shall notify the environmental coordinator and drainage engineer immediately so they may coordinate with the appropriate DNR staff. The design engineer will ensure fulfillment of this commitment.</p> <p><u>South Segment</u></p> <p>Wide Ditching/Infiltration Concepts – Additional details for these concepts shall be submitted to the appropriate DNR staff when they are available during final design. The environmental coordinator, drainage engineer, and design engineer will ensure fulfillment of this commitment.</p> <p>Structure Removal/Bridge Demolition – Due to the characteristics of the waterways within the South Segment, the special provision, Removing Old Structure Over Waterway with Minimal Debris, shall be utilized for structure replacements.</p>

Environmental Concern	Commitment
Rivers, Streams and Floodplains (Cont.)	<p>Coordination shall occur with DNR early in the design phase of the project if the bridge must be dropped into the waterway before removal and alternate arrangements must be agreed upon by DNR. The environmental coordinator and construction engineer will monitor and ensure fulfillment of this commitment.</p> <p>Temporary Structure Requirements – Temporary structures may be required during construction; these locations shall be identified early in the design process and require additional review and coordination with the appropriate DNR staff. The design team shall provide the DNR with details of the proposed temporary structure (location, dimensions, material used). All temporary structures shall comply with NR 116 Floodplain Management. The environmental coordinator, drainage engineer, and design engineer will ensure fulfillment of this commitment.</p>
Lakes or other Open Water	No commitments needed
Groundwater, Wells and Springs	No commitments needed
Upland Wildlife and Habitat	<p><u>I-39/90 Corridor</u></p> <p>Oak Wilt Regulations – The WisDOT standard specification 201.3(4) to address oak wilt shall be included in the special provisions. The specification states to prevent the spread of oak wilt by treating all cut surfaces and abrasions sustained between April 1st and September 30th by healthy oak trees and saplings with a thorough application of tree paint immediately upon discovering a wound. Between these dates, the contractor shall also paint the cut surfaces of stumps of all healthy oak trees and saplings immediately after cutting, whether remaining in place or grubbed. The construction engineer will monitor and ensure fulfillment of this commitment.</p> <p>Emerald Ash Borer Regulations – It is illegal to move or transport ash material, the emerald ash borer, and hardwood debris (i.e. firewood) from Emerald Ash Borer (EAB) beetle quarantined areas to a non-quarantined area without a compliance agreement issued by the Wisconsin DATCP. Regulated items include cut hardwood (non-coniferous) firewood, ash logs, ash mulch or bark fragments larger than one-inch in diameter, or ash nursery stock. The contractor shall have an arborist identify ash trees along the project. The construction engineer will monitor and ensure fulfillment of this commitment.</p>

Environmental Concern	Commitment
Threatened and Endangered Species	<p><u>I-39/90 Corridor</u></p> <p>Migratory Bird Protection – A survey of existing bridges and box culverts shall be conducted during final design by the three segment teams to determine whether there is evidence of bird nesting. If present, measures to prevent nesting (removal of unoccupied nests during the non-nesting season or installation of barrier netting prior to May 1st), construction of the project between August 30th and May 1st, or application for a depredation permit through USFWS shall be utilized. The environmental coordinator and design engineer will ensure fulfillment of this commitment.</p> <p>To avoid impacts to nesting birds, removal of trees and shrubs which are likely to support active nests, or ground disturbance and vehicle traffic in grasslands with potential ground-nesting migratory birds, shall be completed between August 30th and May 1st. The special provision shall include the date of restrictions for protection of nesting birds. The construction engineer will monitor and ensure fulfillment of this commitment.</p>
Coastal Zones	No commitments needed
Air Quality	<p><u>I-39/90 Corridor</u></p> <p>Burning Restrictions – If burning of brush occurs during construction, the contractor will be informed that it is illegal to burn materials other than clean wood. The use of oil based accelerants is prohibited. A permit may be required to burn any material during the wildland fire season. The contractor shall obtain any necessary burning permits through the local DNR ranger or fire warden. The construction engineer will monitor and ensure fulfillment of this commitment.</p>
Construction Stage and Sound Quality	<p><u>I-39/90 Corridor</u></p> <p>Construction Restrictions – The contractor shall check for, and comply with, local ordinances governing the hours of operation of construction equipment. The special provisions will include restrictions for operating motorized construction equipment from 9:00 PM until the following 7:00 AM, unless prior written approval is obtained from the engineer. The construction engineer will monitor and ensure fulfillment of this commitment.</p>
Traffic Noise	<p><u>South Segment</u></p> <p>Local Municipality Coordination – Coordination with local units of government shall be completed in areas currently undeveloped to notify them of predicted sound levels for land use planning purposes. The environmental coordinator and design engineer will ensure fulfillment of this commitment.</p>

Environmental Concern	Commitment
Hazardous Substances or Contamination	<p><u>I-39/90 Corridor</u></p> <p>Contaminated Site Investigation – The design teams shall work with all concerned parties to ensure that the disposition of any petroleum contamination is resolved to the satisfaction of the DNR, WisDOT BTS-ESS, and FHWA before acquisition of any questionable site, and before advertising the project letting. Non-petroleum sites will be handled on a case-by-case basis with detailed documentation and coordination with the FHWA, as needed. The environmental coordinator and design engineer will ensure fulfillment of this commitment.</p> <p>Asbestos Notifications – A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (NR 406, 410, and 447 Wisconsin Administrative Code) may be required. The contractor shall submit the notification to DNR and WisDOT 10 working days in advance of demolition projects. The construction engineer will ensure fulfillment of this commitment.</p> <p><u>South Segment</u></p> <p>Contaminated Site Contractor Notification – Three contaminated sites require a notice to the contractor in the special provisions. The environmental coordinator and design engineer will ensure fulfillment of this commitment.</p>
Stormwater	<p><u>I-39/90 Corridor</u></p> <p>Rock River Basin TMDL/TRANS 401 Requirements – Stormwater features shall be designed to meet TMDL requirements, or TRANS 401 requirements at a minimum, where applicable. If TMDL or TRANS 401 requirements cannot be met, coordination with the DNR shall be completed to determine the best course of action. The environmental coordinator, drainage engineer, and design engineer will ensure fulfillment of this commitment.</p> <p>TSS/TP Records – Cumulative records of TSS and TP load removals shall be kept and shared with the DNR. The environmental coordinator and drainage engineer will ensure fulfillment of this commitment.</p> <p><u>South Segment</u></p> <p>Detention Pond – Impacts during construction shall be minimized to the detention Pond R-1, located near the Wisconsin Welcome Center. Appropriate drainage to the detention pond shall be maintained during construction. The detention pond shall be restored in functionality and aesthetics. The construction engineer will monitor and ensure fulfillment of this commitment.</p>

Environmental Concern	Commitment
Stormwater (Cont.)	<p>City of Beloit Coordination – Coordination with the city of Beloit shall be completed to ensure that stormwater requirements are met. The design engineer will ensure fulfillment of this commitment.</p>
Erosion Control	<p><u>I-39/90 Corridor</u></p> <p>Erosion Control Devices – Erosion control devices will be specified on the construction plans. All disturbed bank areas shall be adequately protected and restored as soon as feasible. The construction engineer will monitor and ensure fulfillment of this commitment.</p> <p>Erosion Control Implementation Plan (ECIP) – An adequate ECIP shall be developed by the contractor and submitted to WisDOT and DNR for review at least 14 days prior to the pre-construction conference for each LET project. The environmental coordinator, drainage engineer, and construction engineer will ensure fulfillment of this commitment.</p> <p>Erosion Mat – If erosion mat is used along stream banks, it shall be biodegradable and non-netted (e.g. Class I Urban Type A Urban, Class II Type B Urban, or if necessary for shear stress, Class II Type C). Erosion mat locations shall be specified on the construction plans and addressed by the contractor in the ECIP. The construction engineer will monitor and ensure fulfillment of this commitment.</p> <p>Standard WisDOT Measures – Standard WisDOT measures for erosion control and precautions during construction will be implemented according to the current Wisconsin Standard Specifications for Highway and Structure Construction. WisDOT, as per the WisDOT/DNR Cooperative Agreement, shall contact the DNR liaison and coordinate with the DNR prior to performing any construction activities. Construction site erosion and sediment control procedures will be followed as set forth in TRANS 401 and the WisDOT/DNR Cooperative Agreement. The contractor's ECIP will be provided at least 14 days prior to the preconstruction conference for this project. The ECIP will establish the schedule of implementation of temporary and permanent erosion control BMP's on the highway project. The ECIP will become part of the contract and will be submitted to the WisDOT for approval and provided to the DNR for review and comment. The construction engineer will monitor and ensure fulfillment of this commitment.</p> <p>Ground Disturbance Staging – Due to the immense nature of this project, proper staging shall be considered important. Ground disturbing activities shall be conducted in smaller pieces rather than opening up large swathes of ground at once. Staging of ground disturbing operations shall be addressed by the contractor in the ECIP. The construction engineer will monitor</p>

Environmental Concern	Commitment
Erosion Control (Cont.)	ensure fulfillment of this commitment.
Other	<p><u>I-39/90 Corridor</u></p> <p>Transportation Management Plan (TMP) Implementation – The implementation of items described in the TMP shall be monitored for the duration of the project. After mitigation strategies are identified, implementation of those strategies shall be led by the WisDOT TMP Task Force leaders. TMP monitoring shall include the I-39/90 and interchange roadways adjacent to work zones, alternate routes, and affected local intersections or traffic patterns. The traffic management engineer will monitor and ensure fulfillment of this commitment.</p> <p>Construction Staging – Mainline construction shall be staged to maintain at least two lanes in each direction. Closures will be done during the night and not during peak hour travel times. Alternate routes will be utilized during construction to provide other travel options. The traffic management engineer and construction engineer will monitor and ensure fulfillment of this commitment.</p> <p>Special Provisions – Construction shall be restricted during holidays and special events and shall be included in the special provisions. Special hours permitting specific types of closures shall be included in the special provisions. The design engineer will ensure fulfillment of this commitment.</p> <p>Public Use Airport Coordination – The Beloit Airport, Southern Wisconsin Regional Airport, and JANA Airport shall be coordinated with in advance of construction. The environmental coordinator and design engineer will ensure fulfillment of this commitment.</p> <p>Public Use Heliport Coordination – The Beloit Memorial Hospital, Omniflight Helicopters, Mercy Hospital, and Memorial Community Hospital shall be coordinated with in advance of construction. The environmental coordinator and design engineer will ensure fulfillment of this commitment.</p> <p>FAA Coordination – FAA shall be contacted to determine if a permit is required during final design. If a permit is required, it shall be filed for at least 45 days prior to the start of construction to allow enough time for the completion of a determination of “no hazard to air navigation” or “hazard to air navigation”. If any changes to the permit are needed, the contractor will be responsible for contacting FAA with the permit modifications needed. The environmental coordinator and construction engineer will ensure fulfillment of this commitment.</p>

Environmental Concern	Commitment
Other	<u>South Segment</u> Rock County Planning Department Coordination – The Rock County Planning Department shall be contacted prior to construction to determine and complete necessary permits for construction cranes. The design engineer will ensure fulfillment of this commitment.