

MDOT Commitments to Environmental Excellence

Project No: FHWA-MS-EIS-04-01-D Highway: Interstate 69 Revision Date: 03/10/2010
 NCPD-1069-00(001) County: Coahoma, Sunflower, Bolivar, Tunica Page 1 of 3

*Value Engineering Study Recommended Yes No

Commitments/Requirements	Source of Commitment	Responsible Office	Place on Plans	Requires A Special Provision	Status of Commitment/Requirement
Farmland: Farms that are bisected by the proposed project will be evaluated during the design phase to determine if access between the bisected portions can be provided for livestock and machinery.	FEIS Pages 4-3, 4-4, 4-25	MDOT Environmental, Design, and Right-of-Way Divisions	Yes	No	There will be a continuing interdisciplinary analysis of potentially landlocked parcels by Roadway Design and by Right of Way throughout the design and right of way acquisition phases. Access will be provided where feasible
Traffic: During construction, local and through traffic will be adequately and safely accommodated. Construction operations will be scheduled to minimize traffic delays.	FEIS Page 4-89	MDOT Environmental, Design, Right-of-Way, & Construction Divisions	Yes	No	Will be implemented during construction
Noise: Earthen berms will be considered near the crossing of Verner Road in Tunica County, subject to the feasibility of providing drainage.	FEIS Pages 4-15, 4-24, 4-36	MDOT Environmental, Design, Right-of-Way, & Construction Divisions	Yes	No	Will be implemented during design and construction.
Water Quality: Construction materials will be stored and disposed of such that they are not discharged into or alongside of streams and other water bodies. Through MDOT contact with the MDEQ, construction measures will be determined for minimizing water quality impacts at locations with impaired or monitored water bodies. The TMDL development status for any waterways in the study area will be identified and evaluated to determine the project's potential effect on restoration efforts in these watersheds. Best Management Practices (BMPs) will be implemented and maintained by trained personnel in effort to prevent further degradation of the watersheds and to address TMDL concerns.	FEIS Page 4-39, 4-43	MDOT Environmental, Design, & Construction Divisions	Yes	Yes	Will be implemented during design and construction.
Water Quality: Precautions will be taken so that groundwater may not be contaminated. All fuel and chemicals will be contained and properly handled as intended.	FEIS Page 4-46	MDOT Environmental, Design, & Construction Divisions	Yes	No	Will be implemented during and construction

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Floodplain: Flood studies will be utilized for the design of bridges, pipes, and box culverts in accordance with FHWA floodplain impact requirements.	FEIS Page 4-58	MDOT Environmental, & Design Divisions	Yes	No	Will be implemented during design.
Vegetation and Wildlife: Construction limits will be posted and enforced to minimize impacts to vegetation and wildlife. Exposed surfaces will be promptly re-vegetated during construction.	FEIS Page 4-60	MDOT Environmental, Design, & Construction Divisions	Yes	No	Will be implemented during design and construction.
Vegetation and Wildlife: For existing bridges that require modifications, consideration will be given for eliminating the use of scuppers. Scuppers will not be used in new bridges except where they are the only practical way to safely handle the drainage.	FEIS Page 4-60	MDOT Bridge Design, Division	Yes	No	Will be implemented during design and construction.
Vegetation and Wildlife: Detention/retention ponds for stormwater run-off will be considered for locations where they would achieve a measurable difference in water quality, function without mechanical components, and require reasonable maintenance.	FEIS Page 4-60	MDOT Environmental, Design, Right-of-Way, Construction, & Maintenance Divisions	Yes	No	Will be implemented during design and construction.
Vegetation and Wildlife: To facilitate wildlife movement and migration, installation of culverts will include inverted designs.	FEIS Page 4-65	MDOT Design, Right-of-Way, & Construction Divisions	Yes	No	Will be implemented during design and construction.
Vegetation and Wildlife: Impacted streams will be mitigated as part of the 404/401 permit process.	FEIS Page 4-57	MDOT Environmental, Design, Right-of-Way, & Construction Divisions	Yes	No	Will be implemented during design

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<p><u>Threatened and Endangered Species:</u> Pondberry populations have been identified based on surveys conducted for the Preferred Alternative, and the alignment has been shifted to avoid impacts. For the protection of all Federally Listed Species, consultation with the USFWS and the Mississippi Natural Heritage Program will occur prior to construction.</p>	<p>FEIS Page 4-66</p>	<p>MDOT Environmental, Design, Right-of-Way, Construction & Maintenance Divisions</p>	<p>Yes</p>	<p>No</p>	<p>Upon discovery, a continuing interdisciplinary analysis of habitat fragmentation and pondberry populations will be implemented throughout design and construction and maintenance phases of the project.</p>
<p><u>Archaeology:</u> A Memorandum of Agreement (MOA) has been prepared for the mitigation of adverse affects to eligible archaeological sites. Prior to any construction activity, the terms of the MOA will have been fully completed.</p> <p>Should cultural resources be discovered during construction, all construction activities will cease, and MDOT's Environmental division will be notified so that the site can be evaluated for the proper action.</p>	<p>FEIS Page 4-73</p>	<p>MDOT Environmental, Design, Right-of-Way, & Construction Divisions</p>	<p>No</p>	<p>No</p>	<p>Will be addressed prior to any construction activity in accordance with the MOA and its section 106 commitments</p>
<p>All practical and standard procedures and measures, including Best Management practices will be implemented to avoid or minimize impacts.</p>					

- These commitments should be carried throughout each phase of the project development including Design, Right of Way, Construction, and Maintenance.

*Value Engineering (VE) Studies are recommended for projects on the NHS System and/or an Intermodal Connector with an estimated project costs approaching \$25 Million