Record of Decision Attachment 1

Whitewater River Channel Restoration EAW

Environmental Assessment Worksheet

Public Review Period

March 16 – April 15, 2015

Public Comments Received

FIRST STATE TIRE
RECYCLING

Hello,

My name is Lex Reinke and I represent First State Tire Recycling located in Isanti, MN. I am contacting you in regards to the Whitewater State Park restoration project taking place in Winona County.

We supply Tire Derived Aggregate (TDA) material that is used in several different types of civil engineering applications. Here are a few areas that TDA excels in:

- Reduces lateral loads on adjoining structures.
- Improves soft soil sub-grades and related road surfaces by promoting drainage.
- Reduces weight on unstable soils when used as light weight fill to replace traditional soils.
- Increases shear strength to prevent erosion.
- Reduces capillary action.
- Assists in storm water management.
- Aids in drainage, gas collection, and cover in landfills.

Banks, trials, paths roads, parks, etc., last longer because of the TDA, and on average, engineers experience savings of up to 40% when choosing it over standard fill. It's a great choice.

Included is our brochure. If you have any questions or would like more information, please feel free to call or email me.

Thank you,
Lex Reinke
651.226.0864
rtea@firststatetire.com

WHAT IS GREEN AGGREGATE FILL?

Green Aggregate Fill has been recognized as a safe, durable, and cost-effective replacement for lightweight fill or conventional aggregate in civil engineering applications. Its beneficial properties are used to solve an array of problems. Green Aggregate Fill is made of recycled tires that are machine-shredded into irregular shapes, generally 2"-12" in length, also called tired derived aggregate (TDA).

HOW IS IT USED?

Green Aggregate Fill is buried as a layer in civil engineering applications. Other layers may be geotextile, aggregates or soils, depending on the design specifications.

INSTALLATION
Green Aggregate Fill being spread by a bulldozer in a stormwater chamber system.

HOW DOES IT HELP?

Green Aggregate Fill often out-performs traditional fills in projects when used to:

- insulate,
- correct soft soils,
- improve drainage,
- provide a light weight fill,
- control water run-off,
- increase shear strength,
- reduce weight on adjoining structures, or
- mitigate vibrations in light rail projects.

WHERE IS IT USED?

Green Aggregate Fill is used in roads, driveways, parking lots, trails, embankments, bridge abutments, septic systems, stormwater chambers and more.

HOW DO I FIND OUT MORE?

Call First State Tire Recycling to learn how Green Fill Aggregate can help you save money, provide solutions to your civil engineering challenges and help you reduce, reuse and recycle at the same time.

PURGATORY CREEK PARK, EDEN PRAIRIE

Green Aggregate Fill was used to stabilize park soils in 2002. Now the area supports buildings, structures, paths, and a parking lot used by many visitors each day.

Above: Green Aggregate Fill is being installed.

PARK IN 2013
The park several years after completion.

First State Tire Recycling
1500 278th Ln NE
Isanti, MN 55040-6314
763-434-0578
FirstStateTire.com

Printed on recycled paper.

First State Tire Recycling
Distributor of Green Aggregate Fill

GREEN AGGREGATE FILL

A RESPONSIBLE CHOICE

Environmental, Economic & Performance Benefits for Your Civil Engineering Projects

CITY OF RAMSEY – TRAIL
Green Aggregate Fill was installed in 2005 in a section of trail bed, stabilizing the soil and adding insulating properties to prevent frost damage to the trail surface.

GREEN AGGREGATE FILL PRODUCTS
LEED AND GREEN ROADS CERTIFIABLE

A VARIETY OF SIZES TO DO THE JOB

Engineers and designers choose the best size for each project. Costs vary, depending on the project scope and size of shredded tires.Typically sizes range from 2" to 12" in length.

RECYCLED TIRE ENGINEERED AGGREGATE (R.-T.E.A.)

R.- T.E.A., the largest size of Green Aggregate Fill, is often used in civil engineer designs.

In addition to other Green Aggregate Fill qualities, R.-T.E.A. has the following general properties:

- Light weight: 1/3 weight of soils
- Density: 20 lbs per cubic foot, loose volume
- Nominal weight: 600 lbs per cubic yard, loose volume
- Cost efficient: 80 cubic yards per load, loose volume
- General length: 12"
- Easily spread and compacted with routine construction equipment

SMALLER SIZES AVAILABLE

- SUPERSTONE – medium size tire shreds
- RUBBER SEWER ROCK – small tire shreds

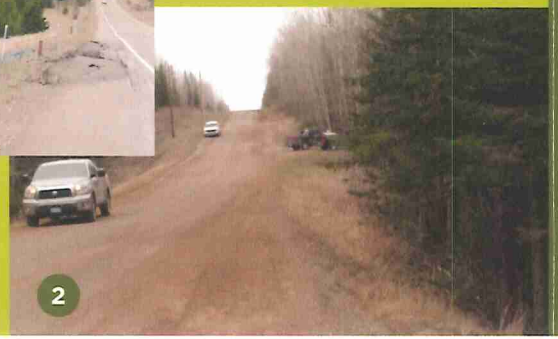
HOW DOES GREEN AGGREGATE FILL WORK?

Green Aggregate Fill pieces interlock loosely under compaction, creating a permeable mat that promotes drainage better than many aggregates. Its light weight reduces lateral loads, preventing slides and reduces horizontal pressure behind walls. Evidence indicates that Green Aggregate Fill's insulating properties limit frost penetration, reducing frost heave and road damage.

Potential benefits of using Green Aggregate Fill compared in two Carlton County roads constructed on red clay type soils:

1 This cracked and washed out road could benefit from using Green Aggregate Fill to lighten lateral loads on hills and promote increased drainage that may prevent washouts.

2 Green Aggregate Fill was installed in the roadbed during 2011 construction. Road surface and hillsides remain intact after 2012 record flooding.



WHY USE GREEN AGGREGATE FILL?

- Projects using Green Aggregate Fill often save significant construction costs. For example, the I35 E exit ramp near Pine City saved nearly $1 million.
- Reuse of material like Green Aggregate Fill can reduce future maintenance costs.
- Green Aggregate Fill preserves aggregate resources and often out performs virgin aggregates.
- Roads and trails built with Green Aggregate Fill provide a smooth, safe ride for travelers while removing tires from the waste stream.
- The responsible choice to use Green Aggregate Fill improves the environment and makes a safer, stronger community for all of us!

BENEFICIAL USE OF GREEN AGGREGATE FILL

The Minnesota Pollution Control Agency has approved the beneficial use of recycled tires as a lightweight fill in public roads and as an aggregate replacement for construction applications (Minnesota Administrative Rule 7035.2860 subd. G & H).

Minnesota Historical Society
STATE HISTORIC PRESERVATION OFFICE

April 9, 2015

Ronald Wieland
EAW Project Manager
MN Dept of natural Resources
Division of Ecological and Water Resources
500 Lafayette Road
St. Paul, MN 55155-4025

RE: EAW – Whitewater River Channel Restoration Project, Whitewater State Park
T107 R10 S17 & S20, Elba Twp, Winona County
SHPO Number: 2015-1502

Dear Mr. Wieland:

Thank you for the opportunity to comment on the Environmental Assessment Worksheet (EAW) that was prepared for this project. It has been reviewed pursuant to the responsibilities given to the Minnesota Historical Society by the Minnesota Historic Sites Act and the Minnesota Field Archaeology Act.

The historic properties summary you have provided in the EAW identifies the proposed channel restoration project as being located within/adjacent to the boundaries of the Whitewater State Park CCC/WPA/Rustic Style Historic Resources historic district which is listed in the National Register of Historic Places (NRHP).

You have indicated in the EAW that the Department of Natural Resources Parks & Trails Division's Cultural Resources Management Program will be completing a formal archaeological reconnaissance survey and a full assessment of potential adverse effects that this project may have on historic and archaeological properties. We look forward to reviewing the results of this survey and assessment as we continue consultation on this project.

Please note that this comment letter does not address the requirements of Section 106 of the National Historic Preservation Act of 1966 and 36CFR800, procedures of the Advisory Council on Historic Preservation for the protection of historic properties. If this project is considered for federal assistance, or requires a federal license or permit, it should be submitted to our office by the responsible federal agency.

If you have any questions regarding our review of this project, please feel free to contact Kelly Gragg-Johnson, Review and Compliance Specialist, at 651-259-3455 or kelly.graggjohnson@mnhs.org.

Sincerely,

Sarah J. Beimers

Sarah J. Beimers, Manager
Government Programs and Compliance

APR 10 2015

Minnesota Pollution Control Agency
520 Lafayette Road North | St. Paul, Minnesota 55155-4194 | 651-296-6300
800-657-3864 | 651-282-5332 TTY | www.pca.state.mn.us | Equal Opportunity Employer

April 14, 2015

Mr. Ronald Wieland
Minnesota Department of Natural Resources
500 Lafayette Road
St. Paul, MN 55155

Re: Whitewater River Channel Restoration Project Environmental Assessment Worksheet

Dear Mr. Wieland:

Thank you for the opportunity to review and comment on the Environmental Assessment Worksheet (EAW) for the Whitewater River Channel Restoration project (Project) located in Winona County, Minnesota. Minnesota Pollution Control Agency (MPCA) staff has reviewed the EAW and have no comments at this time.

We appreciate the opportunity to review this project. **Please provide the notice of decision on the need for an Environmental Impact Statement.** Please be aware that this letter does not constitute approval by the MPCA of any or all elements of the Project for the purpose of pending or future permit action(s) by the MPCA. Ultimately, it is the responsibility of the Project proposer to secure any required permits and to comply with any requisite permit conditions. If you have any questions concerning our review of this EAW, please contact me at 651-757-2482.

Sincerely,

Kevin Kain
Planner Principal
Environmental Review Unit
Resource Management and Assistance Division

KK:bt

cc: Dan Card, MPCA