

This list provides a summary of the specific commitments WSDOT has made within this Environmental Assessment for the US 12 Wallula to Frenchtown Vicinity project. In addition to these specific commitments, WSDOT will also follow its usual high standard of best management practices as defined in the following manuals and guidance documents:

- Highway Runoff Manual (WSDOT 2008)
- Hydraulics Manual (WSDOT 2010)
- Loess Design Guide (WSDOT 1988)
- Roadside Classification Plan (WSDOT 2007)
- Bridge Design Manual (WSDOT 2008)

Specific Commitments for US 12 Wallula to Frenchtown Vicinity construction projects are as follows:

- WSDOT will develop a Stormwater Pollution Prevention Plan (SWPPP) and Temporary Erosion and Sediment Control (TESC) plan for this project to control erosion and minimize fugitive dust.
- WSDOT will develop a Spill Prevention, Control, and Countermeasures (SPCC) plan for this project to minimize effects from accidental spills of hazardous materials.
- WSDOT will develop a Roadside Master Plan for the control of erosive soils, revegetation of unstable slopes, establishment of native plant species, and control of non-native plants.
- WSDOT will provide long term maintenance of roadside vegetation through their Integrated Vegetation Management (IVM) Program.
- WSDOT will implement a prohibition on burning woody debris cleared from the new right-of-way to protect air quality.

- Currently there is no compensatory mitigation required for wetland for this project. However, WSDOT will verify that there are no direct wetland impacts as they finalize the design.
- WSDOT will capture stormwater from the Touchet River Bridge and the Dry Creek Bridge and convey this runoff away from the channels for infiltration.
- WSDOT will provide a hydraulic analysis of the final bridge design for the Touchet River Bridge to verify that there is no increase to the base flood level in accordance with Walla Walla County Code.
- WSDOT will continue to collaborate with wildlife and natural resource agencies on ways to improve highway permeability.
- WSDOT will limit construction to the hours of 5 a.m. to 10 p.m., to the extent feasible, to reduce nighttime noise. If nighttime construction is necessary, the contracting agency will notify the public and obtain a noise variance from the County.
- To the extent feasible, the noisiest operations will be scheduled to occur together in the construction program to avoid prolonged periods of annoyance.
- WSDOT will collaborate with irrigation districts and service companies to minimize project effects to newly piped irrigation systems. WSDOT will place the major irrigation pipes in casings to facilitate future maintenance of the systems. The casings will be installed outside the irrigation season to minimize effects on agricultural operations.
- WSDOT will consider design ideas that could minimize the proposed alignment's effects on alkali bees.
- Where practical, WSDOT will provide local crossings for farm equipment.
- WSDOT will monitor for archaeological resources during construction of the bridges over Touchet River, Touchet North Road, and Dry Creek. If archaeological resources are inadvertently discovered during construction, WSDOT will implement their agreement with the CTUIR and the Yakama Nation for the inadvertent discovery of archaeological resources.
- WSDOT will continue to coordinate with local tribes throughout construction.
- To the extent possible, WSDOT will coordinate road closures and road detours with local police, fire, and emergency services; school districts, farms, and businesses dependent on delivery routes to minimize delay times. Construction activities and road closures will be announced by radio broadcast, television, and newspaper.
- WSDOT will coordinate with utility companies to minimize construction impacts. All relocations will occur prior to construction to avoid damage to utility lines.

- WSDOT will coordinate with local wineries and business owners to post signage along the new highway in order to avoid a substantial reduction in retail sales for local businesses. Signs will be created in accordance with the Manual on Uniform Traffic Control Devices and the Scenic Vistas Act, and be installed before the new alignment opens.
- WSDOT will test areas suspected of having hazardous materials present. If hazardous contamination is discovered, standard construction practices will be implemented to ensure construction does not spread the contamination.
- WSDOT will utilize context sensitive solutions and roadside restoration to minimize negative visual effects.

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