

**Information for: File # 2010-04289-RQM**

**Applicant: Crow Wing County Highway Department**

**Corps Contact: Robert Maroney**

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**Phone: (651) 290-5766**

**Primary County: Crow Wing County, Minnesota**

**Section, Township, Range: Section 5 Township 133 North, Range 28 West**

**Information Complete On: 27 February 2015**

**Posting Expires On: March 9, 2015**

**Authorization Type: LOP-05-MN**

This application is being reviewed in accordance with the practices for documenting Corps jurisdiction under Sections 9 & 10 of the Rivers and Harbor Act of 1899 and Section 404 of the Clean Water Act identified in Regulatory Guidance Letter 07-01. We have made a preliminary determination that the aquatic resources that would be impacted by the proposed project are regulated by the Corps of Engineers under Section 404 of the Clean Water Act. Our jurisdictional review and final jurisdictional determination could result in modifications to the scope of the project's regulated water body and/or wetland impacts and compensatory mitigation requirements identified above. Approved jurisdictional determinations are posted on the St. Paul District web page at <http://www.mvp.usace.army.mil/>.

**Project:**

**PROJECT DESCRIPTION AND PURPOSE:**

The improvements include construction of a round-a-bout at the intersection of Excelsior Road and Cypress Avenue, roadway re-alignment for entrance/exit of the round-a-bout, and addition of a continuous left turn lane. The improvements are designed to meet the State Aide Standards. The project need and design has been approved by the MnDOT and Crow Wing County. The project also includes the construction of a stormwater pond and replacement of a malfunctioning 12-inch drainage pipe with an 18-inch drainage pipe.

## **Project Purpose**

The purpose of the proposed action is to provide a safe and efficient transportation route in Crow Wing County.

## **Project Need**

Turn lanes and centerline adjustments to Excelsior Road are necessary to address safety concerns (accident prone area) related to existing and projected traffic volumes. Completion of the Cypress Drive corridor is necessary to address regional traffic flow issues. The corridor will relieve pressure on TH 371 in a similar manner that Excelsior Road does now for TH 210. Cypress Drive will also create a much needed (as jointly studied and supported by the City of Baxter, Crow Wing County, and MnDOT) safe railroad crossing between TH 371 and SW 4th Street in Brainerd, a nearly 1 mile stretch within a metropolitan area. Construction of the roundabout at Cypress/Excelsior improves safety, efficiency, and sustainability over a traditional signalized intersection.

## **WATERS OF THE UNITED STATES SUBJECT TO LOSS:**

The project would result in the discharge of dredged and fill material into 0.7265 acres of shallow marsh (Type 3) wetland community. The wetland is dominated by reed canary grass and cattail species with a willow (*Salix spp.*) on the edge. Temporary impacts to 0.4817 acres will occur with the relocation of the drainage ditch away from the roadway edge. The temporary impacts include stockpiling dredged soils and bog mats. The disturbed areas soil surface will be returned to pre-construction elevations following the work within this portion of the wetland complex.

## **ALTERNATIVES CONSIDERED:**

### **3.1.1 No-build Alternative**

The No-build Alternative was considered. This alternative assumes no improvement, such as turn lanes and centerline alignments to Excelsior Road, would be completed and the extension of Cypress Drive to TH 210 would not be constructed. The City of Baxter would continue its normal roadway maintenance activities. Wetland habitat would not be impacted since construction activities would not occur.

The No-build Alternative was removed from further consideration, since it does not meet the project purpose of completing roadway improvements increased safety for users, while meeting State Aid design standards. The No-build alternative will be carried forward for comparison to other roadway design alternatives.

### **3.1.2 Alternative 1 – Design and Location Alternatives**

Alternative roadway design and location were considered for Excelsior Road. The alternative location included constructing a new roadway that would parallel Excelsior Road to the north. The design concept was a 3-lane roadway based on the assumption of similar traffic counts as the existing roadway. A new alignment was removed from further consideration since it requires acquisition of land from the Northland

Arboretum/Paul Bunyan Conservation Area and ultimately created “new” environmental impacts to wetland and other natural resources habitats that are relatively intact.

Alternative road designs were also considered for Excelsior Road. Design considerations included removal of turn lanes, different centerline alignments, traditional signalized traffic control systems, and replacement of existing guard rail with a system that meets State Aid Standards.

These alternatives were removed from further consideration since they are economically impracticable and would create new impacts to natural resource that are equal to or greater than the Preferred Alternative.

### **3.1.3 Alternative 2 – Preferred Alternative**

The Preferred Alternative is replacement of the existing 2-lane road with a 3-lane roadway with right turn lanes design. The proposed project incorporates State Aid standard design standards including two 12 foot wide through lanes, one 14 foot continuous center left turn lane, 12 foot right turns, 6 foot shoulders in the non-curb and gutter (rural) sections, and 4 foot shoulders in the curb and gutter (urban) sections, and a mixture of 4:1 to 6:1 in-slopes throughout the project area. 4:1 in-slopes are proposed in the portions of the right-of-way with wetland that is not associated with the open water ditch. 6:1 in-slopes are proposed in the portion of the right-of-way associated with the open water ditch. The roadway design meets State Aid standards.

The proposed Cypress Drive/Excelsior Road intersection would utilize a roundabout for traffic control. The center of the intersection would be shifted north of its current location to avoid an existing sanitary sewer lift station. Roadway design must meet certain geometric minimum standards for roadway user safety. Adjusting the roundabout intersection center northward requires adjustment to the roadway centerline. The centerline curvature was modified from a 450-foot radius to 400-foot radius under the Paul Bunyan Trail overpass to meet State Aid standards when entering a roundabout. Additionally, the curvature of the roadway centerline west of the Broadmoor Drive intersection was modified from a 450-foot radius to 600-foot radius and shifted south for roadway safety.

Alternative 2 was selected as the Preferred Alternative. This alternative meets the project purpose of improving roadway safety, while meeting the necessary State Aid standards for roadway design. This alternative will be carried further in the evaluation process.

COMPENSATORY MITIGATION: Compensatory wetland mitigation credits for unavoidable wetland impacts from the project are proposed to be debited through the BWSR Road Replacement Program.

### **National Historic Preservation Act (Section 106)**

None were identified by the applicant.

## **Endangered Species Act**

No federally listed species were identified by the applicant. However, Crow Wing County is within the known or historic range of the following Federally-listed or protected species:

Species:

Northern Long-eared bat

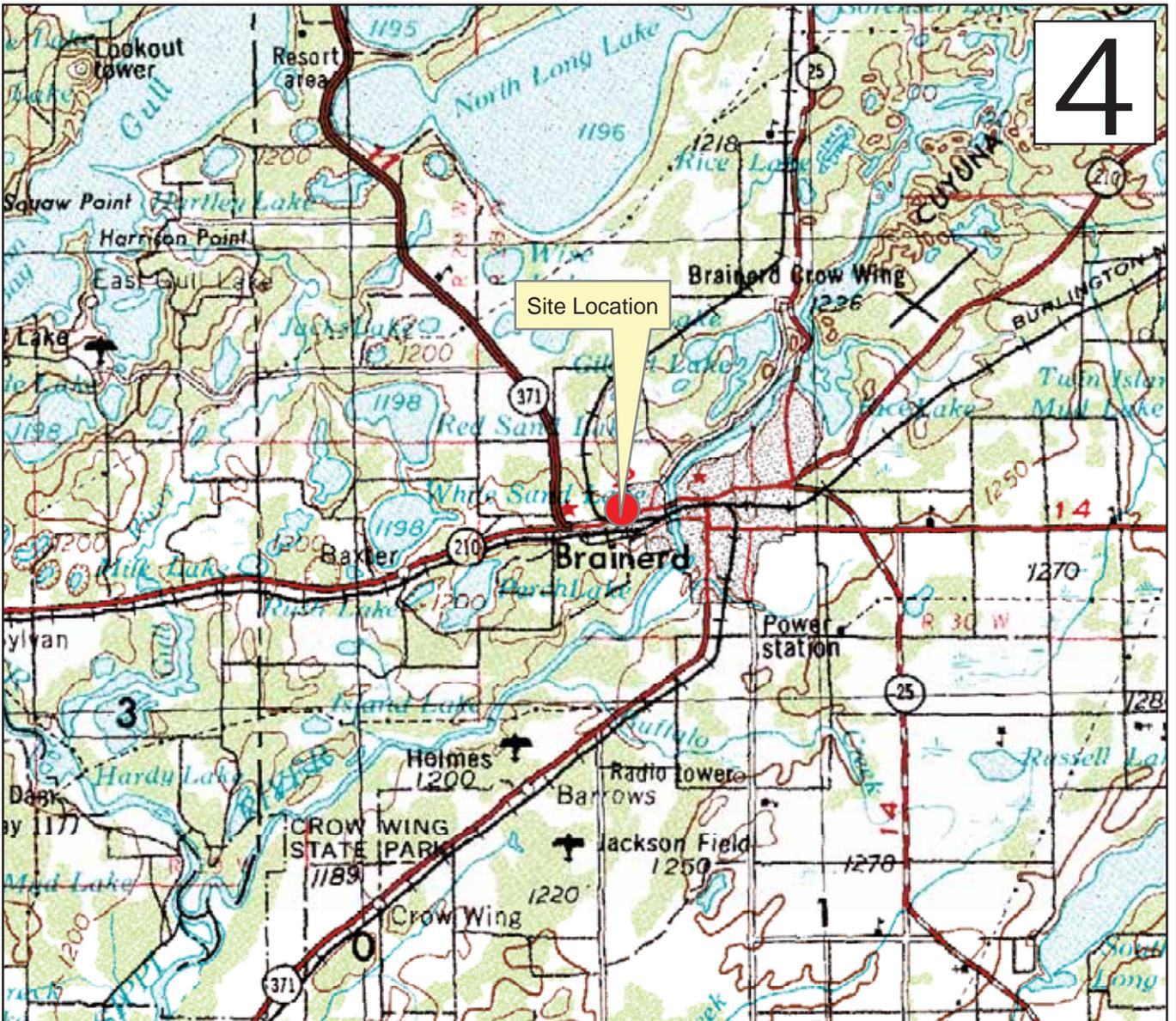
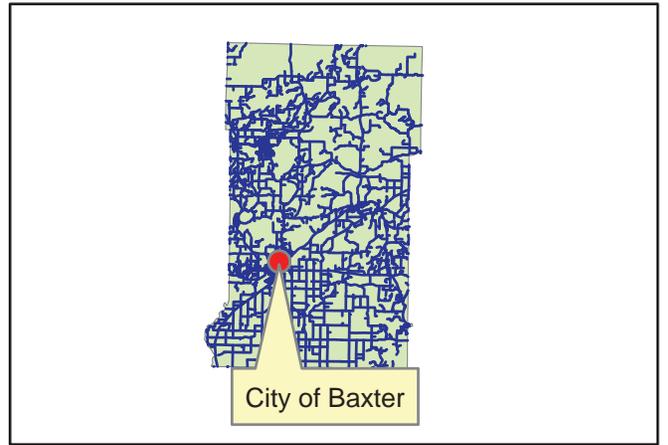
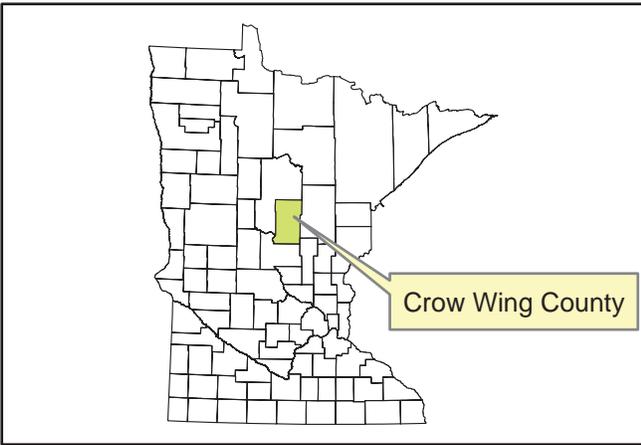
Gray wolf

Habitat:

Forages in upland forest – hibernates in caves/mines

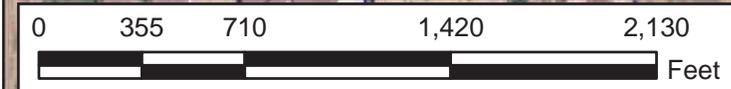
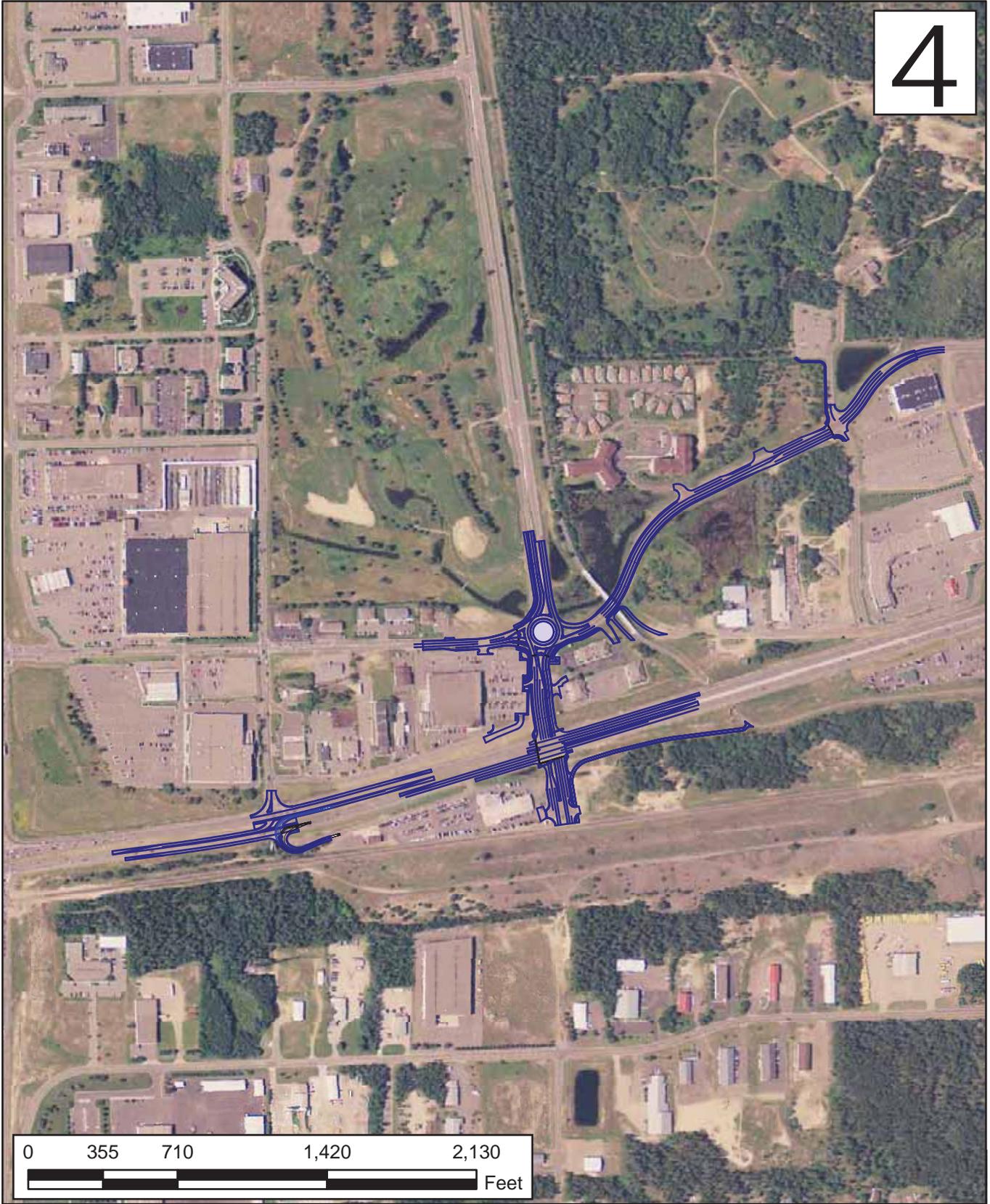
Forested areas

**Drawings**     See attached.



	418 South 6th Street Suite 200 Brainerd, MN 56401 PHONE: 218.855.1700 FAX: 218.855.1701 www.sehinc.com	PROJECT: 115150	<b>Site Location</b> 2010 FSA Aerial Photo  BAXTER, MINNESOTA	Figure  1
		DATE: February 18, 2011		

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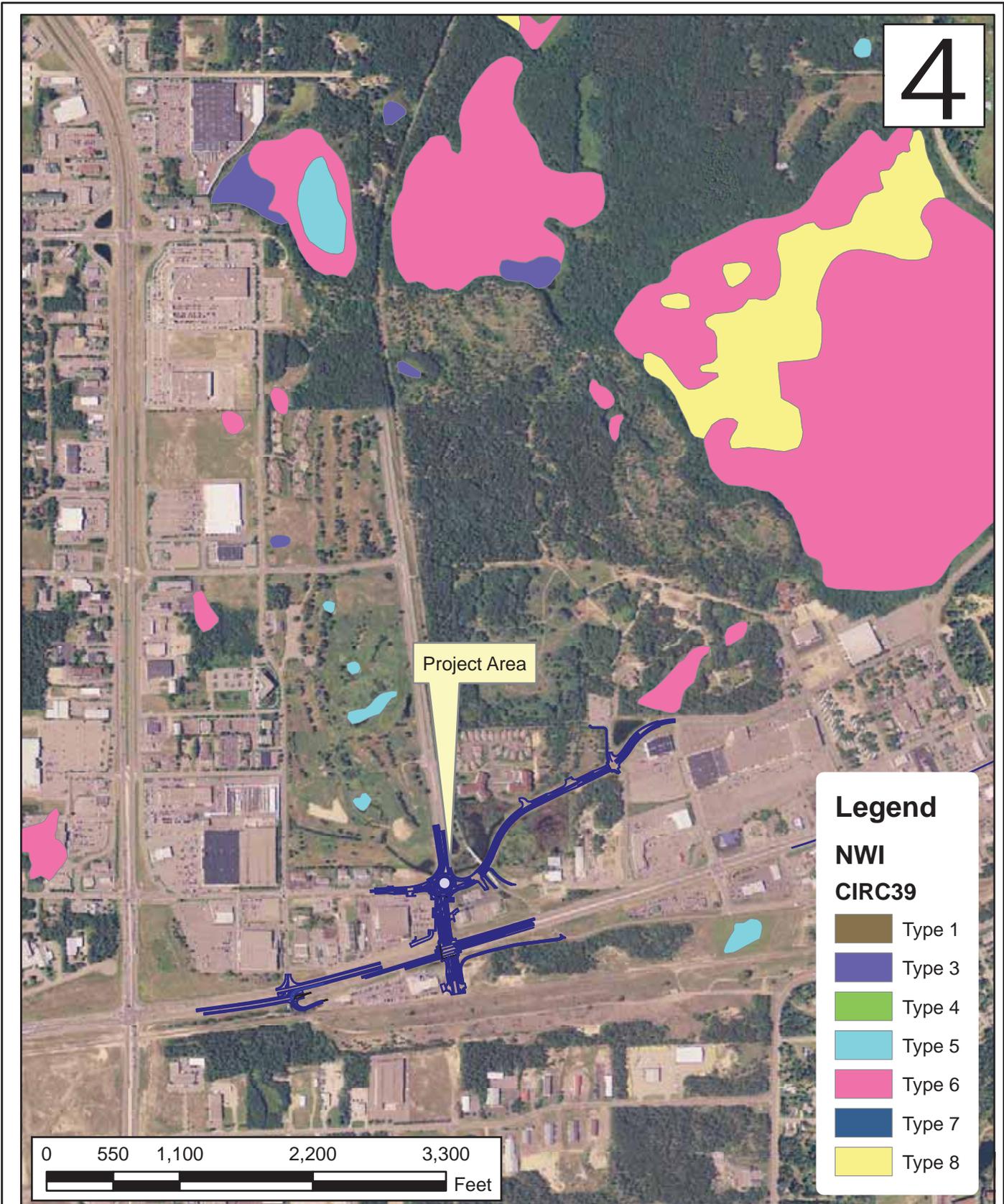
PROJECT:  
115150

DATE:  
February 18, 2011

**Project Area - Aerial**  
2010 FSA Aerial Photo

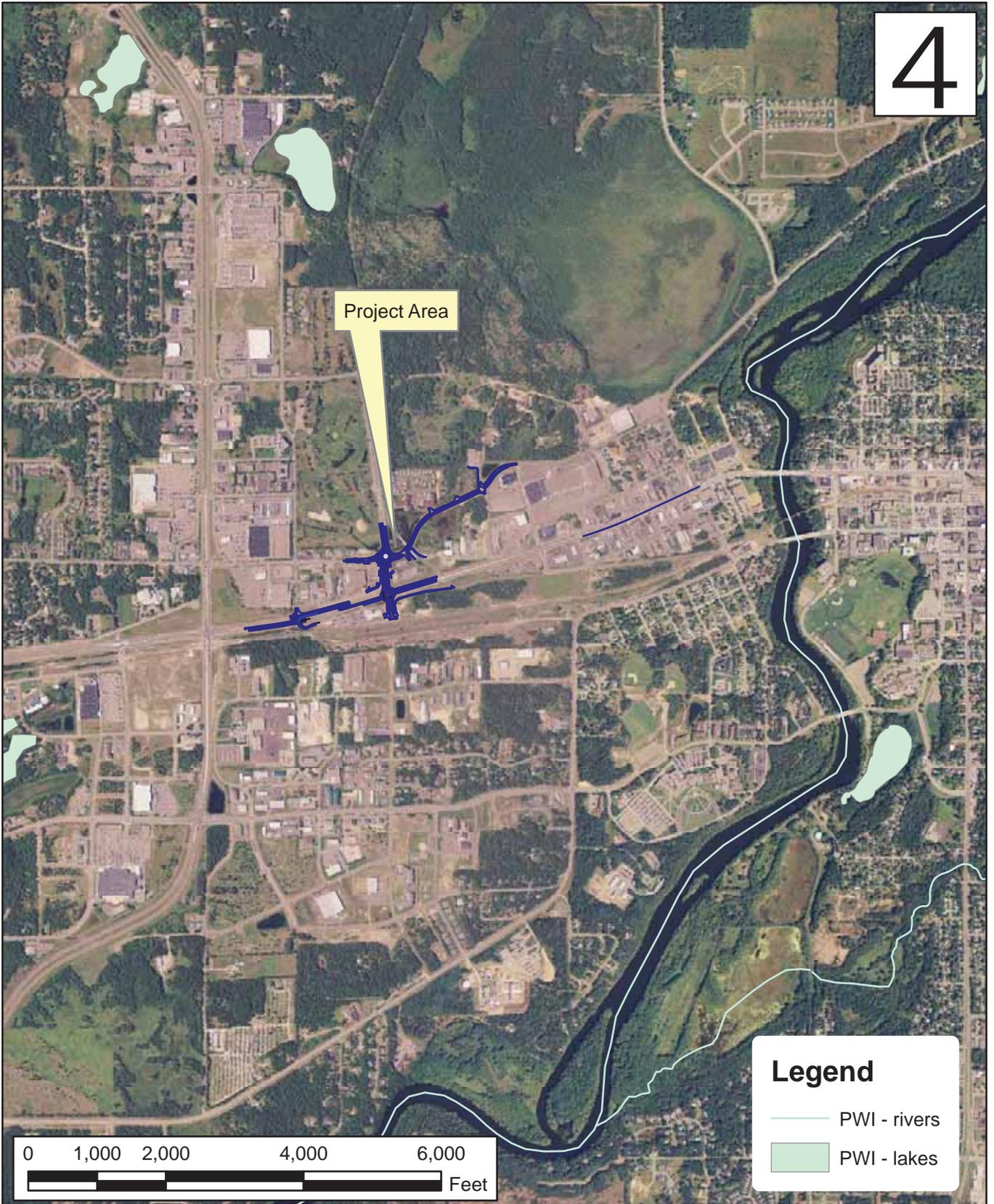
BAXTER, MINNESOTA

Figure  
2



	418 South 6th Street Suite 200 Brainerd, MN 56401 PHONE: 218.855.1700 FAX: 218.855.1701 www.sehinc.com	PROJECT: 115150	<b>National Wetland Inventory</b> 2010 FSA Aerial Photo  BAXTER, MINNESOTA	Figure  3
		DATE: February 18, 2011		

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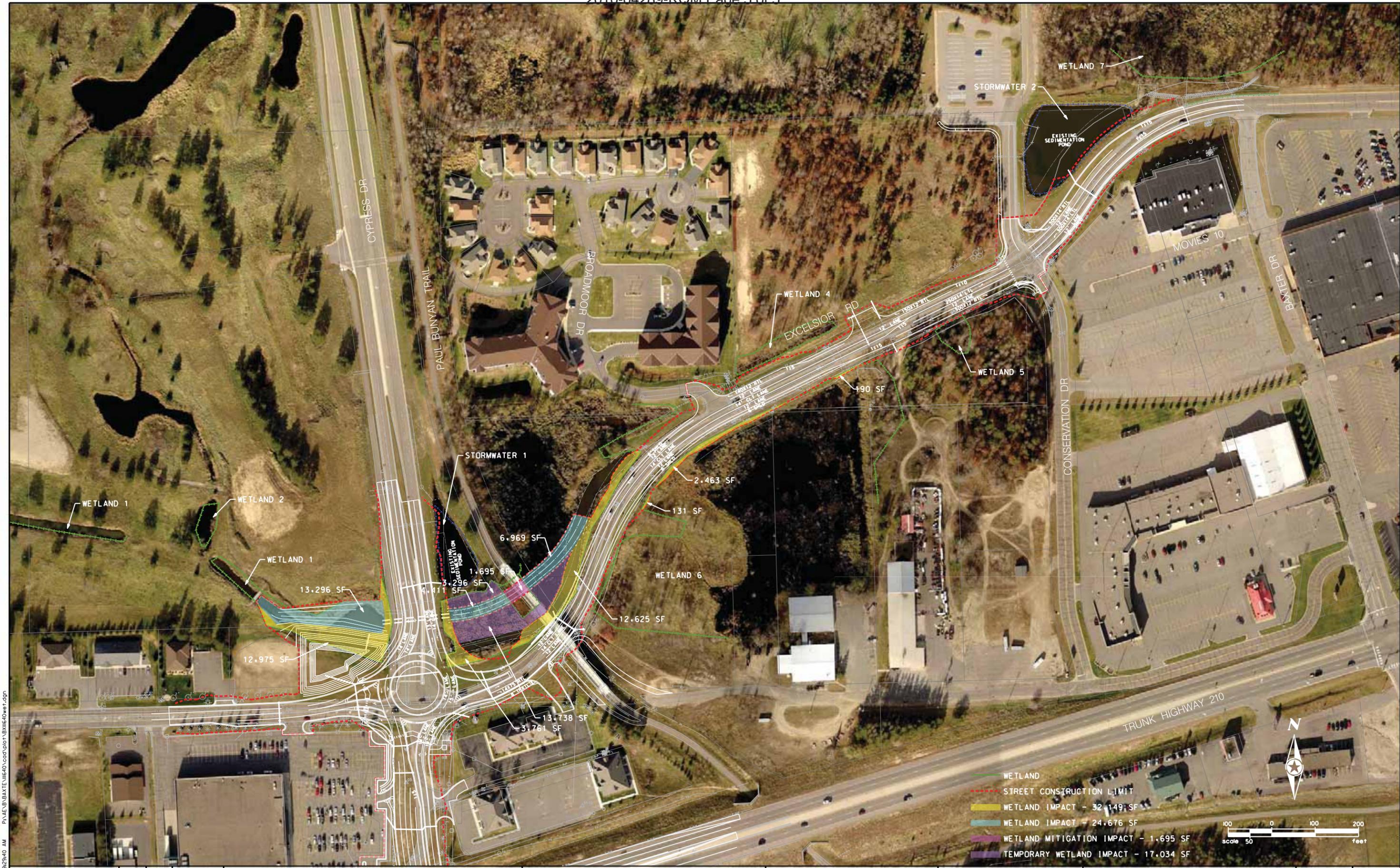
DATE:  
February 18, 2011

### Public Waters Inventory

2010 FSA Aerial Photo

BAXTER, MINNESOTA

Figure  
4



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 DRAWN BY: JLS, GCK  
 DESIGNER: JLS, GCK  
 CHECKED BY: SDH  
 DESIGN TEAM

NO.	BY	DATE	REVISIONS

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.  
 Date: \_\_\_\_\_ Reg. No. \_\_\_\_\_

**SEH**  
 PH: 218.855.1700  
 416 S 6TH ST, STE 200  
 BRAINERD, MN 56401-3540

CYPRESS DR & EXCELSIOR RD IMPROVEMENTS  
 BAXTER, MN  
 S.A.P. 230-113-02, 230-106-01

PROPOSED WETLAND IMPACTS

FILE NO. **BAXTE111640**  
**FIGURE 5**