

Information for File #2011-04751-ADB

Applicant **Dakota County Transportation Department**

Corps Contact Andy Beaudet

Address Corps of Engineers, St. Paul District (OP-R)
180 5th Street E, suite 700, St Paul, MN 55101-1678

E-Mail Andrew.D.Beaudet@usace.army.mil

Phone (651) 290-5642

Primary County Dakota

Sections 6, 7, 18 and 19

Township 113N

Range 20W

Information Complete On September 12, 2013

Posting Expires On October 21, 2013

Authorization Type MN-LOP-05

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 waterbody/wetland impacts and compensatory mitigation requirements identified above. Any approved jurisdictional determination made prior to reaching a permit decision will be posted on the St. Paul District web page at <http://www.mvp.usace.army.mil/>.

Project Description and Purpose (As stated by the applicant): The Dakota County Transportation Department is proposing to reconstruct County State Aid Highway (CSAH) 9 between CSAH 17 (215th Street) and CSAH 2 in Scott County. The County is proposing to improve the existing roadway by reconstructing the existing 2-lane roadway, adding eight-foot bituminous shoulders, flattening outside slopes/ditches, and adding turn lanes at the major intersections (CSAH 70 and CSAH 2). The project also includes intersection modifications for safety. The purpose of the project is to provide a safe and

efficient connection to agricultural areas, rural residential areas, and the developing areas along the corridor.

NAME, AREA AND TYPES OF WATERS (INCLUDING WETLANDS) SUBJECT TO LOSS: The wetland communities impacted consist of 0.42 acre of fresh (wet) meadow (Type 2), 0.42 acre of type 1 (seasonally flooded basin) and 0.09 acre of type 3 (shallow marsh) wetland. There are also 180 linear feet of impacts proposed to the Vermillion River

ALTERNATIVES CONSIDERED:

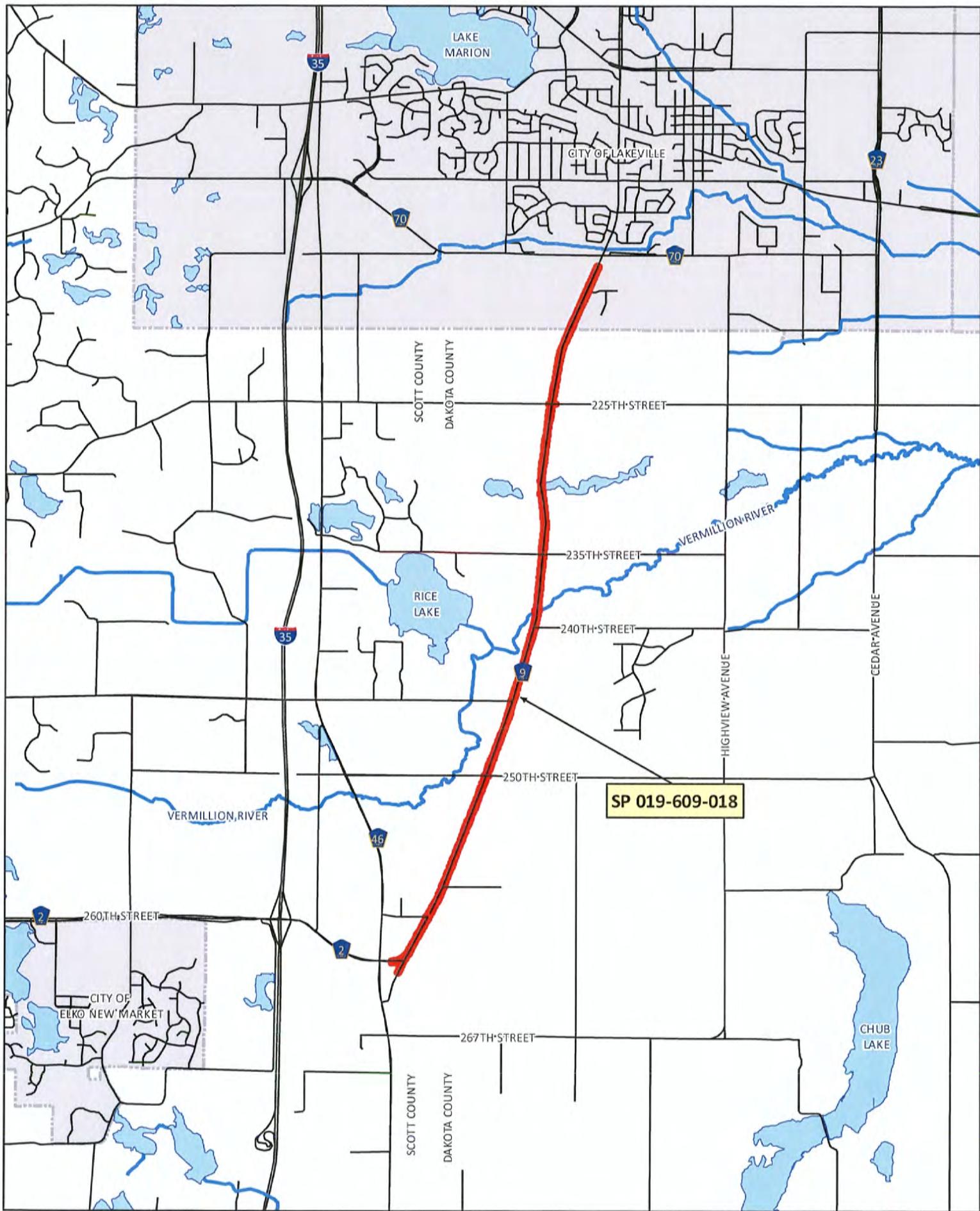
NO BUILD ALTERNATIVE: The no-build alternative would entail making no geometric changes to the roadway or adding any additional turn lanes or paved shoulders. It would not serve the intended function of a minor arterial roadway. Safety issues related to the narrow, rolling roadway, and limited sight distance would remain or worsen with the increased traffic demand. Existing access points would remain, creating many conflict points. This would maintain and possibly increase the crash rates which are higher than the statewide average today. The no-build alternative would not require any new right-of-way acquisitions or any wetland impacts. This alternative does not improve safety within the corridor and therefore does not address the purpose and need for the project.

ROAD ALIGNMENT SHIFT EAST: An eastern roadway alignment shift alternative was evaluated. This alternative would require the two-lane roadway to be shifted to the east to attempt to reduce the amount of wetland impacts, holding the west right of way line. The shifted roadway alignment would minimize the number of wetlands impacted from 16 wetland areas and the Vermillion River to 10 wetland areas and the Vermillion River; however this alignment would result in 1.52 acres of wetland impacts. This option also does not reduce the amount of impacts to the Vermillion River.

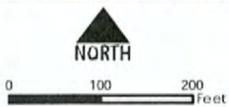
ROAD ALIGNMENT SHIFT WEST: A western roadway alignment shift alternative was also evaluated to determine the potential for reducing wetland impacts along the corridor. This option would shift the roadway 50 feet to the west of the current alignment, holding the east right of way line. The western roadway shift would result in 1.15 acres of wetland impact and would impact 13 wetland areas. This alternative would impact fewer wetland areas; however would require approximately 0.02 more acres of wetland impact than the proposed alignment.

COMPENSATORY MITIGATION: The applicant would provide compensatory mitigation at a 2 to 1 ratio by debiting 1.86 acres of credit from the BWSR Road Replacement Program for the wetland impacts associated with the new road.

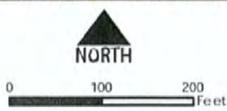
Drawings See attached drawings labeled MVP-2011-04751-ADB Page 1 of 10 thru 10 of 10.



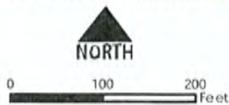
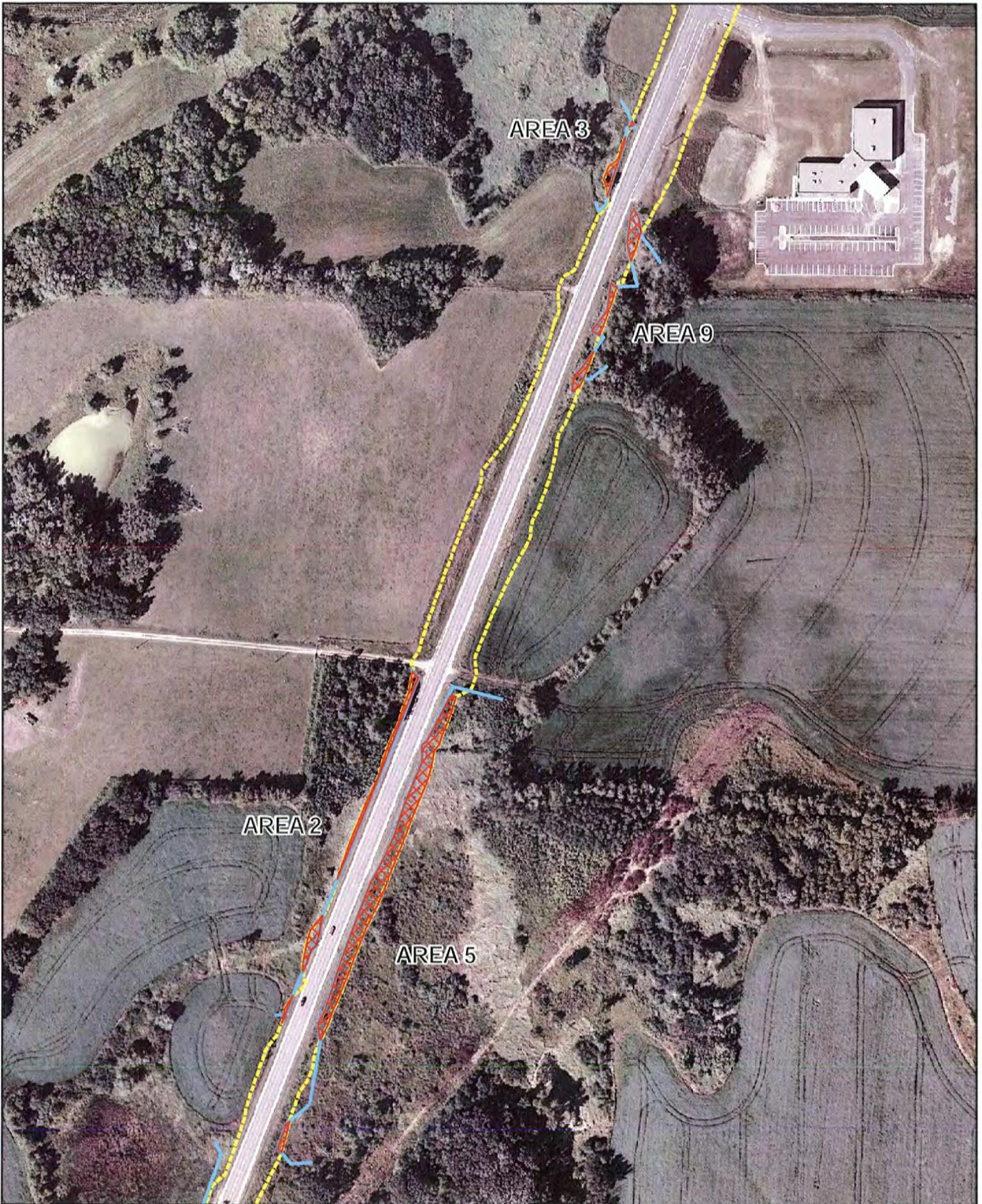
CSAH 9
WETLAND PERMIT APPLICATION
FIGURE 1. PROJECT VICINITY



CSAH 9
WETLAND PERMIT APPLICATION
FIGURE 2A. WETLAND IMPACTS (AREAS 15, 7)



CSAH 9
WETLAND PERMIT APPLICATION
FIGURE 2B. WETLAND IMPACTS (AREAS 1, 5, 8)



CSAH 9
WETLAND PERMIT APPLICATION
FIGURE 2C. WETLAND IMPACTS (AREAS 2, 3, 5, 9)



AREA 10

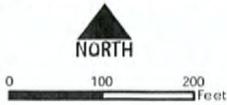
AREA 17

AREA 16

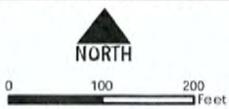
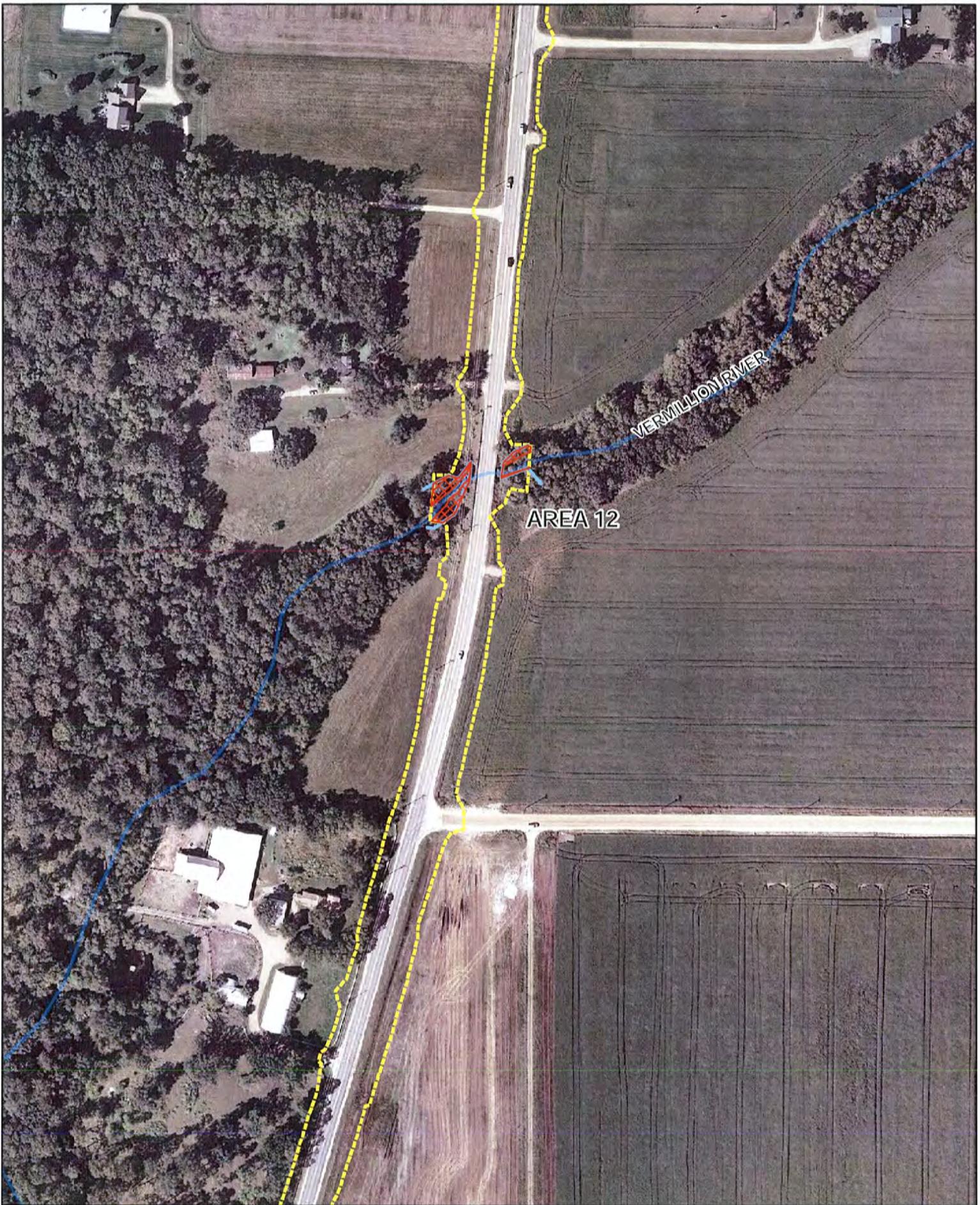


0 100 200 Feet

CSAH 9
WETLAND PERMIT APPLICATION
FIGURE 2D. WETLAND IMPACTS (AREAS 10, 16, 17)



CSAH 9
WETLAND PERMIT APPLICATION
FIGURE 2E. WETLAND IMPACTS (AREA 11)



CSAH 9
WETLAND PERMIT APPLICATION
FIGURE 2F. WETLAND IMPACTS (AREA 12, VERMILLION RIVER)



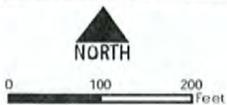
AREA 14



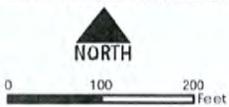
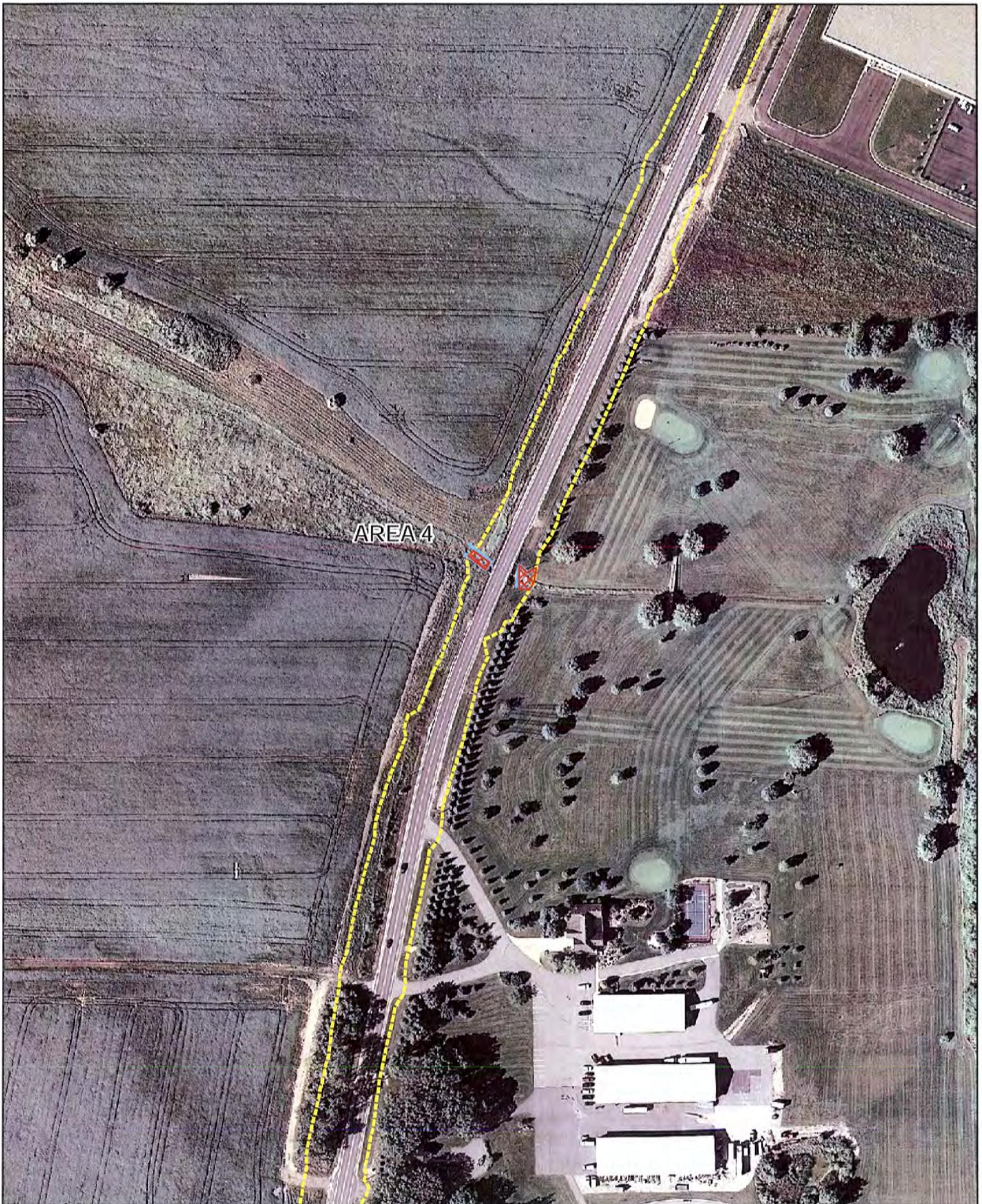
NORTH

0 100 200 Feet

CSAH 9
WETLAND PERMIT APPLICATION
FIGURE 2G. WETLAND IMPACTS (AREA 14)



CSAH 9
WETLAND PERMIT APPLICATION
FIGURE 2H. WETLAND IMPACTS (AREA 13)



CSAH 9
WETLAND PERMIT APPLICATION
FIGURE 2I. WETLAND IMPACTS (AREA 4)