

Information for File # 2011-05285-JCD

Applicant City of Buffalo

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Primary County Wright County

Section 25

Township 120 North

Range 32 West

Information Complete On June 14, 2013

Posting Expires On **June 29, 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.

Project Description and Purpose:

The City of Buffalo is proposing to construct two road segments approximately 0.24 mile and 0.16 mile for a total of 0.4 mile, connecting the existing Settlers Parkway with Minnesota Trunk Highway (MTH) 25 to the west and MTH 55 to the east. The project also includes the construction of approximately 0.1 mile road connecting the neighborhood north of the proposed Settler's Parkway along MTH 55. The proposed construction includes: storm sewer, sanitary sewer, watermain, bituminous pavement, curb and gutter and a pedestrian/bicycle trail, as shown on the attached page 2 of 5.

The purpose of the project is to reduce heavy congestion, and improve vehicular and pedestrian safety concerns on MTH 25. The proposed project would act as a bypass connecting MTH 25 and MTH 55 to the south of the business district. The proposed Settlers Parkway would allow through traffic to circumnavigate the business district, leaving only local traffic within the area. A traffic study was conducted throughout Buffalo over the past year. Traffic counts were taken just north of the existing MTH 25 and Bradshaw Avenue intersection. The Average Daily Traffic (ADT) is currently 9,200 vehicles. Once Settlers Parkway is completed, the ADT would likely to drop to approximately 7,450 vehicles; a 9% traffic reduction through the business district.

Construction of Settlers Parkway would also relieve signal cycle backup congestion at the MTH 25 and MTH 55 intersection. The existing MTH 25 and MTH 55 intersection is a skewed signalized crossing, with a high volume skewed railroad crossing approximately 250 feet south of the intersection. The proposed Settler's Parkway intersection would be perpendicular to both the railroad and MTH 55 crossings creating a safer line of sight.

The City of Buffalo has considered three alternatives:

No Build Alternative – The “no-build” alternative is not a feasible solution for this project. By not building Settlers Parkway, the existing un-signalized and skewed intersection at MTH 25 and County Road (CR) 147 would be left in place. By not building the proposed roadway, the business district and the MTH 25 and MTH 55 intersection would continue to see increasing congestion, causing increased safety issues for pedestrians and local traffic.

Alternative 1 – The original alternative sought out by both the City and Wright County was to reconstruct CR 147 to cross MTH 55 at the CR 134 intersection at a perpendicular angle. Although no wetlands would be impacted, the costs of this alternative would be too high because of the need to acquire residential properties to complete the realignment of CR 147. In addition, congestion within the business district would not be addressed as the CR 147 is a less direct route than the proposed Settlers Parkway alternative, Page 4 of 5.

Alternative 2 – The initial design of the Settler's Parkway project was along the same alignment as the proposed design. The Alternative #2 design proposed using a signalized intersection at MTH 25 with turn lanes, the recommended 4:1 side slopes, extending the pedestrian/bicycle trail to the south and a bridge across Wetland 1.

Other Considerations – A bridge was considered to limit Wetland 1 impacts. The average cost of a bridge is approximately \$150 per square foot. In order to span Wetland 1 and the unnamed intermittent stream a 21,250 square foot (250 x 85) bridge would have to be built costing \$3,200,000.00. Being that the total cost of the proposed project is \$4,260,000.00, this is not a viable option.

The project would result in the discharge of dredged and fill material into approximately 300 linear feet of an unnamed tributary, 0.41 acre of fresh (wet) meadow (Type 2)

wetland, and 0.48 acre of shallow marsh (Type 3) wetland, for a total of 0.89 acre of wetland impact.

The applicant proposes to minimize wetland impacts by: reducing side slopes through the wetlands from a 4:1 to 2:1 ratio, removal of a pedestrian/bicycle trail connecting to the Willow Glenn subdivision, and through the installation of a roundabout intersection at the MTH 25 intersection.

To fulfill compensatory mitigation requirements, the applicant proposes to debit 0.81 acre of fresh (wet) meadow, and 0.96 acre shallow marsh for a total of 1.77 acres of new wetland credit in bank service area (BSA) 7 from the Board of Water and Soil Resources (BWSR) Road Replacement Program.

Drawings See attached.



Legend

- Project Location
- City Limits



SETTLERS PARKWAY

Site Location Map

Figure 1
May, 2013

Source: MnDot, 2011 County Photo



SETTLERS PARKWAY

Legend

-  Proposed Alignment
-  Proposed Trails
-  Delineated Wetlands
-  Parcels

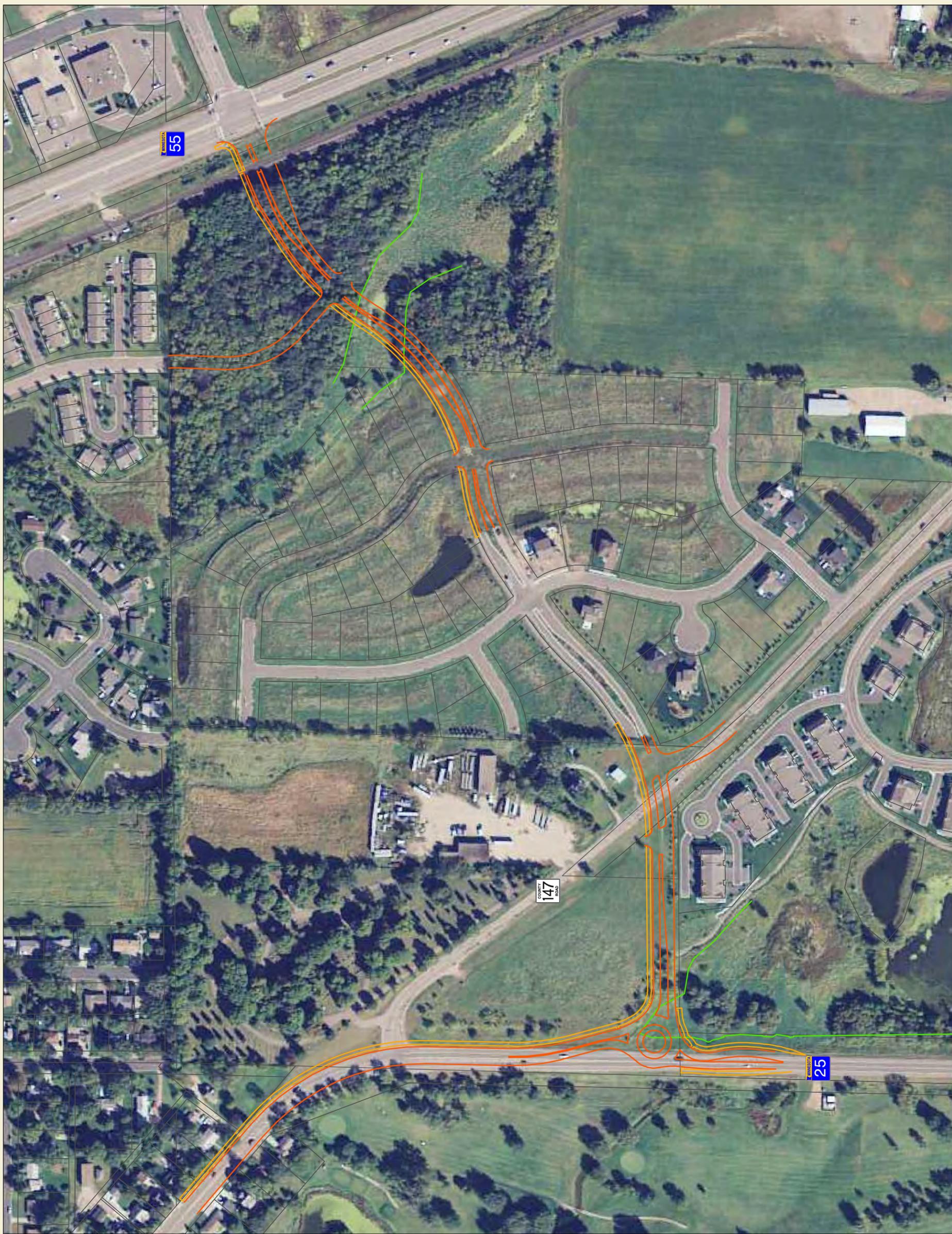
Source: 2010 FSA Imagery, MnDOT, Wright County



Project Overview

Figure 2

June, 2013





Legend

- Delineated Wetlands
- Proposed Impacts
- Proposed Alignment
- Proposed Trails
- Parcels



**SETTLERS
PARWAY**

**Proposed
Wetland Impacts**

Figure 3
June, 2013

Source: 2010 FSA Imagery, MnDOT, Wright County



Mary Lake



Legend

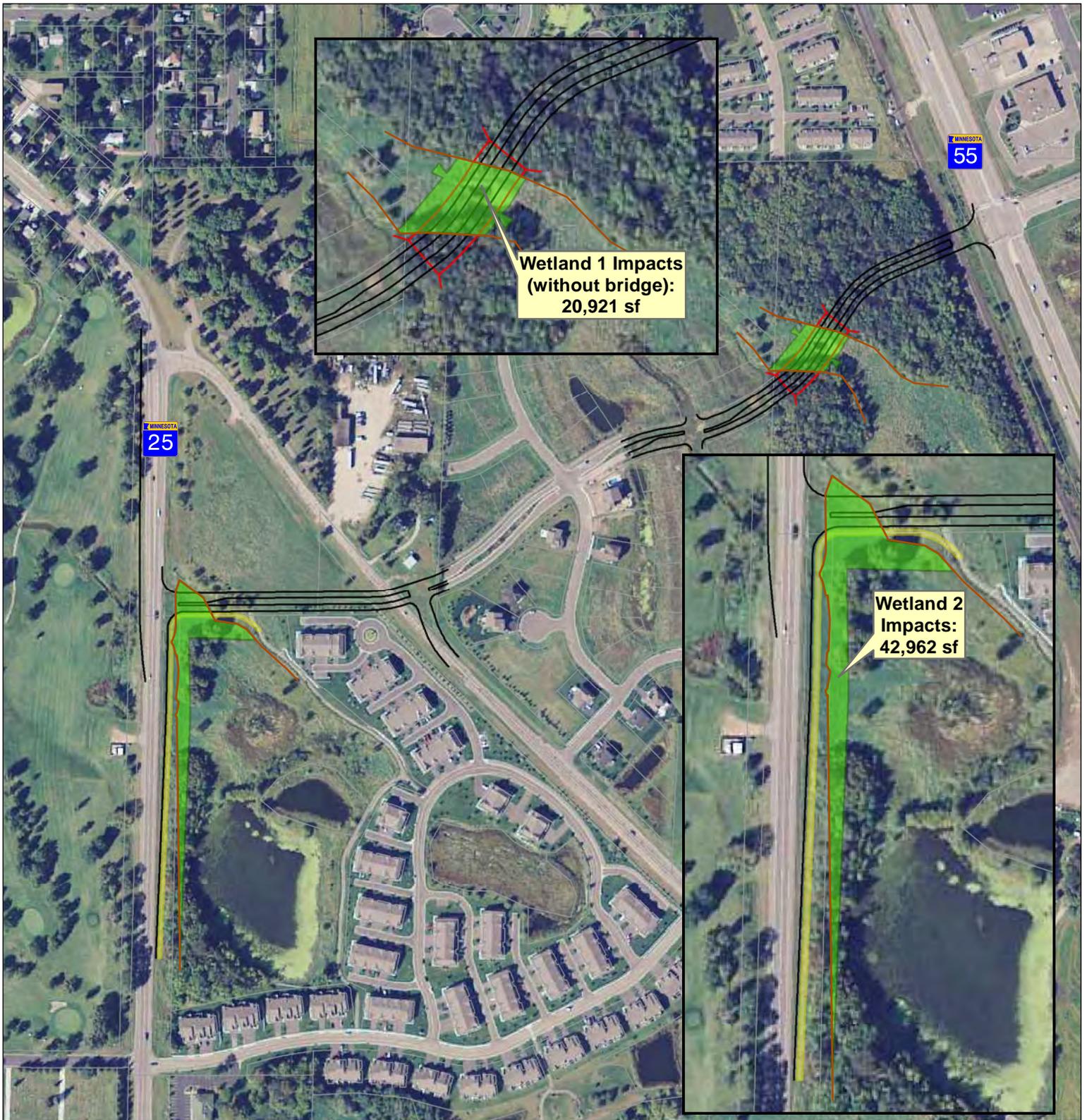
-  Delineated Wetlands
-  Alignment #1
-  Parcels



**SETTLERS
PARWAY
Alternative #1
Alignment**

Figure 4
June, 2013

Source: 2010 FSA Imagery, MnDOT, Wright County



Legend

- Delineated Wetlands
- Alternative 2 Impacts
- Alternative 2 Alignment
- Pedestrian/Bicycle Trail
- Bridge
- Parcels


SETTLERS PARWAY
Alternative #2
Wetland Impacts

Figure 5
May, 2013