

Information for File #2012-05752-ADB

Applicant Anoka County Highway Department

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Primary County Anoka

Section 32

Township 23N

Range 12W

Information Complete On March 13, 2013

Posting Expires On March 27, 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. An approved jurisdictional determination will be made prior to reaching a permit decision, and will be posted on the St. Paul District web page at <http://www.mvp.usace.army.mil/>.

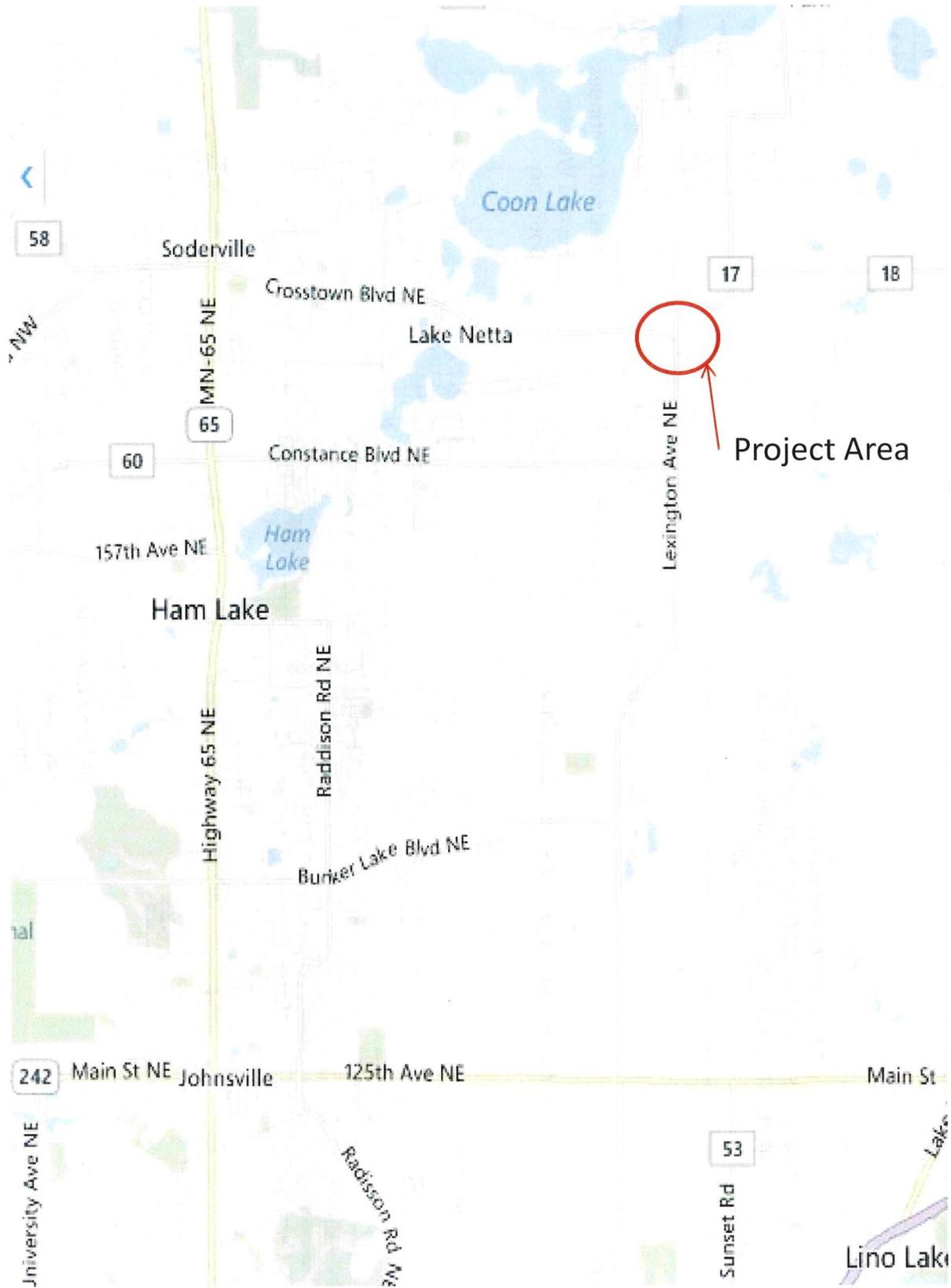
PROJECT DESCRIPTION AND PURPOSE: The Anoka County Highway Department is proposing to reconfigure the intersection of CSAH 17 (Lexington Avenue) and CSAH 18 (Crosstown Boulevard). The existing intersection is controlled by a side street stop sign which is inadequate and has resulted in a high number of traffic accidents. The proposed project includes the installation of a traffic signal with left-turn phasing, and the construction of a dedicated left and right-turn lanes in CSAH 17. A painted median will also be provided to better delineate traffic as it approaches the intersection.

NAME, AREA AND TYPES OF WATERS (INCLUDING WETLANDS) SUBJECT TO LOSS: The wetland community impacted consist of 0.76 acres of wet meadow (Type 2) wetland.

ALTERNATIVES CONSIDERED: The preferred alternative was chosen because it would improve service and increase safety for area residents, and emergency vehicles. This alternative also improves the alignment of the horizontal curves while utilizing many sections of the existing roadway. The new intersection is designed to accommodate projected traffic. These wetland impacts cannot be avoided due to the location of the wetlands and existing roadway.

COMPENSATORY MITIGATION: The applicant would provide compensatory mitigation at a 2 to 1 ratio by debiting 1.52 acres of credit from the BWSR Road Replacement Program for the wetland impacts associated with the new road.

Drawings See attached drawing labeled MVP-2012-05752-ADB Page 1 of 2 thru 2 of 2.



Locator Map: CSAH 17 and 18 Signalization; Ham Lake, MN

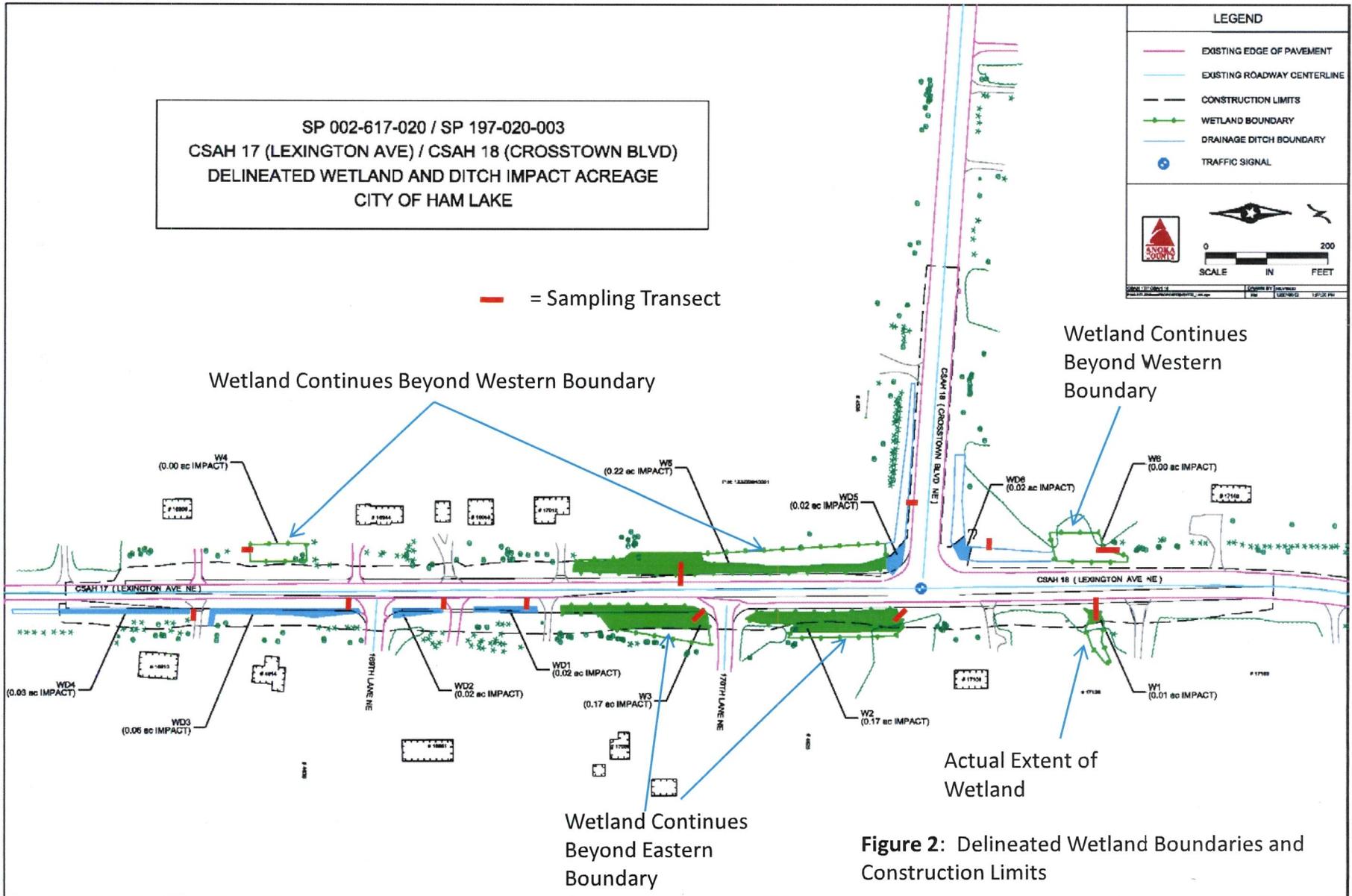


Figure 2: Delineated Wetland Boundaries and Construction Limits