

Information for File # 2013-00692-MMJ; Southwest Reconnection Project (reconstruction of CSAH 61 and the Highway 101 crossing over the Minnesota River)

Applicant: Carver County Public Works

Corps Contact: Melissa Jenny

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Phone: (651) 290-5363

County: Carver and Scott

Location: The project site is located in the eastern ½ of Section 35 and the western ½ of Section 36 in Township 116 North, Range 23 West in Cities of Chanhassen and Shakopee, Carver County, MN; and the northern ½ of Section 1 in Township 115 North, Range 23 West in Shakopee, Scott County, MN

Information Complete On: March 20, 2014

Posting Expires On: March 31, 2014

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

PROJECT PURPOSE AND DESCRIPTION: The Highway 101 Minnesota River crossing serves as an important component of the state and regional transportation system by providing an essential traffic link across the river for three counties; Carver, Hennepin and Scott Counties, as well as the surrounding cities. Currently, the Highway 101 Minnesota River crossing is located below the 100-year flood elevation of the river. Typically when there is flooding in the Minnesota River Valley both Highway 101 and nearby Trunk Highway (TH) 41 are forced to close. The remaining open river crossings

are US Highway 169 and TH 25, located nearly 25 miles apart. During these seasonal flood events, the detoured traffic adds a tremendous strain on the area's regional transportation system when Highway 101 and TH 41 river crossings are closed. The main purpose of the Southwest Reconnection Project is to minimize closure of the Highway 101 crossing during flood events. The project would elevate the Highway 101 crossing above the 100-year flood elevation of the Minnesota River, and would include construction of a new four-lane bridge spanning the river floodplain area between the Cities of Shakopee and Chanhassen. The new 4,226-foot long bridge would be shifted slightly to the southwest, but would run parallel with the existing Highway 101 crossing/causeway. The existing causeway would be removed and the area would be restored to historic floodplain wetland conditions post-construction.

Related roadway and intersection safety improvements are also proposed along Carver County State Aid Highway (CSAH) 61 (Flying Cloud Drive). These improvements would include adding a four-lane roadway section between the Highway 101 "Wye" intersection on the east and Bluff Creek Road on the west. Two new roundabout intersections are proposed at the Highway 101 "Wye" and Bluff Creek Drive intersections, which would replace the current lighted intersections; a traffic signal would remain at the Highway 101 (American Boulevard)/Flying Cloud Drive intersection.

Bluff Creek currently passes under CSAH 61 (Flying Cloud Drive) and Highway 101 via numerous culverts. The proposed reconstruction project would involve removal of the twin box culverts under CSAH 61 (Flying Cloud Drive) and removal of four culverts under Highway 101. The project would slightly re-align, and re-meander, Bluff Creek to the southwest of its current location. The reconstructed roadways would span the creek with bridge structures.

The project would also include pedestrian and bicycle trail improvements including a 10-foot off-road trail located on the southwest side of the proposed river/floodplain bridge. The trail corridor as proposed would cross under CSAH 61 (Flying Cloud Drive) in a shared bridge crossing with Bluff Creek. In addition, an 8-foot off-road trail would extend east along the north side of CSAH 61 (Flying Cloud Drive) to the eastern project termini, which would connect to a future trail corridor in Hennepin County. The proposed off-road trail would also extend west to Bluff Creek Drive where the trail would run along the shoulder of Bluff Creek Drive until it connects with the Minnesota River Valley LRT Trail, located approximately 0.25 miles north of CSAH 61 (Flying Cloud Drive).

In addition, four drainage and water quality features are proposed within the project area to collect, convey, and/or treat surface water runoff. These features include drainage ditches, grass swales, infiltration ponds, and wet detention ponds. These features would be designed to meet local and state water quality standards.

NAME, AREA AND TYPES OF WATERS (INCLUDING WETLANDS) SUBJECT TO LOSS: Construction activities associated with the road improvements to CSAH 61 would result in the discharge of fill material over approximately 4.28 acres of wet meadow and shallow marsh type wetland. This portion of the project would also include

realigning Bluff Creek and back-filling the existing creek channel, resulting in the additional discharge of fill material over approximately 0.47 acre of streambed below the ordinary high water level of the creek. Highway 101 bridge construction activities, or the installation of 37 piers/374 bent piles, would result in the discharge of fill material over 0.21 acre of shallow marsh/floodplain type wetland. The entire project would result in the permanent discharge of fill material over approximately 4.96 acres of waters of the U.S. Of these impacts, 3,593 sf (0.08 acre) of wetland fill is uniquely associated with construction of the pedestrian trail.

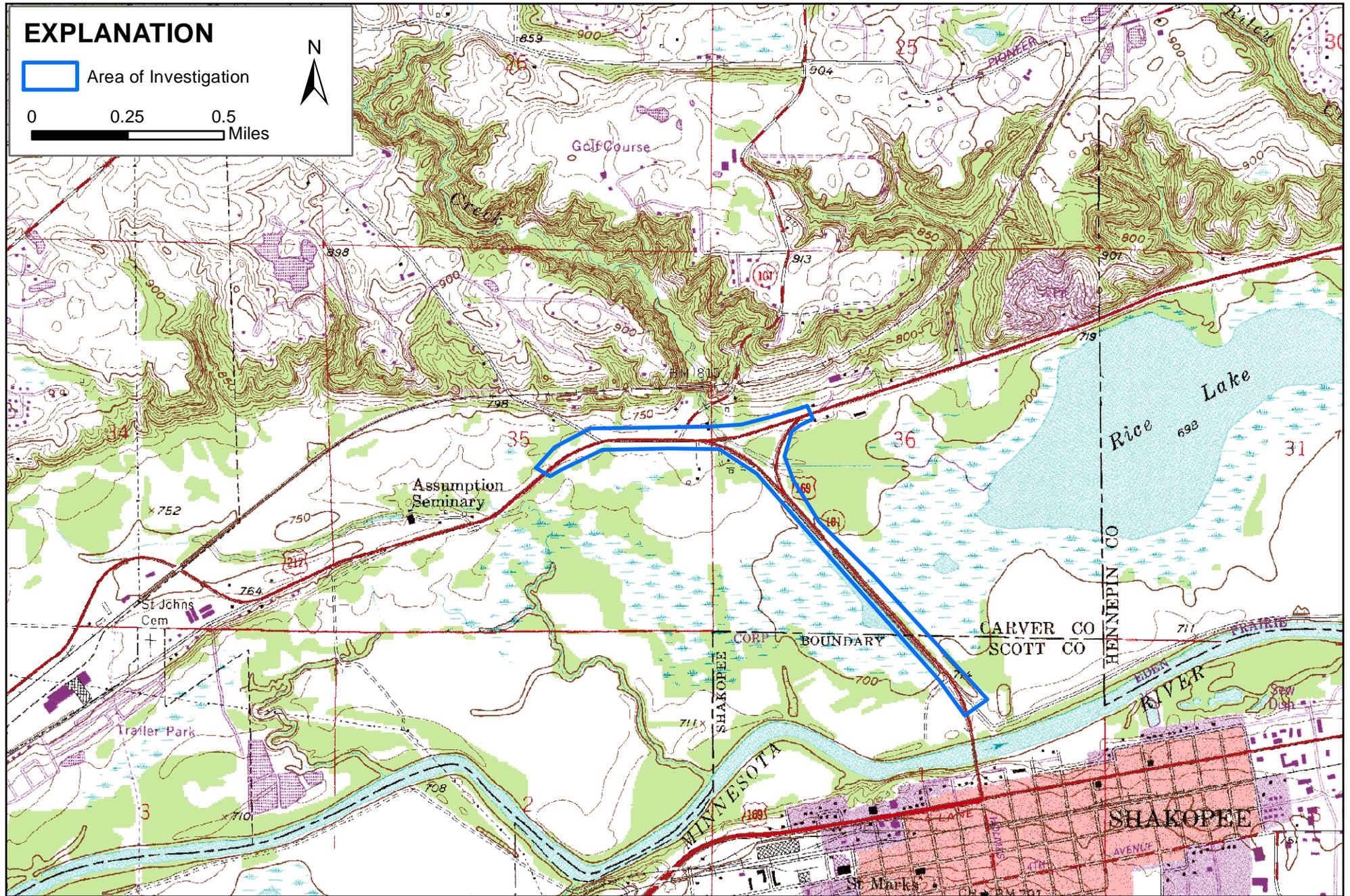
ALTERNATIVES CONSIDERED: Carver County has provided and described the following alternatives:

- 1) The no-build alternative was considered, but dismissed. This alternative would not address flooding or capacity concerns.
- 2) Several alternatives were investigated (documented in the TH 101 “Wye” Feasibility Study). These alternatives, including relocating CSAH 61 further north, siting the roundabout in a different location, and using a traditional intersection, were all primarily disregarded due to engineering issues, as the majority of them impacted approximately the same amount of wetland.
- 3) In addition, wetland avoidance and minimization efforts were considered while designing the preferred alternative. Minimizing wetland impacts for the project remains difficult due to the location of the wetlands adjacent to the roadways. Design measures such as changes to the roadway profile, steeper slopes and minimized clear zones have been implemented to help reduce overall impacts; wetland impacts have been reduced by more than 50% through design refinements.

COMPENSATORY MITIGATION: The applicant has proposed to compensate for the majority of the unavoidable permanent wetland impacts associated with this project via the Minnesota Board of Water and Soil Resources Local Road Replacement Program. All remaining required compensatory mitigation (trail impacts, 0.08 acre) would be completed via purchase of wetland credits from a Corps approved wetland bank located within Bank Service Area 9, the Minnesota River Basin.

HISTORICAL/ARCHAEOLOGICAL: There are known archaeological sites located within or adjacent to this project site that have been determined eligible for listing on the National Register of Historic Places. The Corps has considered effects of this project on these eligible sites, in coordination with the State Historic Preservation Office, the State Archaeologist, and numerous Tribes. Any adverse effects on historic properties will be resolved prior to the Corps authorization, or approval, of the work in connection with this project.

Drawings: See attached.



EXPLANATION

Area of Investigation

0 0.25 0.5
 ─────────── Miles

N

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 www.sehinc.com

Project: CARVR 119938
 Print Date: 7/18/2013

Map by: RB/BPT
 Projection: UTM NAD83 15N
 Source: MnDOT, SEHinc
 Background: USGS 24k Topo

Site Location and Topographic Map
 Minnesota River Flood Plain Bridge Replacement and Improvements
 Carver & Scott Counties, Minnesota

Figure
 1

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EXPLANATION

 Area of Investigation



0 500 1,000 1,500
Feet



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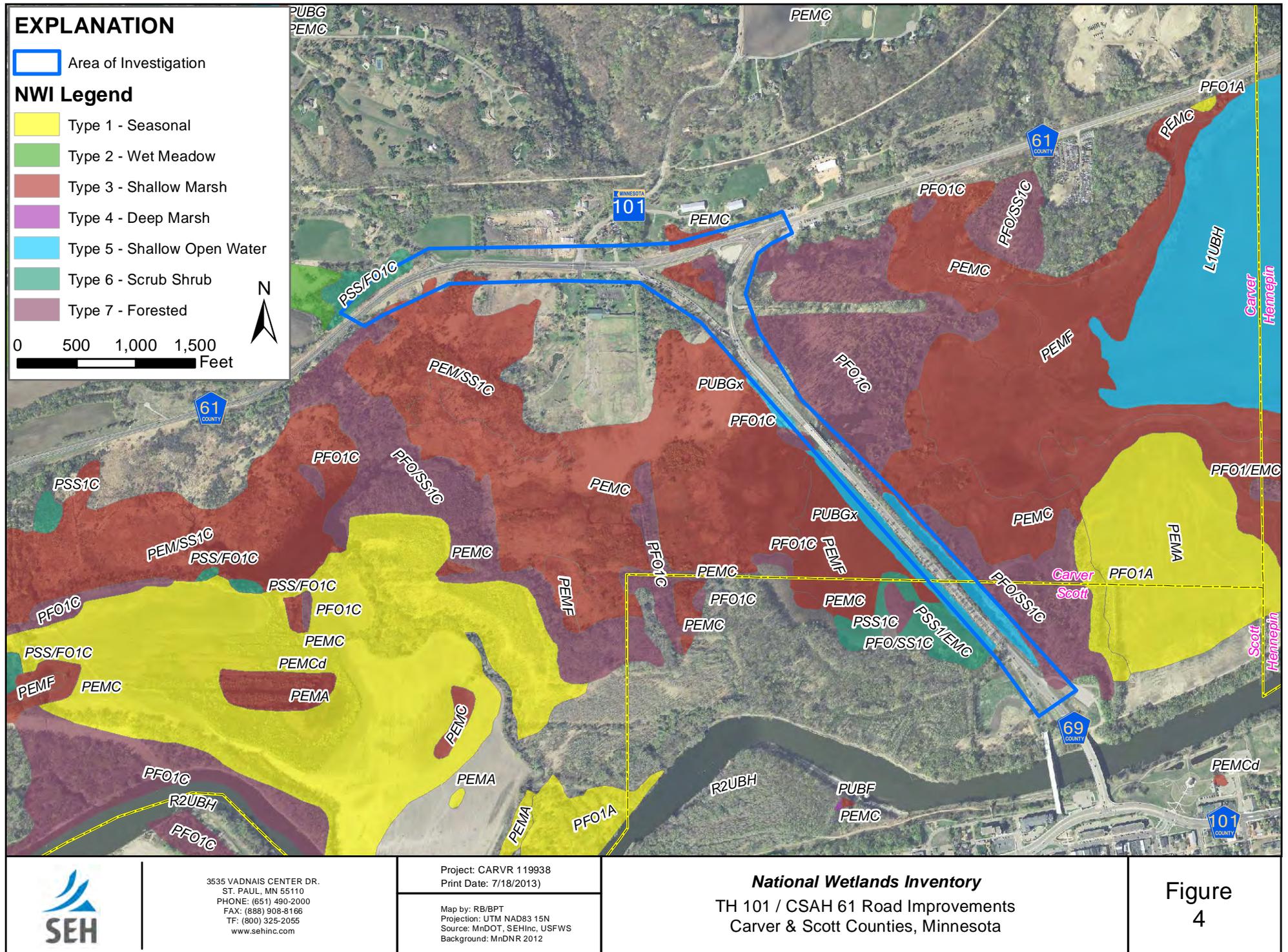
Project: CARVR 119938
Print Date: 7/18/2013)

Map by: RB/BPT
Projection: UTM NAD83 15N
Source: MnDOT, SEHinc
Background: MnDNR 2012

Aerial Photograph (2012)
TH 101 / CSAH 61 Road Improvements
Carver & Scott Counties, Minnesota

Figure
2

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EXPLANATION

Area of Investigation

NWI Legend

- Type 1 - Seasonal
- Type 2 - Wet Meadow
- Type 3 - Shallow Marsh
- Type 4 - Deep Marsh
- Type 5 - Shallow Open Water
- Type 6 - Scrub Shrub
- Type 7 - Forested

0 500 1,000 1,500 Feet



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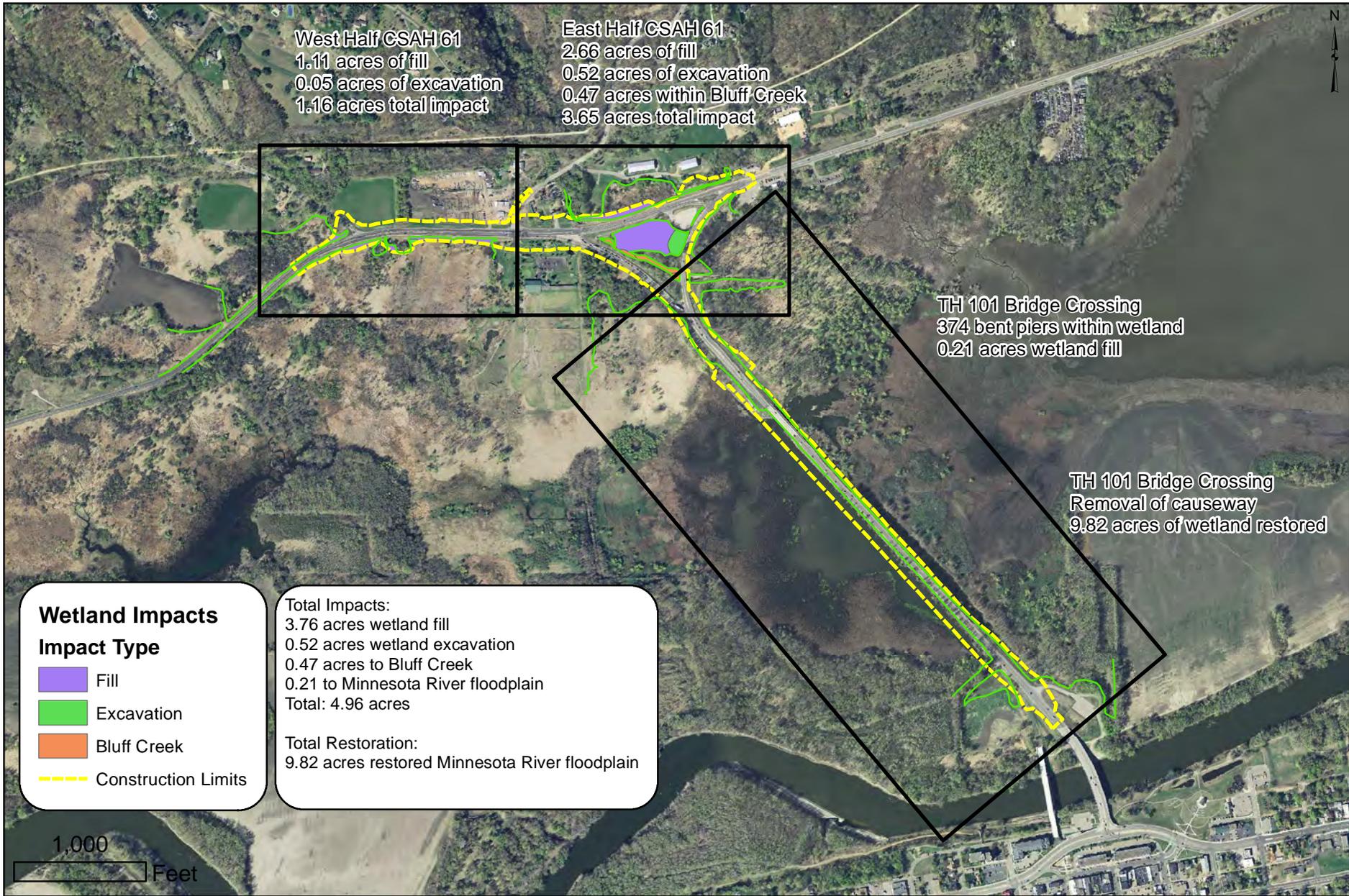
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Map by: RB/BPT
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Background: MnDNR 2012

National Wetlands Inventory
TH 101 / CSAH 61 Road Improvements
Carver & Scott Counties, Minnesota

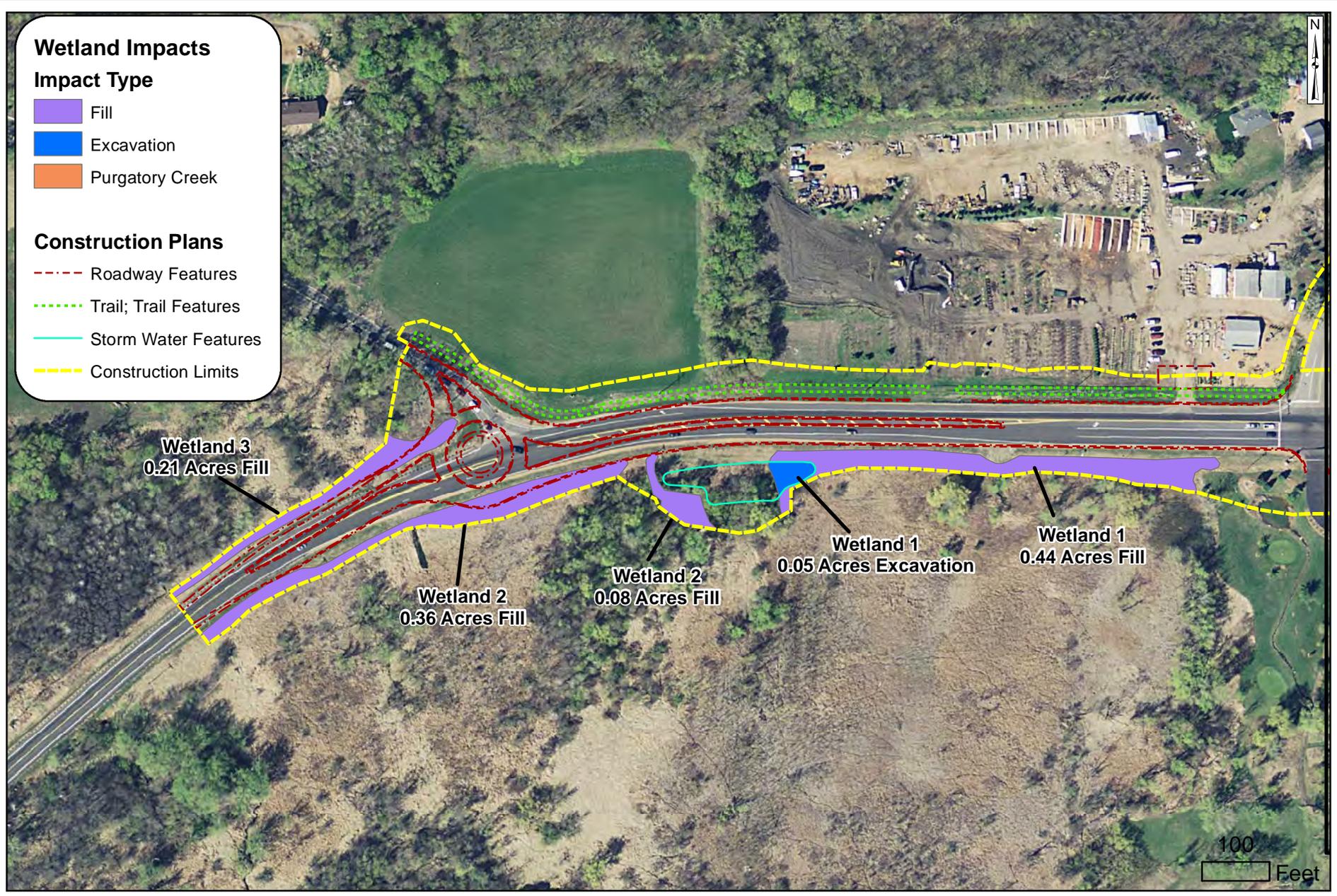
Figure
4

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	3535 VADNAIS CENTER DR. ST. PAUL, MN 55110 PHONE: (651) 490-2000 FAX: (651) 490-2150 WATTS: 800-325-2055 www.sehinc.com	Project: CARVR 119938 Print Date: 12/20/2013 Map by: drd Projection: UTM NAD 83 Source: LMIC	<p align="center">Wetland Impacts - Overall Project TH 61 and CSAH 101 Roadway Improvements Carver and Scott Counties, Minnesota</p>	<p align="center">Figure 6</p>
	<p><small>This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.</small></p>			



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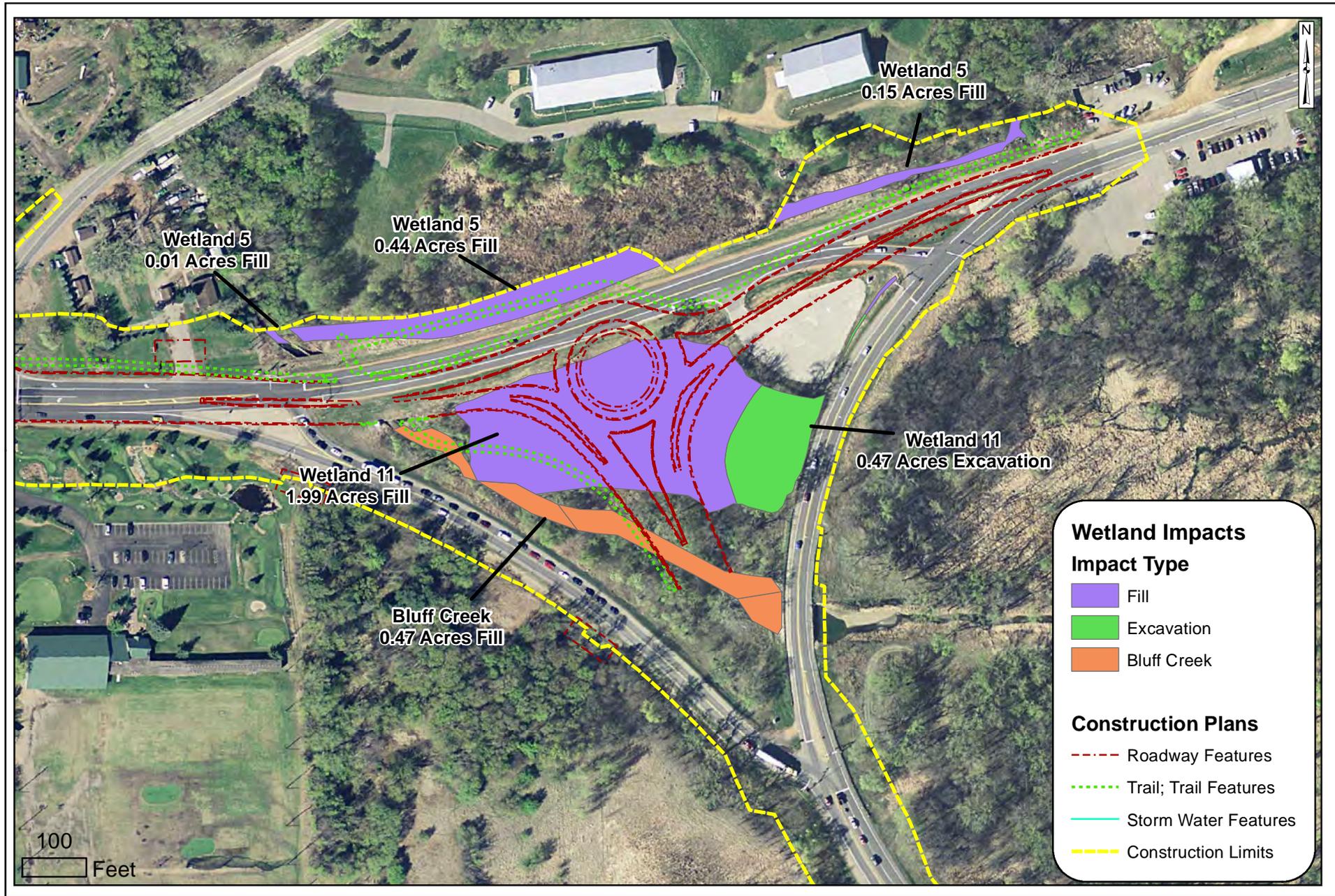
Project: CARVR 119938
Print Date: 12/20/2013
Map by: drd
Projection: UTM NAD 83
Source: LMIC

Wetland Impacts

TH 61 and CSAH 101 Roadway Improvements
Carver and Scott Counties, Minnesota

Figure
6-1

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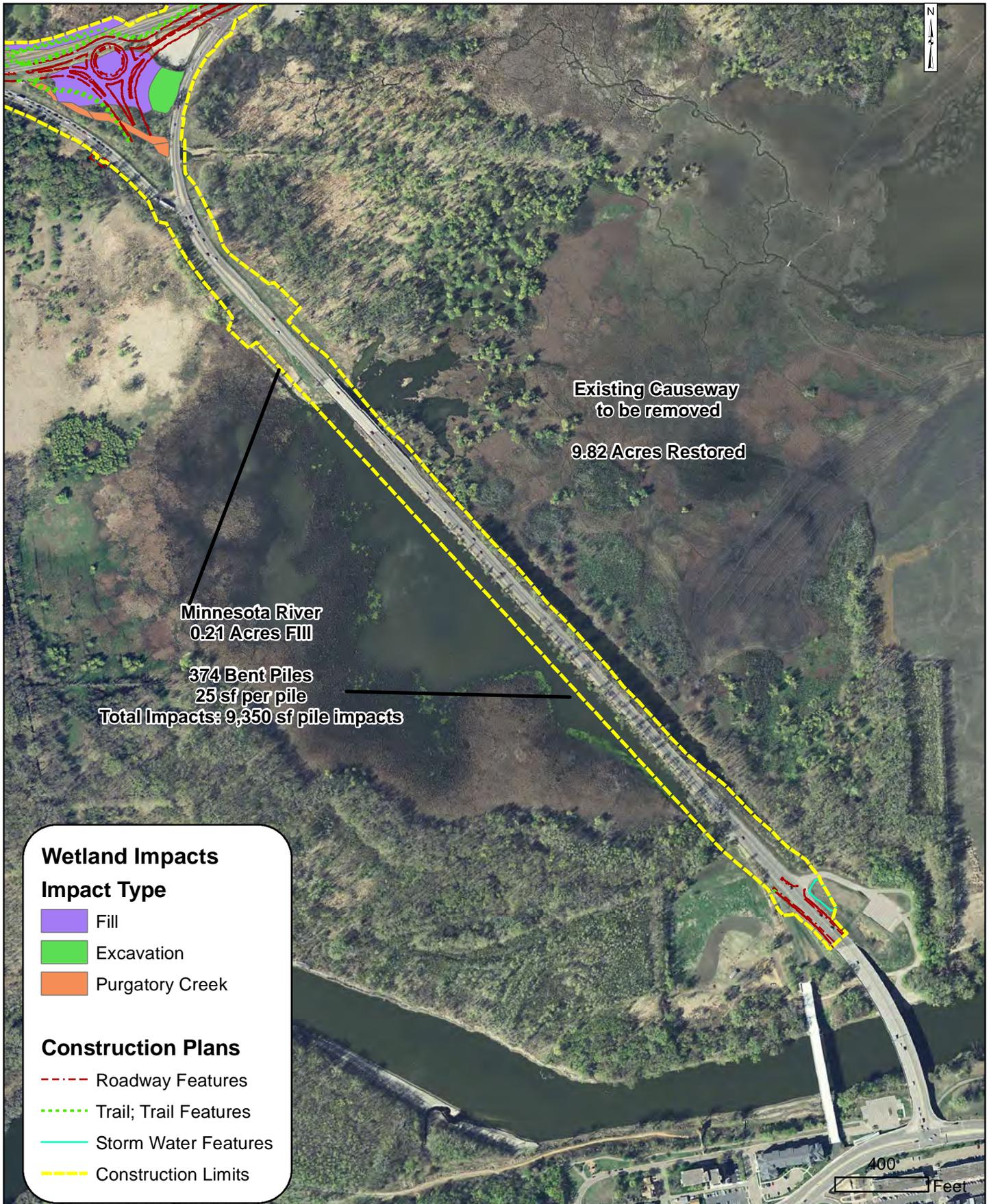
Map by: drd
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 Source: LMIC

Wetland Impacts

TH 61 and CSAH 101 Roadway Improvements
 Carver and Scott Counties, Minnesota

Figure
 6-2

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Path: C:\Users\beduhin\Documents\GNSS Projects\Carver\Impacts Maps\Fig 6-3 Wetland Impacts.mxd

Wetland Impacts

Impact Type

- Fill
- Excavation
- Purgatory Creek

Construction Plans

- Roadway Features
- Trail; Trail Features
- Storm Water Features
- Construction Limits



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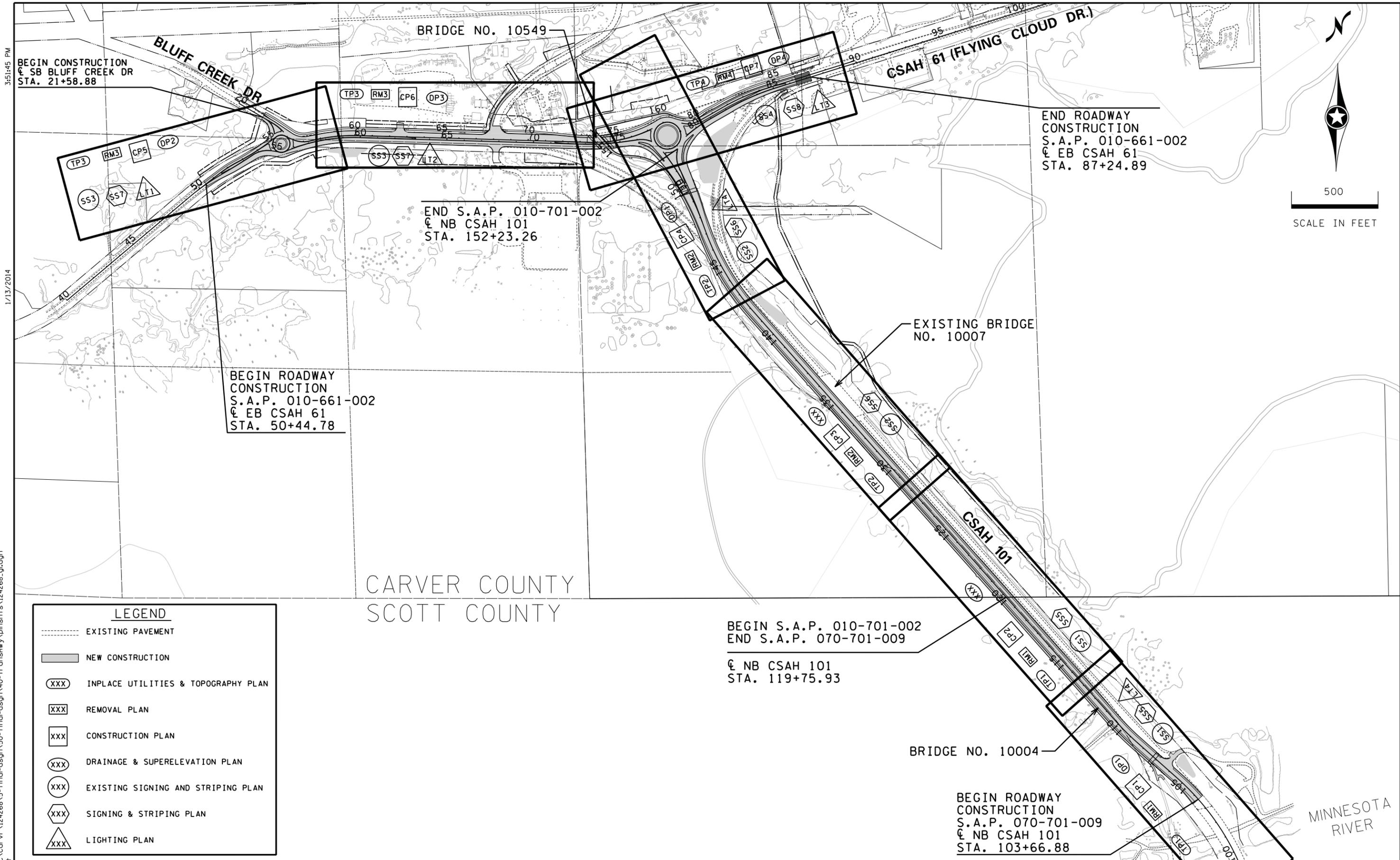
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Source: LMIC

Wetland Impacts

TH 61 and CSAH 101 Roadway Improvements
Carver and Scott Counties, Minnesota

Figure
6-3

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BEGIN ROADWAY
CONSTRUCTION
S.A.P. 010-661-002
☉ EB CSAH 61
STA. 50+44.78

END S.A.P. 010-701-002
☉ NB CSAH 101
STA. 152+23.26

END ROADWAY
CONSTRUCTION
S.A.P. 010-661-002
☉ EB CSAH 61
STA. 87+24.89

BEGIN S.A.P. 010-701-002
END S.A.P. 070-701-009
☉ NB CSAH 101
STA. 119+75.93

BEGIN ROADWAY
CONSTRUCTION
S.A.P. 070-701-009
☉ NB CSAH 101
STA. 103+66.88

CARVER COUNTY
SCOTT COUNTY

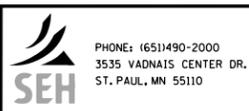
LEGEND	
	EXISTING PAVEMENT
	NEW CONSTRUCTION
	INPLACE UTILITIES & TOPOGRAPHY PLAN
	REMOVAL PLAN
	CONSTRUCTION PLAN
	DRAINAGE & SUPERELEVATION PLAN
	EXISTING SIGNING AND STRIPING PLAN
	SIGNING & STRIPING PLAN
	LIGHTING PLAN

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DESIGN TEAM				
DRAWN BY:				
DESIGNER:				
CHECKED BY:				
	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.

Certified By: _____ Lic. No. 00000
 Printed Name: ENGINEER'S NAME Date: 1/13/2014



CARVER COUNTY, MN.
CSAH 101 & CSAH 61
 S.A.P. 010-661-002,
 S.A.P. 010-701-002, S.A.P. 070-701-009

GENERAL LAYOUT
 GL 1
 OF GLI

FILE NO. CARVR 124268
GL 1 OF GLI