

Information for File #2013-03117-DAS

Applicant Minnesota Department of Transportation District 6

Corps Contact Mr. David Studenski

Address 1114 South Oak Street, La Crescent, MN 55947

E-Mail david.a.studenski@usace.army.mil

Phone (651) 290-5902

Primary County Houston

Section SE ¼ of the SE ¼, Sec. 26

Township T. 103N.

Range R. 4W.

Lat:Long (decimal degrees) Lat. 43.689:Long. -91.2778

Information Complete On May 29, 2014

Posting Expires On September 27, 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 above.

The project involves work in Wildcat Creek, a state listed trout stream

PROJECT DESCRIPTION AND PURPOSE: The applicant has proposed the replacement of Bridge 5720 over Wildcat Creek on Trunk Highway (TH) 26 near Brownsville, MN (State Project (SP) 2802-65). Bridge 5720 is a two span bridge 30.6 feet wide by 85 feet long that was constructed in 1936. The proposed bridge (28007) would be a three span bridge 43 feet wide by 124 feet long. The proposed bridge would have shoulders widened to 8 feet to meet current safety requirements. A one-lane

temporary bypass would be constructed to the west of the existing road. The purpose is to replace Bridge 5720 which is deteriorated and to meet current safety requirements.

NAME, AREA AND TYPES OF WATERS (INCLUDING WETLANDS) SUBJECT TO LOSS: The project would include the discharge of fill material into 114 linear feet of Wildcat Creek in conjunction with the removal of the existing abutment and the construction and stabilization of the new bridge abutment. An additional 0.54 acres of wet meadow wetland adjacent to Wildcat Creek would be temporarily impacted by the discharge of fill material for the construction of the bypass and bridge. The wetland impacts associated with the bypass would occur for approximately 150 days and would be restored to preconstruction contours following construction.

ALTERNATIVES CONSIDERED: Reconstruction of the bridge is required because of its age and deterioration. Alternative locations would not satisfy alignment requirements with the existing road or would result in additional wetland impacts. Alternatives to the bypass would result in adverse impacts to the traveling public as a result of a long detour, inefficiencies in the construction of the project, and higher cost. Constructing the bypass on the east side is not desirable because of the close proximity to the rail road. A two-lane bypass would result in additional wetland impacts.

COMPENSATORY MITIGATION: No compensatory mitigation is proposed considering the wetland impacts are expected to be temporary.

Drawings See attached drawings labeled 2013-03117-DAS (LOP-05-MN Notice) Drawing 1 of 6 through Drawing 6 of 6.

LOCATION ENGINEER'S OBSERVATIONS

- SPECIAL FEATURES: A) BRIDGE SITE FLOODS, ICE DEMOS, SLIDING BANKS, RECREATIONAL BOATING.
- OTHER BRIDGES OR CULVERTS OVER THE SAME STREAM.
- APPARENT HIGHWATER ELEVATION.
- OTHER DATA: APPROX. VELOCITY OF WATER AT TIME OF SURVEY.

HYDRAULIC ENGINEERS RECOMMENDATION
DATE: DECEMBER 6, 2013

STREAM OR DITCH DESIGNATION: WILDCAT CREEK
GRADE: 454'-15.8' SL. 40'

MAX. FLOOD ON RECORD: UNKNOWN
MAXIMUM OBSERVED HIGHWATER ELEVATION: 643.2 FT. (EST.)
DESIGN FLOOD (50 YR. FREQ.): 2740 CFS
HIGHWATER ELEVATION: 640.4 FT.
DESIGN MEAN VELOCITY THROUGH STRUCTURE: 7.1 F.F.S.
TOTAL STAGE INCREASE: 0.3 FT.
LOW MEMBER AT OR ABOVE ELEVATION: 642.4 FT.
WATERTIGHT AREA SECURED BELOW ELEV. 590.2 = 450 SQ. FT.
BASIC FLOOD: 1300 VS. FREQ. 3550 CFS.
HEADWATER ELEVATION: 641.1 FT.
TOTAL STAGE INCREASE: 0.5 FT.
MEAN VELOCITY THROUGH STRUCTURES: 8.5 F.F.S.
FLOWLINE ELEVATION: 639.0 FT. (SEEN ANGLE OF ESTIMATED PRELIMINARY TOTAL SCOUR AT PIER EL. 608.8 = 1500 OR 0T YR. FREQ.)

SCOUR CONFIRMATION RECOMMENDATION
DATE: PENDING

TOTAL SCOUR AT PIER EL. PENDING (500 OR 0T YR. FREQ.)
SCOUR CORRECTED FROM HYDRAULIC ENGINEER

BRIDGE SURVEY SHEETS MADE FROM:

246 BENCH MARK ELEVATION (N.A.M.D. 88 ADJ.)
LOCATION

MINNESOTA
DEPARTMENT OF TRANSPORTATION

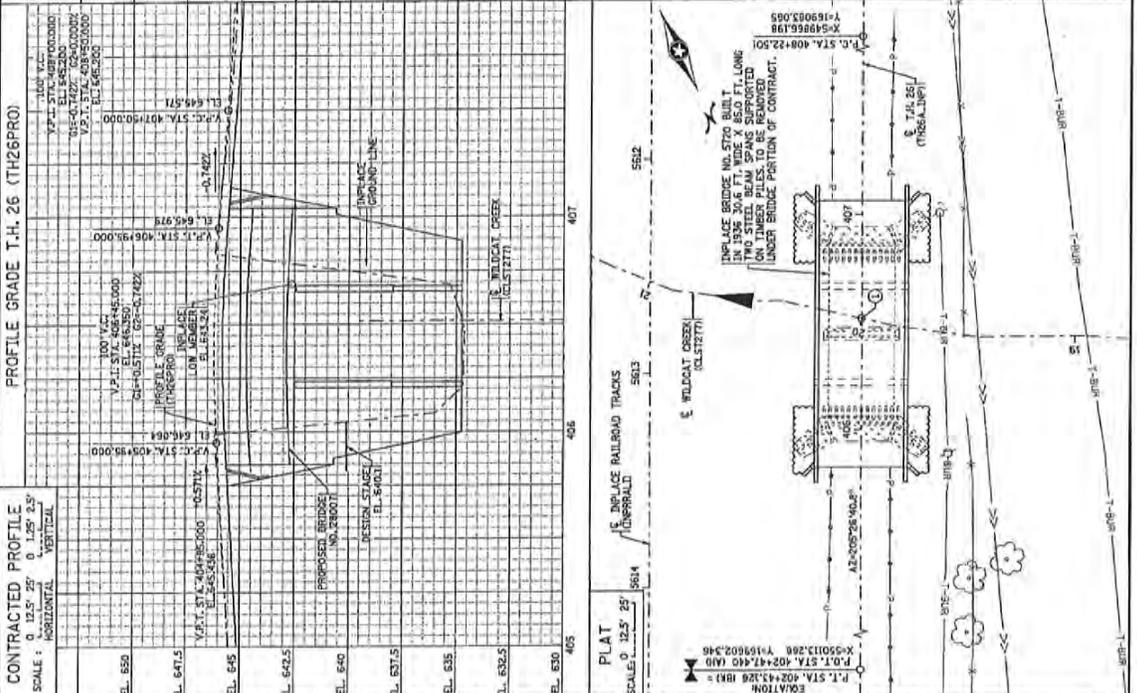
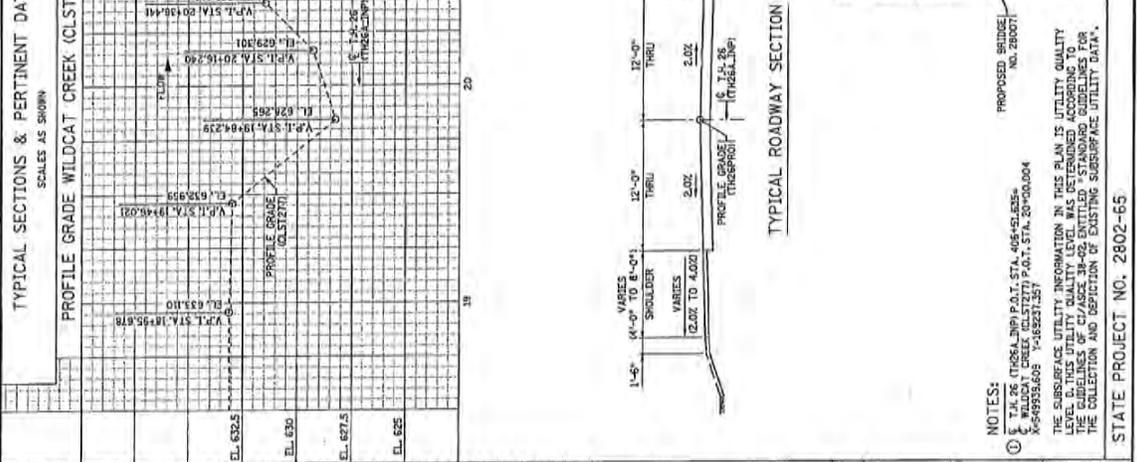
BRIDGE SURVEY
PROPOSED BRIDGE LOCATED 0.5 MILES SOUTH OF SECTION 26 AND SECTION 27

SEC. 26 T. 103 N. R. 04 W.
COUNTY: HUSTON
CITY OF BROWNVILLE

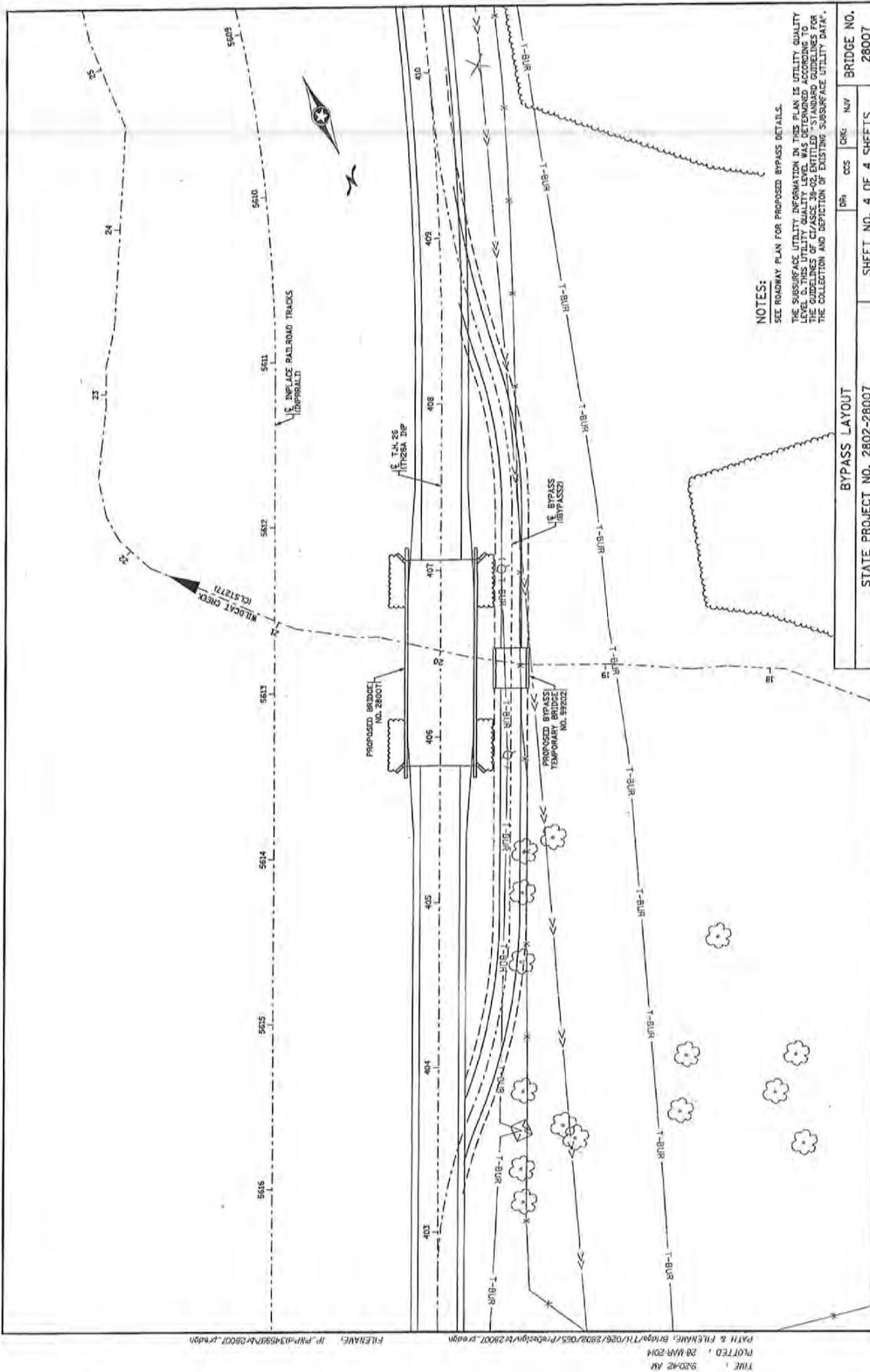
BRIDGE NO. **28007**

STATE PROJECT NO. 2802-65

SHEET NO. 2 OF 4 SHEETS



FILENAME: J:\P\143598\1428007.dwg
PLOT FILE: 1428007.plt
PLOT DATE: 06/14/2014 10:59 AM
PLOT BY: J:\P\143598\1428007.dwg



NOTES:
 SEE HIGHWAY PLAN FOR PROPOSED BYPASS DETAILS.
 THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL 2. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA.

STATE PROJECT NO. 2802-28007		SHEET NO. 4 OF 4 SHEETS		BRIDGE NO. 28007
DR:	CCS	CHK:	NAV	

