

Information for File #2014-02528-SEW

Applicant: Minnesota Department of Transportation (MnDOT), Metro District; c/o Mr. Bryce Fossand

Corps Contact: Sarah Wingert, U.S. Army Corps of Engineers, 180 5th Street East, Suite 700, St. Paul, MN, 55101-1678; 651-290-5358; sarah.e.wingert@usace.army.mil

County: Washington

Location: Forest Lake in Sections 17 and 20, Township 32N., Range 21W.

Information Complete On: March 27, 2015

Posting Expires On: April 10, 2015

Authorization Type: Section 404 Clean Water Act via 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.

PROJECT INVOLVES:

- 1) *Linear Project.* The project would occur approximately 0.75 mile of TH 61 from approximately 0.25 miles south of the southern intersection with TH 97, to approximately 0.2 miles north of the northern intersection with TH 97.

PROJECT DESCRIPTION AND PURPOSE: The Minnesota Department of Transportation (MnDOT) proposes to reconstruct the intersections between TH 61 and TH 97 in the City of Forest Lake. The project is needed because the two existing intersections between TH 61 and TH 97 are considered high crash areas by MnDOT. Currently, the TH 61 south and north junctions with TH 97 are approximately 0.3 miles apart on TH 61. The northern intersection is a four-legged, signalized, at-grade intersection, while the southern intersection is consists of multiple three-legged, signalized, at-grade intersections. Additionally, travelers on TH 61 and TH 97 experience congestion during morning and evening peak traffic hours, and during the beginning and ending of the school day, as Forest Lake High School and Century Junior High are located within a half mile of the northern intersection on the east side of TH 61. Also, the pavement in the project area is in fair to poor condition, and the pedestrians and bicyclists traveling from the schools to Hardwood Creek trail on the west side of TH 61 have to cross multiple lanes of traffic at the northern intersection.

Thus, MnDOT proposes to improve safety and reduce congestion in the project area by implementing the proposed project. Specifically, the existing northern and southern signalized intersections between TH 61 and TH 97 would be removed and converted to multi-lane roundabouts. The roundabouts would have two through lanes in each direction. Between the two intersections, the northbound TH 61 lanes would be shifted slightly west to create a narrower median, and the existing northbound TH 61 road would be used as an access road to Forest Lake High School. A one-way road leaving the high school would be constructed from Forest Lake High School to the former northbound TH 61 roadway in order to reduce bus

congestion on TH 61 at the end of the school day. A grade-separated trail bridge would be constructed across TH 61 from pedestrian trail at Forest Lake High School on the south side of TH 97 to a pedestrian trail that exists on the west side of TH 61. The pedestrian trail would connect existing local trail systems, including the Hardwood Creek Trail located on the west side of the project. The trail bridge would cross over TH 61 just south of the proposed northern roundabout. The new trail bridge would result in the need to relocate an existing pedestrian trail closer to Forest Boulevard North, and to raise the trail between 1 and 3 feet in order to connect to the pedestrian bridge. Pedestrian trails would be constructed along the outside of each quadrant of both intersections. All pedestrian trails constructed for this project would be 10 feet wide with 1v:4h sideslopes.

The project includes the construction of four stormwater treatment ponds, improved intersection lighting, minor road access modifications, the reconstruction of the entrance to a state-owned stockpile site, and the construction of a permanent house-moving bypass route. The reconstruction of the entrance of the state-owned stockpile site is needed due to the proposed shifting of TH 61 southbound north of the south roundabout. The construction of a permanent house-moving route is needed because these segments of TH 61 and TH 97 are designated as a house moving route that is used by large vehicles carrying houses from I-35W. Due to the proposed pedestrian trail bridge south of the north roundabout, the large vehicles would not be able to use this area of TH 61. As such, a new route would be constructed between TH 61 and Forest Boulevard to serve as a bypass around the pedestrian bridge. The bypass route would consist of geocomposite pavers with a culvert underneath for drainage.

NAME, AREA AND TYPES OF WATERS (INCLUDING WETLANDS) SUBJECT TO LOSS: As proposed, the project would result in approximately 2.45 acres of permanent fill and cut impacts to aquatic resources, including 2.12 acres of permanent impacts to wetlands associated with a tributary to Rice Creek, and 0.33 acre of permanent impacts to an unnamed tributary to Rice Creek. The proposed permanent impacts by wetland type include 0.88 acre of shallow marsh, 0.06 acre of wet meadow/shallow marsh complex, 0.14 acre of seasonally flooded basin, 0.43 acre of wet meadow/shrub swamp complex, and 0.61 acre of wet meadow and shallow marsh wetlands located in the bottom of roadside ditches. A detailed breakdown of the proposed impacts for each wetland is shown on the attached table.

The project includes the removal of accumulated sediments from the ditched portion of Wetland 2, a small creek located in Wetland 2, and Wetland 1 in order to support the conveyance of runoff to a larger wetland area located northwest of the project. The area of Wetland 1 that would be graded was found to have more than 1 meter of accumulated sediments; as such, maximum of 3.5 feet of accumulated sediments would be removed. Additionally, approximately 375 linear feet of the creek in Wetland 2 would also be re-graded to remove a maximum of 3.5 feet of accumulated sediments. The re-graded creek section would have a maximum 10-foot bottom width with 1v:4h sideslopes. Two stormwater ponds would impact wetlands (Wetlands 12 and 13). Additionally, approximately 0.12 acre of excavation (resulting in the removal of less than one foot of material) would occur in Wetland 5 to allow positive drainage from southbound TH 61 to the proposed culvert under the new house moving bypass route.

COMPENSATORY MITIGATION: The applicant proposes to compensate for unavoidable, permanent, adverse wetland impacts by debiting credits 4.78 credits from the state wetland bank using account #1579, which is a Corps-approved, MnDOT-owned bank account located in major watershed 42 (Mississippi River – La Crescent), Bank Service Area 8, Houston County. The proposed impacts are located in major watershed 20 (Mississippi River), BSA 7/Twin Cities BSA, Washington County.

DRAWINGS: See attached table labeled “2014-02528-SEW, Table 1 of 1”, and figures labeled “2014-02528-SEW, Figures 1-3 of 3”.

2014-02528-SEW, Table 1 of 1: Proposed Aquatic Resource Impacts

Aquatic Resource ID	Permanent Cut Impacts (acre)	Permanent Fill Impacts (acre)	Total Permanent Impacts (acre)	Aquatic Resource Type	Reason for impact?
Wetland 1	0.21	0	0.21	shallow marsh	Cut: excavation of accumulated sediments for conveyance of water from the creek to the wetland to the northwest of the project area
Wetland 2	0.15	0.04	0.19	wet meadow/shrub swamp	Cut: excavation of accumulated sediment from ditched portion of wetland and creek for conveyance of water; re-shaping sideslopes for stability; Fill: widening to TH 97 approach to roundabout
Creek at Wetland 2	0.33	0	0.33	intermittent tributary	Cut: excavation of accumulated sediments for conveyance of water and re-shaping sideslopes for stability
Wetland 3	0	0	0	shallow marsh	avoided
Wetland 4	0.02	0.03	0.05	wet meadow (wetland in roadside ditch)	Fill: needed to widen TH 97 approach to roundabout; Cut: needed to extend an existing culvert
Wetland 5	0.12	0.12	0.24	wet meadow/shrub swamp	Fill: for stockpile road entrance relocation and pedestrian trail relocation; Cut: for positive drainage from TH 61 southbound to the culvert under the new house moving route bypass
Wetland 6	0.02	0.09	0.11	shallow marsh	Fill: for approach to north roundabout, including a 10-foot shoulder, and for trail construction on NW quadrant of north roundabout
Wetland 7	0	0.56	0.56	shallow marsh	Fill: for north side of TH 97 approach to north roundabout (includes trail) and two culverts on NE quadrant of roundabout;
Wetland 8	0	0.23	0.23	shallow marsh (wetland in roadside ditch)	Fill proposed in entirety for northern roundabout
Wetland 9	0	0.1	0.1	shallow marsh (wetland in roadside ditch)	Fill for south side of TH 97 approach to north roundabout (includes some fill for trail)
Wetland 10	0.07	0.01	0.08	wet meadow (wetland in roadside ditch)	Cut: needed to allow water drainage from TH 61 approach to south roundabout
Wetland 11	0	0.15	0.15	wet meadow (wetland in roadside ditch)	Fill for sideslope at TH 210 and new Bus Driveway (includes 10-foot trail)
Wetland 12	0.02	0.04	0.06	wet meadow/shallow marsh	Fill for Bus Driveway and Bus Drive Dry Pond.
Wetland 13	0.03	0.11	0.14	seasonally flooded basin	Fill proposed in entirety for southern roundabout and 210th Street Filtration Basin
TOTAL Aquatic Resource Permanent Impacts	0.97	1.48	2.45		
TOTAL Stream Permanent Impacts	0.33	0	0.33		
TOTAL Wetland Permanent Impacts	0.64	1.48	2.12		



Path: S:\K0MM\hmt\126142\3-env-stdy-regs\Wetlands\Permit Application\Figures\Figure 2 - Project Area.mxd

Legend 

 Project Corridor

0 500 1,000 Feet



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www.sehinc.com

Project: MNTMD 126142
Print Date: 11/4/2014
Map by: rbeduhn
Projection: GCS_NAD_1983
Source: SEH, WIDNR, State of MN

Project Area Map
TH 61/97 Roundabout
Washington County, MN

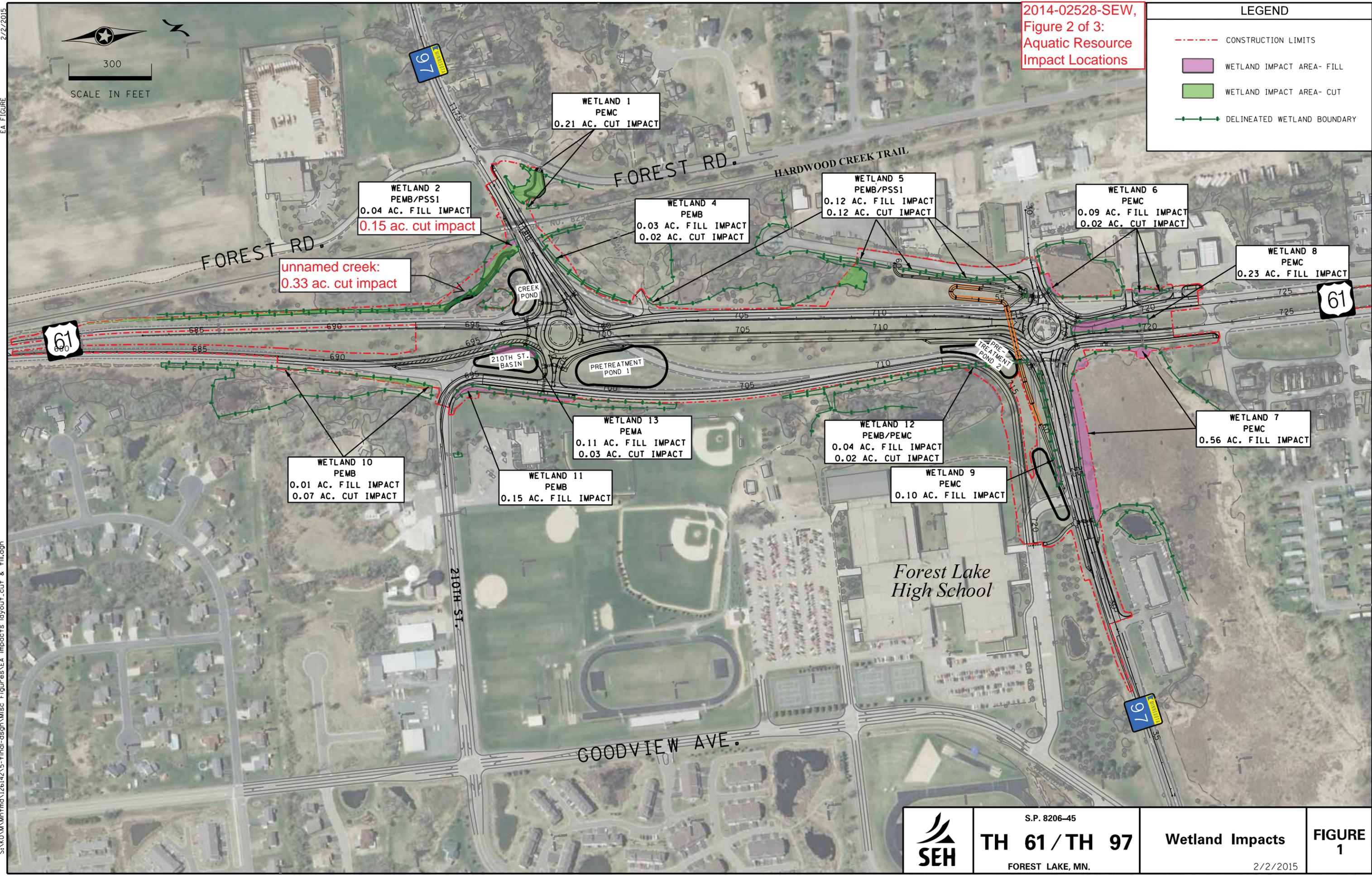
Figure
2

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.

2014-02528-SEW,
Figure 2 of 3:
Aquatic Resource
Impact Locations

LEGEND

- - - - CONSTRUCTION LIMITS
- WETLAND IMPACT AREA- FILL
- WETLAND IMPACT AREA- CUT
- - - - DELINEATED WETLAND BOUNDARY



S.P. 8206-45
TH 61 / TH 97
FOREST LAKE, MN.

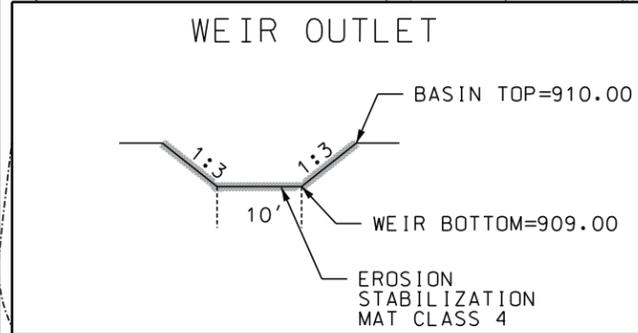
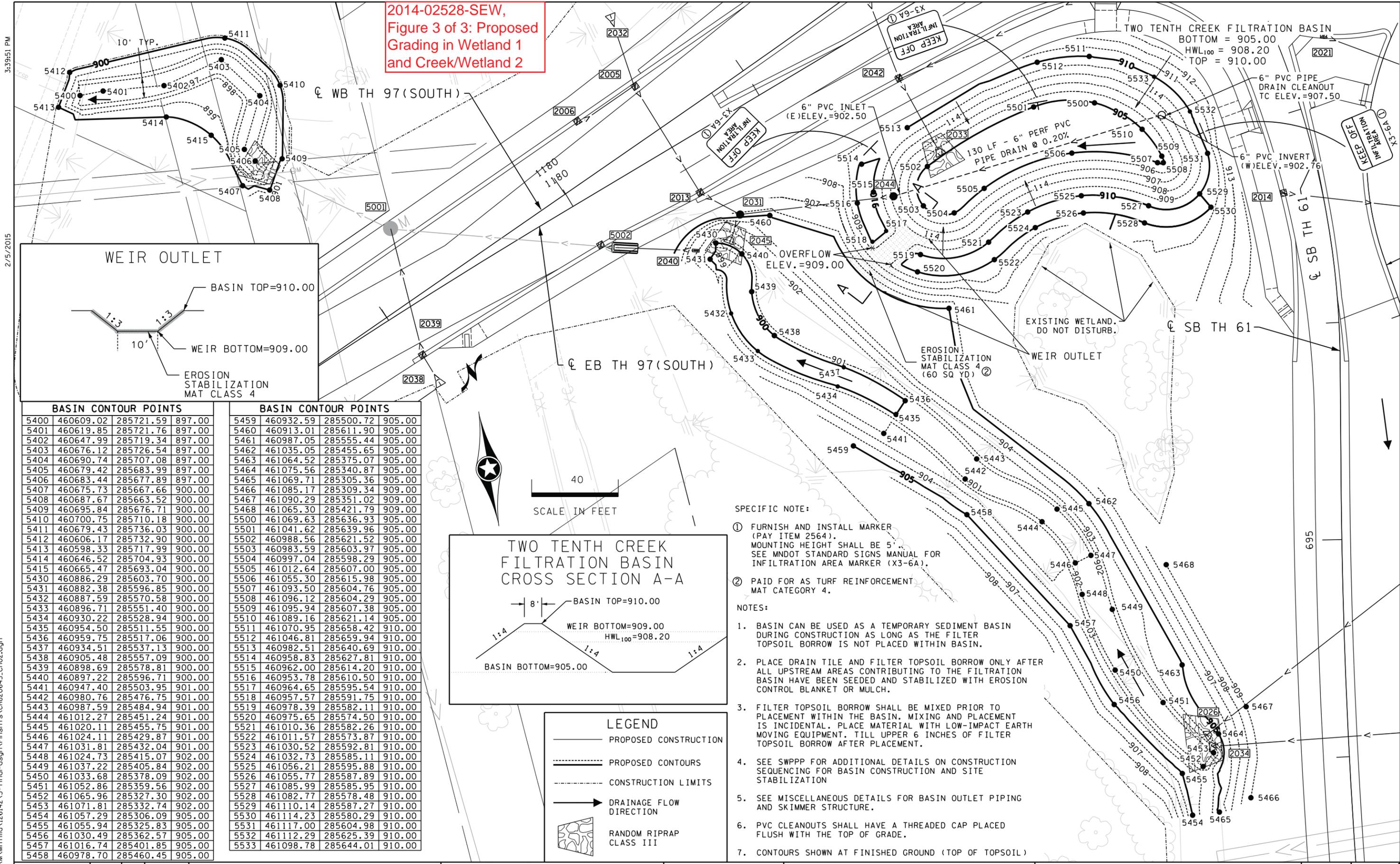
Wetland Impacts

FIGURE 1

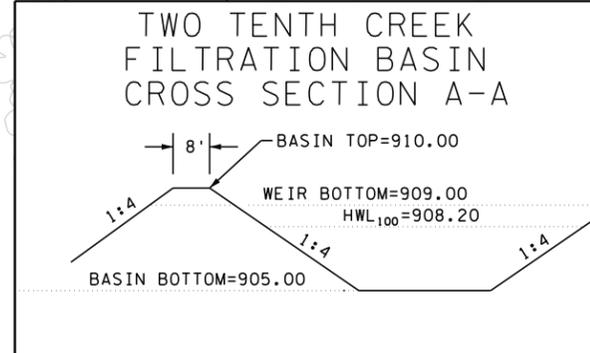
2/2/2015

2/2/2015 EA FIGURE S:\NO\N\Mntm\126142\5-final-dsgn\Misc Figures\EA Impacts layout.cut & fill.dgn

2014-02528-SEW,
Figure 3 of 3: Proposed
Grading in Wetland 1
and Creek/Wetland 2



BASIN CONTOUR POINTS				BASIN CONTOUR POINTS			
5400	460609.02	285721.59	897.00	5459	460932.59	285500.72	905.00
5401	460619.85	285721.76	897.00	5460	460913.01	285611.90	905.00
5402	460647.99	285719.34	897.00	5461	460987.05	285555.44	905.00
5403	460676.12	285726.54	897.00	5462	461035.05	285455.65	905.00
5404	460690.74	285707.08	897.00	5463	461064.52	285375.07	905.00
5405	460679.42	285683.99	897.00	5464	461075.56	285340.87	905.00
5406	460683.44	285677.89	897.00	5465	461069.71	285305.36	905.00
5407	460675.73	285667.66	900.00	5466	461085.17	285309.34	909.00
5408	460687.67	285663.52	900.00	5467	461090.29	285351.02	909.00
5409	460695.84	285676.71	900.00	5468	461065.30	285421.79	909.00
5410	460700.75	285710.18	900.00	5500	461069.63	285636.93	905.00
5411	460679.43	285736.03	900.00	5501	461041.62	285639.96	905.00
5412	460606.17	285732.90	900.00	5502	460988.56	285621.52	905.00
5413	460598.33	285717.99	900.00	5503	460983.59	285603.97	905.00
5414	460646.52	285704.93	900.00	5504	460997.04	285598.29	905.00
5415	460665.47	285693.04	900.00	5505	461012.64	285607.00	905.00
5430	460886.29	285603.70	900.00	5506	461055.30	285615.98	905.00
5431	460882.38	285596.85	900.00	5507	461093.50	285604.76	905.00
5432	460887.59	285570.58	900.00	5508	461096.12	285604.29	905.00
5433	460896.71	285551.40	900.00	5509	461095.94	285607.38	905.00
5434	460930.22	285528.94	900.00	5510	461089.16	285621.14	905.00
5435	460954.50	285511.55	900.00	5511	461070.95	285658.42	910.00
5436	460959.75	285517.06	900.00	5512	461046.81	285659.94	910.00
5437	460934.51	285537.13	900.00	5513	460982.51	285640.69	910.00
5438	460905.48	285557.09	900.00	5514	460958.83	285627.81	910.00
5439	460898.69	285578.81	900.00	5515	460962.00	285614.20	910.00
5440	460897.22	285596.71	900.00	5516	460953.78	285610.50	910.00
5441	460947.40	285503.95	901.00	5517	460964.65	285595.54	910.00
5442	460980.76	285476.75	901.00	5518	460957.57	285591.75	910.00
5443	460987.59	285484.94	901.00	5519	460978.39	285582.11	910.00
5444	461012.27	285451.24	901.00	5520	460975.65	285574.50	910.00
5445	461020.11	285455.75	901.00	5521	461010.36	285582.26	910.00
5446	461024.11	285429.87	901.00	5522	461011.57	285573.87	910.00
5447	461031.81	285432.04	901.00	5523	461030.52	285592.81	910.00
5448	461024.73	285415.07	902.00	5524	461032.73	285585.11	910.00
5449	461037.22	285405.84	902.00	5525	461056.21	285595.88	910.00
5450	461033.68	285378.09	902.00	5526	461055.77	285587.89	910.00
5451	461052.86	285359.56	902.00	5527	461085.99	285585.95	910.00
5452	461065.96	285327.30	902.00	5528	461082.77	285578.48	910.00
5453	461071.81	285332.74	902.00	5529	461110.14	285587.27	910.00
5454	461057.29	285306.09	905.00	5530	461114.23	285580.29	910.00
5455	461055.94	285325.83	905.00	5531	461117.00	285604.98	910.00
5456	461030.49	285362.57	905.00	5532	461112.29	285625.39	910.00
5457	461016.74	285401.85	905.00	5533	461098.78	285644.01	910.00
5458	460978.70	285460.45	905.00				



- SPECIFIC NOTE:**
- FURNISH AND INSTALL MARKER (PAY ITEM 2564). MOUNTING HEIGHT SHALL BE 5'. SEE MNDOT STANDARD SIGNS MANUAL FOR INFILTRATION AREA MARKER (X3-6A).
 - PAID FOR AS TURF REINFORCEMENT MAT CATEGORY 4.
- NOTES:**
- BASIN CAN BE USED AS A TEMPORARY SEDIMENT BASIN DURING CONSTRUCTION AS LONG AS THE FILTER TOPSOIL BORROW IS NOT PLACED WITHIN BASIN.
 - PLACE DRAIN TILE AND FILTER TOPSOIL BORROW ONLY AFTER ALL UPSTREAM AREAS CONTRIBUTING TO THE FILTRATION BASIN HAVE BEEN SEEDED AND STABILIZED WITH EROSION CONTROL BLANKET OR MULCH.
 - FILTER TOPSOIL BORROW SHALL BE MIXED PRIOR TO PLACEMENT WITHIN THE BASIN. MIXING AND PLACEMENT IS INCIDENTAL. PLACE MATERIAL WITH LOW-IMPACT EARTH MOVING EQUIPMENT. TILL UPPER 6 INCHES OF FILTER TOPSOIL BORROW AFTER PLACEMENT.
 - SEE SWPPP FOR ADDITIONAL DETAILS ON CONSTRUCTION SEQUENCING FOR BASIN CONSTRUCTION AND SITE STABILIZATION
 - SEE MISCELLANEOUS DETAILS FOR BASIN OUTLET PIPING AND SKIMMER STRUCTURE.
 - PVC CLEANOUTS SHALL HAVE A THREADED CAP PLACED FLUSH WITH THE TOP OF GRADE.
 - CONTOURS SHOWN AT FINISHED GROUND (TOP OF TOPSOIL)

LEGEND

- PROPOSED CONSTRUCTION
- PROPOSED CONTOURS
- CONSTRUCTION LIMITS
- DRAINAGE FLOW DIRECTION
- RANDOM RIPRAP CLASS III

DESIGN TEAM				REVISIONS			
DRAWN BY:	CIF			NO.	BY	DATE	
DESIGNER:	BPS						
CHECKED BY:	RBL						

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: *RBL* Lic. No. 48701
 Printed Name: RONALD B. LEAF Date: 2/5/2015

SEH
 PHONE: (651)490-2000
 3535 VADNAIS CENTER DR.
 ST. PAUL, MN 55110

T.H. 61 / T.H. 97
 S.P. NO. 8206-45 (TH 61), S.P. 214-010-005

DRAINAGE AND BASIN GRADING PLAN
 EB TH 97(SOUTH) STA. 1177+00 TO 1183+00,
 TWO TENTH CREEK FILTRATION BASIN

SEH FILE NO.	182
126142	
DP8	247
OF DP9	