



Please note the meeting will be held in person at the Carver County Government Center on the Wednesday, June 15, 2022. The meeting will also be available virtually using this [link](#).

# LOWER MINNESOTA RIVER WATERSHED DISTRICT

Lower Minnesota River Watershed District

7:00 PM

Wednesday, November 16, 2022

Carver County Government Center

602 East Fourth Street, Chaska, MN 55318

Agenda Item	Discussion
1. Call to order	A. Roll Call B. Oath of office for Manager Kuplic
2. Approval of agenda	
3. Citizen Forum	<i>Citizens may address the Board of Managers about any item not contained on the regular agenda. A maximum of 15 minutes is allowed for the Forum. If the full 15 So are not needed for the Forum, the Board will continue with the agenda. The Board will take no official action on items discussed at the Forum, with the exception of referral to staff or a Board Committee for a recommendation to be brought back to the Board for discussion or action at a future meeting.</i>
4. Consent Agenda	<p><i>All items listed under the consent agenda are considered to be routine by the Board of Managers and will be enacted by one motion and an affirmative vote of a majority of the members present. There will be no separate discussion of these items unless a Board Member or citizen request, in which event, the items will be removed from the consent agenda and considered as a separate item in its normal sequence on the agenda.</i></p> <p>A. Approve Minutes October 19, 2022 Regular Meetings</p> <p>B. Receive and file October 2022 Financial reports</p> <p>C. Approval of Invoices for payment</p> <ul style="list-style-type: none"> <li>i. Barr Engineering Company – October 2022 services related to Area #3</li> <li>ii. Scott County Soil &amp; Water Conservation District – Q3 2022 Monitoring, education, &amp; technical assistance and cost share</li> <li>iii. Clifton Larson Allen (CLA) – Financial services through October 31, 2022</li> <li>iv. US Bank Equipment Finance – November 2022 payment on copier lease</li> <li>v. Rinke Noonan, Attorneys at Law – October 2022 legal services</li> <li>vi. Young Environmental Consulting Group, LLC – October 2022 technical, and Education &amp; Outreach services</li> <li>vii. TimeSaver Off Site Secretarial, Inc. - Preparation of September 2022 meeting minutes</li> <li>viii. TimeSaver Off Site Secretarial, Inc. – Preparation of October 2022 meeting minutes</li> <li>ix. Inter-Fluve – October 2022 work on Area #3</li> </ul>

	<ul style="list-style-type: none"> <li>x. Star Tribune – publication for public hearing notices for Plan amendment and rules revisions</li> <li>xi. Daniel Hron – December 2022 office rent</li> <li>xii. Naiad Consulting, LLC – October 2022 administrative services, mileage &amp; expenses</li> </ul> <p>D. Receive and file October 2022 Citizen Advisory Committee meeting minutes</p> <p>E. Authorize Addendum to Recording Secretary Agreement</p> <p>F. Certify 2023 Budget and tax levies as adopted and authorize transmission to counties</p>
5. New Business/ Presentations	A. Express Appreciation for Manager Mraz’s service
6. Old Business	<ul style="list-style-type: none"> <li>A. 2021 Financial Audit</li> <li>B. Cost Share Application - S. Mueller, 10745 Lyndale Bluffs Trail - no new information to report since the last update</li> <li>C. City of Carver Levee – no new information to report since last update</li> <li>D. Dredge Management</li> <li>E. Watershed Management Plan</li> <li>F. 2022 Legislative Action</li> <li>G. Education &amp; Outreach</li> <li>H. LMRWD Projects <i>(only projects that require Board action will appear on the agenda. Informational updates will appear on the Administrator Report)</i> <ul style="list-style-type: none"> <li>i. Area #3 MN Riverbank Stabilization Project Update</li> </ul> </li> <li>I. Permits &amp; Project Reviews - See Administrator Report for project updates <i>(only projects that require Board action will appear on the agenda. Informational updates will appear on the Administrator Report)</i> <ul style="list-style-type: none"> <li>i. Metropolitan Airports Commission’s Municipal Permit Update</li> <li>ii. Peterson Wetland Bank Application (LMRWD No.2022-037)</li> <li>iii. Permit Program Summary</li> <li>iv. 535 Lakota Lane, Chanhassen – work without a permit</li> </ul> </li> </ul>
7. Communications	<ul style="list-style-type: none"> <li>A. Administrator Report</li> <li>B. President</li> <li>C. Managers</li> <li>D. Committees</li> <li>E. Legal Counsel</li> <li>F. Engineer</li> </ul>
8. Adjourn	Next meeting of the LMRWD Board of Managers is 7:00 pm Wednesday, December 14, 2022.

Upcoming meetings/Events

*Managers are invited to attend any of these meetings. Most are free of charge and if not the LMRWD will reimburse registration fees.*

- UMWA monthly meeting – Thursday, November 17, 2022, 12:00 noon Lilydale Pool & Yacht Club
- MAWD Annual Conference – December 1, through December 3, 2022, Alexandria, MN
- LMRWD Citizen Advisory Committee meeting – Tuesday, December 6, 2022, 9:00 am



## For Information Only

- **WCA Notices**
  - Notice of Decision – City of Shakopee, MN Valley State Trail – Shakopee Campground Segment
  - Notice of Decision – City of Shakopee, 8600 Hansen Avenue – no loss
- **DNR Public Waters Work permits**
  - None
- **DNR Water Appropriation permits**
  - Dakota County – Seneca West Wastewater Treatment Plant amended permit to correct authorized appropriation
  - Dakota County – request for comments, 2022 MBL Nicollet River Crossing (segment 2 of 2), Construction dewatering.



# LOWER MINNESOTA RIVER WATERSHED DISTRICT

Minutes of Regular Meeting

Board of Managers

Wednesday, October 18, 2022

Carver County Government Center, 602 East 4th Street, Chaska, MN 7:00 p.m.

Approved \_\_\_\_\_

## 1. CALL TO ORDER AND ROLL CALL

On Wednesday, October 19, 2022, at 7:23 PM CST, in the Board Room of the Carver County Government Center, 602 East 4th Street, Chaska, Minnesota, President Hartmann called to order the meeting of the Board of Managers of the Lower Minnesota River Watershed District (LMRWD).

President Hartmann asked for roll call to be taken. The following Managers were present: Manager Laura Amundson, President Jesse Hartmann, and Manager Patricia Mraz. Manager David Raby participated virtually, and Manager Lauren Salvato was absent. In addition, the following attended the meeting: Linda Loomis, Naiad Consulting, LLC, LMRWD Administrator; Attorney John Kolb, Rinke Noonan Attorneys at Law, LMRWD legal counsel; Peggy Thompson, and Patty Thomsen, Bloomington residents; Ryan Peterson, Public Works Director, and Brad Woznak, SHE, representing the City of Burnsville; and Tom Suel, Valleyfair and Mark Jacobson, Barr Engineering, representing Valleyfair. Della Schall Young, Young Environmental Consulting Group, LLC, LMRWD Technical Consultant; Ben Burnett, Manager, Prior Lake/Spring Lake Watershed District; Theresa Kuplic, LMRWD Citizen Advisory Committee and Jim Berkas, Barr Engineering, Co., joined the meeting virtually.

## 2. APPROVAL OF THE AGENDA

Administrator Loomis asked to add two items to the Consent Agenda. The first under 'Approval of invoices for payment', Item 4. C. vii. – Daniel Hron for November 2022 office rent. The second item was Item 4. F. - Reimburse Renae Larson for 1033 Sunny Ridge Drive, Cost Share project.

**Manager Amundson made a motion to approve the agenda with the additions of Item 4. C. xiii – invoice for Daniel Hron and Item 4. F. - Reimburse Renae Larson for 1033 Sunny Ridge Drive Cost Share project. Manager Mraz seconded the motion. Upon a vote being taken the following voted in favor of the motion: Amundson, Hartmann, Mraz, and Raby; the following voted against: None**

## 3. CITIZEN FORUM

Administrator Loomis reported that she had not received communication from anyone that wished to address the Board. No one was present that wished to address the Board.

## 4. CONSENT AGENDA

President Hartmann introduced the item.

### A. Approve Minutes September 21, 2022, Regular Meeting

- B. Receive and file September 2022 Financial reports**
- C. Approval of Invoices for payment**
  - i. **Barr Engineering Company – September 2022 services related to Area #3**
  - ii. **US Bank Equipment Finance – October 2022 payment on copier lease**
  - iii. **Rinke Noonan, Attorneys at Law – September 2022 legal services**
  - iv. **Young Environmental Consulting Group, LLC – September 2022 technical, and Education & Outreach services**
  - v. **Dakota County Soil & Water Conservation District – Q3 2022 monitoring, education & cost share services**
  - vi. **Naiad Consulting, LLC – September 2022 Administrative services, mileage, and expenses**
  - vii. **Daniel Hron – November 2022 office rent**
- D. Receive and file August 2022 Citizen Advisory Committee meeting minutes**
- E. Reimburse Appletree Condominium for 2021 Cost Share project**
- F. Reimburse Renae Larson for 1033 Sunny Ridge Drive Cost Share project**

**Manager Raby made a motion to approve the Consent Agenda with the additions of Item 4. C. xiii – invoice for Daniel Hron and Item 4. F. - Reimburse Renae Larson for 1033 Sunny Ridge Drive Cost Share project. Manager Amundson seconded the motion. Upon a vote being taken the following voted in favor of the motion: Amundson, Hartmann, Mraz, and Raby; the following voted against: None**

## **5. PUBLIC HEARING**

### **A. Public Hearing for adoption of rules**

Administrator Loomis introduced and provided some background on this item. She stated the LMRWD received a letter with from the City of Shakopee in the mail today to be received and filed by the Board. Manager Raby asked if the letter would be included as part of the comments received. Administrator Loomis said it would.

**President Hartmann made a motion to receive and file the letter from the City of Shakopee. Manager Mraz seconded the motion. Upon a vote being taken the following voted in favor of the motion: Amundson, Hartmann, Mraz, and Raby; the following voted against: None**

President Hartmann opened the public hearing.

Patti Thompson, 11633 Palmer Road, addressed the Board. She asked how to find out where the Spring Creek sites 1, 2 and 3 are located.

Administrator Loomis explained Ms. Thompson's questions were not related to the rules, and that she would send Ms. Thompson the information she requested.

President Hartmann asked if staff had the same recommendation to adopt the revised rules, after receiving the comments. Ms. Schall Young said that staff recommends approval and that the comments received be tabled and can be addressed in the future after discussions with the respective municipalities.

President Hartmann, seeing and hearing no one else wanting to comment on the LMRWD Rules, closed the public hearing.

Attorney Kolb noted that the record should reflect that the comment letter from the City of Shakopee delves specifically with Rule C, the floodplain and does not touch on the actual amendments as presented and under consideration this evening and that they acknowledge that in the letter.

**Manager Amundson made a motion to adopt Resolution 22-10 Adopting revisions to the LMRWD Rules as presented. President Hartmann seconded the motion. Upon a vote being taken the following voted in favor of the motion: Amundson, Hartmann, Mraz, and Raby; the following voted against: None**

**B. Public Hearing for adoption of Minor Plan amendment**

Administrator Loomis introduced and provided some background on this item.

President Hartmann opened the public hearing.

Seeing and hearing no one wanting to comment on the Plan Amendment, President Hartmann closed the public hearing.

**Manager Raby made a motion to adopt Resolution 22-11 Adopting Watershed Management Plan Amendment. Manager Mraz seconded the motion. Upon a vote being taken the following voted in favor of the motion: Amundson, Hartmann, Mraz, and Raby; the following voted against: None**

**6. NEW BUSINESS/PRESENTATIONS**

**A. Cost Share Application for 4562 McColl Drive Savage, MN**

Administrator Loomis introduced and provided background on this item. Manager Raby noted the Cost Share Agreement should be revised as this is a study and not a project.

Manager Raby asked what the benefit to water quality would be. Attorney Kolb explained that this project should give the LMRWD insight to the best management practices to improve water quality, if implemented. Managers had additional questions and discussion.

**Manager Amundson made a motion to approve Cost Share application for 4562 McColl Drive for 50% of the cost to prepare a stormwater management plan up to a maximum of \$2,500 and authorize execution of the Cost Share Agreement using verbiage suggested by legal counsel. Manager Mraz seconded the motion. Upon a vote being taken the following voted in favor of the motion: Amundson, Hartmann, Mraz, and Raby; the following voted against: None**

**OLD BUSINESS**

**A. LMRWD Bylaws**

Administrator Loomis introduced and provided background on this item.

**Manager Amundson made a motion to waive the 30-day notice of proposed change to by-laws and adopt revised by-laws as presented. President Hartmann seconded the motion. Upon a vote being taken the following voted in favor of the motion: Amundson, Hartmann, Mraz, and Raby; the following voted against: None**

**B. Audit and Financial Accounting Services Proposals**

No new information to report since last update.

**C. Cost Share Application - S. Mueller, 10745 Lyndale Bluffs Trail**

No new information to report since last update.

**D. City of Carver Levee**

No new information to report since last update.

**E. Dredge Management**

**i. Vernon Avenue Dredge Material Management site**

No new information to report since last update

**ii. Private Dredge Material Placement**

No new information to report since last update.

**F. Watershed Management Plan**

See public hearing items.

**G. 2022 Legislative Action**

No new information to report since last update.

**H. Education and Outreach Plan**

No new information to report since last update.

**I. LMRWD Projects**

***(Only projects that require Board action will appear on the agenda. Informational updates will appear on the Administrator Report)***

No new information to report.

**J. Project/Plan Reviews**

***(Only projects that require Board action will appear on the agenda. Informational updates will appear on the Administrator Report)***

**i. City of Burnsville Municipal LGU Permit (Surface Water Management Plan and Ordinance Controls Review)**

Mr. Peterson, Public Works Director for the City of Burnsville, addressed the Board and reviewed the flood plain regulations and provided some background on this item and explained the reason the city is requesting the LMRWD look at its Floodplain and Drainage Alteration Rule. The City would like the LMRWD to reconsider its no rise position. He said the City would like to see the LMRWD turn floodplain regulation over to the City and that the City continue to regulate according to the MN DNR and FEMA standards.

Manager Hartmann asked if this concern was for only one project or more. Mr. Peterson said that the concern is for all property within the flood fringe. Manager Raby asked LMRWD technical staff for an opinion or if it is something that should be discussed later. Ms. Della Schall Young explained the LMRWD rationale for the rule and that this will need to be discussed later. She reports that the LMRWD has observed that over the years since the development of the model the LMRWD has seen a cumulative rise in the flood elevation in the flood fringe. She reported that she had shared this concern with LMRWD legal counsel who concurs with the LMRWD rule.

Manager Mraz asked for an explanation as to why the LMRWD is more stringent than the FEMA standard. Attorney John Kolb explained how and why this was included in the LMRWD Rules.

Attorney Kolb recommended that the Board authorize the Permit for the City of Burnsville and continue discussions with the City. Manager Amundson asked if FEMA was using the

Atlas 14 precipitation estimates. Ms. Schall Young was not certain if it used Atlas 14 as it was developed in 2004.

**President Hartmann made a motion to conditionally approve a Municipal; LGU Permit for the City of Burnsville subject to resolving outstanding items listed in the Technical Memorandum – City of Burnsville Municipal LGU Permit (Surface Water Management Plan and Ordinance Controls Review) dated September 14, 2022. Manager Amundson seconded the motion. Upon a vote being taken the following voted in favor of the motion: Amundson, Hartmann, Mraz, and Raby; the following voted against: None**

**ii. LMRWD Permit Renewals**

Administrator Loomis introduced and provided background on this item.

**President Hartmann made motion to renew permits as recommended in the Technical Memorandum – October 2022 Permit Renewal Requests, dated October 12, 2022. Manager MRAZ seconded the motion. Upon a vote being taken the following voted in favor of the motion: Amundson, Hartmann, Mraz, and Raby; the following voted against: None**

**iii. Valleyfair Parking Expansion (LMRWD No. 2022-024)**

Administrator Loomis introduced and provided background on this item.

**Manager Amundson made a motion conditionally approve LMRWD Permit No. 2022-034 subject to receipt of name and contact information for all contractors undertaking land-disturbing activities as part of the proposed project, name and contact information for the person(s) responsible for erosion control inspections and maintenance, final construction plans signed by a professional engineer, and documentation that the applicant has received full approval for the project from the City of Shakopee. Manager Mraz seconded the motion. Upon a vote being taken the following voted in favor of the motion: Amundson, Hartmann, Mraz, and Raby; the following voted against: None**

**iv. 2022 MBL Nicollet River Crossing (LMRWD No. 2020-105)**

Administrator Loomis introduced and provided background on this item.

**v. Permit Program Summary**

Administrator Loomis introduced and provided background on this item.

**vi. 535 Lakota Lane, Chanhassen – work without a permit**

Mr. Kolb introduced and provided some background on this item and asked if any of the Managers had questions.

**Manager Amundson made a motion to move forward with filing the proposed Complaint with the courts. Manager Mraz seconded the motion. Upon a vote being taken the following voted in favor of the motion: Amundson, Hartmann, Mraz, and Raby; the following voted against: Non**

**K. MPCA Soil Reference Values**

L. Administrator Loomis introduced and provided background on this item.

**President Hartmann made a motion to authorize staff to proceed with recommendations contained in the Technical Memorandum – Revised Soil Reference Values and the Dredge Material Management Plan dated October 12, 2022. Manager Raby seconded the motion. Upon a vote being taken the following voted in favor of the motion: Amundson, Hartmann, Mraz, and Raby; the following voted against: None**

**7. COMMUNICATIONS**

- A. **Administrator Report:** Administrator Loomis stated her report is included in the Managers packet for their review and noted she and Young Environmental recently met with the DNR to discuss the management plan for Seminary Fen. Discussion with the DNR will continue.
- B. **President:** No report
- C. **Managers:** No report
- D. **Committees:** No report
- E. **Legal Counsel:** No report
- F. **Engineer:** No report

**8. ADJOURN**

**At 8:34 PM, President Hartmann made a motion to adjourn the meeting. Manager Mraz seconded the motion. Upon a vote being taken the following voted in favor of the motion: Amundson, Hartmann, Mraz, and Raby; the following voted against: None**

**The next meeting of the LMRWD Board of Managers meeting will be 7:00, Wednesday, November 16, 2022, and will be held at the Carver County Government Center, 602 East 4th Street, Chaska, MN. Electronic access will also be available.**

Attest:

\_\_\_\_\_  
Lauren Salvato, Secretary

\_\_\_\_\_  
Linda Loomis, Administrator

**Item 4.B.**  
**LMRWD 11-16-2022**

<b>BEGINNING BALANCE</b>	<b>30-Sep-22</b>	<b>\$ 1,313,390.71</b>
<b>ADD:</b>		
<b>General Fund Revenue:</b>		
September Dividend		\$ 3,156.96
Cargill - license fee for 2021 placement of private dredge material		\$ 16,766.00
Permit review fee - Valleyfair		\$ 1,000.00
		\$ 20,922.96
<b>Total Revenue and Transfers In</b>		
		<b>\$ 20,922.96</b>
<b>DEDUCT:</b>		
<b>Debits/Reductions</b>		
HDR Engineering		\$ 450.80
Appletree Condominiums	Reimbursement for 2021 Cost Share project	\$ 7,500.00
Barr Engineering		\$ 1,151.50
Dakota Soil & Water CD	Q3 2022 monitoring & TACS	\$ 3,640.00
Naiad Consulting, LLC	September 2022 administrative service & expense	\$ 13,306.62
Renaee Larson	Reimbursement for 2022 Cost Share project	\$ 1,814.43
Bank redemption fee		\$ 40.00
		\$ 27,903.35
<b>Total Debits/Reductions</b>		
		<b>\$ 27,903.35</b>
<b>ENDING BALANCE</b>	<b>31-Oct-22</b>	<b>\$ 1,306,410.32</b>



Lower Minnesota River Watershed District  
 General Fund Financial Report  
 Fiscal Year: January 1, 2021 through December 31, 2021  
 Meeting Date: November 16, 2022

FY 2022

<b>EXPENDITURES</b>	<b>2022 Budget</b>	<b>October Actuals</b>	<b>YTD 2022</b>	<b>Over (Under) Budget</b>
<b>Administrative expenses</b>	\$ 250,000.00	\$ 11,065.76	\$ 271,236.86	\$ 21,236.86
<b>Cooperative Projects</b>				
Eden Prairie Bank Stabilization Area #3	\$ 100,000.00	\$ 1,151.50	\$ 27,555.05	\$ (72,444.95)
Gully Erosion Contingency Fund	\$ -	\$ -	\$ -	\$ -
USGS Sediment & Flow Monitoring	\$ -	\$ -	\$ -	\$ -
Ravine Stabilization at Seminary Fen in Chaska	\$ -	\$ -	\$ -	\$ -
Seminary Fen Ravine Restoration site A	\$ -	\$ -	\$ -	\$ -
Seminary Fen Ravine Restoration site C-2	\$ -	\$ -	\$ 20,000.00	\$ 20,000.00
<b>509 Plan Budget</b>				
<i>Resource Plan Implementation</i>				
Watershed Resource Restoration Fund	\$ 120,000.00	\$ -	\$ 142,500.00	\$ 22,500.00
Gully Inventory	\$ -	\$ -	\$ 5,830.50	\$ 5,830.50
MN River Corridor Management Project	\$ -	\$ 2,280.86	\$ 26,069.03	\$ 26,069.03
Gun Club Fen Intrusion investigation	\$ -	\$ -	\$ 6,393.45	\$ 6,393.45
Assumption Creek Hydrology Restoration	\$ -	\$ -	\$ 32,447.03	\$ 32,447.03
Carver Creek Restoration	\$ -	\$ -	\$ -	\$ -
Groundwater Screening Tool Model	\$ -	\$ -	\$ -	\$ -
MN River Floodplain Model Feasibility Study	\$ -	\$ -	\$ 13,301.32	\$ 13,301.32
Schroeder Acres Park SW Mgmt Project	\$ -	\$ -	\$ -	\$ -
Downtown Shakopee Stormwater BMPs	\$ 50,000.00	\$ -	\$ 25,000.00	\$ (25,000.00)
PLOC Realignment/Wetland Restoration	\$ 30,000.00	\$ -	\$ -	\$ (30,000.00)
Spring Creek Project	\$ -	\$ -	\$ 12,336.30	\$ 12,336.30
West Chaska Creek	\$ -	\$ -	\$ 27,441.00	\$ 27,441.00
Sustainable Lakes Mgmt. Plan (Trout Lakes)	\$ 50,000.00	\$ -	\$ -	\$ (50,000.00)
Geomorphic Assessments (Trout Streams)	\$ -	\$ -	\$ 9,913.85	\$ 9,913.85
Fen Stewardship Program	\$ 25,000.00	\$ -	\$ 39,303.03	\$ 14,303.03
District Boundary Modification	\$ -	\$ -	\$ -	\$ -
E. Chaska Creek Bank Stabilization Project	\$ -	\$ -	\$ -	\$ -
E. Chaska Creek Treatment Wetland Project	\$ -	\$ -	\$ -	\$ -
MN River Sediment Reduction Strategy	\$ -	\$ -	\$ -	\$ -
Local Water Management Plan reviews	\$ 5,000.00	\$ -	\$ 3,904.25	\$ (1,095.75)
Project Reviews	\$ 75,000.00	\$ -	\$ 190,761.20	\$ 115,761.20
<i>Monitoring</i>	\$ 75,000.00	\$ 3,640.00	\$ 21,506.50	\$ (53,493.50)
<i>Watershed Management Plan</i>	\$ -	\$ -	\$ 18,429.25	\$ 18,429.25
<i>Public Education/CAC/Outreach Program</i>	\$ 75,000.00	\$ 450.80	\$ 43,255.68	\$ (31,744.32)
<i>Cost Share Program</i>	\$ 20,000.00	\$ 9,314.43	\$ 19,314.43	\$ (685.57)
<b>Nine Foot Channel</b>				
Transfer from General Fund	\$ -	\$ -	\$ -	\$ -
Dredge Site Improvements	\$ 240,000.00	\$ -	\$ 6,258.50	\$ (233,741.50)
<b>Total:</b>	<b>\$ 1,115,000.00</b>	<b>\$ 27,903.35</b>	<b>\$ 962,757.23</b>	<b>\$ (152,242.77)</b>



# LOWER MINNESOTA RIVER WATERSHED DISTRICT

## Minutes

Citizen Advisory Committee (CAC)

Tuesday, October 4, 2022

2400 East 86th Street, Bloomington, MN 55426

### 1. Order and Roll Call

The following members were present: Craig Diederichs, Judy Berglund, and Theresa Kuplic. The following individuals also attended the meeting: Linda Loomis, Naiad Consulting LLC and Lower Minnesota River Watershed District (LMRWD) administrator; and Jen Dullum, Young Environmental Consulting Group LLC education outreach coordinator.

### 2. Consent Agenda

- a. Approval of the October Agenda
- b. Approval of the August Minutes

Berglund moved to approve the consent agenda, and Kuplic seconded the motion. Upon a vote being taken, the motion carried unanimously.

### 3. Citizen Input on Non-Agenda Items

There was no input.

### 4. New Business

There was no new business.

### 5. Old Business

- a. Hat and T-shirt Options

CAC members agreed on ordering hats and name tags for identification when at public events representing the LMRWD. Loomis will reach out to vendors she has worked with in the past for twill hats and magnetic name tags.

- b. Draft Poster Board for Tabling Events

Dullum provided a draft poster for tabling events in the packet. This trifold poster includes information on the LMRWD cost program, native plants, rain barrels, rain gardens, and winter salt use. The CAC had no initial comments but will review and bring back any at the November meeting.

### 6. Communications

a. Meeting Format

Dullum provided an update on CAC member Karkowski, who has been unable to meet in person. Karkowski is better able to meet virtually. Berglund offered to host meetings at her home if the location would help with in-person meetings. Loomis suggested meetings could potentially be both virtual and in-person. Both Berglund and Kuplic will be attending virtually in February.

b. December Meeting Preparations

Dullum mentioned that in December, the CAC will approve and plan its 2023 meeting dates. This includes determining speakers, tours, potential events to attend. She asked the members to begin developing a list in preparation. She will also come with ideas and suggestions and provide ideas from other local watersheds.

c. Educator Mini-Grant Program

The LMRWD Educator Mini-Grant Program was launched on October 7, 2022. Over 100 educators were emailed. Applications are due on October 21. Dullum will be forwarding those applications and scoring sheets to you. Scoring sheets are due back to Dullum by 4:00 p.m. on October 28. The CAC will review all applications together and determine ranking at the November CAC meeting.

d. Watershed Management Plan Amendment/Rules Revision

Loomis informed the CAC that the Watershed Management Plan amendment to propose programs and projects for the five years is currently under review by various groups, including state agencies and other watershed partners. The Plan amendment will be finalized and adopted by the Board of Managers at the board meeting on October 19, 2022. Also, before this meeting is the rule revision. This process will complete administrative changes to the LMRWD's permitting program, removing potential confusion and streamlining the LMRWD's permitting process for applicants.

7. Adjournment

Berglund moved to adjourn the meeting, and Kuplic seconded the motion. Upon a vote being taken, the motion carried unanimously.

Note: Before the official meeting, Vicki Sherry (U.S. Fish and Wildlife Service, National Wildlife Refuge System) took the CAC on a tour of a portion of the Long Meadow Lake Unit at Bass Ponds which included Ike's Creek, Big and Little Bass Ponds, Hogback Pond and Marsh, and the Youth Fishing Pond. Sherry described past, present, and future restoration efforts for the area.



# LOWER MINNESOTA RIVER WATERSHED DISTRICT

## Executive Summary for Action

Lower Minnesota River Watershed District Board of Managers Meeting  
Wednesday, November 16, 2022

### **Agenda Item**

#### **Authorize Addendum to Recording Secretary Agreement**

### **Prepared By**

Linda Loomis, Administrator

### **Summary**

TimeSaver Off Site Secretarial, Inc. has submitted its annual update to the recording secretary agreement.

### **Attachments**

Addendum to Recording Secretary Agreement

### **Recommended Action**

Motion to accept terms of Addendum and authorize execution of Addendum by Administrator

# *TimeSaver Off Site Secretarial, Inc.*

---

October 21, 2022

Ms. Linda Loomis, Administrator  
Lower Minnesota River Watershed District  
112 East Fifth Street  
Chaska, MN 55318

Dear Linda,

Enclosed is an Addendum to the Recording Secretary Service Agreement that extends the expiration date to December 31, 2023. The unit rates reflect an increase of \$1 per hour and 50 cents per page and a base rate increase of less than 3.5%.

We appreciate the confidence you have placed in TimeSaver to handle your meeting minute needs and look forward to continuing that relationship in 2023.

If you need further information or have questions, please feel free to contact me at 612-251-8999.

Best regards,



Carla Wirth  
Owner

Enclosure: Recording Secretary Service Agreement  
Return envelope

**ADDENDUM TO  
RECORDING SECRETARY SERVICE AGREEMENT**

**Dated: December 31, 2022**

By and between TimeSaver Off Site Secretarial, Inc. and the Lower Minnesota River Watershed District, 112 East Fifth Street, Chaska, MN 55318.

1. EXTENSION OF RECORDING SECRETARIAL SERVICE AGREEMENT: The term of the existing Recording Secretary Service Agreement dated December 31, 2021, shall be extended under the same terms and conditions to December 31, 2023.
2. TOSS CHARGES: TOSS shall be paid for its services as recording secretary for each meeting with a one (1) hour minimum, the highest rate prevailing, as follows:
  - a. Base Rate: One Hundred Fifty-Nine and 00/100 dollars (\$159.00) for any meeting up to one (1) hour (billable time) plus Thirty-Seven and 75/100 dollars (\$37.75) for each thirty (30) minutes following the first one (1) hour; or
  - b. Unit Rate: Fifty and 25/100 dollars (\$50.25) for the first hour of meeting time and Thirty-Three and 50/100 dollars (\$33.50) for every hour after the first hour plus Fifteen and 25/100 dollars (\$15.25) for each page of draft minutes for submission to the Lower Minnesota River Watershed District for their preparation of final minutes.

At the end of the term of this Addendum or any extension of it, the parties may make a new Agreement or extend or modify the terms of this Agreement.

IN WITNESS WHEREOF, the undersigned have executed this Addendum to the Recording Secretary Service Agreement as of the day and year indicated.

January \_\_\_\_, 2023

LOWER MINNESOTA RIVER WATERSHED DISTRICT

By: \_\_\_\_\_  
Linda Loomis

Its: Administrator

November 1, 2022

TIMESAVER OFF SITE SECRETARIAL, INC.

By: Carla Wirth  
Carla Wirth

Its: President & CEO



# LOWER MINNESOTA RIVER WATERSHED DISTRICT

## Executive Summary for Action

Lower Minnesota River Watershed District Board of Managers Meeting  
Wednesday, November 16, 2022

### **Agenda Item**

**Item 4. F. - Certify 2023 Budget and tax levies as adopted and authorize transmission to counties**

### **Prepared By**

Linda Loomis, Administrator

### **Summary**

A proposed budget and preliminary certification of tax levies was presented to the Board at the August 2022 meeting of the Board. Resolutions 22-06 through 22-09 were adopted by the Board and preliminary levies were certified to the Counties. No changes are recommended to the budget.

Materials to certify the final levy with the counties is attached. The Board should approve the final certification and authorize transmission of the certification to the counties.

### **Attachments**

Final Certification of Taxes Payable 2023 to Carver County  
Final Certification of Taxes Payable 2023 to Dakota County  
Final Certification of Taxes Payable 2023 to Hennepin County  
Final Certification of Taxes Payable 2023 to Scott County

### **Recommended Action**

Motion to approve final certification and authorize transmission of certification to counties



LOWER MINNESOTA RIVER  
WATERSHED DISTRICT

Carver

Lauren Salvato  
Secretary

Dakota

Patricia Mraz  
Vice President

Hennepin

David Raby  
Assistant Treasurer

Laura Amundson  
Treasurer

Scott

Jesse Hartmann  
President

Linda Loomis, Administrator  
Home/Office: (763) 545-4659  
Cell: (763) 568-9522

112 East 5th Street  
Suite 102  
Chaska, MN 55318

E-mail:  
[info@lowermnriverwd.org](mailto:info@lowermnriverwd.org)

December 14, 2022

Carver County Taxpayer Services  
Carver County Government Center  
600 East 4th Street  
Chaska, MN 55318

Re: Lower Minnesota River Watershed District  
Final Certification of Property Tax Levies for  
Carver County for Taxes Payable 2023

Please find enclosed Final Certification of Property Tax Levies for Carver County for Taxes Payable 2023 and Approval of 2023 Proposed Budget. The Proposed levy has not changed since the preliminary certification adopted by the Lower Minnesota River Board of Managers Resolution 22-09 on August 17, 2022 pursuant to Minnesota Statutes 103D.905 Subd, 2 (General Administrative) and 1038.241 (Planning and Implementation). Minutes from the November 16, 2022 Board of Managers meeting affirming the amount of the Tax Levy Certification are attached.

The allocation of the levy among the counties is based upon information provided to the Watershed District by the Minnesota Department of Revenue. If you have any questions, please contact the Watershed District Administrator, Linda Loomis at (763) 545-4659 or by email to [naiadconsulting@gmail.com](mailto:naiadconsulting@gmail.com).

Very truly yours,

Linda Loomis  
Administrator  
Lower Minnesota River Watershed District

cc: LMRWD Board of Managers  
John Kolb, Rinke Noonan, Legal Counsel  
Christopher Knopik, CliftonLarsenAllen, Accountant



Manager Hartmann introduced the following resolution and moved its adoption:

RESOLUTION 22-06

LOWER MINNESOTA RIVER WATERSHED DISTRICT

PRELIMINARY CERTIFICATION OF PROPERTY TAX LEVIES FOR CARVER COUNTY

FOR TAXES PAYABLE 2023

AND APPROVAL OF 2023 PROPOSED BUDGET


WHEREAS, the Board of Managers of the Lower Minnesota River Watershed District ("LMRWD") has proposed a total budget of One Million Two Hundred Twenty-Five Thousand Five Hundred and 00/100 Dollars (\$1,225,500.00) for the fiscal year commencing January 1, 2023; and

WHEREAS, the proposed budget requires Seven Hundred Seventy-Five Thousand Dollars (\$775,000) to be raised from an ad valorem tax levy on taxable property in the LMRWD, apportioned according to the attached Schedule A, for the purpose of paying administrative expenses (Minnesota Statutes § 103D.905 Subd. 3) of Two Hundred Fifty Thousand Dollars (\$250,000) and providing for a planning and implementation fund (Minnesota Statutes § 103B.241) of Five Hundred Twenty-Five Thousand Dollars (\$525,000).

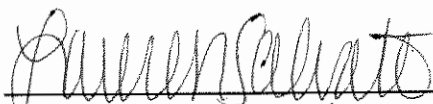
NOW, THEREFORE, BE IT RESOLVED, that the Secretary, in accordance with Minnesota Statutes, shall certify to the Auditors of Carver County, the following sum to be raised by levy on all taxable property in the Lower Minnesota River Watershed District payable in the year 2023 for the purposes noted above: Forty Six Thousand Two Hundred Seven and 83/100 Dollars (\$46,207.83), as provided in Minnesota Statutes, Sections 103D.911 and 103D.915; and

BE IT FURTHER RESOLVED by the Board of Managers of the LMRWD that the 2023 Preliminary Budget as proposed is hereby approved.

Adopted by the Board of Managers of the Lower Minnesota River Watershed District this 17th day of August 2022.

  
\_\_\_\_\_  
Jesse Hartmann, President

ATTEST:

  
\_\_\_\_\_  
Lauren Salvato, Secretary/Treasurer

The motion for the adoption of the foregoing resolution was seconded by Manager Salvato and upon a vote being taken thereon, the following voted in favor thereof: Amundson, Hartmann, Mraz, Raby and Salvato; and the following voted against the same: None. Whereupon said resolution was declared passed and adopted, this 17th day of August 2022, signed by the President and his signature attested by the Secretary/Treasurer.

**SCHEDULE A**

District 060 - Lower MN River Watershed

The following table was presented for the Managers' consideration with regard to the proposed amounts to be levied in each separate county, based upon the net tax capacities available:

**Preliminary Certification of Apportioned Levies**

**Payable 2023**

1)	General Fund (M.S. 103D.905, Subd.3)		\$250,000.00
2)	Planning and Implementation Fund (M.S. 103B.241)		\$525,000.00
3)	Payable 2023 Property Tax Levy		\$775,000.00
	<u>County</u>	(4) Payable 2022 Taxable Net Tax Capacity	(5) Net Tax Capacity Percent Distribution
			(6) Apportioned Payable 2023 Levy \$725,000 x column (5)
	Carver	\$7,450,063	5.9623%
	Dakota	\$12,872,721	9.8616%
	Hennepin	\$54,760,464	40.5231%
	Scott	\$54,253,089	43.6530%
	<b>TOTAL</b>	<b>\$129,335,337</b>	<b>100.00%</b>



LOWER MINNESOTA RIVER  
WATERSHED DISTRICT

Carver

Lauren Salvato  
Secretary

Dakota

Patricia Mraz  
Vice President

Hennepin

David Raby  
Assistant Treasurer

Laura Amundson  
Treasurer

Scott

Jesse Hartmann  
President

December 14, 2022

Amy Koethe  
Dakota County Property Taxation & Records  
1590 West Highway 55  
Hastings, MN 55033-2372

Re: Lower Minnesota River Watershed District  
Final Certification of Property Tax Levies for  
Dakota County for Taxes Payable 2023

Dear Ms. Koethe,

Please find enclosed Final Certification of Property Tax Levies for Dakota County for Taxes Payable 2023 and Approval of 2023 Proposed Budget. The Proposed levy has not changed since the preliminary certification adopted by the Lower Minnesota River Board of Managers Resolution 22-09 on August 17, 2022 pursuant to Minnesota Statutes 103D.905 Subd, 2 (General Administrative) and 103B.241 (Planning and Implementation). Minutes from the November 16, 2022 Board of Managers meeting affirming the amount of the Tax Levy Certification are attached.

The allocation of the levy among the counties is based upon information provided to the Watershed District by the Minnesota Department of Revenue. If you have any questions, please contact the Watershed District Administrator, Linda Loomis at (763) 545-4659 or by email to [naiadconsulting@gmail.com](mailto:naiadconsulting@gmail.com).

Very truly yours,

Linda Loomis  
Administrator  
Lower Minnesota River Watershed District

cc: LMRWD Board of Managers  
John Kolb, Rinke Noonan, Legal Counsel  
Christopher Knopik, CliftonLarsenAllen, Accountant

Linda Loomis, Administrator  
Home/Office: (763) 545-4659  
Cell: (763) 568-9522

112 East 5th Street  
Suite 102  
Chaska, MN 55318

E-mail:  
[info@lowermnriverwd.org](mailto:info@lowermnriverwd.org)



# FORM C - SPECIAL DISTRICT FINAL LEVY CERTIFICATION

Submit District Resolution with Levy Form

<b>Deadline:</b>	<b>December 28, 2022</b>	<b>Payable Year:</b>	<b>2023</b>
<b>Taxing Dist Name:</b>	Lower MN River Watershed District	<b>Entity Number:</b>	<b>03060</b>

Fund Number	Levy Category	Budget	LGA	Other Resources	Final Certified Levy	% of Levy
<b>Tax Capacity Based Levy</b>						
	Watershed District - MN				\$ -	0.00%
<b>Total Certified Final Levy</b>						
<b>TOTAL CERTIFIED FINAL LEVY</b>		0	0	0	\$ 76,427	0.00%

**FUND NUMBER:** The fund number identifies your district levy category - the fund number will auto populate after you select the expenditure from the levy category list.

**LEVY CATEGORY:** The levy category lists all the common levies throughout the taxing districts. Any levy that is not specifically identified should be included in the miscellaneous levy category.

**BUDGET:** Enter the approved expenditure levy amount that is stated on your budget resolution.

**LGA:** Enter "Local Government Aid" as a negative amount; LGA is a property tax relief that can be used to reduce any lawful expenditure.

**OTHER RESOURCES:** Enter other resources as negative amount to reduce your approved levy. Examples of other resources include other aids, interest income, prior year reserves, grants, etc.

**FINAL CERTIFIED LEVY:** The final certified levy is the estimated figures that will be entered into Dakota County tax rolls. Dakota County Property Taxation will deduct Fiscal Disparities from all certified levies.

## Authorization

I, the authorized representative of the above mentioned Governmental Agency, certify that the foregoing information is accurate to the best of my knowledge.

*Linda Loomis*

December 14, 2022

Signature of Authorized Representative

Date

Administrator

763-545-4659

naiadconsulting@gmail.com

Title

Phone Number

Email

Manager Hartmann introduced the following resolution and moved its adoption:

RESOLUTION 22-07

LOWER MINNESOTA RIVER WATERSHED DISTRICT

PRELIMINARY CERTIFICATION OF PROPERTY TAX LEVIES FOR DAKOTA COUNTY

FOR TAXES PAYABLE 2023

AND APPROVAL OF 2023 PROPOSED BUDGET

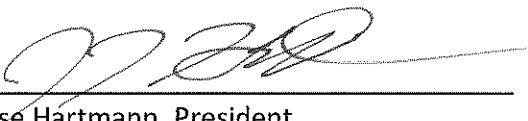
WHEREAS, the Board of Managers of the Lower Minnesota River Watershed District ("LMRWD") has proposed a total budget of One Million Two Hundred Twenty-Five Thousand Five Hundred and 00/100 Dollars (\$1,225,500.00) for the fiscal year commencing January 1, 2023; and

WHEREAS, the proposed budget requires Seven Hundred Seventy-Five Thousand Dollars (\$775,000) to be raised from an ad valorem tax levy on taxable property in the LMRWD, apportioned according to the attached Schedule A, for the purpose of paying administrative expenses (Minnesota Statutes § 103D.905 Subd. 3) of Two Hundred Fifty Thousand Dollars (\$250,000) and providing for a planning and implementation fund (Minnesota Statutes § 103B.241) of Five Hundred Twenty-Five Thousand Dollars (\$525,000).


NOW, THEREFORE, BE IT RESOLVED, that the Secretary, in accordance with Minnesota Statutes, shall certify to the Auditors of Dakota County, the following sum to be raised by levy on all taxable property in the Lower Minnesota River Watershed District payable in the year 2023 for the purposes noted above: Seventy Six Thousand Four Hundred Twenty Seven and 40/100 Dollars (\$76,427.40), as provided in Minnesota Statutes, Sections 103D.911 and 103D.915; and

BE IT FURTHER RESOLVED by the Board of Managers of the LMRWD that the 2023 Preliminary Budget as proposed is hereby approved.

Adopted by the Board of Managers of the Lower Minnesota River Watershed District this 17th day of August 2022.

  
\_\_\_\_\_  
Jesse Hartmann, President

ATTEST:

  
\_\_\_\_\_  
Lauren Salvato, Secretary/Treasurer

The motion for the adoption of the foregoing resolution was seconded by Manager Salvato and upon a vote being taken thereon, the following voted in favor thereof: Amundson, Hartmann, Mraz, Raby and Salvato; and the following voted against the same: None. Whereupon said resolution was declared passed and adopted, this 17th day of August 2022, signed by the President and his signature attested by the Secretary/Treasurer.

**SCHEDULE A**

District 060 - Lower MN River Watershed

The following table was presented for the Managers' consideration with regard to the proposed amounts to be levied in each separate county, based upon the net tax capacities available:

**Preliminary Certification of Apportioned Levies**

**Payable 2023**

1)	General Fund (M.S. 103D.905, Subd.3)		\$250,000.00
2)	Planning and Implementation Fund (M.S. 103B.241)		\$525,000.00
3)	Payable 2023 Property Tax Levy		\$775,000.00
	(4)	(5)	(6)
<u>County</u>	Payable 2022 Taxable Net Tax Capacity	Net Tax Capacity Percent Distribution	Apportioned Payable 2023 Levy \$725,000 x column (5)
Carver	\$7,450,063	5.9623%	\$46,207.83
Dakota	\$12,872,721	9.8616%	\$76,427.40
Hennepin	\$54,760,464	40.5231%	\$314,054.03
Scott	\$54,253,089	43.6530%	\$338,310.75
<b>TOTAL</b>	<b>\$129,335,337</b>	<b>100.00%</b>	<b>\$775,000.00</b>



LOWER MINNESOTA RIVER  
WATERSHED DISTRICT

Carver

Lauren Salvato  
Secretary

Dakota

Patricia Mraz  
Vice President

Hennepin

David Raby  
Assistant Treasurer

Laura Amundson  
Treasurer

Scott

Jesse Hartmann  
President

December 14, 2022

Joan Flavin, Auditor  
Resident and Real Estate Services  
A-600 Hennepin County Government Center  
300 South Sixth Street  
Minneapolis, MN 55487

Re: Lower Minnesota River Watershed District  
Final Certification of Property Tax Levies for  
Hennepin County for Taxes Payable 2023

Dear Ms. Flavin,

Please find enclosed Final Certification of Property Tax Levies for Hennepin County for Taxes Payable 2023 and Approval of 2023 Proposed Budget. The Proposed levy has not changed since the preliminary certification adopted by the Lower Minnesota River Board of Managers Resolution 22-09 on August 17, 2022 pursuant to Minnesota Statutes 103D.905 Subd, 2 (General Administrative) and 1038.241 (Planning and Implementation). Minutes from the November 16, 2022 Board of Managers meeting affirming the amount of the Tax Levy Certification are attached.

The allocation of the levy among the counties is based upon information provided to the Watershed District by the Minnesota Department of Revenue. If you have any questions, please contact the Watershed District Administrator, Linda Loomis at (763) 545-4659 or by email to [naiadconsulting@gmail.com](mailto:naiadconsulting@gmail.com).

Very truly yours,

Linda Loomis  
Administrator  
Lower Minnesota River Watershed District

cc: LMRWD Board of Managers  
John Kolb, Rinke Noonan, Legal Counsel  
Christopher Knopik, CliftonLarsenAllen, Accountant

Linda Loomis, Administrator  
Home/Office: (763) 545-4659  
Cell: (763) 568-9522

112 East 5th Street  
Suite 102  
Chaska, MN 55318

E-mail:  
[info@lowermnriverwd.org](mailto:info@lowermnriverwd.org)



HENNEPIN COUNTY  
MINNESOTA

State of Minnesota  
County of Hennepin

Taxing Jurisdiction Lower Minnesota River Watershed District

**2023 PROPOSED LEVY CERTIFICATION**  
**WATERSHEDS**

I, Linda Loomis Administrator of Lower Minnesota River  
the Watershed District hereby certify that

the following Resolution establishing the levy upon taxable property in said Taxing Jurisdiction  
was passed by the governing body at a duly convened meeting held on 17-Aug-22

LEVY ITEM	CERTIFIED LEVY
1. General Revenue	314,054.03
<b>TOTAL TAX CAPACITY BASED LEVY</b>	<b>\$ 314,054.03</b>

Given under my hand this 7th day of September, 2022

  
Taxing Jurisdiction Clerk



Manager Hartmann introduced the following resolution and moved its adoption:

RESOLUTION 22-08

LOWER MINNESOTA RIVER WATERSHED DISTRICT

PRELIMINARY CERTIFICATION OF PROPERTY TAX LEVIES FOR HENNEPIN COUNTY

FOR TAXES PAYABLE 2023

AND APPROVAL OF 2023 PROPOSED BUDGET


WHEREAS, the Board of Managers of the Lower Minnesota River Watershed District ("LMRWD") has proposed a total budget of One Million Two Hundred Twenty-Five Thousand Five Hundred and 00/100 Dollars (\$1,225,500.00) for the fiscal year commencing January 1, 2023; and

WHEREAS, the proposed budget requires Seven Hundred Seventy-Five Thousand Dollars (\$775,000) to be raised from an ad valorem tax levy on taxable property in the LMRWD, apportioned according to the attached Schedule A, for the purpose of paying administrative expenses (Minnesota Statutes § 103D.905 Subd. 3) of Two Hundred Fifty Thousand Dollars (\$250,000) and providing for a planning and implementation fund (Minnesota Statutes § 103B.241) of Five Hundred Twenty-Five Thousand Dollars (\$525,000).

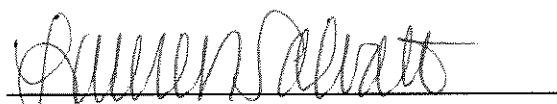
NOW, THEREFORE, BE IT RESOLVED, that the Secretary, in accordance with Minnesota Statutes, shall certify to the Auditors of Hennepin County, the following sum to be raised by levy on all taxable property in the Lower Minnesota River Watershed District payable in the year 2023 for the purposes noted above: Three Hundred Fourteen Thousand Fifty Four and 03/100 Dollars (\$314,054.03), as provided in Minnesota Statutes, Sections 103D.911 and 103D.915; and

BE IT FURTHER RESOLVED by the Board of Managers of the LMRWD that the 2023 Preliminary Budget as proposed is hereby approved.

Adopted by the Board of Managers of the Lower Minnesota River Watershed District this 17th day of August 2022.

  
\_\_\_\_\_  
Jesse Hartmann, President

ATTEST:

  
\_\_\_\_\_  
Lauren Salvato, Secretary/Treasurer

The motion for the adoption of the foregoing resolution was seconded by Manager Salvato and upon a vote being taken thereon, the following voted in favor thereof: Amundson, Hartmann, Mraz, Raby and Salvato; and the following voted against the same: None. Whereupon said resolution was declared passed and adopted, this 17th day of August 2022, signed by the President and his signature attested by the Secretary/Treasurer.

**SCHEDULE A**

District 060 - Lower MN River Watershed

The following table was presented for the Managers' consideration with regard to the proposed amounts to be levied in each separate county, based upon the net tax capacities available:

**Preliminary Certification of Apportioned Levies**

**Payable 2023**

1)	General Fund (M.S. 103D.905, Subd.3)		\$250,000.00
2)	Planning and Implementation Fund (M.S. 103B.241)		\$525,000.00
3)	Payable 2023 Property Tax Levy		\$775,000.00
	<u>County</u>	(4) Payable 2022 Taxable Net Tax Capacity	(5) Net Tax Capacity Percent Distribution
			(6) Apportioned Payable 2023 Levy \$725,000 x column (5)
	Carver	\$7,450,063	5.9623%
	Dakota	\$12,872,721	9.8616%
	Hennepin	\$54,760,464	40.5231%
	Scott	\$54,253,089	43.6530%
	<b>TOTAL</b>	<b>\$129,335,337</b>	<b>100.00%</b>



LOWER MINNESOTA RIVER  
WATERSHED DISTRICT

Carver

Lauren Salvato  
Secretary

Dakota

Patricia Mraz  
Vice President

Hennepin

David Raby  
Assistant Treasurer

Laura Amundson  
Treasurer

Scott

Jesse Hartmann  
President

December 14, 2022

Cynthia M. Geis, County Auditor  
Scott County Department of Taxation  
200 Fourth Avenue West  
Shakopee, MN 55379

Re: Lower Minnesota River Watershed District  
Final Certification of Property Tax Levies for  
Scott County for Taxes Payable 2023

Dear Ms. Geis,

Please find enclosed Final Certification of Property Tax Levies for Scott County for Taxes Payable 2023 and Approval of 2023 Proposed Budget. The Proposed levy has not changed since the preliminary certification adopted by the Lower Minnesota River Board of Managers Resoulution 22-09 on August 17, 2022 pursuant to Minnesota Statutes 103D.905 Subd, 2 (General Administrative) and 103B.241 (Planning and Implementation). Minutes from the November 16, 2022 Board of Managers meeting affirming the amount of the Tax Levy Certification are attached.

The allocation of the levy among the counties is based upon information provided to the Watershed District by the Minnesota Department of Revenue. If you have any questions, please contact the Watershed District Administrator, Linda Loomis at (763) 545-4659 or by email to [naiadconsulting@gmail.com](mailto:naiadconsulting@gmail.com).

*[Faint signature]*

Very truly yours,

Linda Loomis  
Administrator  
Lower Minnesota River Watershed District

cc: LMRWD Board of Managers  
John Kolb, Rinke Noonan, Legal Counsel  
Christopher Knopik, CliftonLarsenAllen, Accountant

Linda Loomis, Administrator  
Home/Office: (763) 545-4659  
Cell: (763) 568-9522

112 East 5th Street  
Suite 102  
Chaska, MN 55318

E-mail:  
[info@lowermnriverwd.org](mailto:info@lowermnriverwd.org)

**FINAL LEVY CERTIFICATION FOR TAXES PAYABLE IN 2023**

**Lower Minnesota River Watershed District**

**NAME OF TAXING DISTRICT**

<b>FUND/ACCOUNT</b>	<b>NET LEVY</b>
---------------------	-----------------

Levy needs to be in WHOLE DOLLARS only !!

GENERAL REVENUE \$ 338,310.75

BONDS/DEBT (Itemize on Debt Service form) \$ 0

**NOTE: If you have debt that you do not levy for, you must still account for that debt in your resolution, stating that you have sufficient funds for that bond.**

OTHER (please list) \$ 0

\_\_\_\_\_  
\$ \_\_\_\_\_  
\$ \_\_\_\_\_  
\$ \_\_\_\_\_

**TOTAL LEVY** \$ 338,310.75

**(You must submit your resolution with this certification)**

*Linda Loomis*

19-Nov-22

Signature of Representative

Date

Administrator

763-545-4659

Title

Phone Number

**\*\*\*THIS IS YOUR FINAL LEVY\*\*\***

Please return this form to : Dana Anderson  
Scott County Property & Taxation Services  
200 Fourth Ave West  
Shakopee, MN 55379

Questions:  
(952) 496-8108 fax:(952) 496-8496  
[djanderson@co.scott.mn.us](mailto:djanderson@co.scott.mn.us)

**THIS FORM MUST BE RETURNED BY:**

**December 28, 2022**

Manager Hartmann introduced the following resolution and moved its adoption:

RESOLUTION 22-09

LOWER MINNESOTA RIVER WATERSHED DISTRICT

PRELIMINARY CERTIFICATION OF PROPERTY TAX LEVIES FOR SCOTT COUNTY

FOR TAXES PAYABLE 2023

AND APPROVAL OF 2023 PROPOSED BUDGET

WHEREAS, the Board of Managers of the Lower Minnesota River Watershed District ("LMRWD") has proposed a total budget of One Million Two Hundred Twenty-Five Thousand Five Hundred and 00/100 Dollars (\$1,225,500.00) for the fiscal year commencing January 1, 2023; and

WHEREAS, the proposed budget requires Seven Hundred Seventy-Five Thousand Dollars (\$775,000) to be raised from an ad valorem tax levy on taxable property in the LMRWD, apportioned according to the attached Schedule A, for the purpose of paying administrative expenses (Minnesota Statutes § 103D.905 Subd. 3) of Two Hundred Fifty Thousand Dollars (\$250,000) and providing for a planning and implementation fund (Minnesota Statutes § 103B.241) of Five Hundred Twenty-Five Thousand Dollars (\$525,000).

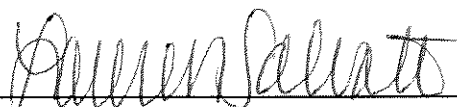
NOW, THEREFORE, BE IT RESOLVED, that the Secretary, in accordance with Minnesota Statutes, shall certify to the Auditors of Scott County, the following sum to be raised by levy on all taxable property in the Lower Minnesota River Watershed District payable in the year 2023 for the purposes noted above: Three Hundred Thirty Eight Thousand Three Hundred Ten and 75/100 Dollars (\$338,310.75), as provided in Minnesota Statutes, Sections 103D.911 and 103D.915; and

BE IT FURTHER RESOLVED by the Board of Managers of the LMRWD that the 2023 Preliminary Budget as proposed is hereby approved.

Adopted by the Board of Managers of the Lower Minnesota River Watershed District this 17th day of August 2022.

  
\_\_\_\_\_  
Jesse Hartmann, President

ATTEST:

  
\_\_\_\_\_  
Lauren Salvato, Secretary/Treasurer

The motion for the adoption of the foregoing resolution was seconded by Manager Salvato and upon a vote being taken thereon, the following voted in favor thereof: Amundson, Hartmann, Mraz, Raby and Salvato; and the following voted against the same: None. Whereupon said resolution was declared passed and adopted, this 17th day of August 2022, signed by the President and his signature attested by the Secretary/Treasurer.

**SCHEDULE A**

District 060 - Lower MN River Watershed

The following table was presented for the Managers' consideration with regard to the proposed amounts to be levied in each separate county, based upon the net tax capacities available:

**Preliminary Certification of Apportioned Levies**

**Payable 2023**

1)	General Fund (M.S. 103D.905, Subd.3)		\$250,000.00
2)	Planning and Implementation Fund (M.S. 103B.241)		\$525,000.00
3)	Payable 2023 Property Tax Levy		\$775,000.00
	(4)	(5)	(6)
<u>County</u>	Payable 2022 Taxable Net Tax Capacity	Net Tax Capacity Percent Distribution	Apportioned Payable 2023 Levy \$725,000 x column (5)
Carver	\$7,450,063	5.9623%	\$46,207.83
Dakota	\$12,872,721	9.8616%	\$76,427.40
Hennepin	\$54,760,464	40.5231%	\$314,054.03
Scott	\$54,253,089	43.6530%	\$338,310.75
<b>TOTAL</b>	<b>\$129,335,337</b>	<b>100.00%</b>	<b>\$775,000.00</b>



# LOWER MINNESOTA RIVER WATERSHED DISTRICT

## Executive Summary for Action

Lower Minnesota River Watershed District Board of Managers Meeting

Wednesday, November 16, 2022

### **Agenda Item**

#### **Item 5. A. – Express Appreciation for Manager Mraz’s Services**

### **Prepared By**

Linda Loomis, Administrator

### **Summary**

In 2021, Manager Mraz moved outside the boundaries of the LMRWD. Minnesota statute 103D.311 requires that Managers must be a voting resident of the watershed district. Manager Mraz generously agreed to continue until Dakota County appointed a replacement. The Dakota County Board of Commissioners intends to appoint a resident of the LMRWD at its November 15 meeting.

The LMRWD wishes to recognize the contributions of Manager Mraz to the LMRWD by adopting resolution 22-12 - A RESOLUTION OF APPRECIATION FOR SERVICE AND CONTRIBUTION OF PATRICIA MRAZ TO THE LOWER MINNESOTA RIVER WATERSHED DISTRICT and presenting her with an award recognizing her service. The Board should adopt Resolution 22-12 - A RESOLUTION OF APPRECIATION FOR SERVICE AND CONTRIBUTION OF PATRICIA MRAZ TO THE LOWER MINNESOTA RIVER WATERSHED DISTRICT. Manager Mraz will be presented with a copy of Resolution 22-12 and an award recognizing her service to the LMRWD>

### **Attachments**

Resolution 22-12 - A RESOLUTION OF APPRECIATION FOR SERVICE AND CONTRIBUTION OF PATRICIA MRAZ TO THE LOWER MINNESOTA RIVER WATERSHED DISTRICT

### **Recommended Action**

Motion to adopt Resolution 22-12 - A RESOLUTION OF APPRECIATION FOR SERVICE AND CONTRIBUTION OF PATRICIA MRAZ TO THE LOWER MINNESOTA RIVER WATERSHED DISTRICT and present the award to Manager Mraz

Manager \_\_\_\_\_ introduced the following resolution and moved its adoption, seconded by Manager \_\_\_\_\_:

## RESOLUTION 22-12

### LOWER MINNESOTA RIVER WATERSHED DISTRICT

#### A RESOLUTION OF APPRECIATION FOR SERVICE AND CONTRIBUTION OF PATRICIA MRAZ TO THE LOWER MINNESOTA RIVER WATERSHED DISTRICT

WHEREAS the Lower Minnesota River Watershed District (the "District") is a special purpose unit of government established in accordance with Minnesota State Statutes 103B and 103D; and

WHEREAS, under said Statute, the District is charged with the responsibility for the management of storm water, to protect persons and property from flooding, to protect and preserve the water quality of lakes, streams, rivers, and wetlands within the boundaries of the District and downstream receiving waters.

WHEREAS, in addition to the responsibilities defined in Minnesota State Statute, the District was created, to act as the Local Sponsor for the IJS Army Corps of Engineers maintenance of the Nine Foot Navigation Channel; and

WHEREAS, Manager Mraz served as a Manager for the District, representing Dakota County, from April 2021 to the present, serving as Vice President; and

WHEREAS, Manager Mraz has freely and generously given her time and knowledge, expertise and talent to serve the public and protect the environment; and

WHEREAS, Manager Mraz provided judgement, leadership, and guidance to the District with vision, integrity, an open mind and a conscientious dedication to the mission of the District and service to the public; and

WHEREAS, Manager Mraz provided guidance to the process amending the LMRWD rules and the Plan Implementation Program; and other activities and projects during her tenure, as well as an overarching concern for the Minnesota River; and

WHEREAS, Manager Mraz has always treated the public, staff and fellow managers with respect and courtesy, and offered advice and counsel to the District with fairness and common sense.

NOW THEREFORE BE IT RESOLVED that the Lower Minnesota River Watershed District Board of Managers hereby expresses its sincere and grateful appreciation to Patricia Mraz for her distinguished service to the Lower Minnesota River Watershed District and the public.



Adopted by the Board of Managers of the Lower Minnesota River Watershed District this 16th day of November 2022.

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Jesse Hartmann, President

Attested:

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Lauren Salvato, Secretary



# LOWER MINNESOTA RIVER WATERSHED DISTRICT

## Executive Summary for Action

Lower Minnesota River Watershed District Board of Managers Meeting  
Wednesday, November 16, 2022

### **Agenda Item**

#### **Item 6. A. – 2021 Financial Audit**

### **Prepared By**

Linda Loomis, Administrator

### **Summary**

Global Portfolio Consulting (GPC), the auditor for the LMRWD, provided an list of questions that they need answered before they can finalize the 2021 audit for the LMRWD. The list of questions was forwarded to Carver County Finance Department, Clifton Larson Allen, LLP, and Redpath & Company. Answers were provided by the appropriate parties and the answers are under review by GPC.

BWSR has been kept informed of the situation with the LMRWD 2021 Financial Audit.

### **Attachments**

No Attachments

### **Recommended Action**

No recommended action – for information only



# LOWER MINNESOTA RIVER WATERSHED DISTRICT

## Executive Summary for Action

Lower Minnesota River Watershed District Board of Managers Meeting  
Wednesday, November 16, 2022

### **Agenda Item**

#### **Item 6. D. – Dredge Management**

### **Prepared By**

Linda Loomis, Administrator

### **Summary**

At the September 2022 meeting of the LMRWD Board of Managers, Young Environmental Consulting Group (YECG) presented a report on the condition of Vernon Avenue and the access road to the LMRWD dredge material management site (Site). At the time of the inspection to prepare the report the culvert under the access road was obscured by vegetation. YECG revisited the site after a killing frost had killed the vegetation and an updated report is attached for the Board's information.

### **Attachments**

Technical Memorandum – Lower Minnesota River Watershed District Dredge Site Update, dated November 9, 2022

### **Recommended Action**

Motion to direct staff to continue work on recommendations of Technical Memorandums dated September 14, 2022 and November 9, 2022



# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Erica Bock, Water Resources Scientist  
Katy Thompson, PE, CFM  
Hannah Leclaire, PE

**Date:** November 9, 2022

**Re:** Lower Minnesota River Watershed District Dredge Site Update

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As outlined in the Lower Minnesota River Watershed District's (LMRWD's) workplan to the Board of Water and Soil Resources, the LMRWD will implement capital improvement projects and continue the operation and management (O&M) of the Cargill East River (MN—14.2 RMP) Dredge Material Site (Site) located on the Minnesota River in Savage, Minnesota (Figure 1). O&M activities include maintenance of Vernon Avenue and regular culvert cleaning. On August 22, 2022, Young Environmental staff visited the dredge site, documented the current site conditions, and attempted to validate the required O&M work. Staff were unable to document the current conditions of the access road and culvert due to heavy vegetation but were able to evaluate Vernon Avenue and made a recommendation to the board update at the September 2022 meeting to proceed with developing a scope of work for roadway maintenance or improvements through the LMRWD engineering pool (Attachment 1).

On October 25, 2022, Young Environmental staff revisited the dredge site to document the current site conditions of the access road culvert because it was obscured in August. The following documents the culvert conditions found at the time.

## **HydInfra**

HydInfra is an asset management rating system used by MnDOT to assess the conditions of stormwater infrastructure in the field. MnDOT has developed a manual to allow others to utilize this methodology. The inspection criteria according to the HydInfra Inspection Manual are based on factors such as structural integrity and the integrity of the surrounding metal. The rating is 0–4, with 0 being not able to rate or not



visible, a high end of 1 being excellent and like-new condition, and a low end of 4 being severe or serious deterioration. Not included in the condition rating is need for cleaning, plugged infrastructure, sediment percentage full, water observed, and water percentage full.

### **Access Road Culvert HydInfra Assessment**

The access road culvert is a 48-inch reinforced concrete pipe with flared aprons and trash guards. The upstream end of the culvert on the south side of the access road was completely blocked by sediment and tree debris, as shown in Attachment 2. The culvert location was not immediately discernable due to the large debris buildup, and like the previous site visit, Young Environmental staff were unable to find the culvert apron under the accumulated sediment (Photo 1, Attachment 2). The accumulated sediment has also created a stagnant pond immediately upstream of the culvert, which following rain events, likely increases in elevation as the water slowly percolates through the sediment and into the culvert downstream. This bounce in water surface elevations appears to be contributing to the erosion of the roadway embankment and the development of in-slope cavities forming above the pipe apron (Photo 2, Attachment 2).

The accumulated sediment at the upstream entrance was covered in vegetation but not solidly packed, and depressions and holes appeared to be forming above the presumed location of the culvert (Photo 3, Attachment 2). Depressions and vertical holes in the embankment fill above a culvert can often indicate that the culvert pipe sections have separated and are allowing the embankment fill to infiltrate the culvert.

Downstream, on the north side of the access road, the culvert, apron, trash guard, and riprap were all visible and appeared to be in good condition (Photo 4, Attachment 2). There were no visible cracks or joint separation and only minor blemishes on the culvert itself; however, the pipe appeared to be approximately 30 percent filled with sediment (Photo 5, Attachment 2). The culvert and downstream channel showed no signs of flowing water, likely due to the blocked culvert entrance, but they showed some minor deposition and sediment accumulation at the downstream culvert outfall (Photo 6, Attachment 2).

Overall, the access road culvert was rated 4—Severe Condition using the HydInfra methodology due to the evidence of bank erosion, slumping, and cavities forming at the upstream end, which may eventually threaten the integrity of the access road. MnDOT generally recommends structures with a rating of 4 be inspected annually to monitor progression and prevent damage to the roadway. The need for cleaning is not typically incorporated into the overall rating; however, in this case, because the upstream end is



100 percent blocked, without addressing the blockage, the roadway embankment may continue to erode from the bounce in water elevations upstream and through piping or cavitation around the culvert.

## **Recommendations**

Based on the most recent site visit, the access road culvert shows evidence of joint separation and is completely blocked by sediment and debris, earning it a HydInfra rating of 4, which indicates serious deterioration. In addition to the recommendations given on September 14, 2022, Young Environmental recommends full, in-kind replacement of the culvert. If field conditions during reconstruction of the access road show that there is no joint separation as presumed during the October 2022 site visit, the condition of the culvert will be reevaluated at that time.

## **Attachments**











- Figure 1—LMRWD Dredge Site Location Map
- Attachment 1—September 14, 2022, LMRWD Dredge Site Visit Summary
- Attachment 2—October 25, 2022, Photos of Access Road Culvert
- Attachment 3—Culvert Condition Assessment



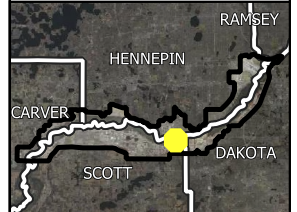
Figure 1: LMRWD Dredge Site Location Map



**LEGEND**

- |                                                                                                        |                                                                                                         |
|--------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
|  LMRWD Dredge Site  |  Major Highways      |
|  LMRWD Boundary     |  Railroads           |
|  River Mile Markers |  Access Road Culvert |
|  Public Waterways   |  Scott Co. Parcels   |
|  Public Waterbodies |  County Boundaries   |

**LMRWD Location**





# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Katy Thompson, PE, CFM  
Hannah LeClaire, PE

**Date:** September 14, 2022

**Re:** Lower Minnesota River Watershed District Dredge Site Visit Summary

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As outlined in the Lower Minnesota River Watershed District's (LMRWD's) workplan to the Board of Water and Soil Resources, the LMRWD will implement capital improvement projects and continue the operation and management (O&M) of the Cargill East River (MN – 14.2 RMP) Dredge Material Site (Site) located on the Minnesota River in Savage, Minnesota (Figure 1). O&M activities include maintenance of Vernon Avenue and regular culvert cleaning. On August 22, 2022, Young Environmental staff visited the dredge site and documented the current site conditions in preparation for completing the specified O&M activities (Figure 2). The following documents the site conditions at the time and as provides an abbreviated background on the dredge site history.

## Background

The U.S. Army Corps of Engineers (USACE) is required to maintain a nine-foot deep by 100-foot wide channel within the Minnesota River for barge navigation from its confluence with the Mississippi River to 14.7 miles upstream. While the USACE provides the needed channel dredging for navigation, the LMRWD serves as the local sponsor and is responsible for providing placement sites and the disposal of the dredged material. In 2007, the LMRWD acquired the land from Cargill, and in 2014 entered into an agreement with LS Marine, who also provides dredging services for the private slips at the nearby Ports of Savage, to operate the Site and find end users for the USACE dredged material on the LMRWD's behalf.



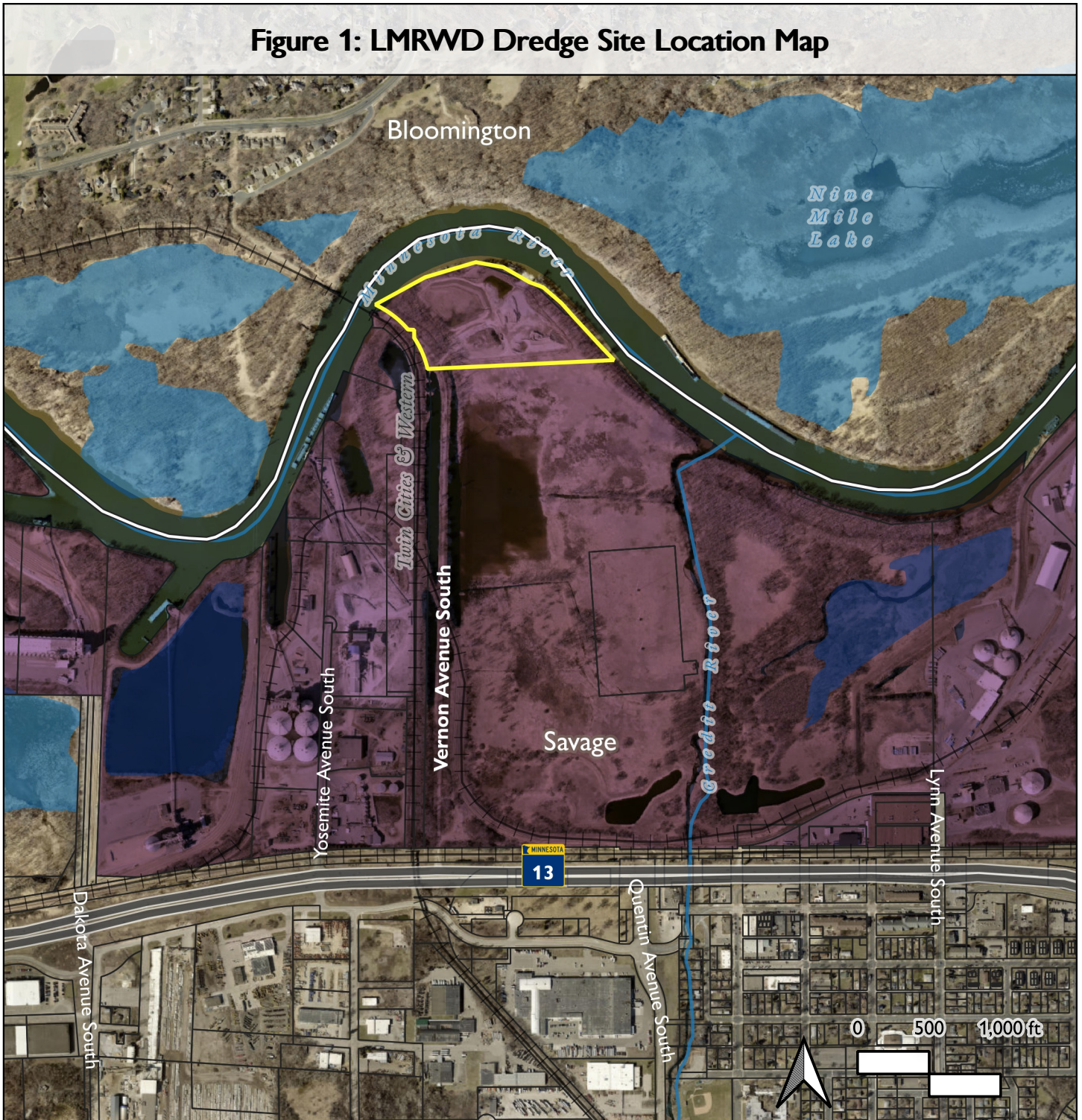
The LMRWD administrator provided the 2010 construction bid package for the Site access road developed by Bonestroo as well as a 2015 pavement evaluation report for Vernon Avenue completed by American Engineering Testing (AET). The Site access road was constructed over an existing drainage way to the Minnesota River and included a 48-inch reinforced concrete pipe culvert under the new roadway. The information provided does not show the pipe inverts; however, it appears that the pipe was placed on the existing grade and is flat, making it susceptible to sediment buildup at the entrance.

AET completed a pavement condition analysis of Vernon Avenue in June 2015 to determine if the roadway was adequate for haul trucks to remove the existing USACE dredged material stockpile on the Site. Four soil borings were collected along Vernon Avenue between Trunk Highway 13 and the Twin Cities & Western Railroad (TCWR). These borings established the roadway surface ranged from zero to 2.5 inches of deteriorated bituminous asphalt pavement. AET concluded the roadway was “in very poor condition,” the road was approaching its end of service life, and the pavement strength was not adequate for heavy truck loading (Figure 3).










As part of the planning and design efforts for the 2020 Site improvements, in 2017 Burns & McDonnell developed an Estimate of Probable Cost that estimated the cost to reconstruct Vernon Avenue to current design and strength standards was approximately \$125,000. The Estimate of Probable Cost, in addition to upgrading Vernon Avenue, recommended that the 48-inch access road culvert be cleaned out and be maintained on an annual basis, likely due to its flat slope. It was further recommended that the access road culvert be removed and replaced by 2026, with an estimated cost of \$103,000. It should be noted that Estimate of Probable Cost values are based on 2016 US dollars and an assumed 2.5 percent inflation rate. The estimates should be updated to reflect current construction costs if these capital improvements are pursued.

In 2020, the Site was improved to reconfigure the containment berms to segregate the sandy USACE dredged material and the more fine-grained and clayey private dredged material, which requires longer drying times. Since construction was completed, LS Marine has coordinated the placement and removal of approximately 24,000 cubic yards (CY) of USACE dredged material and 93,000 CY of private dredged materials.

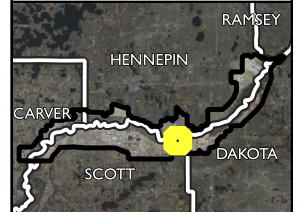
**Figure 1: LMRWD Dredge Site Location Map**



**LEGEND**

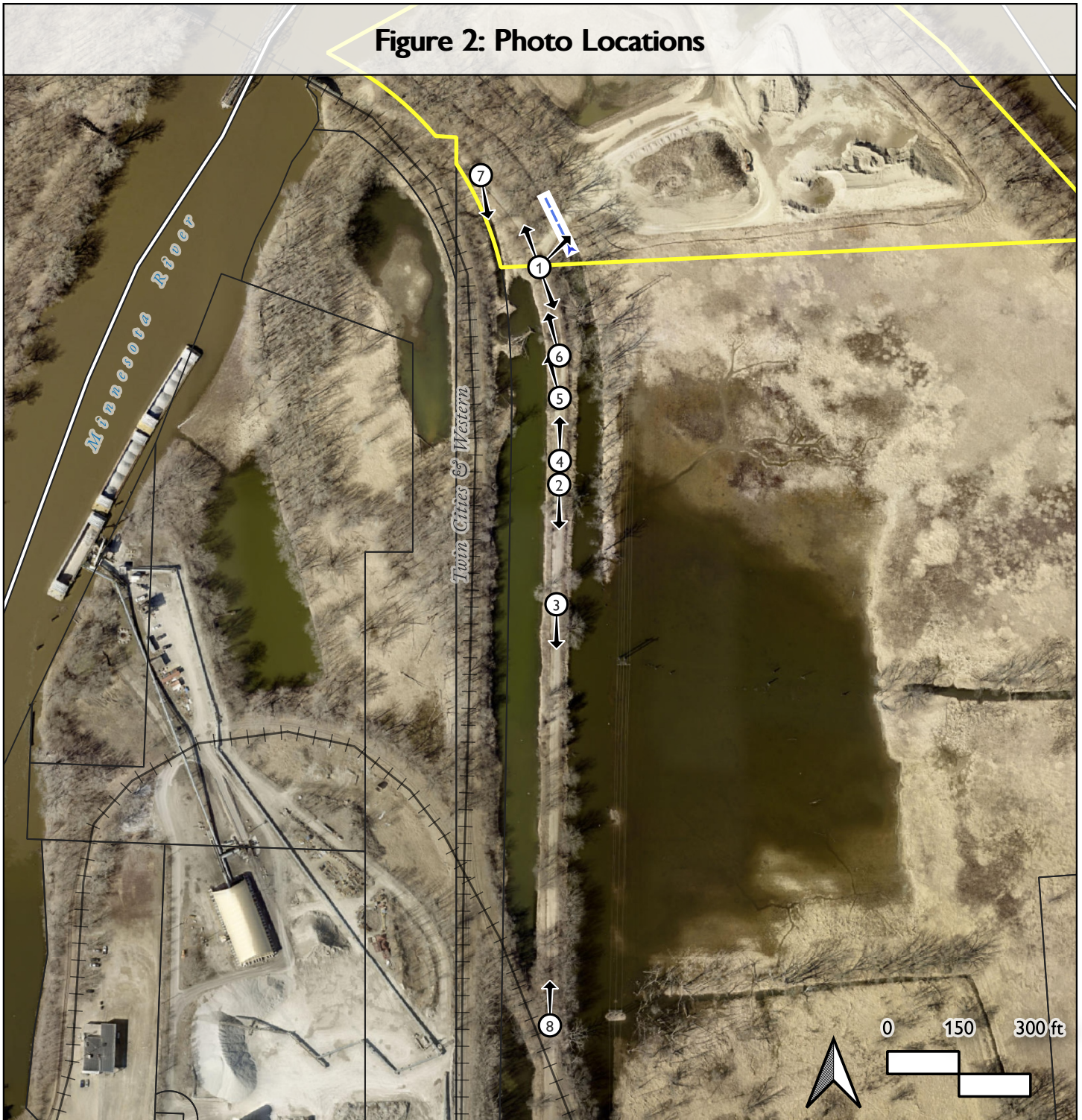
- |                                                                                                        |                                                                                                                         |
|--------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
|  LMRWD Dredge Site  |  Railroads                           |
|  LMRWD Boundary     |  Scott Co. Parcels                   |
|  Public Waterbodies |  Ports of Savage Industrial District |
|  Public Waterways   |  County Boundaries                   |
|  Major Highways     |                                                                                                                         |

**LMRWD Location**





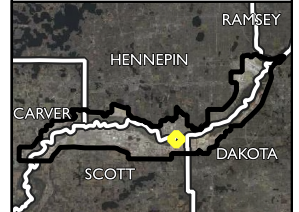
**Figure 2: Photo Locations**



**LEGEND**

- August 2022 Site Visit Photo Locations (arrow indicates view direction)
- Access Road Culvert
- LMRWD Dredge Site
- LMRWD Boundary
- Public Waterbodies
- Major Highways
- Railroads
- Scott Co. Parcels
- County Boundaries

**LMRWD Location**







*Figure 3. 2015 Vernon Avenue pavement condition (AET, 2015)*

### **August 22, 2022, Field Visit**

On August 22, 2022, staff from Young Environmental visited the LMRWD Site and reviewed the current conditions (Attachment 1). Unfortunately, heavy vegetation entirely obscured the access road culvert and most of the roadway embankment along Vernon Avenue (Photo 1A, Attachment 1).

Consistent with the background information reviewed, Vernon Avenue was in poor condition, with many deep ruts and a deteriorating road surface (Photo 4A, Attachment 1). Much of the roadway appeared to be sandy material overlaying a decomposed bituminous pavement (Photos 1B, 2B, 3B, and 4B, Attachment 1), but large sections of the roadway appeared to be entirely sand (Photo 3, Attachment 1). Due to the road's location within the Minnesota River floodplain, it is possible that the sandy material observed is may also be sediment deposition from past flood events, which may need further soil borings or review to confirm. When compared to Figure 3 and the 2015 AET report, the 2022 field conditions appear to indicate that Vernon Avenue has continued to deterioration.

Also consistent with LS Marine's maintenance concerns, there was evidence of road widening due to displaced aggregate (Photos 1C, 2A, 4A, and 5, Attachment 1). The road widening may be intentional turnouts from the 2015–2016 stockpile removal, which would have allowed the trucks hauling sediment offsite to bypass each other on the narrow road. It is also possible that because the road surface is in such poor condition, the aggregate placed by LS Marine is not properly secured in place and gets displaced from heavy truck traffic and rainfall. If this is the case, continuing to place aggregate to fill the ruts and depressions in the roadway does not appear to be a sustainable solution and could adversely affect the neighboring wetlands over time. LS Marine should be consulted to determine if the road widening was intentional or the result of further roadway degradation.

### Next Steps

Following the review of the materials provided by the LMRWD administrator and completion of the site visit, we plan to move forward as follows:

- Conduct a follow-up site visit in mid to late October 2022 when vegetation has died back to properly assess the condition of the access road culvert and its maintenance needs.
- Following the October 2022 site visit, coordinate with LS Marine and City of Savage to discuss upgrades to Vernon Avenue and gauge interest in upgrading the road as recommended by AET in 2015.
- Use the LMRWD engineering pool to update the construction cost estimates and develop a pavement design to upgrade Vernon Avenue and the access road to current design standards, which will help prevent the amount of sediment and aggregate from entering the neighboring wetlands and the access road culvert.
- Work with the selected pool engineer to collect any needed field data (e.g., soil borings) in November and December 2022.
- Develop construction bid package over the winter–spring 2023 with possible construction summer 2023.

Finally, the Minnesota Pollution Control Agency recently provided the LMRWD with an updated assessment of sediment chemical concentrations for dredged material. The updated soil reference values were provided on August 25, 2022, and will be reviewed for potential impacts to the LMRWD's dredge operations. Results of the review will be shared at the next board meeting.

### Attachments

Attachment 1—August 22, 2022, Field Visit Photographs

# Attachment 1: Vernon Avenue Field Visit Photos

August 22, 2022



Photo 1A. LMRWD Dredge Site access road culvert (upstream, not visible due to dense vegetation)



LMRWD Dredge Site

LMRWD Access Road

Approx. location of 48-inch culvert



Photo 1B. Vernon Avenue looking north, from LMRWD Dredge Site access road. This portion of Vernon Avenue provides access to the Twin Cities and Western Railroad bridge and did not appear to be heavily trafficked. In 2015, the AET soil boring B-4 indicated the bituminous pavement was 1.5-inches thick but deteriorated.

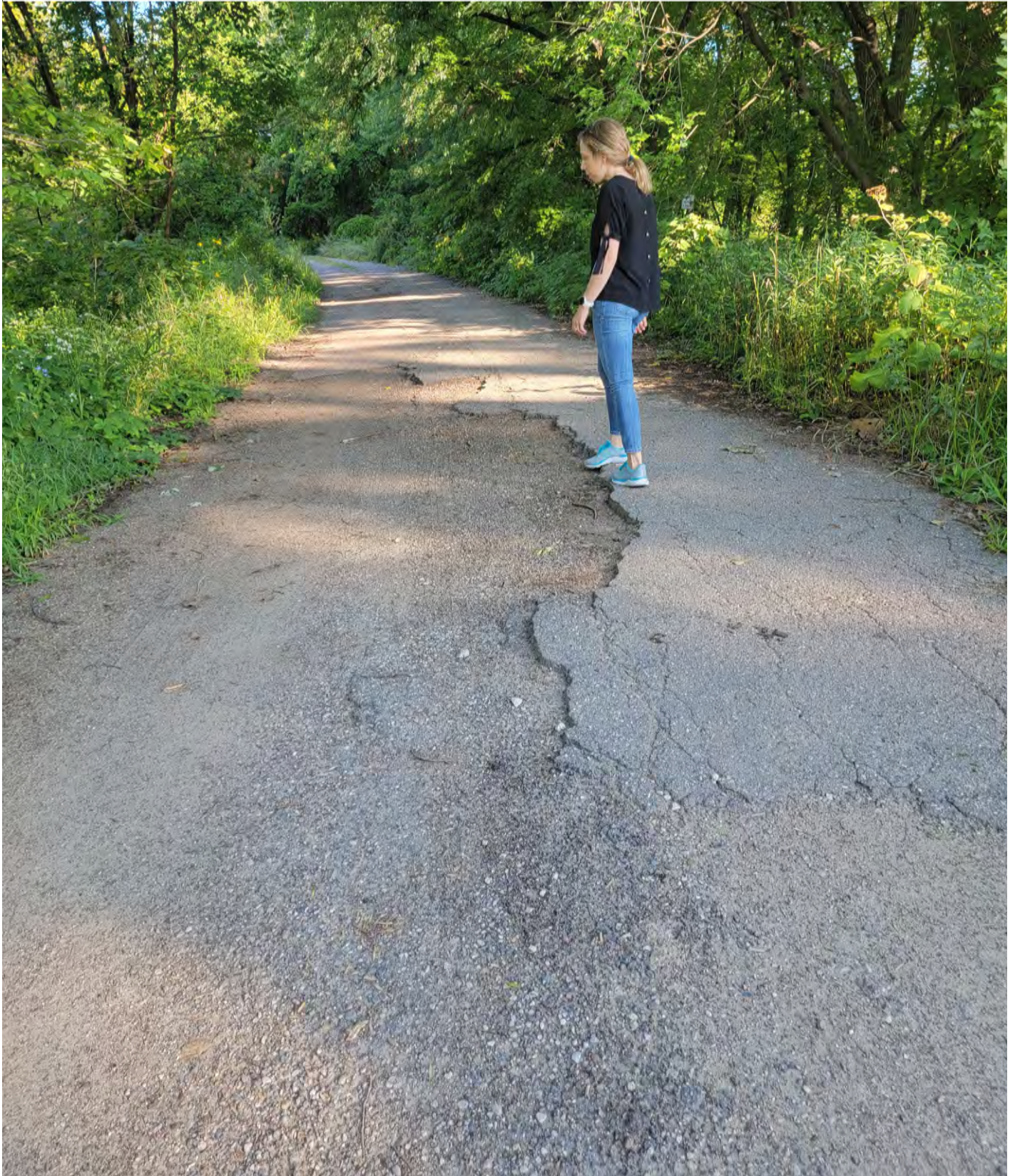




Photo 1C. Vernon Avenue looking south from dredge site access road





Photo 2A. Vernon Avenue looking south

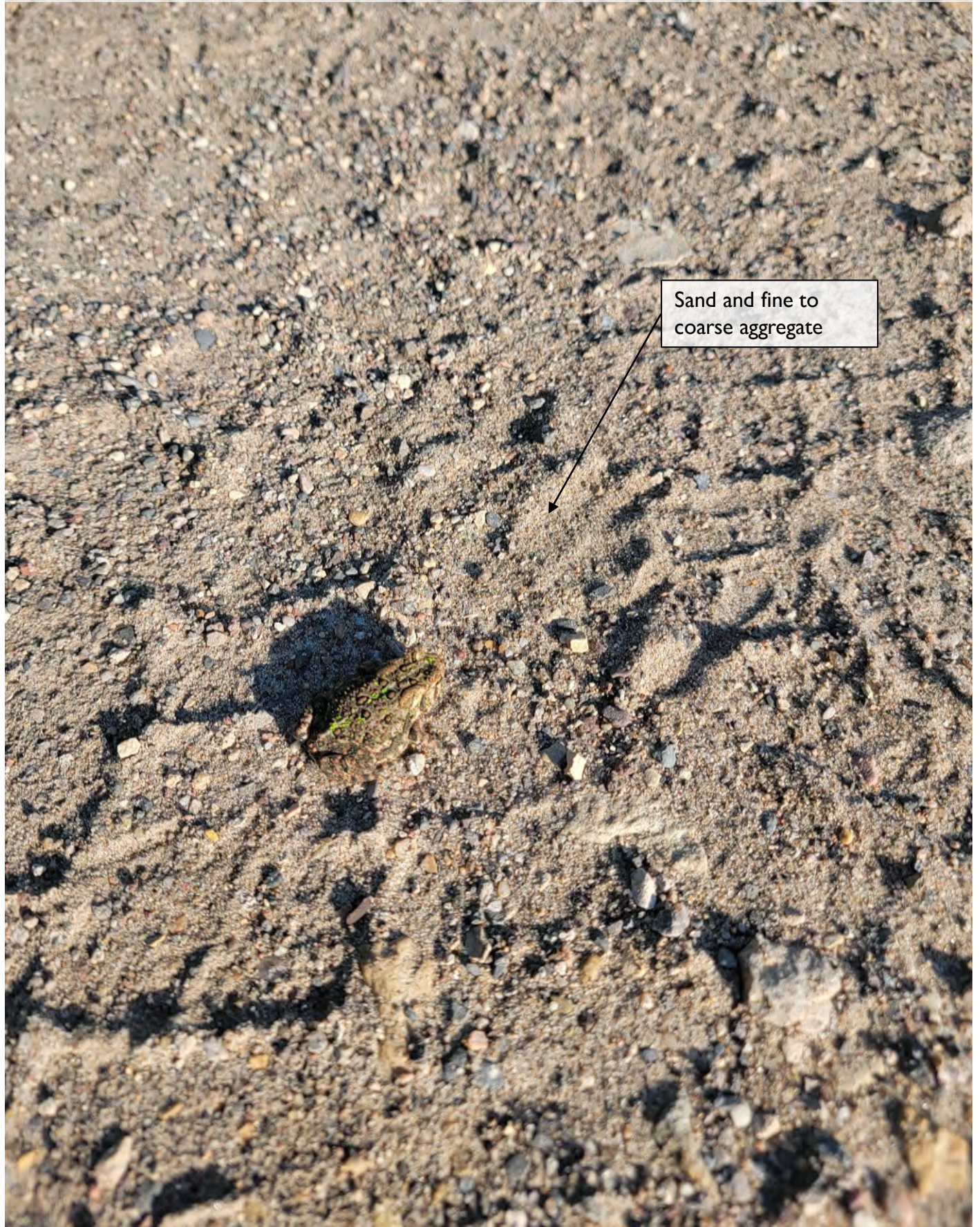


Significant road settlement

Road widening likely due to displaced aggregate



Photo 2B. Frog and typical Vernon Avenue road surface near Photo 2 location



Sand and fine to coarse aggregate



Photo 3A. Vernon Avenue looking south. In 2015, the AET soil boring B-3 indicated the roadway was reduced to 0.25-inch chip seal layer atop 11.5-inches of sandy fill.





Photo 3B. Typical Vernon Avenue road surface near Photo 3 location

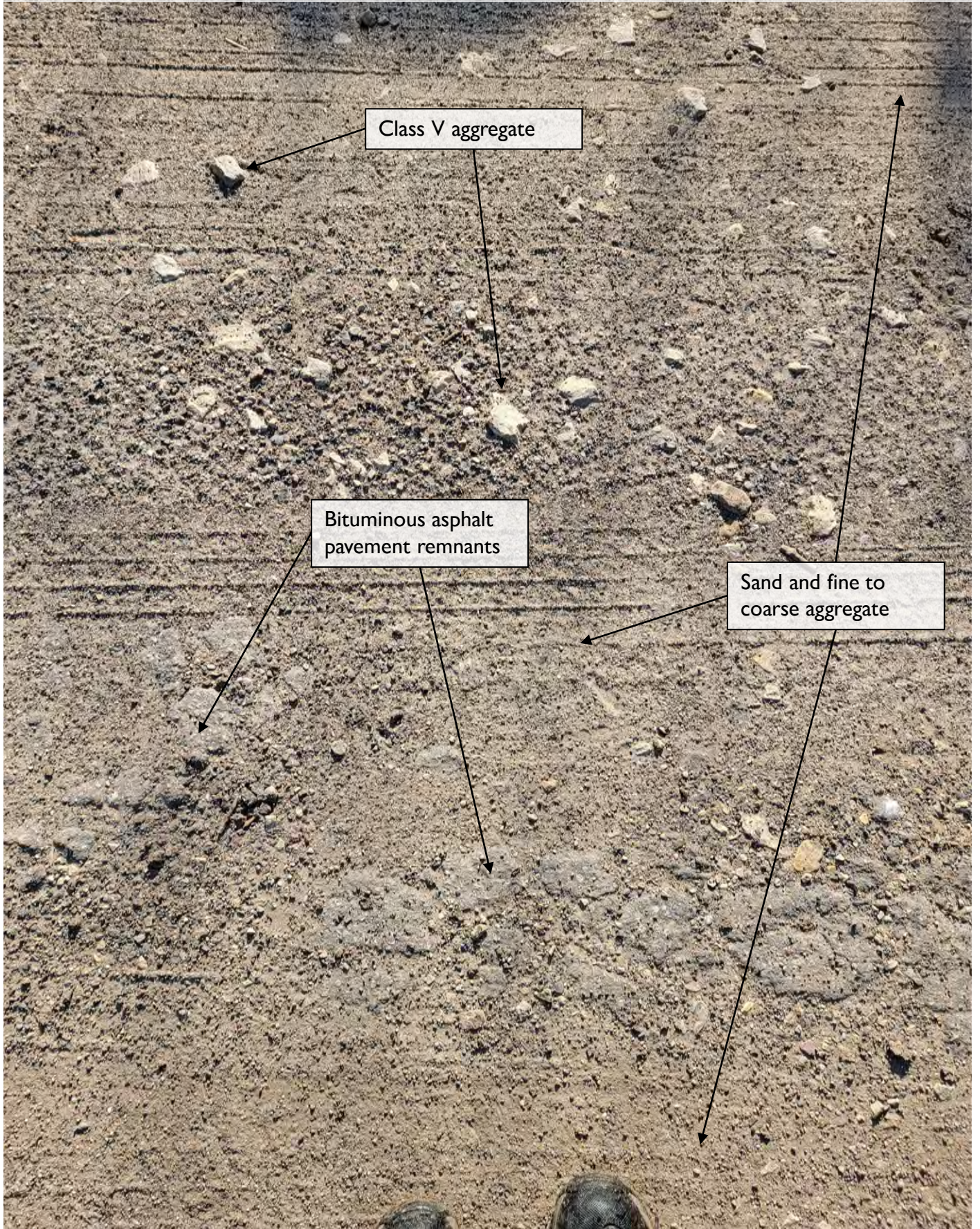




Photo 4A. Vernon Avenue settlement and rutting, looking north



Significant road settlement

Road widening and displaced aggregate



Photo 4B. Close up of rutting and pavement condition, looking north





Photo 5. Vernon Avenue road widening and settlement, looking north



Significant road settlement

Road widening and displaced aggregate



Photo 6. Vernon Avenue widening and settlement, looking north





Photo 7. Vernon Avenue looking south at west wetland and heavy vegetation

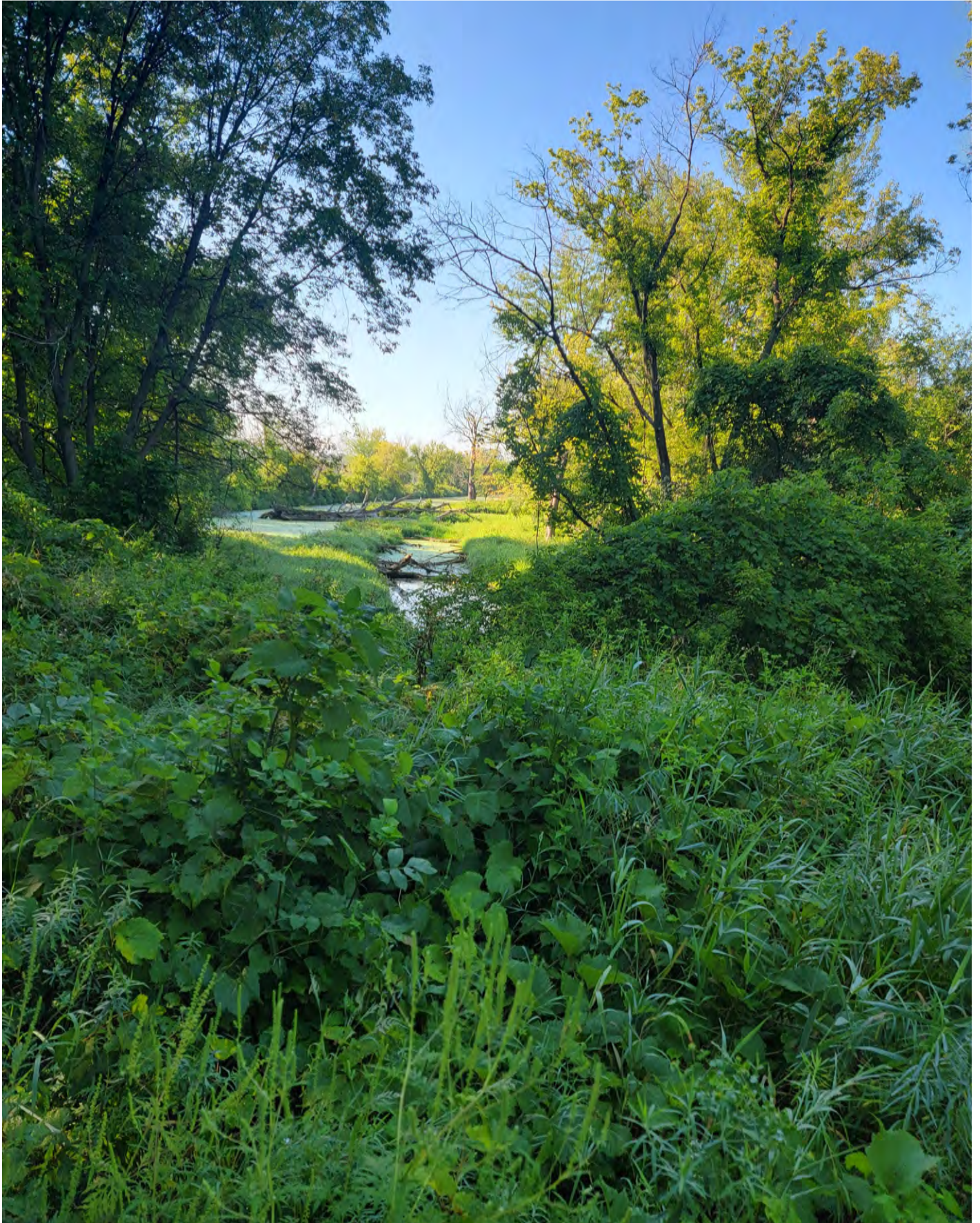
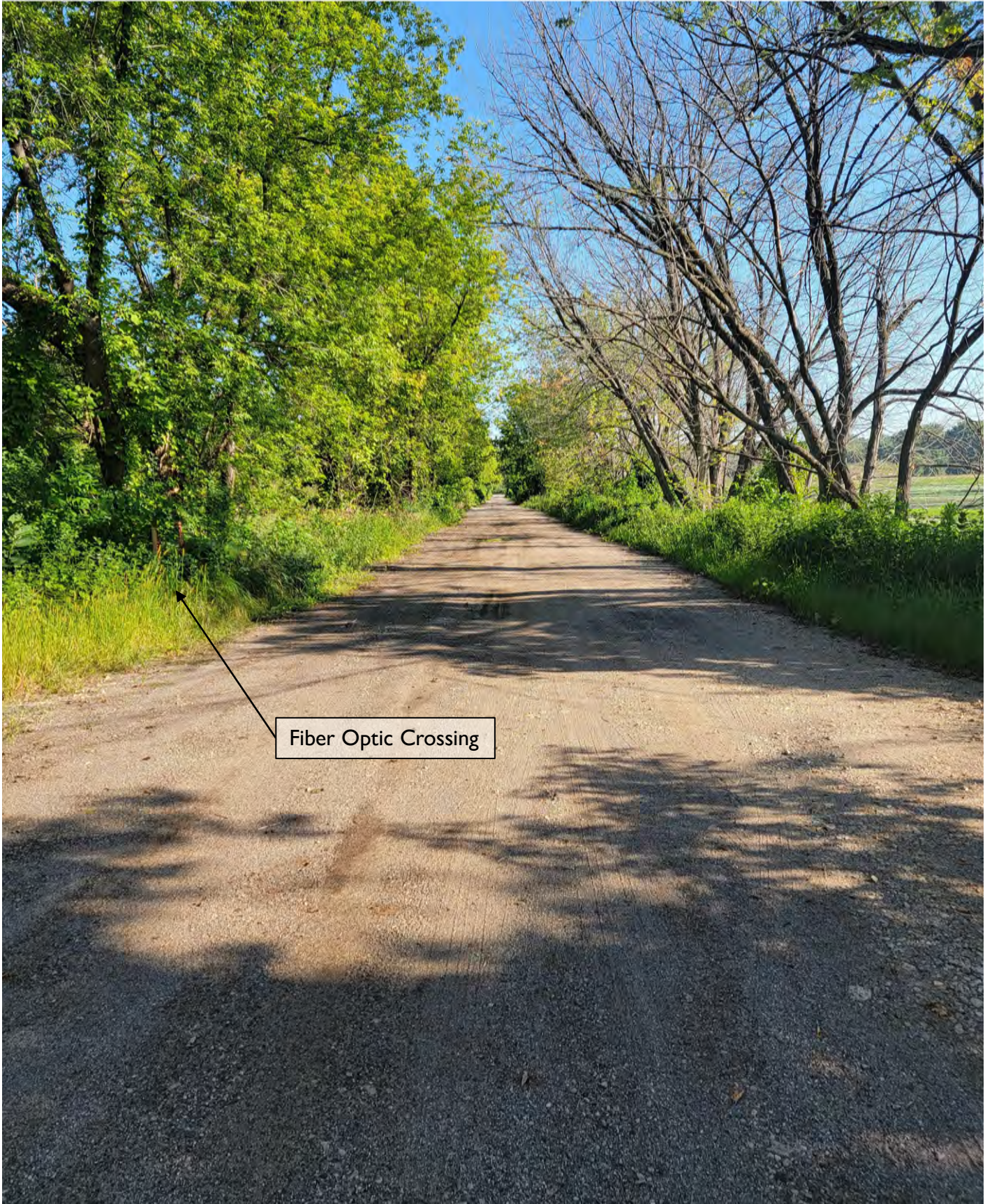




Photo 8. Vernon Avenue looking north from railroad crossing. In 2015, AET soil boring B-2 indicated the roadway had a 2.5-inch deteriorated bituminous pavement surface.





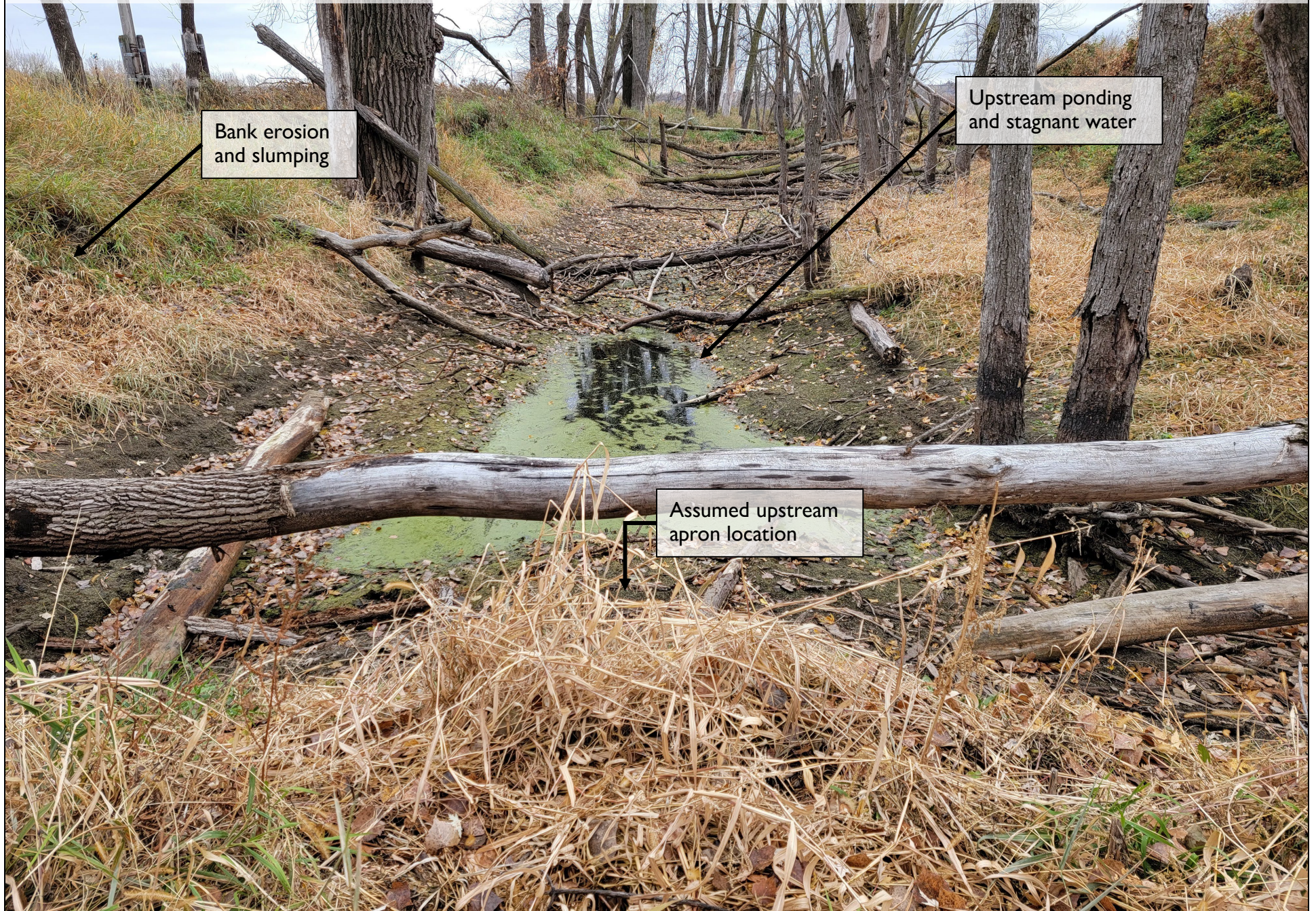
# Attachment 2: LMRWD Access Road Culvert Conditions

October 25, 2022

Field observations made by Young Environmental (Katy Thompson and Erica Bock)



1. Looking south at upstream ponding area above the presumed culvert apron alignment.



Bank erosion  
and slumping

Upstream ponding  
and stagnant water

Assumed upstream  
apron location





2. Looking north at upstream embankment from above the presumed culvert alignment at debris and inslope erosion.



3. Looking down at the presumed upstream culvert apron alignment and cavity forming in embankment.



Cavity forming above  
presumed culvert alignment  
at upstream embankment.





4. Looking west at downstream embankment, culvert outfall apron and trash guard, and left bank.





5. Looking upstream from the downstream culvert apron at pipe sedimentation (approximate culvert diameter shown with white dashed lines, approximate sedimentation shown in red).



6. Looking north at downstream channel from the downstream culvert apron.





LRMWD Dredge Site Culvert Condition Assessment

November 4, 2022

Pipe ID:	Access Road Culvert	
Condition Rating:	<b>4 - Severe Condition</b>	
Inspection Date:	10/25/2022	
Pipe Shape:	Round	
Material:	Concrete	
Length:	105-ft	
Diameter:	48-inch	
Cover:	Approximately 5-ft	
Maintenance Recommendations		
	Inspection Flag	Notes
Clean	<b>Yes</b>	U/S end buried
Plugged	<b>Yes</b>	U/S end buried; D/S approx. 30% full
Water Observed	Yes	Stagnant water at U/S inlet
Water Levels	Other	U/S FES buried, approx. 18-in of standing water and muck present
Structure Condition		
	Inspection Flag	Notes
Repair	No	Visible pipe appeared to be in good condition
Repair Under Road	No	-
Deformed	No	-
Standing Water	No	-
Infiltration	No	-
Silt Present	<b>Yes</b>	U/S plugged; D/S approx. 14-inches of sediment
Piping	No	-
Cracks	No	-
Spalling/Flaking	No	-
Pitting/Rusting	No	-
Separated Apron	<b>Yes</b>	U/S FES buried and inslope shows signs of slumping and cavities
Misalignment	No	-
Joint Separation	<b>Yes</b>	Potentially, given the signs of inslope failure at the U/S end
Holes	No	-
Roadway and Embankment Condition		
	Inspection Flag	Notes
Inslope Cavity	<b>Yes</b>	U/S FES buried and embankment shows signs of erosion, slumping, and small cave-ins
Road Void	No	-
Road Stress	No	-
Erosion	<b>Yes</b>	Embankment erosion on U/S side



# LOWER MINNESOTA RIVER WATERSHED DISTRICT

## Executive Summary for Action

Lower Minnesota River Watershed District Board of Managers Meeting  
Wednesday, November 16, 2022

### **Agenda Item**

#### **Item 6. E. – Watershed Management Plan**

### **Prepared By**

Linda Loomis, Administrator

### **Summary**

At the August 2022 meeting of the Board of Managers, the Board Young Environmental Consulting Group presented findings of on-site inspections of projects permitted by the LMRWD. Update #1 to that report is attached. Update #1 includes all completed projects that require no further inspections.

Inspections continue for permitted projects that are still active and projects that were not in compliance with LMRWD permits.

### **Attachments**

Lower Minnesota River Watershed District 2020-2022 Permitted Project Inspection: Update #1

### **Recommended Action**

No recommended action – for information only

# Lower Minnesota River Watershed District 2020-2022 Permitted Project Inspections: Update #1

Young Environmental Consulting Group LLC interns completed on-site inspections in July and August 2022 for Lower Minnesota River Watershed District (LMRWD) permitted projects. The following technical memorandums summarize the inspection of 17 completed projects that were found to comply with LMRWD rules. This is update number one and includes only projects where construction is complete, and the project requires no further inspection. Future updates will include active projects and projects found to have violations. The technical memorandums describe the process that was followed during inspection and includes site photos for record keeping and future reference.

## Table of Contents

<b>Permit Number</b>	<b>Project Name</b>
2021-012	Canterbury Park Parking Lots Phase 2
2021-031	Caribou Coffee
2021-034	Circle K Holiday Station Stores
2021-046	CenterPoint Dakota Station Facility
2021-019	Cretex Site
2020-117	Greystone Headquarters
2020-116	Shakopee Memorial Park Pedestrian Bridge
2019-085	Minnesota Bluffs LRT Regional Trail Repair
2020-100	Peterson Farms Road Maintenance
2021-014	Quarry Lake Outlet
2020-123	Gaughan Companies Demolition
2020-123	Shakopee Flats
2021-011	2021 Street & Utility Reconstruction
2021-049	Stump Road Maintenance
2020-126	Texas Roadhouse
2020-112	Vierling Industrial Project
2021-041	Line 0832

# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** October 31, 2022

**Re:** Canterbury Park Parking Lot—Phase 2 (LMRWD 2021-012) | Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) issued an individual project permit to Canterbury Park Development LLC for the Canterbury Parking Lot project (the Project) on May 11, 2021. The permit allowed for grading and erosion and sediment control for activities associated with parking lot rehabilitation. The Canterbury Parking Lot permit expired on May 11, 2022, and no renewal was requested. Therefore, in accordance with LMRWD rules, Young Environmental Consulting Group LLC (Young Environmental) inspected the site to close out the Project and ensure the compliance of the authorized actions outlined in the permit.

## Summary

<u>Project Name:</u>	Canterbury Park Parking Lot—Phase 2
<u>Permit Purpose:</u>	Grading and erosion and sediment control for activities associated with parking lot rehabilitation
<u>Authorized Actions:</u>	Grading and erosion and sediment control
<u>Project Size:</u>	26.10 acres disturbed; 25.10 acres existing impervious; 24.70 acres proposed impervious; net decrease of 0.40 acres impervious

Location: 1100 Canterbury Road South, Shakopee, MN,  
55379

Applicable LMRWD Rules: Rule B—Erosion and Sediment Control

Contractor: SM Hentges & Sons Inc  
Email: Jay.Hembroff@smhentges.com  
Phone: 952-595-5106

## Discussion

Young Environmental notified Canterbury Park Development LLC of the upcoming inspection and requested record drawings as well as erosion and sediment control inspection records. The LMRWD did not receive any of these documents.

Following review of application documents, Anthony Crosby and Karina Weelborg inspected the site on July 19, 2022.

### Rule B—Erosion and Sediment Control

No sediment and erosion control violations were found at the Canterbury Park Parking Lot—Phase 2 site. All disturbed areas have been restored to 70 percent vegetation, all temporary BMPs have been removed, and there was no evidence of erosion or sedimentation on site. The Project complies with Rule B.

### Rule D—Stormwater Management

Although the Project does not trigger Rule D, it is part of the Canterbury Commons development and uses previously constructed stormwater management facilities that appear well maintained.

## Recommendations

Based on the Project inspection, no further action or inspections are necessary. The Project complies with LMRWD Rule B—Erosion and Sediment Control. Because no violations were found on site, the inspection records are not required to determine recurring issues. Additionally, because the project only triggers Rule B—Erosion and Sediment Control, record drawings are not required to confirm compliance with LMRWD rules. We recommend the permit be closed.

## Attachments

*Figure 1. Silt curtain in pond*





*Figure 2. Culvert in northwest regional pond*



Figure 3. Vegetation above 70 percent throughout the site



*Figure 4. All inlets are free of protection and have no sediments*







Young Environmental Consulting  
Group, LLC

# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** October 31, 2021

**Re:** Caribou Coffee—Savage (LMRWD 2021-031) | Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) issued an individual project permit to Townsend Properties for the Caribou Coffee—Savage project (the “Project”) on August 19, 2021. The permit allowed for the filling of land below the 100-year flood elevation for the renovation of the existing commercial building and parking lot in Savage. The LMRWD was notified on June 29, 2022, that construction is complete. Therefore, in accordance with LMRWD rules, Young Environmental Consulting Group LLC (Young Environmental) inspected the site to close out the project and ensure compliance of the authorized actions outlined in the permit.

## Summary

<u>Project Name:</u>	Caribou Coffee—Savage
<u>Permit Purpose:</u>	Renovation of existing commercial building and parking lot
<u>Authorized Actions:</u>	Filling of land below the 100-year flood elevation
<u>Project Size:</u>	0.58 acres disturbed; 0.39 acres existing impervious; 0.31 acres proposed impervious; net decrease of 0.08 acres new impervious
<u>Location:</u>	4905 Highway 13 W, Savage, MN 55378



LMRWD Rules: Rule C—Floodplain and Drainage Alteration

Contractor: Sherburne Slater Construction  
Email: [nate@sherburneconstruction.com](mailto:nate@sherburneconstruction.com)  
Phone: 612-655-7450

## Discussion

Young Environmental notified the permittee of the upcoming inspection and requested record drawings as well as erosion and sediment control inspection records. The LMRWD received the following documents for review in preparation for site inspections:

- Stormwater Construction Site Inspection Reports by Erik Slater; dated April 12, 2022, through May 12, 2022; received July 11, 2022
- Caribou Coffee As-Built Survey by Design Tree Engineering; dated September 19, 2022; received October 4, 2022

Following document review, Anthony Crosby and Karina Weelborg inspected the site on July 13, 2022.

### Rule C—Floodplain and Drainage Alteration

No floodplain or drainage alteration violations were found at the Project site. All impervious surfaces were built as proposed and appeared properly maintained. No restriction to flood flows or increases in flood elevation levels are expected. The Project complies with Rule C.

## Recommendations

Based on the Project inspection, no further action or inspections are necessary. The Project complies with LMRWD Rule C—Floodplain and Drainage Alteration. We recommend the permit be closed.

## Attachments

*Figure 1. Greater than 70 percent vegetative stabilization on site*



*Figure 2. Complete vegetative stabilization*



# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** October 31, 2021

**Re:** Circle K/Holiday Station (LMRWD 2021-034) | Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) issued an individual project permit to Holiday Station Stores LLC for the Circle K/Holiday Station project (the “Project”) on October 19, 2021. The permit is active and allows for the development of a gas station on undeveloped parcels within the City of Savage. The gas station construction is complete. Therefore, in accordance with LMRWD rules, the site was inspected to close out the project and ensure compliance of the authorized actions outlined in the permit.

## Summary

<u>Project Name:</u>	Circle K/Holiday Station
<u>Permit Purpose:</u>	Construction of a convenience store/gas station and underground storage tanks
<u>Authorized Actions:</u>	Site grading and improvements, erosion and sediment control, and construction of stormwater management features
<u>Project Size:</u>	6.04 acres disturbed; 0.00 acres existing impervious; 2.96 acres proposed impervious; net increase of 2.96 acres new impervious
<u>Location:</u>	7800 126th Street, Savage, MN 55378



LMRWD Rules: Rule B—Erosion and Sediment Control

Contractor: Shingobee Builders  
Phone: 763-479-5647

Erosion & Sediment Control  
Inspector: Eric Munt  
Phone: 612-991-5150

## Discussion

Young Environmental notified Holiday Station Stores LLC of the upcoming inspection and requested record drawings as well as erosion and sediment control inspection records. The LMRWD received the following documents for review in preparation for site inspections:

- Stormwater Management Plan and Stormwater Pollution Prevention Plan for Construction Activities by Bergman Associates; dated March 31, 2021; revised January 10, 2022; received July 12, 2022
- Civil Plans by Bergman Associates; dated March 31, 2021; revised February 8, 2022; received July 12, 2022

The LMRWD did not receive any erosion and sediment control inspection records or record drawings.

Following document review, Anthony Crosby and Karina inspected the site on July 13, 2022.

### Rule B—Erosion and Sediment Control

No sediment and erosion control violations were found on site. All temporary best management practices have been removed and disturbed areas have been restored to greater than 70 percent vegetation. There is no evidence of sedimentation or erosion on site. The Project complies with Rule B.

### Rule D—Stormwater Management

Although the Project did not trigger Rule D, a stormwater pond was constructed on site. No stormwater management concerns were found on site, and the pond appears well maintained.

## Recommendations

Based on the Project inspection, no further action or follow-up inspections are

necessary. The Project complies with LMRWD Rule B—Erosion and Sediment Control. Because no issues were found on site, the inspection records are not required to determine recurring issues. Additionally, because the project only triggers Rule B—Erosion and Sediment Control, record drawings are not required to confirm compliance to LMRWD rules. We recommend the permit be closed.

## Attachments

*Figure 1. Furthest east outlet*



*Figure 2. Middle outlet*



*Figure 3. Western emergency overflow*



*Figure 4. Erosion control blankets surrounding pond*



*Figure 5. Sod still visible but high vegetative cover found throughout*





# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** October 31, 2021

**Re:** CenterPoint Dakota Station Facility (LMRWD 2021-046) | Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) issued an individual project permit to CenterPoint Energy for the CenterPoint Dakota Station Facility project (Project) on October 20, 2021. The permit is active and allows for the installation of natural gas pipelines in the City of Burnsville. The LMRWD was informed on June 24, 2022, that the Project was complete. Therefore, in accordance with the LMRWD rules, Young Environmental Consulting Group LLC (Young Environmental) inspected the site to close out the project and ensure compliance of the authorized actions outlined in the permit.

## Summary

<u>Project Name:</u>	CenterPoint Dakota Station Facility
<u>Permit Purpose:</u>	Installing natural gas pipelines
<u>Authorized Actions:</u>	Grading and erosion and sediment control; steep slopes restoration
<u>Project Size:</u>	0.06 acres disturbed; 267 cubic yards excavated; no new impervious surface areas
<u>Location:</u>	11500 12th Ave. S., Burnsville, MN 55337
<u>Applicable LMRWD Rules:</u>	Rule B—Erosion and Sediment Control Rule F—Steep Slopes

Erosion and Sediment Control    Marcus Green  
Inspector:                            Email: marcus.green@erm.com  
Phone: 612-337-3355

## Discussion

Young Environmental notified CenterPoint Energy of the upcoming inspection and requested record drawings as well as erosion and sediment control inspection records. The LMRWD received the following documents for review:

- Construction stormwater site inspection reports by ERM; dated December 15, 2021, through July 28, 2022; received August 5, 2022
- Dakota LP As-Built Drawing by Standby Systems Inc; dated September 6, 2022; received September 12, 2022

Following review of permit application documents, Anthony Crosby and Karina Weelborg inspected the site on July 28, 2022.

### Rule B—Erosion and Sediment Control

No sediment and erosion control violations were found at the Project site. All disturbed areas have been restored to 70 percent vegetation; all temporary BMPs have been removed; and there was no evidence of erosion or sedimentation on-site. The Project complies with Rule B.

### Rule F—Steep Slopes

No steep slopes rule violations were found at the Project site. No erosion issues have occurred on the slopes, and the final stabilization slope breakers are in place and appear well maintained. The Project complies with Rule F.

## Recommendations

Based on the Project inspection, no further action or inspections are necessary. The Project complies with LMRWD Rule B—Erosion and Sediment Control and Rule F—Steep Slopes. We recommend the permit be closed.



## Attachments

*Figure 1 - North slope breakers south of fence*



*Figure 2 - North slope breakers beyond CenterPoint fence*



*Figure 3 - South slope breakers at the top of hill*



*Figure 4 - Biologs removed from the site*





# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** October 31, 2022

**Re:** Cretex Site (LMRWD 2021-019) | Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) issued an after-the-fact individual project permit to Cretex Industrial Park LLC for the Cretex Site project on May 5, 2021. The permit allowed for grading and stockpiling for other construction projects in the Hentges Industrial Park in Shakopee, Minnesota. The Cretex Site permit expired on May 5, 2022, and no renewal was requested. Therefore, in accordance with the LMRWD Rules, Young Environmental Consulting Group LLC (Young Environmental) inspected the site to close out the project and ensure compliance with the authorized actions outlined in the permit.

## Summary

<u>Project Name:</u>	Cretex Site
<u>Permit Purpose:</u>	Interim grading within the Cretex Industrial Park to temporarily store aggregate stockpile and equipment during construction of Southwest Logistics Center and Stagecoach Road improvements
<u>Authorized Actions:</u>	Interim grading, erosion and sediment control, construction of temporary impervious surfaces and stormwater management features, aggregate stockpiling, and equipment storage
<u>Project Size:</u>	9.65 acres disturbed

Location: Stagecoach Road and County Road 101, Shakopee  
MN 55379 (PID 270730050)

Applicable LMRWD Rules: Rule B —Erosion and Sediment Control

Contractor: S.M. Hentges & Sons Inc  
Email: bob.brown@smhentges.com  
Phone: 612-919-5095

Erosion and Sediment Control  
Inspector: Scott Meyers  
Email: smeyers@rjryan.com  
Phone: 612-919-5902

## Discussion

Young Environmental notified Cretex Industrial Park LLC of the upcoming inspection and requested erosion and sediment control inspection records; however, the LMRWD did not receive any additional documents.

Anthony Crosby and Karina Weelborg reviewed the existing permit review documents and inspected the site on July 1, 2022.

### Rule B—Erosion and Sediment Control

Although the permit was expired, there was construction in progress on site. The current construction is operating without an LMRWD permit. Because the City of Shakopee (City) now has their Local Government Unit Permit, Young Environmental contacted the City to determine whether the on-site construction had been permitted by the City. The City confirmed on July 29, 2022, that they had issued a Conditional Use Permit for the activity at the Cretex Site. Young Environmental then informed the City of the following issues on August 5, 2022:

- Falling silt fence along the eastern perimeter
- Rill formation in eastern pond

## Recommendations

Because the project is no longer permitted by the LMRWD, no further inspections are required. We recommend the permit be closed.



## Attachments

*Figure 1. Falling silt fence*





Figure 2. Rill formation in pond sidewall







Young Environmental Consulting  
Group, LLC

# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** October 31, 2022

**Re:** Greystone Headquarters (LMRWD 2020-117) | Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) issued an individual project permit to Canterbury Park Development LLC for the Greystone Headquarters project (the “Project”) on September 16, 2020. The permit allowed for the construction of a new office building, parking lot, and associated storm sewer and utilities. The Greystone Headquarters permit expired on September 16, 2021, and no renewal was submitted. Therefore, in accordance with LMRWD rules, Young Environmental Consulting Group LLC (Young Environmental) inspected the site to close out the project and ensure the compliance of the authorized actions outlined in the permit.

## Summary

<u>Project Name:</u>	Greystone Headquarters
<u>Permit Purpose:</u>	The construction of a new office building, parking lot, and associated storm sewer and utilities
<u>Authorized Actions:</u>	Grading, erosion and sediment control and stormwater infrastructure activities
<u>Project Size:</u>	1.50 acres disturbed; 0.00 acres existing impervious; 1.14 acres proposed impervious; net increase of 1.14 acres new impervious

Location: 2995 Winners Cir. Dr. Suite 200, Shakopee, MN  
55379

Applicable LMRWD Rules: Rule B—Erosion and Sediment Control,  
Rule D—Stormwater Management

Contractor: Greystone Construction  
Email: [bhotzler@greystoneconstruction.com](mailto:bhotzler@greystoneconstruction.com)  
Phone: 952-496-2227

Erosion and Sediment Control  
Inspector: Greystone Construction  
Email: [bhotzler@greystoneconstruction.com](mailto:bhotzler@greystoneconstruction.com)  
Phone: 952-496-2227

## Discussion

Young Environmental notified Canterbury Park Development LLC of the upcoming inspection and requested record drawings as well as erosion and sediment control inspection records. The LMRWD received the following documents for review:

- SWPPP Inspection Forms by Greystone Construction; dated January 5, 2021, through July 6, 2022; received on July 27, 2022
- Site Construction Plans by Wenck; dated August 12, 2020; updated June 9, 2021; received July 7, 2022

Following document review, Anthony Crosby and Karina Weelborg inspected the site on July 19, 2022.

### Rule B—Erosion and Sediment Control

No erosion and sediment control violations were found at the Project site. All disturbed areas have been restored to above 70 percent vegetation, all temporary best management practices have been removed, and there was no evidence of erosion or sedimentation. The Project complies with Rule B.

### Rule D—Stormwater Management

No stormwater management violations were found at the Project site. All impervious areas were constructed according to site plans. The Project is part of the Canterbury Commons development and uses previously constructed regional stormwater management facilities that appear well maintained. The Project complies with Rule D.

## Recommendations



Based on the Project inspection, no immediate action or follow-up inspections are necessary. The Project complies with LMRWD Rule B—Erosion and Sediment Control and Rule D—Stormwater Management. We recommend the permit be closed.

### **Attachments**

*Figure 1. Good vegetation cover throughout the site*



*Figure 2. Inlets all look good; no sedimentation or protection in any of them*



*Figure 3. Silt fence southeast of site, not part of Greystone HQ site, no issue*







Young Environmental Consulting  
Group, LLC

# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** October 31, 2022

**Re:** Memorial Park Pedestrian Bridge and Trail (LMRWD 2020-116) | Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) issued an individual project permit to the City of Shakopee (the “City”) for the Memorial Park Pedestrian Bridge and Trail project (the “Project”) on October 23, 2022. The permit allowed the construction of a bridge over Memorial Park Pond to replace the bridge removed in 2016 and an associated pedestrian trail. The Project permit expired on October 23, 2021, and no renewal was requested. Therefore, in accordance with LMRWD rules, Young Environmental Consulting Group LLC (Young Environmental) inspected the site to close out the project and ensure compliance of the authorized actions outlined in the permit.

## Summary

<u>Project Name:</u>	Memorial Park Pedestrian Bridge
<u>Permit Purpose:</u>	The construction of a bridge over Memorial Park Pond to replace the bridge removed in 2016 and associated pedestrian trail
<u>Authorized Actions:</u>	Grading, erosion and sediment control, and alteration or filling of land below the 100-year flood elevation
<u>Project Size:</u>	1.04 acres disturbed; 0.34 acres existing impervious; 0.41 acres proposed impervious; net increase of

0.07 acres new impervious

Location: Memorial Park, Shakopee, MN 55379

LMRWD Rules: Rule B—Erosion and Sediment Control  
Rule C—Floodplain and Drainage Alteration

Contractor: S.M. Hentges & Sons Inc

Erosion and Sediment Control Inspector: Steve Lillehaug  
Email: [Slillehaug@shakopeemn.gov](mailto:Slillehaug@shakopeemn.gov)  
Phone: 952-233-9361

## Discussion

Young Environmental notified the City of the upcoming inspection and requested record drawings as well as erosion and sediment control inspection records. The LMRWD received the following documents for review in preparation for site inspections:

- Record Drawings by WSB; dated September 22, 2020; received on June 28, 2022
- NPDES Weekly Inspection Logs by S.M. Hentges & Sons Inc; dated February 3, 2021, through July 2, 2021; received on June 28, 2022

Following document review, Anthony Crosby and Karina Weelborg inspected the site on July 6, 2022.

### Rule B—Erosion and Sediment Control

No erosion and sediment control violations were found at the Project site. All temporary best management practices have been removed, and all disturbed areas restored to over 70 percent vegetation. A few broken and fallen large branches were found along the site. However, because the Project was completed over a year ago, it is unlikely that construction activities are responsible. The Project complies with Rule B.

### Rule C—Floodplain and Drainage Alteration

No floodplain or drainage alteration or violations were found at the Project site. All structures were built as proposed. No excessive restriction to flood flows or increases in flood elevation levels are expected. The Project complies with Rule C.

## Recommendations

Based on the Project inspection, no further action or inspections are necessary. The



Project complies with LMRWD Rule B—Erosion and Sediment Control and Rule C—Floodplain and Drainage Alteration, and we recommend the permit be closed.

### **Attachments**

*Figure 1. Broken branch on left side of the trail north of the bridge*



*Figure 2. Branch that fell west of the north side of the pedestrian bridge*



*Figure 3. Vegetation along southeast portion of the trail*





*Figure 4. South side of pond further east with less vegetation but lots of forest cover*



*Figure 5. Wooded area on south side of pond, likely 70 percent.*



*Figure 6. Vegetation on south side of bridge*





# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** October 31, 2022

**Re:** MN Bluffs LRT Regional Trail Landslide Repairs (LMRWD 2019-085) |  
Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) issued an individual project permit to the Hennepin County Regional Railroad Authority (Permittee) for the MN Bluffs LRT Regional Trail Landslide Repairs project (Project) on May 20, 2020. The permit allowed for the stabilization of slopes along the MN Bluffs LRT Regional Trail that experienced a landslide in 2014. The LMRWD was notified on June 29, 2022, that the stabilization construction was finished in 2020. Therefore, in accordance with the LMRWD Rules, Young Environmental Consulting Group, LLC (Young Environmental), inspected the site to close out the project and ensure compliance with the authorized actions outlined in the permit.

## Summary

<u>Project Name:</u>	MN Bluffs LRT Regional Trail Landslide Repairs
<u>Permit Purpose:</u>	To construct a riprap channel, two embedded boulder cross vanes, and an energy dissipating stilling basin
<u>Authorized Actions:</u>	Grading, erosion, and sediment control and stormwater infrastructure activities within the LMRWD steep slopes overlay district
<u>Project Size:</u>	7.22 acres disturbed, 0 acres of new impervious

Location: CSAH 14 to CSAH 61

Applicable LMRWD Rules: Rule B—Erosion and Sediment Control  
Rule F—Steep Slopes

Erosion and Sediment Control Inspector: Bill McLean  
Phone: (763) 688-0404

## Discussion

Young Environmental notified the Permittee of the upcoming inspection and requested record drawings as well as erosion and sediment control inspection records. The LMRWD received the following documents for review in preparation for site inspections:

- MN Bluffs LRT Regional Trail Landslide Repairs erosion and sediment control inspection and maintenance records by Bill McLean; dated August 21 through November 20, 2020, received on June 29, 2022
- MN Bluffs LRT Regional Trail Landslide Repairs Hennepin record drawings by Barr Engineering; dated August 13, 2020; received on July 5, 2022

Following document review, Anthony Crosby and Karina Weelborg inspected the site on July 6, 2022.

### Rule B—Erosion and Sediment Control

Interns were unable to reach the project site due to gated access and bluff safety concerns and instead viewed the area from the trail. No sediment or erosion control violations were found at the Project site. All disturbed areas appeared to have been restored to 70 percent vegetation, all temporary BMPs have been removed, and there was no evidence of erosion or sedimentation on site. The Project complies with Rule B.

### Rule F—Steep Slopes

Interns were unable to reach the project site due to gated access and bluff safety concerns and instead viewed the area from the trail. No steep slope violations were found at the Project site. All steep slopes appeared to be appropriately stabilized and highly vegetated with no evidence of erosion or sedimentation. The Project complies with Rule F.

## Recommendations

Based on our inspection of the Project, no further action or inspections are necessary. The Project complies with LMRWD Rule B—Erosion and Sediment Control and Rule



F—Steep Slopes. Young Environmental recommends the permit be closed.

### Attachments

*Figure 1. Culvert outlet*





*Figure 2. Good vegetation in disturbed area leading to site*





Figure 3. Channel stabilization



# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** October 31, 2022

**Re:** Peterson Farms Road Maintenance (LMRWD 2020-100) | Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) issued an individual project permit to Bert Notermann for the Peterson Farms Road Maintenance project (the “Project”) on May 20, 2020. The permit allowed for the maintenance of a farm road on Peterson Farms in Chanhassen. The Project is now complete. Therefore, in accordance with LMRWD rules, Young Environmental Consulting Group LLC (Young Environmental) inspected the site to close out the project and ensure compliance of the authorized actions outlined in the permit.

## Summary

<u>Project Name:</u>	Peterson Farms Road Maintenance
<u>Permit Purpose:</u>	Repair farm road in river flats south of Flying Cloud Drive in Carver County
<u>Authorized Actions:</u>	Place floodplain fill and return road to previous existing condition
<u>Project Size:</u>	0.25 acres disturbed
<u>Location:</u>	County Road 61, Chanhassen, MN 55317
<u>Applicable LMRWD Rules:</u>	Rule C—Floodplain and Drainage Alteration



Contractor:

Bert Noterman  
Email: bbnoter1@aol.com  
Phone: 1.952.240.2515

## Discussion

Young Environmental notified Bert Noterman of the upcoming inspection, and no additional documents from the permittee were needed to complete the review. Following the review of the permit application documents, Anthony Crosby and Karina Weelborg inspected the site on July 26, 2022.

### Rule C—Floodplain and Drainage Alteration

No floodplain or drainage alteration violations were found at the Project site. The road was returned to the original condition as described. No excessive restriction to flood flows or increases in flood elevation levels are expected. It appears that the road continues to experience inundation after rain events but is protected by additional riprap at the overflow location. The Project complies with Rule C.

## Recommendations

Based on the Project inspection, no further action or inspections are necessary. The Project complies with LMRWD Rule C—Floodplain and Drainage Alteration, and we recommend the permit be closed.

## Attachments

*Figure 1. Road entrance with dip looking south*





Figure 2. Water around road entrance to the east





*Figure 3. Water around road entrance to the west*





Figure 4. Road and road entrance looking north





*Figure 5. Road maintained looking east*





*Figure 6. Road maintained looking west*



# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** October 31, 2021

**Re:** Quarry Lake Park Improvements (LMRWD 2020-115) | Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) issued an individual project permit to the City of Shakopee for the Quarry Lake Park Improvements project (the “Project”) on September 16, 2020. The permit allowed for the construction of a mountain bike trail within Quarry Lake Park. The Project permit expired on September 16, 2021, and no renewal was requested. Therefore, in accordance with LMRWD rules, Young Environmental Consulting Group LLC (Young Environmental) inspected the site to close out the project and ensure compliance of the authorized actions outlined in the permit.

## Summary

Project Name: Quarry Lake Park Improvements

Permit Purpose: Grading, erosion and sediment control related to the construction of a mountain bike trail

Authorized Actions: Construction of a mountain bike trail within Quarry Lake Park

Project Size: 5.00 acres disturbed; 0.50 acres existing impervious; 2.00 acres proposed impervious; net increase of 1.50 acres new impervious

Location: 201 Innovation Blvd, Shakopee, MN 55379



Applicable LMRWD Rules: Rule B—Erosion and Sediment Control

Contractor: Pathfinder Trail Building  
Email: buck@pathfindertrailbuilding.com  
Phone: 507-226-3799

Erosion and Sediment Control Inspector: Adam Bentson  
Email: abentson@shakopeemn.gov  
Phone: 952-233-9323

## Discussion

Young Environmental notified the City of Shakopee of the upcoming inspection and requested record drawings as well as erosion and sediment control inspection records. The LMRWD received the following documents for review in preparation for site inspections:

- Record Drawings by Confluence; dated, November 6, 2020; received March 17, 2022
- NPDES Construction Site Permit Holder Inspection Forms by the City of Shakopee; dated April 8, 2021, through July 29, 2021; received August 5, 2022

Following document review, Anthony Crosby and Karina Weelborg inspected the site on July 26, 2022.

### Rule B—Erosion and Sediment Control

No sediment and erosion control violations were found at the Project site. All disturbed areas have been restored to 70 percent vegetation, all temporary BMPs have been removed, and there was no evidence of erosion or sedimentation on site. The Project complies with Rule B.

## Recommendations

Based on the Project inspection, no further action or inspections are necessary. The Project complies with LMRWD Rule B—Erosion and Sediment Control, and we recommend the permit be closed.

## Attachments

*Figure 1. All BioRolls removed from site*



*Figure 2. Erosion control blanket (east side of site)*



*Figure 3. Another erosion control blanket*





*Figure 4. Southwest staging area cleared of all construction material*



# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** November 4, 2022

**Re:** Shakopee Gaughan Removal Plan (LMRWD 2020-123) | Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) issued an individual project permit to Gaughan Companies for the Shakopee Gaughan Removal Plan project (Project) on September 16, 2020. The permit allowed for the demolition of existing structures and grading in preparation for the Shakopee Flats apartment complex construction. The Shakopee Gaughan Removal Plan was amended on November 18, 2020, and allowed for the excavation and foundation construction of the Shakopee Flats apartment complex. The amended permit expired on September 16, 2021. Therefore, in accordance with the LMRWD rules, Young Environmental Consulting Group LLC (Young Environmental) inspected the site to close out the project and ensure the compliance of the authorized actions outlined in the permit.

## Summary

<u>Project Name:</u>	Shakopee Gaughan Removal
<u>Permit Purpose:</u>	Demolition of existing buildings, including building pads; removal of existing pavement; trash remediation and removal; and excavation for deep footings and foundation construction
<u>Authorized Actions:</u>	Grading, erosion, and sediment control; excavation for deep footings and foundation construction



<u>Project Size:</u>	3.40 acres, 3.40 acres disturbed, 1.60 acres of existing impervious, 0 acres of proposed impervious, and 0 acres of new impervious created
<u>Location:</u>	339 1st Ave. W., Shakopee, MN 55739
<u>Applicable LMRWD Rules:</u>	Rule B—Erosion and Sediment Control Rule D—Stormwater Management
<u>Contractor:</u>	Greystone Construction Email: awells@greystoneconstruction.com Phone: 952.278.1136
<u>Erosion and Sediment Control Inspector:</u>	Greystone Construction Email: awells@greystoneconstruction.com Phone: 952-278-1136

## Discussion

Young Environmental notified Gaughan Companies of the upcoming inspection and requested record drawings, erosion and sediment control inspection records, and any stormwater management plan updates. The LMRWD received the following documents for review in preparation for site inspections:

- Sediment and erosion control inspection records by Greystone Construction; dated November 23, 2020, through November 11, 2021; received on July 27, 2022
- Shakopee Flats—Site improvements project drawings by AE2S; dated June 2021; received July 25, 2022

Following review of the permit application documents, Anthony Crosby and Karina Weelborg inspected the site on July 6, 2022.

### Rule B—Erosion and Sediment Control

Because the site is currently under ongoing construction for the Shakopee River Bluffs Improvement project (LMRWD 2021-039), no final stabilization has been completed. No sediment and erosion control violations attributable to the Project activities were found at the site. The Project complies with Rule B.

### Rule D—Stormwater Management

No stormwater management violations attributable to the Project activities were found at the site. Stormwater management facilities are currently under construction as part of the Shakopee River Bluffs Improvement Project (LMRWD 2021-039). All impervious

areas were constructed according to the site plans and appear to be in good condition. The Project complies with Rule D.

### **Recommendations**

Because the area is currently under construction for the Shakopee River Bluffs Improvement project (LMRWD 2021-039), we recommend the Shakopee Gaughan Removal Plan project permit be closed out. Any further inspections for rule compliance and vegetative stabilization should be conducted in conjunction with the active project on-site.



**Attachments**

*Figure 1. Building and parking lot on the corner of Scott St and Levee Dr*





Figure 2. Parking lot and building on Levee Dr





Figure 3. Underground stormwater management facility under construction





Figure 4. Parking lot and building on Atwood St





# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** November 4, 2022

**Re:** Shakopee Flats (LMRWD 2020-123) | Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) amended the Shakopee Gaughan Removal Plan permit for Gaughan Companies for the Shakopee Flats project (the Project) on February 2, 2021. The amended permit allowed for the construction of an apartment complex on Levee Drive in Shakopee, Minnesota. The amended permit expired on September 16, 2021. Therefore, in accordance with LMRWD rules, the site was inspected to close out the project and ensure compliance of the authorized actions outlined in the permit.

## Summary

<u>Project Name:</u>	Shakopee Flats
<u>Permit Purpose:</u>	Demolition of existing buildings including building pads; removal of existing pavement and trash remediation and removal; excavation for deep footings and foundation construction; and construction of private residential and commercial development and appurtenances
<u>Authorized Actions:</u>	Grading, erosion, and sediment control; excavation for deep footings and foundation construction; site development; stormwater infrastructure activities.
<u>Project Size:</u>	3.40 acres, 3.40 acres disturbed, 1.60 acres of

existing impervious, 0 acres of proposed impervious,  
and 0 acres of new impervious created

Location: 339 1st Ave. W., Shakopee, MN 55739

Applicable LMRWD Rules: Rule B—Erosion and Sediment Control  
Rule D—Stormwater Management

Contractor: Greystone Construction  
Email: awells@greystoneconstruction.com  
Phone: 952.278.1136

Erosion and Sediment Control  
Inspector: Greystone Construction  
Email: awells@greystoneconstruction.com  
Phone: 952.278.1136

## Discussion

Young Environmental notified Gaughan Companies of the upcoming inspection and requested record drawings, erosion and sediment control inspection records, and any stormwater management plan updates. The LMRWD received the following documents for review:

- Sediment and erosion control inspection records by Greystone Construction; dated November 23, 2020, through November 11, 2021; received on July 27, 2022
- Shakopee Flats—Site improvements project drawings by AE2S; dated June 2021; received July 25, 2022

Following review of the permit application documents, Anthony Crosby and Karina Weelborg inspected the site on July 6, 2022.

### Rule B—Erosion and Sediment Control

Because the site is currently under construction for the Shakopee River Bluffs Improvement Project (LMRWD 2021-039), no final stabilization has been completed. No sediment and erosion control violations attributable to the Project activities were found at the site. The Project complies with Rule B.

### Rule D—Stormwater Management

No stormwater management violations attributable to the Project activities were found at the site. Stormwater management facilities are currently under construction as part of the Shakopee River Bluffs Improvement Project (LMRWD 2021-039). All impervious



areas were constructed according to the site plans and appear in good condition. The Project complies with Rule D.

### **Recommendations**

Because the area is currently under construction for the Shakopee River Bluffs Improvement Project (LMRWD 2021-039), we recommend the Shakopee Flats project permit be closed out. Any further inspections for rule compliance and vegetative stabilization should be conducted in conjunction with the active project on-site.

**Attachments**

*Figure 1. Building and parking lot on the corner of Scott St. and Levee Drive*





Figure 2. Parking lot and building on Levee Drive





Figure 3. Underground stormwater management facility under construction





Figure 4. Parking lot and building on Atwood St.



# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** October 31, 2022

**Re:** 2021 Street and Utility Reconstruction (LMRWD 2021-011) | Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) issued an individual permit to the City of Shakopee for its 2021 Street and Utility Reconstruction project (Project) on April 28, 2021. The permit allowed for the reconstruction of Levee Drive and Scott Street and their associated utilities in Shakopee, Minnesota. The permit expired on April 28, 2022, and no permit renewal was requested. Therefore, in accordance with the LMRWD rules, Young Environmental Consulting Group LLC (Young Environmental) inspected the site to close out the project and ensure compliance with the authorized actions outlined in the permit.

## Summary

<u>Project Name:</u>	2021 Street and Utility Reconstruction
<u>Permit Purpose:</u>	Municipal street and utility reconstruction project
<u>Authorized Actions:</u>	Grading and erosion and sediment control
<u>Project Size:</u>	4.70 acres total project area; 2.94 disturbed, 1.95 existing impervious, and 2.05 proposed impervious; increase of 0.10 acres of new impervious surfaces
<u>Location:</u>	Levee Drive, Scott Street, and Fuller Street, Shakopee, MN



Applicable LMRWD Rules: Rule B—Erosion and Sediment Control

Contractor: S.M. Hentges & Sons Inc.  
Email: [shane.heller@hentges.com](mailto:shane.heller@hentges.com)  
Phone: (507) 317-9598

Erosion and Sediment Control Inspector: Shane Heller  
Email: [shane.heller@hentges.com](mailto:shane.heller@hentges.com)  
Phone: (507) 317-9598

## Discussion

Young Environmental notified the City of Shakopee of the upcoming inspection and requested record drawings as well as erosion and sediment control inspection records. The LMRWD received the following documents for review in preparation for site inspections:

- NDPES erosion control inspection reports by S.M. Hentges; dated June 16, 2021, through October 22, 2021; received June 25, 2022
- Site plans by the City of Shakopee; dated March 2, 2021; received June 25, 2022; revised April 2, 2021

Following document review, Anthony Crosby and Karina Weelborg inspected the site on July 6, 2022.

### Rule B—Erosion and Sediment Control

Because portions of the site are currently under construction for the Shakopee River Bluffs Improvement Project (LMRWD 2021-039), not all final stabilization is complete. However, no sediment or erosion control violations attributable to the Project activities were found at the site. Where possible, disturbed areas have been restored to 70 percent vegetation and all temporary BMPs have been removed, and there was no evidence of erosion or sedimentation on-site. The Project complies with Rule B.

## Recommendations

Based on Project inspection, no further action or inspections are necessary. The Project complies with Rule B—Erosion and Sediment Control, and we recommend the permit be closed.

**Attachments**

*Figure 1. Pedestrian bridge, parking lot, and trail*





Figure 2. Good vegetation along the back side of the trail





Figure 3. Current construction on Scott St





# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** October 31, 2022

**Re:** Stump Road Maintenance (LMRWD 2021-049) | Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) issued an individual project permit to the City of Bloomington for the Stump Road Maintenance project on November 19, 2021. The permit allowed for the repair of an existing maintenance trail that crosses Coleman Lake, including a culvert installation. The Stump Road Maintenance project is now complete. Therefore, in accordance with LMRWD rules, Young Environmental Consulting Group LLC (Young Environmental) inspected the site to close out the project and ensure compliance with the authorized actions outlined in the permit.

## Summary

<u>Project Name:</u>	Stump Road Maintenance
<u>Permit Purpose:</u>	Public works street repair for emergency vehicle access
<u>Authorized Actions:</u>	Grading activities and culvert installation to restore Stump Road within the Minnesota River floodplain
<u>Project Size:</u>	0.7 acres disturbed; 0.0 acres proposed impervious
<u>Location:</u>	11200 Humboldt Ave S
<u>Applicable LMRWD Rules:</u>	C—Floodplain and Drainage Alteration

Contractor:

City of Bloomington  
Email: [sgurney@bloomingtonmn.gov](mailto:sgurney@bloomingtonmn.gov)  
Phone: (952) 563-4606

## Discussion

Young Environmental notified the City of Bloomington of the upcoming inspection, and no additional documents from the permittee were needed to complete the review.

Following review of the permit application documents, Anthony Crosby and Karina Weelborg, water resource science interns, inspected the site on July 28, 2022.

### Rule C—Floodplain and Drainage Alteration

No floodplain or drainage alteration violations were found at the Stump Road Maintenance site. All culverts were installed as proposed, and the road appeared properly maintained without impact to Coleman Lake. No restriction to flood flows or increases in flood elevation levels are expected. The Stump Road Maintenance project complies with Rule C.

## Recommendations

Based on the Stump Road Maintenance site inspection, no further action or inspections are necessary. The Project complies with LMRWD Rule C – Floodplain and Drainage Alterations, and we recommend the Stump Road Maintenance permit be closed.



## Attachments

*Figure 1. South culvert replacement area*





Figure 2. North culvert replacement area





# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** October 31, 2022

**Re:** Texas Roadhouse (LMRWD 2020-126) | Project Inspection

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The Lower Minnesota River Watershed District (LMRWD) issued an individual project permit to Greenberg Farrow for the Texas Roadhouse project (Project) on November 19, 2020. The permit allowed for the construction of a sit-down restaurant (Texas Roadhouse) on vacant, undeveloped land in the City of Shakopee. The Project permit expired on November 18, 2021, and no renewal was requested. Therefore, in accordance with the LMRWD Rules, Young Environmental Consulting Group LLC (Young Environmental) inspected the site to close out the project and ensure compliance of the authorized actions outlined in the permit.

## Summary

<u>Project Name:</u>	Texas Roadhouse
<u>Permit Purpose:</u>	Site development including a restaurant (Texas Roadhouse), parking lot, utilities, and stormwater management facilities.
<u>Authorized Actions:</u>	Grading, erosion, and sediment control; site development; and stormwater infrastructure construction.
<u>Project Size:</u>	1.47 acres disturbed, 0 acres existing impervious, and 1.07 acres proposed impervious results in a net

increase of 1.07 acres new impervious

Location: 8160 Old Carriage Court North, Shakopee, MN  
55739

LMRWD Rules: Rule B—Erosion and Sediment Control  
Rule D—Stormwater Management

## Discussion

Young Environmental notified Greenburg Farrow of the upcoming inspection and requested record drawings as well as erosion and sediment control inspection records and any stormwater management plan updates. The LMRWD received the following documents for review:

- As-built documents, received on June 23, 2022
- NPDES construction site permit holder inspection reports by Bauer Design Build, LLC; dated August 30, 2021, through January 18, 2022; received July 26, 2022

Following document review, Anthony Crosby and Karina Weelborg inspected the site on July 1, 2022.

### Rule B—Erosion and Sediment Control

No erosion or sediment control violations were found on the Project site. All temporary best management practices were removed, and disturbed areas restored to greater than 70 percent vegetative stabilization. No evidence of erosion or sedimentation was found on site. The Project complies with Rule B.

### Rule D—Stormwater Management

No stormwater management violations were found on the Project site. All impervious areas were built as proposed and appear well maintained. The Project uses a regional stormwater management pond that appears well maintained. The Project complies with Rule D.

## Recommendations

Based on the Project inspection, no immediate action or follow-up inspections are necessary. The Project complies with LMRWD Rule B—Erosion and Sediment Control. Because no issues were found on site, the inspection records are not required to determine recurring issues. We recommend the permit be closed.



## Attachments

*Figure 1—Discharge location; no evidence of build-up or issues*



*Figure 2—Area requiring vegetation looks very good.*



*Figure 3—Pole found on southwest corner of site.*





# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** October 31, 2022

**Re:** Vierling Industrial Project (LMRWD 2020-112) | Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) conditionally approved an individual project permit for the City of Shakopee for the Vierling Industrial project (Project) in 2020. LMRWD did not issue an official permit. The conditionally approved permit allowed for the construction of the Cherne Industries Inc. building in the Shakopee Gateway development. Despite not having an official permit, the Project was completed, and the building is in use. Therefore, Young Environmental Consulting Group LLC (Young Environmental) inspected the site to ensure compliance with LMRWD rules.

## Summary

<u>Project Name:</u>	Vierling Industrial Project
<u>Permit Purpose:</u>	Construction of industrial facility, parking lot, and stormwater infrastructure
<u>Authorized Actions:</u>	Grading, stormwater infrastructure, sediment and erosion control
<u>Project Size:</u>	15.5 acres (including 8.46 acres of disturbance and the construction of 6.12 acres of new impervious surfaces)
<u>Location:</u>	South quadrant of the intersection of Scott County

Road 69 and Vierling Drive West, Shakopee,  
Minnesota (Parcel ID 274730040)

Applicable LMRWD Rules: Rule B—Erosion and Sediment Control  
Rule D—Stormwater Management

Contractor: Opus Design Build LLC  
Email: [scott.shifflett@opus-group.com](mailto:scott.shifflett@opus-group.com)  
Phone: (952) 456-6465

## Discussion

Young Environmental notified the City of Shakopee of the upcoming inspection and requested record drawings as well as erosion and sediment control inspection records and any stormwater management plan updates.

- Site Development Plans by OPUS; dated July 24, 2020; updated October 14, 2022, as record plans; received October 14, 2022

The LMRWD did not receive any inspection records.

Following review of the permit application documents, Anthony Crosby and Karina Weelborg inspected the site on July 19, 2022.

### Rule B—Erosion and Sediment Control

No sediment and erosion control violations were found at the Project site. All disturbed areas have been restored to 70 percent vegetation, all temporary BMPs have been removed, and there was no evidence of erosion or sedimentation on site. The Project complies with Rule B.

### Rule D—Stormwater Management

No stormwater management violations were found at the Project site. All impervious surfaces and stormwater management facilities were built according to the construction plans and appear to be well maintained. The Project complies with Rule D.

## Recommendations

Based on the Project inspection, no further action is necessary. The Project complies with LMRWD Rule B—Erosion and Sediment Control and Rule D—Stormwater Management. Because no issues were found on site, the inspection records are not required to determine recurring issues. We recommend the permit be closed.



**Attachments**

*Figure 1. Pond 1*





Figure 2. Pond 2





# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Anthony Crosby, Water Resources Science Intern  
Karina Weelborg, Water Resources Science Intern  
Hannah LeClaire, PE

**Date:** October 31, 2022

**Re:** Xcel Energy Line 0832 (LMRWD 2021-041) | Project Inspection

---

The Lower Minnesota River Watershed District (LMRWD) issued an individual project permit to Xcel Energy for the Xcel Energy Line 0832 project (Project) on September 16, 2021. The permit allowed for the removal of a failing transmission line structure and the installation of a new structure within Black Dog Lake in Burnsville, Minnesota. The Project is now complete. Therefore, in accordance with the LMRWD rules, Young Environmental Consulting Group LLC (Young Environmental) inspected the site to close out the project and ensure compliance with the authorized actions outlined in the permit.

## Summary

<u>Project Name:</u>	Xcel Energy line 0832
<u>Permit Purpose:</u>	Replace failing transmission line structure within Black Dog Lake
<u>Authorized Actions:</u>	Filling of land below the 100-year flood elevation
<u>Project Size:</u>	0.4 acres disturbed; 0.0 acres of new impervious surfaces
<u>Location:</u>	1400 Black Dog Road East, Burnsville, MN 55337
<u>Applicable LMRWD Rules:</u>	Rule C—Floodplain and Drainage Alterations

## Discussion

Young Environmental notified Xcel Energy of the upcoming inspection and requested record drawings. The LMRWD received the following document for review in preparation for site inspections:

- Xcel Energy Line 0832 by Xcel Energy; dated August 5, 2021; received July 25, 2021

Following document review, Anthony Crosby and Karina Weelborg inspected the site on July 28, 2021.

### Rule C—Floodplain and Drainage Alteration

No floodplain or drainage alteration violations were found at the Project site. All temporary fill has been removed, and the line was placed as described in the site plans. No restriction to flood flows or increases in flood elevation are expected. The Project complies with Rule C.

## Recommendations

Based on Project inspection, no further action or inspections are necessary. The Project complies with LMRWD Rule B—Erosion and Sediment Control, and we recommend the permit be closed.



**Attachments**

*Figure 1. Repaired line in Black Dog Lake*





Figure 2. Stabilized staging areas







# LOWER MINNESOTA RIVER WATERSHED DISTRICT

## Executive Summary for Action

Lower Minnesota River Watershed District Board of Managers Meeting  
Wednesday, November 16, 2022

### **Agenda Item**

#### **Item 6. F. – 2022 Legislative Action**

### **Prepared By**

Linda Loomis, Administrator

### **Summary**

On October 26, 2022, I met with Lisa Frenette to discuss LMRWD legislative action for the 2022 session. Ms. Frenette said no legislation can be drafted ahead of the session. We agreed that the LMRWD will focus on continuation of the funding to manage dredge material, expanding the language for its use to include sediment reduction projects, and funding for stabilization of the riverbank at Area #3 in Eden Prairie.

Ms. Frenette will provide the LMRWD with an updated list of legislators based in the November 8<sup>th</sup> election.

### **Attachments**

No attachments

### **Recommended Action**

No recommended action



# LOWER MINNESOTA RIVER WATERSHED DISTRICT

## Executive Summary for Action

Lower Minnesota River Watershed District Board of Managers Meeting  
Wednesday, November 16, 2022

### Agenda Item

#### Item 6. G. Education & Outreach

#### Prepared By

Linda Loomis, Administrator

#### Summary

At the September 2022 meeting of the Board of Managers, the Board authorize a mini-grant program for educators. The first round of applications was due October 21, 2022. The LMRWD received two applications. The Citizen Advisory Committee reviewed the applications received and recommends approval of both applications. A list of all the educators who were advised of the grant program is included in the Technical Memorandum from Young Environmental Consulting group, which also includes the applications for the mini-grants.

The approved workplan for the LMRWD Education & Outreach activities include review of potential locations at creek crossings and high value resource areas. An update of this work is attached in Technical Memorandum – LMRWD Creek Crossing and Interpretive Signage Update dated November 7, 2022.

#### Attachments

Technical Memorandum – LMRWD Educator Mini-Grant Program Award Recommendation, dated November 9, 2022

Technical Memorandum – LMRWD Creek Crossing and Interpretive Signage Update dated November 7, 2022

Draft Educator Mini-Grant Program Agreement

#### Recommended Action

Motion to award mini-grants for Black Hawk Middle School for \$500 and Thomas Jefferson High School for \$300 and authorize execution of grant agreements.



# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District (LMRWD)

**From:** Jen Dullum, Education and Outreach Coordinator  
Della Schall Young, PMP, CPESC

**Date:** November 9, 2022

**Re:** LMRWD Educator Mini-Grant Program Award Recommendation

At the meeting on September 21, 2022, the Lower Minnesota River Watershed District (LMRWD) managers approved the Educator Mini-Grant Program. Following approval, the program information was shared with 107 schools, nonprofits, and other educators by email (contact list attached) and via the LMRWD website and social media platforms. We received the attached applications from the two educators listed below before the application process closed on October 21, 2022.

- Shannon Lee, Black Hawk Middle School, Eagan
- Jon Leverenz, Thomas Jefferson High School, Bloomington

The applicants were prescreened per the managers' approved criteria by the Citizen Advisory Committee (CAC). The CAC then reviewed the applications and scored them prior to their November 1, 2022, meeting. During their meeting, the CAC discussed both applications and voted unanimously to forward both applications, as summarized in the table below, to the managers for consideration.

<b>Educator / School</b>	<b>Average Score</b>	<b>Requested Amount</b>	<b>Eligible Expenses</b>
Shannon Lee / Black Hawk Middle School	8	\$500	Water testing supplies, plant and wildlife ID resources, field microscopes for wetland study
Jon Leverenz / Thomas Jefferson High School	7.6	\$300	Funding for transportation and miscellaneous supplies for water quality sampling as part of River Watch

**Recommendation**

Based on the information presented and the evaluation completed by the CAC, Young Environmental recommends awarding Black Hawk Middle School \$500 and Thomas Jefferson High School \$300.

**Attachments:**

Applications



Contact List

<b>Organization</b>	<b>City</b>	<b>WD/WMO</b>	<b>Contact Name</b>
Bloomington Living Hope Lutheran Church and School	Bloomington	Prior Lake/Spring Lake	James Brohn - principal
BlueSky Online Charter School	Bloomington	Richfield-Bloomington	general email
Green Crew - IWL- MN River Valley Chapter	Bloomington	LMRWD	Joseph Barisonzi
Hillcrest Community School	Bloomington	Nine Mile Creek	Donald Gramenz - principal
Indian Mounds Elementary School	Bloomington	LMRWD	Kelly Killorn - Bloomington public schools student, teacher, and administrator support contact
Kennedy High School	Bloomington	Nine Mile Creek	Molly Hollenbeck - principal
Minnesota Valley Fish and Wildlife	Bloomington	LMRWD	Kara Zwickey
Minnesota Valley Refuge Friends	Bloomington	LMRWD	general email
Nativity of Mary School	Bloomington	LMRWD	Ryan Pajak - principal
Normandale Hills Elementary School	Bloomington	Nine Mile Creek	Andrew Vollmuth - principal
Oak Grove Elementary	Bloomington	Nine Mile Creek	Brian Cline - principal
Oak Grove Middle School	Bloomington	Nine Mile Creek	Brian Ingemann - principal
Olson Elementary School	Bloomington	LMRWD	Kelly Killorn
Olson Middle School	Bloomington	LMRWD	Kelly Killorn
Poplar Bridge Elementary School	Bloomington	Nine Mile Creek	Roberto Cantu - principal
Ridgeview Elementary School	Bloomington	Nine Mile Creek	Carey Seeley - principal
Success Academy	Bloomington	LMRWD	Thomas Tapper - director
Thomas Jefferson High School	Bloomington	LMRWD	Liz Erdmann Jon Leverenz Kelly Killorn
United Christian Academy	Bloomington	Nine Mile Creek	Evan Dalrymple - executive director
Valley View Elementary School	Bloomington	Nine Mile Creek	Kelly Tennison - principal
Valley View Middle School	Bloomington	Nine Mile Creek	Daniel Andersen - principal
Washburn Elementary School	Bloomington	Nine Mile Creek	Andrew Wilkins - principal
Westwood Elementary	Bloomington	Nine Mile Creek	Hugh Roberts - principal
Burnsville High School	Burnsville	Black Dog Lake	William Sommers - principal
Echo Park Elementary School	Burnsville	Black Dog Lake	Logan Schultz - principal

Edward Neill Elementary School	Burnsville	Vermillion River	Lyle Bomsta - principal
Gateway STEM Academy	Burnsville	Lower Miss River WMO	Edward Fellows - principal
Gideon Pond Elementary School	Burnsville	Black Dog Lake	Salma Hussein - principal
Good Shepherd Lutheran Church and School	Burnsville	Black Dog Lake	Dave Retzlaff - principal
Nicollet Middle School	Burnsville	Black Dog Lake	Frances Becquer - principal
Sky Oaks Elementary School	Burnsville	Black Dog Lake	Renee Brandner
Vista View Elementary School	Burnsville	Black Dog Lake	Angie Pohl - principal
William Byrne Elementary School	Burnsville	Black Dog Lake	Jon Bonneville - principal
Carver Elementary	Carver	Carver Creek/Carver	Gena Abrahamson - principal
East Union Elementary School	Carver	Carver County	Jay Woller - principal
Bluff Creek Elementary School	Chanhassen	Riley Purgatory Bluff Creek	Beth Holm - principal
Chanhassen Elementary School	Chanhassen	Riley Purgatory Bluff Creek	Greg Lange - principal
Chanhassen High School	Chanhassen	Riley Purgatory Bluff Creek	Doug Bullinger - principal
St. Hubert Catholic School	Chanhassen	Riley Purgatory Bluff Creek	David Sorkin - head of school
Chaska High School	Chaska	Carver County	Jim Bach - principal
Chaska Middle School East	Chaska	Carver County	Greg Martin - principal
Chaska Middle School West	Chaska	Carver County	Alicia Fischer - principal
Clover Ridge Elementary School	Chaska	Carver County	Nathan Slinde - principal
Jonathan Elementary School	Chaska	Carver County	Pete Morse - principal
La Academia	Chaska	Carver County	Gretchen Kleinsasser - principal
Pioneer Ridge Middle School	Chaska	Carver County	Gina Landis - principal
Southwest Christian High School	Chaska	Carver County	Dan Beckering - head of school
St. John's Lutheran School	Chaska	LMRWD	Amy Feek
World Learner School of Chaska	Chaska	Carver County	Deana Siekmann - director
Black Hawk Middle School	Eagan	Gun Club	Shannon Lee - 4th grade
Dakota Hills Middle School	Eagan	Gun Club	Trevor Johnson - principal
Deerwood Elementary School	Eagan	Gun Club	Jeremy Sorenson - principal
Eagan High School	Eagan	Gun Club	Dr. Polly Reikowski - principal
Faithful Shepherd Catholic School	Eagan	Eagan - Inver Grove	Catherine Butel - principal
Glacier Hills Elementary School	Eagan	Gun Club	Adriana Henderson - principal
Northview Elementary	Eagan	Gun Club	Tori Holtz - 4th grade
Oak Ridge Elementary	Eagan	Gun Club	Cathy Kindem - principal



Pilot Knob STEM Magnet School	Eagan	Gun Club	Matt Beniak - STEM
Pinewood Elementary School	Eagan	Gun Club	Leah Hack - principal
Rahn Elementary School	Eagan	Gun Club	Brad Robb - principal
Red Pine Elementary School	Eagan	Gun Club	Tony Washington - principal
Thomas Lake Elementary School	Eagan	Gun Club	Rachel Hughes - principal
Trinity Lone Oak Lutheran Church & School of Eagan	Eagan	Eagan - Inver Grove	Kathryn Jones - principal
Trinity School at River Ridge	Eagan	Eagan - Inver Grove	Beth Schmitz - head of school
Woodland Elementary School	Eagan	Gun Club	Lisa Carlson - principal
Agape Christi Academy	Eden Prairie	Riley Purgatory Bluff Creek	Jed Culbertson - headmaster
Cedar Ridge Elementary School	Eden Prairie	Riley Purgatory Bluff Creek	Stephen Sheperd - principal
Central Middle School	Eden Prairie	Riley Purgatory Bluff Creek	Valora Unowsky - principal
Eagle Heights Spanish Immersion	Eden Prairie	Riley Purgatory Bluff Creek	Felicia Thames - principal
Eden Lake Elementary School	Eden Prairie	Riley Purgatory Bluff Creek	Hernan Moncada - principal
Eden Lake Elementary School	Eden Prairie	Riley Purgatory Bluff Creek	Meghan Gasdick - principal
Eden Prairie High School	Eden Prairie	Riley Purgatory Bluff Creek	Robb Virgin - principal
Forest Hills Elementary School	Eden Prairie	Nine Mile Creek	Joel Knorr - principal
Oak Point Elementary School	Eden Prairie	Riley Purgatory Bluff Creek	Chris Rogers - principal
PIM Arts High School	Eden Prairie	Nine Mile Creek	Cassy Schauwitzer - director of teaching and learning
Prairie View Elementary School	Eden Prairie	Riley Purgatory Bluff Creek	Quennel Cooper - principal
The International School of Minnesota	Eden Prairie	Nine Mile Creek	Chris Wester - school director
Brightmont Academy	Mendota Heights	Lower Miss River WMO	Jennifer Sorenson
Friendly Hills Middle School	Mendota Heights	Lower Miss River WMO	Chris Hiti - principal
Mendota Elementary School	Mendota Heights	Lower Miss River WMO	Steve Goldade - principal
Saint Thomas Academy	Mendota Heights	Lower Miss River WMO	Justin Hager - dean of school
Somerset Elementary School	Mendota Heights	Lower Miss River WMO	Libby Huettl - principal
Two Rivers High School	Mendota Heights	Lower Miss River WMO	Pat Killian - science teacher
Visitation School	Mendota Heights	Lower Miss River WMO	Rene Gavic - head of school
Minnesota Dragonfly Society (510c3 non-profit)	regional	NA	Leah Darst
Nature Enthusiations, LLC	regional	NA	Leah Darst - owner
Seven Hills Preparatory Academy (Bloomington & Richfield)	Richfield	Nine Mile Creek	Brent Peterson - principal
Aspen Academy	Savage	Scott County	Melanie Jiskra - principal
Eagle Ridge Middle School	Savage	Scott County	Dave Helke - principal

Glendale Elementary School	Savage	Scott County	Jennifer Molitor - principal
Hamilton Ridge Elementary School	Savage	Scott County	Sam Fredrickson - principal
Harriet Bishop Elementary School	Savage	Scott County	Ken Essay - principal
Hidden Valley Elementary School	Savage	Scott County	Kristine Black - principal
Prior Lake High School	Savage	Scott County	John Bezek - principal
Redtail Ridge Elementary School	Savage	Scott County	Barb Yetzer - principal
St. John The Baptist Catholic School	Savage	LMRWD	Greg Wesely - principal
Aspire Academy	Shakopee	LMRWD	M. Kaahie Adam - executive director
Eagle Creek Elementary School	Shakopee	LMRWD	Stephanie Baker - principal
East Middle School	Shakopee	LMRWD	Clayton Ellis - principal
Jackson Elementary School	Shakopee	Scott County	Kevin Bjerken - principal
Red Oak Elementary School	Shakopee	LMRWD	Krysten Ellis, - principal
Shakopee Area Catholic School	Shakopee	Scott County	Nikki Giel - principal
Shakopee High School	Shakopee	Scott County	Jeff Pawlicki - principal
Sun Path Elementary School	Shakopee	Scott County	Patrick Leonard - principal
Sweeney Elementary School	Shakopee	LMRWD	Derek Bell - principal
Tokata Learning Center School	Shakopee	LMRWD	Eric Serbus - principal
West Middle School	Shakopee	LMRWD	Gwynee Chase - principal
Dodge Nature Center	West St. Paul	Lower Miss River WMO	Leah Darst - office coordinator





# Educator Mini-Grant Program Application

Name of School/Organization:

First Name:

Last Name:

Email:

Phone:

Describe your current role?

If you are a student, please provide the name and email of your supervising educator.

Address of School/Organization

Street Address:

Address line 2:

City:

State:

Zip Code:

Name and Address Where Activity Will Take Place (if Different from Above)

Street Address:

Address line 2:

City:

State:

Zip Code:

What age(s) are the participants?

K–5<sup>th</sup> grade

6–12<sup>th</sup> grade

18+ years

Senior

Estimated number of participants:

Describe your proposed activity or project and how it relates to water resources and wildlife habitat education. Include project goals and learning objectives for participants.

When is this activity/project scheduled to take place?

Total requested amount (maximum \$500):

\$

Specify how funds will be allocated (e.g. supplies, materials, and transportation):

**I understand that if my funding request is approved, I must complete and submit the Program Project Reporting and Reimbursement form to receive payment. Any photos submitted may be used by the LMRWD in future communications.**

Signature:

Date:



Please submit your application to [info@lowermnrivewd.org](mailto:info@lowermnrivewd.org).





LOWER MINNESOTA RIVER  
WATERSHED DISTRICT

# Educator Mini-Grant Program Application

Name of School/Organization:

Jefferson High School

First Name:

Jon

Last Name:

Leverenz

Email:

jleveren@isd271.org

Phone:

952-806-7723

Describe your current role?

HS Biology Teacher

If you are a student, please provide the name and email of your supervising educator.

Address of School/Organization

Street Address:

4001 West 102nd Street

Address line 2:

City:

Bloomington

State:

MN

Zip Code:

55437

Name and Address Where Activity Will Take Place (if Different from Above)

Street Address:

Moir Park (9 Mile Creek)

Address line 2:

10320 Morgan Ave S, Bloomington, MN 55431

City:

Bloomington

State:

MN

Zip Code:

55431

What age(s) are the participants?

K-5<sup>th</sup> grade

6-12<sup>th</sup> grade

18+ years

Senior

Estimated number of participants:

35-90

Describe your proposed activity or project and how it relates to water resources and wildlife habitat education. Include project goals and learning objectives for participants.

We will be taking Water Quality Data Samples for the LMRWSD. We will have lessons in the classroom about Water Quality, Dissolved Oxygen, Turbidity and Microorganisms.

When is this activity/project scheduled to take place?

10/25 and another Spring date

Total requested amount (maximum \$500):

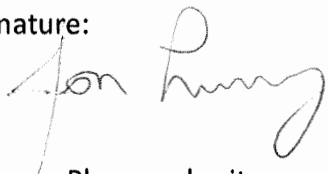
\$300

Specify how funds will be allocated (e.g. supplies, materials, and transportation):

\$100 for each bus trip and miscellaneous supplies that will be needed for sampling 9 Mile Creek. (Waders, Nets, Turbidity Disc??)

**I understand that if my funding request is approved, I must complete and submit the Program Project Reporting and Reimbursement form to receive payment. Any photos submitted may be used by the LMRWD in future communications.**

Signature:



Date:

10/10/2022

Please submit your application to [info@lowermnrivewd.org](mailto:info@lowermnrivewd.org).



# Technical Memorandum

**To:** Linda Loomis, LMRWD Administrator  
Lower Minnesota River Watershed (LMRWD)

**From:** Jen Dullum, Education and Outreach Coordinator  
Della Schall Young, PMP, CPESC

**Date:** November 7, 2022

**Re:** LMRWD Creek Crossing and Interpretive Signage Update

---

The approved Lower Minnesota River Watershed (LMRWD) 2022 Public Education and Outreach workplan includes a review of potential signage locations at creek crossings and high value resource areas. The following is the current status of this project.

## I. Crossing Signs

Young Environmental reviewed crossings under local jurisdiction in 2021. Only one location at Riley Creek presents an opportunity for a potential crossing sign. This location appears to be half within the Riley Purgatory Bluff Creek Watershed District (RPBCWD). Young Environmental contacted Eleanor Mahon, Education and Outreach Coordinator with RPBCWD, for potential collaboration and to ensure efforts are not being duplicated. RPBCWD is interested in working together on this signage project. Young Environmental also contacted Paul Rugar, Division Supervisor Traffic Transportation Operations Department, Medina Office with Hennepin County, to determine the feasibility of fabricating and installing a sign on Riley Creek. We are waiting for a County Process Form, which will provide further information and initiate this process, should that be the direction of the board. Map of proposed location provided as Attachment 1.

## II. Interpretive Signs

Young Environmental investigated several other locations for interpretive signage, focusing on the unique habitats and ecosystems found within the LMRWD. The sites reviewed, the impetus of the review, and the summary of discussions with potential local partners are documented below in Table 1.

**Table 1: Potential LMRWD Interpretive Sign Locations**

<b>Resource / Potential Message</b>	<b>Potential Sign Location</b>	<b>Manager of Resource</b>	<b>Findings</b>
Quarry Lake / Habitat requirements and features of trout lakes. Recent improvements to the park.	Quarry Lake Park	City of Shakopee	Potential location. Waiting for city response regarding the location. City contact: Kirby Templin.
Courthouse Lake / Habitat requirements and features of trout lakes, and what makes a suitable environment for trout.	Government Center	Carver County / City of Chaska	City of Chaska is interested in this location and willing to coordinate on sign installation. Waiting on county response about location and partnership. City contact: Brent Alcott. County contact: Brent Kath.
Black Dog Fen / Unique features of calcareous fens.	Cliff Fen Park, City of Burnsville	U.S. Fish and Wildlife Service	<b>Not</b> a potential location based on response from City of Burnsville, since the sign would be on city property, even though fen is not managed by the city. Also, fen is not showing signs of being healthy and established anymore. Already a kiosk at the trailhead on the east side of the park. City contact: Caleb Ashling.
Gun Club Lake Fen / Unique features of calcareous fens.	Mendota Heights Trailhead	Dakota County	<b>Not</b> a potential location based on response from county. An interpretive walk/experience was just completed at the Mendota Overlook, and they are not looking to add anything additional. County contact: Autumn Hubbell.
Ike's Creek / Habitat requirements that create a suitable environment for trout.	Bass Ponds Trailhead	Minnesota Valley National Wildlife Refuge (Minnesota Valley NWR)	Potential location. Waiting for the Minnesota Valley NWR response. Minnesota Valley NWR contact: Vicki Sherry.

**Recommendation**

Staff recommends moving forward with road crossing signs at Riley Creek, which will include taking the following actions. Additionally, staff will continue to investigate potential interpretive sign locations and report back to the board for review of suggested next steps.

- Review Hennepin County Process Form
- Draft a contract with Hennepin County and RPBCWD for road crossing signage
- Bring a contract to the board for review and approval consideration
- Proceed with design and fabrication
- Work with Hennepin County on installation

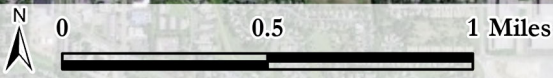
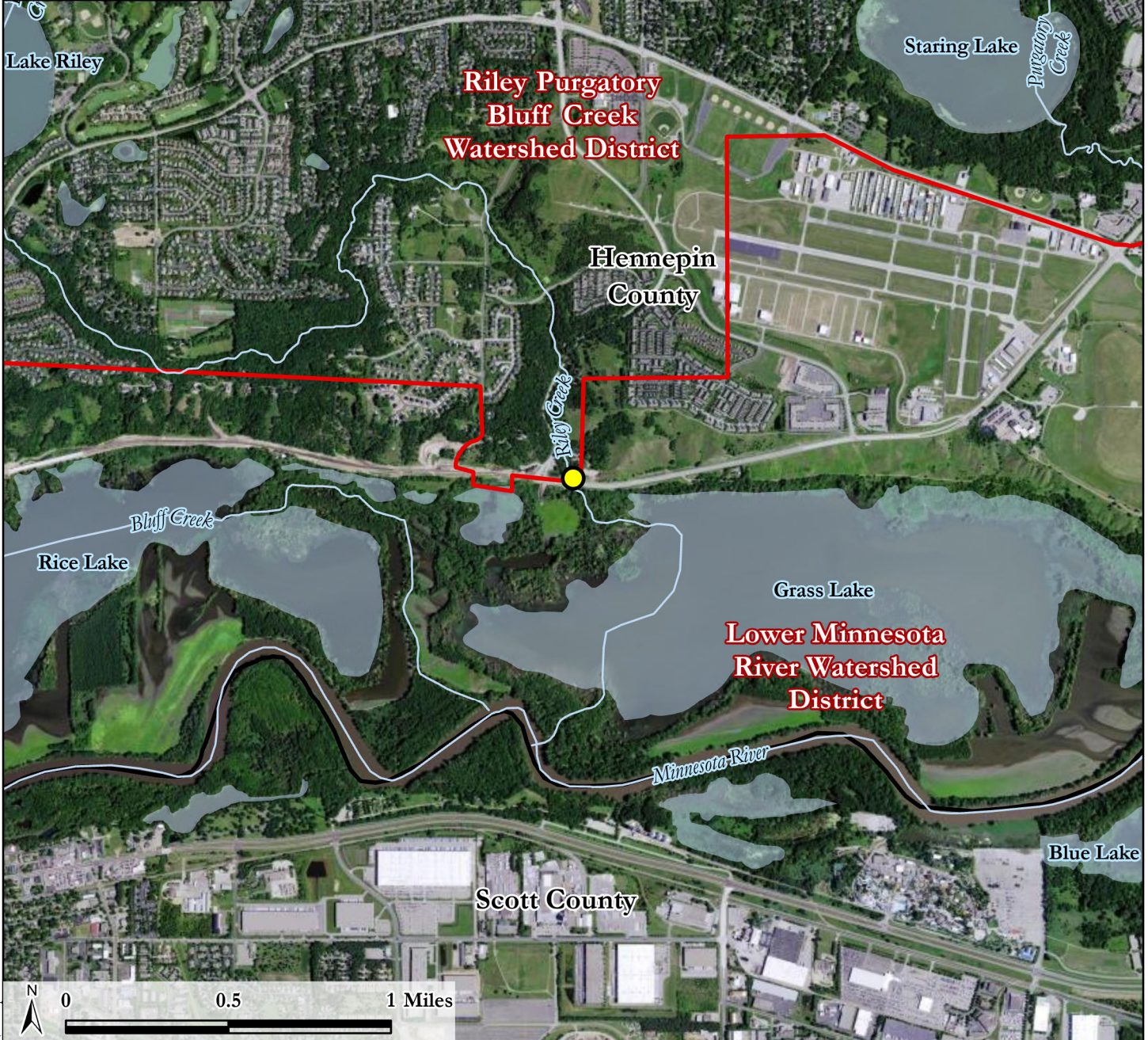


# Attachment I:

## Riley Creek Crossing Sign Location



LOWER MINNESOTA RIVER  
WATERSHED DISTRICT



### Legend

- Potential Sign Location
- Public Waters
- Watershed District Boundaries
- County Boundary
- Public Waterbodies

### LMRWD Watershed Location Map



Young Environmental  
Consulting Group, LLC

LOWER MINNESOTA RIVER WATERSHED DISTRICT  
2022 Educator Mini-Grant Program  
Cost Share Grant Agreement

This grant agreement made this \_\_\_\_ day of \_\_\_\_\_ 2022 is between the Lower Minnesota River Watershed District, a Minnesota Watershed District ("LMRWD") a public body with purposes and powers set forth in Minnesota Statutes Chapters 103B and 103D, and Shannon Lee, ("GRANTEE"), a teacher at Black Hawk Middle School. The GRANTEE's address is Black Hawk Middle School, 1540 Deerwood Drive, Eagan, MN 55122.

1. Scope of Work. GRANTEE will use funds for the purposes identified in the Educator Mini-Grant Program Application, attached to this Agreement as Exhibit 1.
2. Grant Agreement Period. The GRANTEE will have until the end of the current school year to complete the project.
3. Reimbursement. The GRANTEE may request reimbursement in an amount not to exceed \$500. At the time reimbursement is requested, GRANTEE will provide the LMRWD a reimbursement and reporting request form and receipts for all direct purchases.
4. Indemnification. The LMRWD will be held harmless against all liability and loss in connection with the Project.
5. Notices. Any notice or demand, authorized or required under this Agreement shall be in writing and shall be addressed to the other party as follows:

To LMRWD:

Administrator  
Lower Minnesota River Watershed District  
112 East Fifth Street, Suite 102 Chaska, MN 55318

To GRANTEE:

Shannon Lee  
Black Hawk Middle School  
1540 Deerwood Drive  
Eagan, MN 55122

The parties agreeing to be signed as follows:

GRANTEE:

LOWER MINNESOTA RIVER WATERSHED DISTRICT:

By: \_\_\_\_\_

By: \_\_\_\_\_

Its: \_\_\_\_\_

Its: President \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_





# LOWER MINNESOTA RIVER WATERSHED DISTRICT

## Executive Summary for Action

Lower Minnesota River Watershed District Board of Managers Meeting  
Wednesday, November 16, 2022

### Agenda Item

#### Item 6. H. – LMRWD Projects

#### Prepared By

Linda Loomis, Administrator

#### Summary

##### i. Area #3 MN Riverbank Stabilization Project Update

The last update provided to the Board of Managers was in April 2022. An update is attached for the Board's information.

Soil borings require a permit from the MN Department of Health. The application for a permit requires a signature from the property owner. The LMRWD is working to obtain the land owner's permission.

#### Attachments

Technical Memorandum – Area 3 Minnesota Riverbank Stabilization Project Update, dated November 10, 2022

#### Recommended Action

No recommended action – for information only



# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District (LMRWD)

**From:** Katy Thompson, PE, CFM  
Erica Bock, Water Resource Scientist  
Hannah LeClaire, PE

**Date:** November 10, 2022

**Re:** Area 3 Minnesota Riverbank Stabilization Project Update

Since the last board update and approval of the comprehensive workplan for the Area 3 Minnesota Riverbank Stabilization project (Project or Area 3) in April 2022, work has been progressing on the design. The following memo provides an overview of the project background for the newest members of the Lower Minnesota River Watershed District (LMRWD) board of managers, as well as an update on the work completed.

## **Project Background**

Area 3 is located within the LMRWD's Steep Slopes Overlay District, adjacent to the Minnesota River and southeast of Flying Cloud Airport in Eden Prairie, Minnesota (Figure 1). Area 3 experiences intense erosion along the steep slopes on the north side of the Minnesota River. Steep slopes, susceptible soils, and changes in river stage are all primary drivers of slope instability. The Area 3 Minnesota Riverbank Stabilization project aims to stabilize the erosion that is taking place along the bluffs of Area 3. The following timeline summarizes the work that was completed as part of the Project up to the most recent project kickoff meeting in August 2022:



February 2021

- LMRWD awarded the Area 3 Minnesota Riverbank Stabilization project to Inter-Fluve

May 2021

- LMRWD, Young Environmental Consulting Group LLC (Young Environmental), and Inter-Fluve met to discuss the causes of riverbank erosion at the Project site.
- Causes of erosion include:
  - Natural progression of the river meander
  - Groundwater seepage present at the base of the slope saturates the soil and weakens the integrity of the bluff
  - Previous bank stabilization attempts by the City of Eden Prairie (City) may have exacerbated the erosion by preventing the river from migrating downstream. Armoring the river upstream of the Project site is pushing the river's forces into the Area 3 toe slope.

Winter 2021

- Inter-Fluve developed a conceptual design to address the riverbank erosion which included:
  - Armoring the toe with launchable riprap
  - Removal of the City's stormwater pond and bank armor to allow the river to migrate naturally
- Inter-Fluve and Young Environmental developed a cost estimate of \$4.6M to stabilize the Area 3 riverbank

February 2022

- Young Environmental coordinated with Barr Engineering (Barr) to evaluate the geotechnical characteristics of the upper slope.
- Barr completed a preliminary global stability analysis using soil borings and piezometer readings from 2008 and 2010.
  - Result: The proposed concept design by Inter-Fluve will not impact the bluff slope
  - Barr recommended collecting additional soil borings further up on the bluff for verification of the preliminary analysis.

March 2022

- Legislative handout (Attachment 1) was developed, including estimated project costs and shared with the legislature by the LMRWD's legislative liaison to secure bond funding. The Project funding request was unsuccessful.

April 2022

- Decision was made to move forward with the project after receiving approval from the Minnesota Pollution Control Agency to remove the City's stormwater pond. LMRWD approved the updated Project workplan included in Attachment 2.
- The workplan includes the development of 60% plans for the legislature session in 2023 to renew the LMRWD's request for construction funding for the Project.

August 2022

- Project kickoff meeting with the LMRWD administrator, Young Environmental, Barr, and Inter-Fluve.
- The team agreed to move forward with the approved workplan (Attachment 2) and expedite the 60 percent plans schedule to meeting the January 2023 deadline.

### **Public Outreach and Site Visits**

After the project kickoff meeting in August 2022, Young Environmental began outreach efforts to notify residents of the upcoming field work and facilitate a neighborhood meeting and site visit.

#### **Neighborhood Meeting—October 25, 2022**

On October 25, 2022, the LMRWD hosted a neighborhood meeting with residents on Riverview Road to discuss the project background and field data collection needs, determine access routes for the drill rig for soil borings, and answer resident questions. In attendance were residents, the LMRWD administrator, Young Environmental, American Engineering Testing (AET), Barr, the City, and Inter-Fluve. A full summary of the neighborhood meeting is attached (Attachment 3). Table 1 (below) summarizes the questions and answers that were discussed at the meeting.



*Table 1. Summary of Questions and Concerns at the Neighborhood Meeting*

Question/Concern	Answer
How will the project be funded?	The project is large and too expensive for either the LMRWD or the City to fund independently. Therefore, the LMRWD will continue to request bond funding from the legislature.
Are the homes on the bluff in danger?	Barr informed the residents that the initial results of the preliminary analysis indicated the slope would continue to erode and flatten until stability is achieved and from a global failure perspective, the homes are not in danger. However, new soil borings are needed to confirm the types of soils present on the upper slope of the bluff and to determine the elevation of the groundwater table. Barr also noted that the inclinometer monitoring only showed signs of surficial topsoil movement and no signs of movement before a large failure was observed.
A resident at 12613 Riverview Road is concerned about gully erosion in her backyard.	<p>Photos of the erosion were taken and compared to information from 2020 (Attachment 4). Gully erosion has progressed due to:</p> <ol style="list-style-type: none"> <li>1. Extensive tree clearing</li> <li>2. Drainage from a slotted drainpipe that enters the gully</li> </ol> <p>Young Environmental recommends reaching out to residents to provide education on gully and steep slope management and to clarify that the intent of the Project is to stabilize the river toe and prevent global erosion, not to stop localized gully erosion.</p>

Site Visit—October 25, 2022

After the neighborhood meeting concluded, Young Environmental, AET, Barr, Inter-Fluve, and the City completed a site walk to look at potential access routes for AET to collect the geotechnical borings. Barr and AET determined the best access route for the soil borings was along the existing City right-of-way on Riverview Road, shown in Figure 1. Barr and AET noted that there were two small trees on the City right-of-way that would need to be cut down. The City confirmed that they could remove the trees and would be able to unlock the gate to give access to AET on the date of the soil borings, but would need to be notified in advance. On a subsequent site visit on October 31, 2022, Young Environmental confirmed that the trees were removed.

Outfall Condition

During the site visit, Young Environmental also assessed the condition of the City's stormwater pond, Pond 35-23-A, and outfall. The City constructed Pond 35-23-A in 1997 to comply with the Minnesota Pollution Control Agency's stormwater treatment requirements. To objectively inspect the outfall and condition of the pond, Young Environmental used the Minnesota Department of Transportation's (MnDOT) HydInfra Inspectional Manual for culvert and storm drainage systems. HydInfra is an asset management rating system used by MnDOT to assess the conditions of stormwater infrastructure in the field. MnDOT has developed a manual to allow others to utilize this methodology. The inspection criteria according to the manual are based on factors such as structural integrity and the integrity of the surrounding metal. The ratings range from 0 to 4, with 0 being not able to rate or not visible, 1 being excellent—like new condition, and 4 being severe—serious deterioration. Not included in the condition rating is the need for cleaning, plugged infrastructure, sediment percent full, water observed, and water percent full.

The outfall consists of a 36-inch concrete pipe, apron, and trash guard and appeared to be in good condition. The outfall was clean and had no standing water in the pipe nor any separation of the apron, misalignment, or joint separation. The pipe and apron condition rating was 2—fair condition, with some wear but structurally sound (Attachment 4). Given that the proposed design involves removing the stormwater pond and there is extensive erosion due to discharge from the pipe, it is likely that the design of the pipe needs to be modified and the pipe needs to be replaced.

Since the pond's construction, it has been inundated by the Minnesota River multiple times. Under present conditions, the pond is completely filled with sediment and willows. A large scour channel draining to the Minnesota River has formed at the outlet of the outfall pipe. The incision of the channel has led to the outfall pipe now being suspended above the former pond bottom. Overall, the pond was given a HydInfra condition rating of 4 (severe condition, serious deterioration; Attachment 5).

#### *Conceptual Design Meeting—October 31, 2022*

As part of its conceptual design process, Inter-Fluve hosted an on-site conceptual design meeting on October 31, 2022, to obtain additional survey data for further topographic assessment of the City's stormwater pond and stormwater inlets. Young Environmental and Inter-Fluve discussed the following topics:

- The toe design extents and impacts to the City's storm sewer outfall and pond area.
- The proposed design—launchable riprap—and the potential for the involvement of bioengineering for habitat restoration along the Minnesota River.
- Options for the treatment of stormwater with the loss of the City's stormwater pond.

## **Existing Conditions Analysis**

After the project kickoff meeting in August 2022, Young Environmental began working on the existing conditions analysis of the City's outfall and stormwater pond.

### **Construction Plans**

The 1985 feasibility report for the Bluffs West Vicinity, provided by the City, indicates that Pond 35-23-A was intended to hold water "for sedimentation and weed control purposes with an additional four feet to the top of the bank for temporary holding capacity" up to a 10-year flood event. The 1986 record plans indicate that the pond should have been 5.8 feet deep, from pond bottom (elev. 702) to the top of the pond berm (elev. 707.8), with a final normal water elevation of 705. The outlet control structure consisted of a weir leading to a 21-inch concrete pipe that discharges to the Minnesota River. However, during the site visit, it appeared that the outlet control structure was either been completely buried by sediment, or washed out due to frequent inundation by the Minnesota River. Photo comparisons from the 2020 Gully Inventory and Condition Assessment and the site visit are provided in Attachment 6.

### **Modeling**

To estimate the surface runoff draining to the outfall and stormwater pond, Young Environmental staff examined the upstream watershed characteristics including drainage area, topography, land use, soil type, and storage capacity. The primary land use is residential, and the soils consist of sandy loams and loamy sands categorized as Hydrologic Soil Group Type A. There is one stormwater pond in the upstream watershed that provides moderate attenuation of stormwater runoff. Based on these characteristics, the weighted curve number of the drainage area is estimated to be 54. This analysis of the upstream watershed will be used to design and properly size the outfall structure that will convey surface runoff to the Minnesota River while minimizing erosion at the outlet of the outfall.

## **Next Steps**

Young Environmental will continue with the Area 3 workplan as proposed in April 2022 and advance the outfall design and permitting process. Outfall design will include coordination with the City of Eden Prairie to ensure the City's needs are met. We recommend sharing information with the residents who attended the neighborhood meeting, including the revised soil boring schedule and access locations, educational information on gully and steep slope management, as well as reiterate that the LMRWD Area 3 project is intended to stabilize the toe of the slope at the river—not to prevent localized erosion on the upper slope (i.e., gullies).



**Attachments**

Figure 1—Area 3 Location Map

Attachment 1—Area 3 Legislative Handout

Attachment 2—Area 3 Kickoff Meeting Summary

Attachment 3—Area 3 Neighborhood Meeting Summary

Attachment 4—Pipe HydInfra Assessment

Attachment 5—Pond HydInfra Assessment

Attachment 6—Area 3 Photo Comparision











LOWER MINNESOTA RIVER  
WATERSHED DISTRICT

# Minnesota River Area 3 Proposed Soil Borings and Access Routes

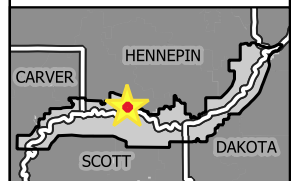


## LEGEND

-  October 25, 2022 Meeting Location
-  Approximate Locations of Proposed Borings
-  Minnesota River Area 3 Project Extents

-  Hennepin Co. Parcel Data
-  County Boundaries
-  Public Waterbodies
-  LMRWD Boundary
-  City of Eden Prairie Stormwater Pond

## LMRWD Watershed Location Map



Young Environmental  
Consulting Group, LLC

For more information about the Area 3 Project, please visit:  
<http://lowermnriverwd.org/projects/study-area-3-eden-prairie>





LOWER MINNESOTA RIVER  
WATERSHED DISTRICT

## EDEN PRAIRIE AREA 3

Located on the north bank of the Minnesota River, this area has been prone to erosion for some time. The Lower Minnesota River Watershed District, in partnership with the City of Eden Prairie, has evaluated options to stabilize the slope, protect public and private infrastructure, and prevent future degradation of the Minnesota River water quality resulting from Area 3 bank erosion.

### PROBLEM

- The underlying soils and groundwater seeps, combined with bluff development and erosive flows from the Minnesota River, have destabilized the slope and resulted in continual erosion since at least 2008.
- Using inclinometers, the Lower Minnesota River Watershed District (LMRWD) has monitored slope movements since 2010. However, geotechnical engineers have warned the LMRWD that due to the nature of the soils in Area 3, the slope is more likely to catastrophically fail without advanced warning.
- The City of Eden Prairie has a stormwater pond just downstream of Area 3 that is acerbating the natural erosion processes of the river on the slope, causing further instability.
- This is a larger, more complex problem than either the LMRWD or the City can tackle alone.



### SOLUTION

1. Remove the city stormwater pond, capture city stormwater currently being directed to the pond, and convey it to the Minnesota River in a less erosive and bank-destructive manner.
2. Armor the bluff toe and flatten the slope as needed to protect the slope from the Minnesota River.

### REQUEST

- To complete the construction, the estimated cost is \$4.6M.

For more information, contact Linda Loomis, LMRWD Administrator  
Email: [admin@lowermnriverwd.org](mailto:admin@lowermnriverwd.org) | Phone: (763) 545-4659





LOWER MINNESOTA RIVER  
WATERSHED DISTRICT

# Draft Summary

**PROJECT NAME:** Eden Prairie Area 3 Kickoff Meeting

**DATE:** August 19, 2022

**TIME:** Noon–12:36 p.m.

## ATTENDEES

- Barr Engineering (Barr): Karen Chandler, Brent Theroux
- Inter-Fluve: Maren Hancock, Jonathon Kusa
- Lower Minnesota River Watershed District (LMRWD): Linda Loomis
- Young Environmental: Katy Thompson, Della Schall Young

## SUMMARY

- ~~1. Introductions~~
2. Brief project background and components

Katy provided a brief overview of the recent project history:

- Barr recommended soil borings on the bluff to confirm assumptions and validate the results from the January 31, 2022, *Preliminary Stability Analysis Results* memo.
- Inter-Fluve developed conceptual toe designs, but its recommendation was to remove the City of Eden Prairie stormwater pond and armoring to allow the river meander to migrate away from Area 3 before the sediment delta washes out. A hold was put on the project design while the LMRWD worked with its legislative liaison to obtain funding from the Minnesota Legislature based on the rough construction costs Inter-Fluve provided in February 2022.
- The LMRWD board approved an updated work plan for Area 3, inclusive of the project scopes from Barr and Inter-Fluve, on April 15, 2022.
- Young Environmental will provide project management and permitting support.
- Since the work plan was approved, the City of Eden Prairie received approval from the MPCA in July 2022 to decommission the stormwater pond.
- The LMRWD is now ready to move ahead with collecting field data and developing the 90 percent plans!

3. Schedule

Katy asked if there was anything within Barr's or Inter-Fluve's workplans that is time-sensitive or dependent on others to complete? Also, is there an ideal time to complete the field activities?

- Contracts
  - Barr will need to create a task order from the February 11, 2022, estimate to execute through the LMRWD's engineering pool.

# Draft Summary



LOWER MINNESOTA RIVER  
WATERSHED DISTRICT

- Inter-Fluve will provide a draft amendment to its previous contract with the LMRWD.
- Supply chain disruptions
  - Brent noted the soil borings may be affected by supply chain issues for the instrumentation and drilling equipment, but because the borings are validating Barr's assessment, the delays should not affect Inter-Fluve's design.
  - Brent will schedule the borings as soon as possible but expects a minimum four-week lead time for the drillers. Frozen ground is acceptable, but snow and ice on the slope could delay the borings further.
  - Brent will put potential soil borings on a map and give it to Katy, who will coordinate with the city and residences to get access.
- Staff schedules
  - Maren will be on maternity leave starting January 2023 (congrats!); Jonathon will take over during that time but is expecting a six-month effort to get through 90 percent design.
  - The survey would ideally be completed after leaf off (or in the first half of October).
  - Della and Linda will coordinate with the legislative liaison to determine what the hard deadline is for the 90 percent package; however, for now, Della wants to target March 2023 for the final 90 percent package. Della and Linda will provide more guidance in the next couple weeks.
  - Bathymetry work can be collected anytime, provided river conditions are adequate.
  - Inter-Fluve will need property access; Katy and Maren will coordinate.
- Overall project schedule
  - Katy will provide a draft schedule for comment based on the provided scopes.

## ACTION ITEMS

No.	Item	Responsible Party	Status
1	Provide LMRWD with updated task order or amended contracts	Barr and Inter-Fluve	In progress
2	Soil boring map	Barr	
3	Deadline for 90 percent package	Della and Linda	
4	Draft schedule	Katy	Complete—see attached



**Area 3 Comprehensive Design Development - Draft Schedule**  
**August 31, 2022**

**LOWER MINNESOTA RIVER**  
 WATERSHED DISTRICT

Start Date	End Date	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23
<b>Obj. 1</b>	<b>Project Management</b>										
1-1	Project Coordination Meetings										
1-1.1	Kickoff mtg	8/19/22	8/19/22	X							
1-1.2	Monthly coordination mtg	9/1/22	5/1/23		X		X		X		X
1-2	Board Updates	10/1/22	5/31/23			X		X		X	
<b>Obj. 2</b>	<b>Data Collection, Conceptual Design, and Coordination</b>										
2-1	Piezometers and soil borings	9/30/22	12/29/22		X	X	X	X	X	X	X
2-2	Topographic survey	10/1/22	10/30/22		X	X	X	X	X		
2-3	On-site stormwater pond conceptual design mtg	10/1/22	10/15/22		X	X					
2-4	Conceptual design	10/16/22	10/30/22		X	X	X	X	X		
2-5	Field data results meeting	10/31/22	11/14/22			X	X	X			
<b>Obj. 3</b>	<b>Prelim Design (60%)</b>										
3-1	60% design development (bank design)	10/31/22	11/30/22			X	X	X	X	X	X
3-2	HEC-RAS 1D model for no-rise permit	12/1/22	12/22/22				X	X	X	X	X
3-3	Outfall design	10/31/22	11/30/22			X	X	X	X	X	X
3-4	60% design review	12/23/22	1/13/23				X	X	X	X	X
3-5	60% design review mtg	1/14/23	1/28/23				X	X	X		
<b>Obj. 4</b>	<b>Permitting</b>										
4-1	Pre-permit regulatory agency meetings	1/14/23	2/13/23					X	X	X	X
4-2	Speciality permitting (Phase 1)	2/14/23	3/16/23					X	X	X	X
4-3	Permit applications	3/17/23	5/16/23						X	X	X
<b>Obj. 5</b>	<b>Final Design (90%)</b>										
5-1	90% design development	2/21/23	4/22/23					X	X	X	X
5-2	90% design review	3/21/23	4/4/23						X	X	X
5-3	90% design review meeting	4/5/23	4/19/23							X	X

X	Ideal dates
X	Tentative or float



# Meeting Summary



Project Name: Eden Prairie Area 3 Geotech Neighborhood Meeting and Site Walk

Date: 10/25/2022

Time: 9–10:30 a.m.

## Attendees

- American Engineering Testing (AET)
- Area 3 Residents: Darrel Amiot (12529 Riverview Road), Jim Rohde (12473 Riverview Road), Mabel Sun (12585 Riverview Road)
- Barr Engineering (Barr): Brent Theroux
- City of Eden Prairie: Patrick Sejkora
- Inter-Fluve: Maren Hancock
- Lower Minnesota River Watershed District (LMRWD): Linda Loomis
- Young Environmental: Katy Thompson, Erica Bock

## Summary

1. Introductions
2. Brief project background and components
  - Katy provided a brief overview of the project background and a recent project history.
  - Brent provided information about the locations and data to be collected with the new soil borings.
  - Maren provided information on the recommended alternative—launchable rip rap—to protect the failing toe.
  - Patrick provided information on the existing stormwater pond, removal, and how it is contributing to the current failing slope issue.
3. Resident questions
  - Who is paying for the project?
    - Linda answered that the watershed has the power to levy tax, and the LMRWD is asking the legislature for \$4M in funding.
  - Are the homes in danger?
    - Brent answered that his preliminary analysis considered global failure of the slope (i.e., a rotational failure) caused by river scour. The initial results indicated the slope would continue to erode and flatten, until stability was achieved and that—from a global failure perspective—the homes will not be in danger. The preliminary analysis relied on soil borings collected at the river's edge, and new soil borings are needed to confirm whether the same types of soil are present, the location of the groundwater table, and to validate the preliminary modeling. He noted that the soils in the area are predominantly sands, which do not show signs of movement before a large failure.
    - Mabel said that her neighbor at 12613 Riverview Road (Patricia Korte, who was unable to attend because she had already moved to Florida for the winter) has been losing several inches of ground to erosion and is concerned that her pool is moving.

## Meeting Summary *(continued)*

Mabel said that Patricia has been placing vegetation and brush cuttings in these areas to prevent erosion.

4. Neighborhood meeting concluded at approximately 9:30 a.m.
5. Site walk (9:30–10:30 a.m.)
  - a. AET, Barr, Linda, Young Environmental, Inter-Fluve, Patrick, and Mabel walked to the upper slope between 12585 Riverview Road and 12613 Riverview Road to look at potential access routes for the geotechnical borings. Behind 12613 Riverview Road, staff noted a slotted downspout that appears to discharge to the ravine between 12585 and 12613 Riverview Road and may be contributing to the degradation of the ravine behind the homes. Resident Mabel showed us the continually failing slope and the brush that was filling the ravine.
  - b. Barr and the AET representative walked farther downslope to stake the soil boring locations and consider potential access routes, given the extreme slopes.
  - c. The preferred access route was determined to be along the City right-of-way for the eroded portion of Riverview Road. AET noted two dead trees that will need to be cut so the drill rig can access the boring locations. The City will contact its Park Department to remove these snags. If the City cannot, AET can cut down the trees; however, it would require a change order to the contract.
  - d. Erica, Katy, and Patrick walked from Riverview Road to the City of Eden Prairie's stormwater pond and inspected the outfall and condition of the pond. The concrete apron and trash guard appeared to be in good condition, but the channel showed signs of erosion. The pond was barely discernible because it was filled with sediment. The remnants of the 2012 bioengineering attempts were also noted along the river side of the pond. The site walk concluded at 10:30 a.m.

### Action Items

- a. Katy will draft a letter/email to residents notifying them that AET will NOT need to access the boring locations via their properties and will instead use the trail within the City's former Riverview Road right-of-way.
- b. Brent will coordinate with AET to complete the Minnesota Department of Health application and approval and confirm the date AET will be on site to collect soil borings.
- c. Brent will coordinate with Patrick to determine if the City can clear the dead trees by next week.

## Pipe Condition Assessment

November 4, 2022

Status: In place

Pipe ID:	STM - N35 - 5470	
Condition Rating:	2 - Fair Condition	
Inspection Date:	10/25/2022	
Pipe Shape:	Round	
Material:	Concrete	
Length:	70 feet	
Diameter:	36 inches	
Cover:	0-2 ft	
Maintenance Recommendations		
	Inspection Flag	Notes
Clean	No	sediment build up is less than 30% of pipe height
Plugged	No	
Water Observed	No	
Water Levels	No	
Structure Condition		
	Inspection Flag	Notes
Repair	No	
Repair Under Road	No	
Deformed	No	
Standing Water	No	There is supposed to be standing water after outfall
Infiltration	No	
Silt Present	<b>Yes</b>	silt present below outfall
Piping	No	
Cracks	No	
Spalling/Flaking	No	
Pitting/Rusting	No	
Separated Apron	No	
Misalignment	No	
Joint Separation	No	
Holes	No	
Roadway and Embankment Condition		



	Inspection Flag	Notes
Inslope Cavity	No	
Erosion	Yes	Erosion at outfall leading to scour and channel degradation caused by high water flows.

## Pond Condition Assessment

November 4, 2022

Status: In place

Pond ID:	35-23-A	
Condition Rating:	4 - Severe Condition	
Inspection Date:	10/25/2022	
Maintenance Recommendations		
	Inspection Flag	Notes
Clean	Yes	Pond is no longer functional and completely filled with sediment.
Plugged	No	
Water Observed	No	No water in the pond
Water Levels	No	No water in the pond
Pond Condition		
	Inspection Flag	Notes
Repair	Yes	Pond is no longer functional
Inlet Structure	Yes	See apron condition assessment
Outflow Structure	No	No longer present
Standing Water	No	No permanent pool as per plans; outlet structure no longer present
Siltation	Yes	Pond is no longer functional
Pond Liner	Not Applicable	-
Embankment Liner	Not Applicable	-
Pond Vegetation	Yes	Willows abundant
Pond Erosion	Yes	
Pond Backup	No	
Embankment Condition		
	Inspection Flag	Notes
Embankment Cavity/Void	No	
Embankment Settlement	Yes	Embankment
Vegetation Established	Yes	Willows abundant
Invasive Species/Noxious Weeds	Yes	Some buckthorn observed
Erosion	Yes	Eroded gully from outfall to MN River; embankment erosion from MN River
Piping	Yes	Eroded gully from outfall to MN River

# Area 3 Photo Comparison

May 5, 2020 vs. October 25, 2022



1. Looking east at 12641 Riverview Rd (white arrows are reference points)



May 5, 2020



October 25, 2022



2. Looking south at gully from 12613 Riverview Rd (white arrows are reference points)



May 5, 2020



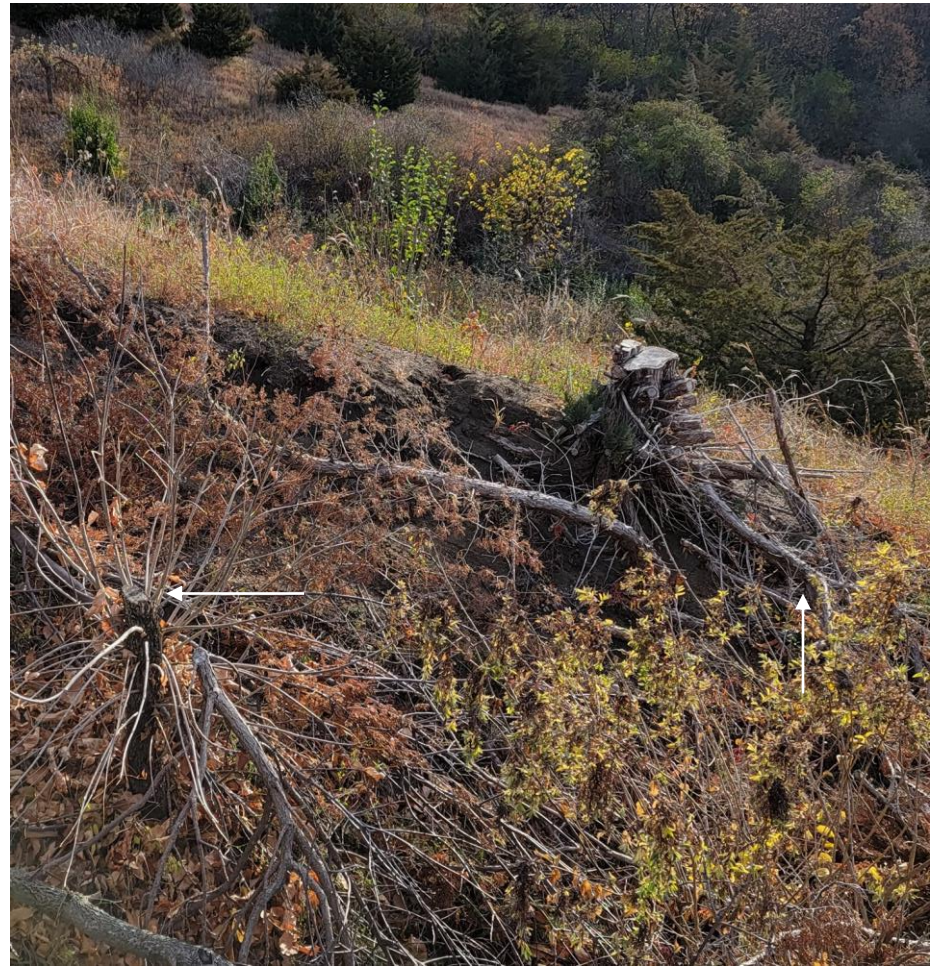
October 25, 2022



3. Looking east at gully from 12613 Riverview Rd (white arrows are reference points)



May 5, 2020



October 25, 2022



4. Looking north at 12613 Riverview Rd (white arrows are reference points)



May 5, 2020



October 25, 2022



## 5. Looking upstream at Area 3 erosion



July 28, 2020



October 25, 2022





July 28, 2020



October 25, 2022





# LOWER MINNESOTA RIVER WATERSHED DISTRICT

## Executive Summary for Action

Lower Minnesota River Watershed District Board of Managers Meeting

Wednesday, November 16, 2022

### Agenda Item

#### Item 6. I. – Permits & Projects Reviews

#### Prepared By

Linda Loomis, Administrator

#### Summary

##### i. **Metropolitan Airports Commission's Municipal Permit Update**

Young Environmental Consulting Group has reviewed the Metropolitan Airport Commission's (MAC) Capital Improvement Program for both the Minneapolis-St. Paul International Airport and Flying Cloud Airport.

The LMRWD is planning to meet with staff from the in December to discuss LMRWD permit requirement for the MAC. MAC is unusual in that it is required to have an MS4 (Municipal Separate Storm Sewer System) Permit, but unlike municipalities does not have ordinance and a Local Stormwater Management Plan. It is required to have a Storm Water Pollution Prevention Program (SWPPP), which is what the LMRWD will use to determine if the MAC meets the LMRWD's requirements to obtain a permit.

#### Attachments

Technical Memorandum – Metropolitan Airports Commission's Municipal Permit Update, dated November 9, 2022

#### Recommended Action

No action recommended – for information only

##### ii. **Peterson Wetland Bank Application (LMRWD No.2022-037)**

The Board may remember that the Peterson family is planning to ask for wetland bank credit by creating a wetland from former agricultural acreage at the intersection of Carver, Hennepin and Scott counties and the cities of Chanhassen, Eden Prairie and Shakopee. The City of Eden Prairie has taken the lead on this project, which will require approval and permits from the US Army Corps of Engineers, BWSR, the MN DNR and the LMRWD. There has been recent activities on this proposal and Young Environmental Consulting Group has provided an update for the Board.

#### Attachments

Technical Memorandum – Peterson Wetland Bank Application (LMRWD No. 2022-037), dated October 26, 2022

#### Recommended Action

No action recommended

##### iii. **Permit Program Summary**

A summary of all outstanding permits is attached

**iv. 535 Lakota Lane, Chanhassen – work without a permit**

Legal Counsel will update the Board at the meeting

**Attachments**

None

**Recommended Action**

No action recommended





# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Hannah LeClaire, PE  
Della Schall Young, CPESC, PMP

**cc:** Heather Leide  
Director of Airport Development

**Date:** November 9, 2022

**Re:** Metropolitan Airports Commission's Municipal Permit Update

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On August 31, 2022, the Lower Minnesota River Watershed District (LMRWD) received notice of the Metropolitan Airports Commission's (MAC's) Preliminary Capital Improvement Program (Attachment 1). Each year, MAC staff prepare a seven-year Capital Improvements Program (CIP) that includes projects for the Minneapolis–St. Paul International Airport (MSP) and Flying Cloud Airport. Both of these airports lie within the LMRWD boundary, and therefore, several of the CIP projects have the potential to trigger LMRWD rules, particularly Rule B—Erosion and Sediment Control and Rule D—Stormwater Management. Because the MAC has previously expressed interest in applying for the LMRWD Municipal Permit and partnering with the LMRWD on meeting water management goals, Young Environmental Consulting Group (Young Environmental) provides the following discussion on initiating this process.

## Discussion

Section 2.1.2 of Rule A requires local government units (LGUs) that want to obtain a municipal permit to illustrate how they intend to implement and enforce the LMRWD Rules through official controls. Before officially applying for a Municipal Permit, the LMRWD recommends submitting review materials to allow for a nonbinding, informal review of the official controls. After the LMRWD staff complete their initial review, they will notify the MAC of any threshold requirements that have not been met as well as what needs to be modified in the official controls to bring the local water management into conformance with the LMRWD rules. Official controls should be submitted for the MSP Airport and Flying Cloud Airport and may include but are not limited to the following:

- Storm Water Pollution Prevention Program (SWPPP)
- Ordinances, design requirements, or specifications related to water resources management (Reference MS4 [Minimum Control Measure \(MCM\) 4](#) and [MCM 5](#))

### Recommendations

No board action is required at this time. As part of the LMRWD's annual municipal coordination effort, the LMRWD has scheduled a meeting with the MAC on December 15, 2022. One of the objectives of this meeting is to review recent and upcoming LMRWD and MAC projects and programs and discuss progress on the Municipal Permit. Given the extensive list of projects that the MAC has included in their CIP, we recommend the MAC begin the Municipal Permit process to become the primary permitting authority for projects within their boundary. We offer the following summarized comments to the MAC to help facilitate this process:

1. Review LMRWD Rule A, Section 2.1, for details on the Municipal Permit policy, regulation, and application process.
2. Review LMRWD Rules B, C, D, and F to learn about the requirements for compliance with the LMRWD Municipal Permit and determine whether MAC official controls will need modifications.
3. Submit official control review materials such as a SWPPP, water management plan, and/or water management ordinances for preliminary review by the LMRWD. Submit documents to [permit@lowermnriverwd.org](mailto:permit@lowermnriverwd.org)

### Attachments

- Attachment 1—Metropolitan Airports Commission's Preliminary Capital Improvement Program





## Metropolitan Airports Commission

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TO: Planning, Development and Environment Committee

FROM: Heather J. Leide, Director – Airport Development (612-726-8128)

SUBJECT: **Preliminary 2023 – 2029 Capital Improvement Program  
Program Overview**

DATE: August 30, 2022

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### FOR ACTION

#### **Summary**

Each year, MAC staff prepares a seven-year Capital Improvements Program (CIP) for review and approval by the full Commission. A preliminary version of the 2023-2029 CIP listing is provided in September in order to give Commissioners, Affected Municipalities and the public an opportunity to see what is planned for the upcoming seven-year program, with specifics included for the proposed projects forthcoming for construction contract award in 2023.

The seven-year CIP includes projects for both the Minneapolis-St. Paul International Airport (MSP) and the six airports in the Reliever Airport System. The majority of projects in the attached project listing focus on the rehabilitation and replacement of airport infrastructure, existing assets, and terminal systems to ensure that airport safety, security and operations are not compromised.

#### **Fiscal Impact**

No Impact       Operating Budget       CIP       Other

The Airport Development Department works closely with Finance staff during the CIP development process to review funding for the seven-year program. Any project changes to the preliminary CIP will be reflected in the final version brought to the Commission in December for final adoption. At that time, Finance will also provide a companion funding analysis for the first three years of the program for information.

## **Action Requested**

- 1. Recommend that the full Commission accept the attached preliminary 2023-2029 Capital Improvement Program for purposes of conducting the affected municipalities review and the Assessment of Environmental Effects (AOEE) process; and**
- 2. Authorize staff to proceed with these processes.**

## **Background**

The 2023-2029 preliminary CIP includes the following (attached to this memo):

- (a) Anticipated CIP process schedule;
- (b) Draft listing of projects by category with proposed year and estimated cost for each;  
and
- (c) Draft project narratives for the projects listed in 2023.

## ***Applicable Legal Authority***

- (a) MAC's Bylaws, Minnesota Statutes Sec. 473.621, Subd. 6 and 7.

## **Analysis**

The projects in the first year of the program (2023) are primarily projects that have been carried forward from past years' programs. MAC staff worked hard to forecast project needs and make requests three to four years or more in the future. This preliminary draft reflects updated scopes and estimates as developed by the project teams in the course of their work authorized with approval of the 2022-2028 CIP. Staff is aware that the MSP Long Term Plan (LTP) will call for additional significant projects, but they will not be reflected in the CIP until the LTP is approved and adopted by the Commission. In particular for Terminal 2, and with the expectation that improvements at that terminal will be recommended in the near term, staff has included fees in 2024 to assist in development of the appropriate timing and budgets for those projects after completion of the LTP.

This preliminary draft ensures that potential projects will be vetted through the affected municipalities review and AOEE processes. Staff will work closely to refine funding plans, coordinate grant opportunities, and consider critical timing with project stakeholders prior to bringing the final draft to the Commission in December.

In 2023, the CIP lists dollars associated with the Terminal 1 arrivals and departures levels (enhancements continuing from previous years) via the Operational Improvements Program. This program provides benefit to the local travelers who utilize the check-in, baggage drop, baggage claim, and security-related passenger processing facilities. Other planned major investments at MSP include necessary pavement reconstruction, the first phase of the infill between Pods 2 and 3 on Concourse G, and the first phase of the Concourse and Gatehold Modernization project to be completed in partnership with Delta Air Lines.

Also note that the CIP includes over \$8 million in 2023 for planning and development work at the Reliever Airports.

The preliminary seven-year program as attached will be made available to affected municipalities for review and comment. Affected municipalities will have 60 days to review the proposed program and offer comments to MAC staff for consideration when preparing the final program recommendations for review by the full Commission in December. The 60-day comment period is anticipated to run from September 22 through November 21, 2022.

The preliminary program will also be utilized to develop the annual Assessment of Environmental Effects (AOEE) document, as outlined in the companion memorandum to this agenda item.

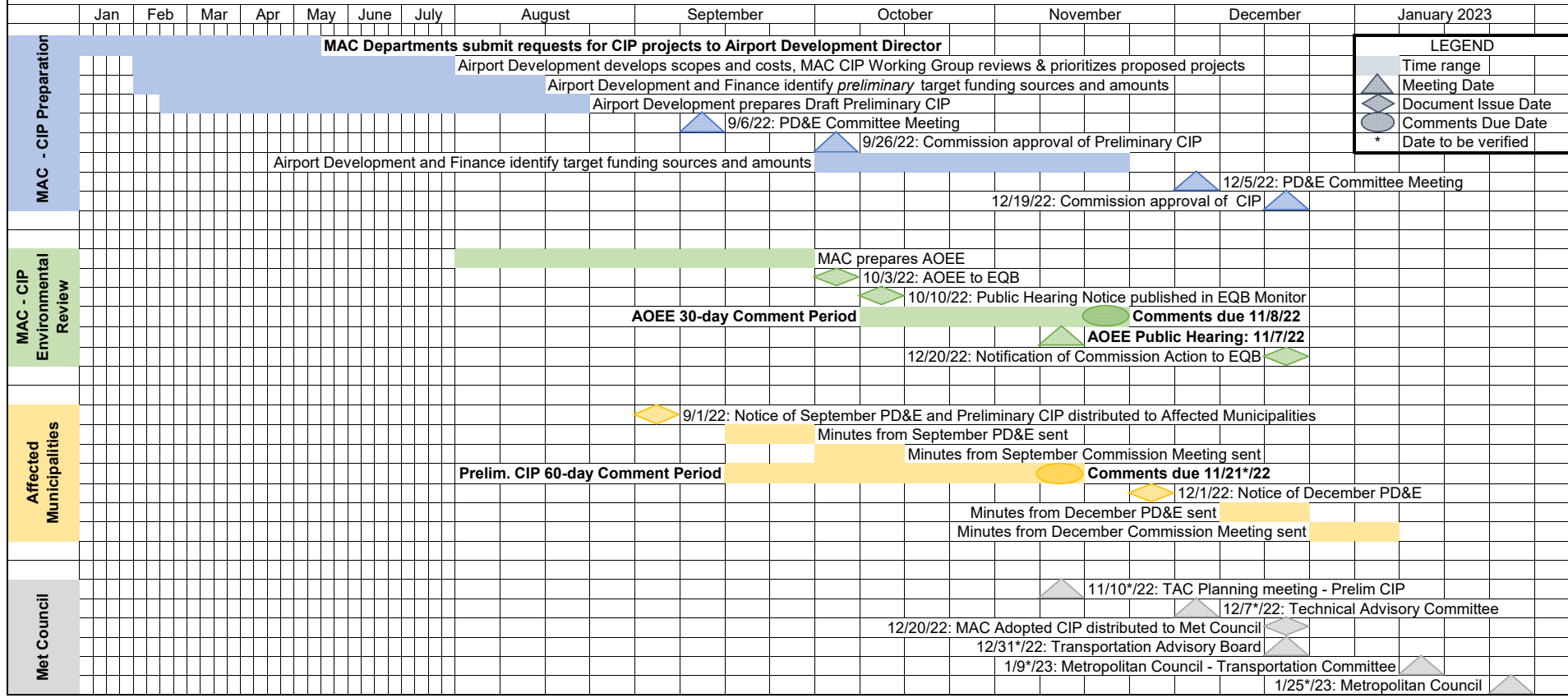
As required by Minnesota law, MAC's seven-year CIP must be reviewed by the Metropolitan Council. This preliminary program will be submitted to the sub-committees of the Metropolitan Council for initial review and discussion. Upon MAC's adoption of the final December version of the program, MAC will request review by the full Metropolitan Council of the adopted program in January 2023.

Looking forward, please note that the recommended action in December specific to the 2023-2029 CIP will include adoption of a proposed final CIP as well as authorize staff to:

- (a) Prepare plans and specifications and advertise for bids for the 2023 projects.
- (b) Conduct further studies to refine the scopes and costs, and to prepare plans and specifications for the 2024 projects.
- (c) Conduct studies and develop preliminary plans and specifications for the 2025 projects.
- (d) Utilize consultants as necessary in accordance with MAC's consultant use policies.
- (e) Initiate appropriate documentation to apply for federal, state, and PFC funding.
- (f) Forward the adopted 2023-2029 CIP to the Metropolitan Council for their review.



### 2023 - 2029 CAPITAL IMPROVEMENT PROGRAM DEVELOPMENT SCHEDULE



**LEGEND**

- Time range
- Meeting Date
- Document Issue Date
- Comments Due Date
- \* Date to be verified

2023-2029 Capital Improvement Program - Preliminary Draft	2023	2024	2025	2026	2027	2028	2029
<b>MSP End of Life/Replacement Projects</b>							
10 - Terminal 1							
Concourse and Hub Tram Replacement	\$ 500,000			\$ 300,000,000	\$ 300,000,000		
Cooling Unit Replacement		\$ 1,125,000					
Passenger Boarding Bridge Replacements	\$ 10,000,000	\$ 4,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000
Recarpeting Program change name for E only?			\$ 2,000,000				
Terminal 1 Outbound Baggage Handling System Replacement						\$ 250,000,000	
13 - Energy Management Center							
Concourse E and F Bridge Heating and Cooling System Replacement	\$ 2,100,000	\$ 2,200,000	\$ 1,800,000				
EMC Boiler and Chiller Replacement Study	\$ 155,000						
GTC Dual-temperature Pump Improvements	\$ 1,800,000						
Variable Air Volume (VAV) Box Replacement	\$ 950,000	\$ 950,000	\$ 950,000				
21 - Field and Runway							
30L Deicing Pad Reconstruction	\$ 10,000,000		\$ 10,000,000	\$ 10,000,000			
30L EMAS Replacement				\$ 19,000,000			
Airfield Snow Melter Replacement/Upgrades	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ 2,000,000	\$ 2,000,000	
Bituminous Shoulder Reconstruction	\$ 7,000,000	\$ 7,500,000	\$ 7,000,000	\$ 7,000,000	\$ 7,000,000		
Concourse G Apron Pavement Reconstruction	\$ 7,500,000	\$ 18,750,000	\$ 7,500,000		\$ 7,000,000		
Runway 12L-30R and 4-22 Intersection Reconstruction		\$ 11,000,000					
Taxiway A Pavement Reconstruction				\$ 6,500,000	\$ 9,500,000	\$ 8,500,000	
Taxiway B Pavement Reconstruction	\$ 4,000,000		\$ 4,000,000		\$ 4,000,000		
26 - Terminal Roads/Landside							
Terminal 1 Access Roadway Bridge Rehabilitation	\$ 4,750,000						
UPS Loop Pavement Reconstruction		\$ 1,800,000					
Variable Message Signs Replacement, Phase 3		\$ 1,600,000					
31 - Parking							
Parking Ramp Snow Melter Replacement/Upgrades		\$ 1,350,000	\$ 1,350,000				
36 - Terminal 2							
Terminal 2 Pre-Conditioned Air (PCA)	\$ 2,300,000						
Terminal 2 Recarpeting Program	\$ 800,000	\$ 1,300,000	\$ 150,000				
Terminal 2 Ticket Counter/Insert Replacement			\$ 730,000				
39 - Public Areas/Roads							
East 62nd Street Reconstruction					\$ 3,900,000		
East 70th Street Reconstruction		\$ 2,400,000					
Post Road Reconstruction Project				\$ 5,000,000			
56 - Trades/Maintenance Buildings							
MSP Liquid Deicer Storage Facility	\$ 11,200,000						
66 - Fire							
Fire Alarm System Transition	\$ 1,500,000	\$ 2,000,000	\$ 1,200,000	\$ 1,000,000	\$ 1,200,000		
70 - General Office/Administration							
GO Building VAV Replacement and Upgrade			\$ 2,000,000				
<b>MSP End of Life/Replacement Projects Subtotal</b>	<b>\$ 66,355,000</b>	<b>\$ 57,775,000</b>	<b>\$ 50,480,000</b>	<b>\$ 360,300,000</b>	<b>\$ 344,600,000</b>	<b>\$ 270,500,000</b>	<b>\$ 10,000,000</b>

2023-2029 Capital Improvement Program - Preliminary Draft	2023	2024	2025	2026	2027	2028	2029
<b>MSP IT Projects</b>							
10 - Terminal 1							
Concourse C and G Digital Directory Replacement		\$ 200,000					
Customs Border Protection Camera System Upgrade	\$ 850,000					\$ 1,000,000	
MAC Technology Upgrades	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 11,000,000	\$ 11,000,000	\$ 11,000,000	\$ 11,000,000
Telecom Room Equipment Continuity (TREC)		\$ 1,510,000					
63 - Police							
Card Access Modifications		\$ 2,500,000		\$ 2,800,000		\$ 2,500,000	
<b>MSP IT Projects Subtotal</b>	<b>\$ 10,850,000</b>	<b>\$ 14,210,000</b>	<b>\$ 10,000,000</b>	<b>\$ 13,800,000</b>	<b>\$ 11,000,000</b>	<b>\$ 14,500,000</b>	<b>\$ 11,000,000</b>
<b>MSP Long Term Comprehensive Plan Projects</b>							
10 - Terminal 1							
Baggage Claim/Ticket Lobby Operational Improvements	\$ 47,675,000	\$ 15,000,000					
Checkpoint Expansion							\$ 11,000,000
Concourse G Infill - Pod 2-3	\$ 23,500,000	\$ 351,500,000					
Design and Construction Standards Update	\$ 350,000						
D-Pod Outbound Baggage System					\$ 15,000,000		
MSP Airport Layout Plan			\$ 1,000,000				
MSP Environmental Review			\$ 2,000,000				
MSP Long Term Plan							\$ 3,000,000
MSP Obstructions Removals				\$ 1,000,000		\$ 1,000,000	
21 - Field and Runway							
NAVAIDS Study for North Campus Development	\$ 350,000						
Runway 30R Parallel Taxiway				\$ 12,000,000	\$ 10,000,000	\$ 14,000,000	
36 - Terminal 2							
Long Term Plan Projects (fees)		\$ 1,000,000					
Terminal 2 North Gate Expansion		\$ 195,000,000					
<b>MSP Long Term Comprehensive Plan Projects Subtotal</b>	<b>\$ 71,875,000</b>	<b>\$ 562,500,000</b>	<b>\$ 3,000,000</b>	<b>\$ 13,000,000</b>	<b>\$ 25,000,000</b>	<b>\$ 15,000,000</b>	<b>\$ 14,000,000</b>



2023-2029 Capital Improvement Program - Preliminary Draft	2023	2024	2025	2026	2027	2028	2029
<b>MSP Maintenance/Facility Upgrade Projects</b>							
10 - Terminal 1							
ADO Office Expansion		\$ 4,000,000					
Art Display Areas	\$ 200,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
Arts Master Plan	\$ 665,000	\$ 1,240,000	\$ 1,565,000	\$ 565,000	\$ 600,000	\$ 600,000	
C/G Connector Lighting Improvements			\$ 1,000,000				
Concourse A Heating System Upgrade		\$ 11,000,000					
Concourse G Moving Walks			\$ 6,000,000				
Delivery Node Redevelopment	\$ 2,700,000	\$ 2,300,000	\$ 2,700,000	\$ 7,800,000	\$ 4,320,000	\$ 5,000,000	
F/G Connector & Skyclub Repairs and Improvements			\$ 1,100,000				
Folded Plate Repairs			\$ 43,400,000				
Lavatory Buildings Rehab		\$ 4,400,000					
Lighting Infrastructure Technology and Equipment (LITE)	\$ 2,300,000	\$ 1,500,000	\$ 2,550,000	\$ 1,500,000	\$ 2,550,000	\$ 1,500,000	\$ 2,200,000
LRT Stations Updates		\$ -	\$ 1,600,000				
Restroom Upgrade Program	\$ 2,050,000	\$ 2,050,000	\$ 2,050,000	\$ 2,050,000	\$ 2,050,000	\$ 2,050,000	\$ 2,050,000
Steam System Upgrade Program		\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	\$ 1,600,000	
Terminal 1 Information Booth Replacements			\$ 850,000				
Terminal 1 Curbside Canopy Repairs and Lighting Upgrades		\$ 350,000					
Terminal 1 Employee Breakroom			\$ 450,000				
Terminal 1 Mechanical Room C-1043	\$ 9,800,000						
Terminal 1 Tug Drive Heater Replacement	\$ 1,500,000	\$ 2,000,000					
Terminal 1 Tug Drive Waterproofing		\$ 2,900,000	\$ 2,900,000	\$ 2,900,000	\$ 2,900,000		
Way-Finding Sign Backlighting Replacement	\$ 2,000,000	\$ 1,000,000	\$ 3,000,000		\$ 2,000,000		\$ 2,000,000
13 - Energy Management Center							
Chiller Plant Optimization		\$ 3,000,000					
Energy Savings Program	\$ 2,000,000		\$ 2,000,000		\$ 2,000,000		
Indoor Air Quality Monitoring System	\$ 1,500,000	\$ 1,000,000					
MAC Automation Infrastructure Program	\$ 2,300,000	\$ 2,300,000	\$ 2,300,000	\$ 2,400,000	\$ 2,400,000	\$ 2,400,000	\$ 2,400,000
Material Storage Building - Boiler Room Addition	\$ 1,830,000						
Steam Trap Monitoring System				\$ 3,000,000			
Terminal 2 Penthouse Chiller Plant Infrastructure Upgrades		\$ 5,500,000					
Victaulic Piping Replacement		\$ 4,000,000	\$ 4,000,000	\$ 4,000,000	\$ 2,200,000	\$ 2,300,000	\$ 2,350,000
21 - Field and Runway							
Airfield Security Screening Facility (Study)	\$ 250,000						
Anti-Climb Fencing & Lighting	\$ 275,000						
Apron Lighting LED Upgrade		\$ 5,000,000	\$ 1,000,000	\$ 3,000,000	\$ 1,000,000	\$ 1,000,000	
Field Maintenance Bldg Efficiency Program			\$ 53,000,000		\$ 105,000,000		\$ 46,000,000
Localizer Array Upgrade	\$ 2,000,000						
Runway LED Lighting Upgrade	\$ 1,500,000	\$ 1,700,000	\$ 2,700,000				
Taxiways B & Q Islands	\$ 700,000						
Terminal 2 Glycol Lift Station/forcemain		\$ 1,100,000					
Tunnel Lighting LED Upgrade		\$ 1,100,000	\$ 1,000,000	\$ 900,000	\$ 400,000	\$ 1,200,000	
26 - Terminal Roads/Landside							
Tunnel Approaches Reconstruction	\$ 2,600,000						
<i>MSP Maintenance/Facility Upgrade Projects continues on the next page</i>							

2023-2029 Capital Improvement Program - Preliminary Draft	2023	2024	2025	2026	2027	2028	2029
<i>MSP Maintenance/Facility Upgrade Projects (continued)</i>							
31 - Parking							
Parking Guidance System			\$ 6,500,000				
Parking Ramp Railing Refinishing		\$ 1,000,000		\$ 1,000,000		\$ 1,000,000	
Red/Blue Parking Levels 2 & 3			\$ 9,200,000				
Rental Car EV Charging Infrastructure	\$ 1,500,000						
36 - Terminal 2							
Ramp Information Display System (RIDS)			\$ 3,600,000				
Terminal 2 Baggage Handling System			\$ 410,000				
Terminal 2 Gate Area Passenger Amenities			\$ 1,000,000				
Terminal 2 Gate Desk/Podium Replacement					\$ 450,000		
Terminal 2 Ground Transportation Waiting Area Expansion			\$ 400,000				
Terminal 2 lobby passenger flow program		\$ 1,000,000					
Terminal 2 MUFIDS/EVIDS Millwork Upgrades			\$ 350,000				
Terminal 2 Skyway to LRT Flooring Installation			\$ 800,000				
Terminal Door Locks and Emergency Egress Upgrades		\$ 400,000					
39 - Public Areas/Roads							
34th Avenue Bus Area Reconstruction		\$ 800,000					
34th Avenue Reconstruction				\$ 7,800,000	\$ 7,800,000		
34th Avenue Sanitary Sewer Replacement				\$ 2,200,000			
34th Avenue Traffic Control Improvements		\$ 200,000					
Diverging Diamond Intersection Rehabilitation					\$ 380,000		
Highway 494 Terminal and Airline Signs	\$ 300,000						
Taxi Cab Holding Lot Rehabilitation for Cell Phone Lot				\$ 650,000			
Terminal 1 Ground Transportation Modifications	\$ 1,140,000						
Terminal 1 Inbound Roadway Median Improvements			\$ 3,300,000				
Tunnel Fan Replacement		\$ 4,700,000	\$ 6,800,000				
46 - Hangars and Other Buildings							
MAC Storage Facility		\$ 30,000,000					
Safety and Security Center		\$ 150,000,000					
56 - Trades/Maintenance Buildings							
South Field Maintenance Building Wash Bay		\$ 3,500,000					
63 - Police							
Perimeter Fence Intrusion Detection System			\$ 1,000,000				
Perimeter Gate Security Improvements		\$ 6,500,000	\$ 6,500,000				
Police Department Improvements at Terminals 1 & 2						\$ 1,500,000	
Public Safety Modifications	\$ 1,000,000		\$ 1,000,000		\$ 850,000		\$ 850,000
Squad Parking Modifications				\$ 140,000			
66 - Fire							
Campus Fire Protection		\$ 2,400,000		\$ 3,400,000		\$ 1,900,000	\$ 3,500,000
76 - Environment							
Glycol Sewer & Storm Sewer Inspection/Rehabilitation		\$ 1,700,000	\$ 600,000				
Ground Service Equipment (GSE) Electrical Charging Stations	\$ 3,000,000						
Infield Fueling Facility Secondary Containment			\$ 400,000				
Lift Station at Ponds 1 and 2			\$ 2,300,000				
MSP Pond 3 / 494 Pond Sediment Removal & Repairs			\$ 5,500,000				
Runway 12R-30L Glycol Forcemain Environmental Improvements	\$ 2,000,000						
Terminal 2 Remote Ramp Lot/Drainage Improvements		\$ 2,000,000					
<b>MSP Maintenance/Facility Upgrade Projects Subtotal</b>	<b>\$ 45,110,000</b>	<b>\$ 263,490,000</b>	<b>\$ 186,675,000</b>	<b>\$ 45,155,000</b>	<b>\$ 138,750,000</b>	<b>\$ 22,300,000</b>	<b>\$ 61,600,000</b>
<b>MSP Noise Mitigation Projects</b>	<b>\$ 500,000</b>	<b>\$ 1,000,000</b>	<b>\$ 500,000</b>				

2023-2029 Capital Improvement Program - Preliminary Draft	2023	2024	2025	2026	2027	2028	2029
<b>MSP Ongoing Maintenance Programs</b>							
10 - Terminal 1							
Air Handling Unit Replacement	\$ 6,500,000	\$ 6,500,000	\$ 13,000,000	\$ 13,000,000	\$ 13,000,000	\$ 13,000,000	\$ 13,000,000
Baggage System Upgrades	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000
Concourse G Rehabilitation		\$ 10,000,000					
Conveyance System Upgrades			\$ 3,000,000				
Electrical Infrastructure Program (EIP)	\$ 2,500,000	\$ 2,500,000		\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
Electrical Substation Replacement	\$ 7,500,000	\$ 3,300,000	\$ 1,500,000	\$ 10,000,000	\$ 10,000,000		
Emergency Power Upgrades	\$ 6,600,000	\$ 2,500,000		\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
Plumbing Infrastructure Upgrade Program	\$ 600,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000
Terminal Building Remediation Program	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
Terminal Miscellaneous Modifications	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 2,600,000	\$ 3,100,000	\$ 3,100,000
13 - Energy Management Center							
EMC Life Safety Infrastructure Program		\$ 1,900,000	\$ 1,900,000	\$ 1,900,000	\$ 1,900,000	\$ 1,900,000	\$ 1,900,000
EMC Plant Upgrades (T1 & T2)	\$ 2,000,000	\$ 2,100,000	\$ 2,150,000	\$ 2,200,000	\$ 2,300,000	\$ 2,400,000	\$ 2,500,000
21 - Field and Runway							
Airside Electrical Construction	\$ 2,000,000	\$ 2,500,000	\$ 4,500,000				
Airside Roadway Pavement Restoration	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000
Miscellaneous Airfield Construction	\$ 3,500,000	\$ 1,500,000					
Pavement Joint Sealing/Repair	\$ 800,000	\$ 800,000	\$ 800,000	\$ 800,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
26 - Terminal Roads/Landside							
Tunnel/Bridge Inspections	\$ 100,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 120,000	\$ 150,000	\$ 150,000
Tunnel/Bridge Miscellaneous Modifications			\$ 1,000,000		\$ 1,000,000		\$ 1,000,000
31 - Parking							
Parking Structure Rehabilitation	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000	\$ 3,000,000
39 - Public Areas/Roads							
Concrete Joint Repair	\$ 900,000	\$ 1,000,000	\$ 300,000	\$ 400,000	\$ 1,200,000	\$ 2,900,000	\$ 750,000
Landside Pavement Rehabilitation	\$ 500,000	\$ 500,000	\$ 500,000		\$ 500,000	\$ 600,000	\$ 600,000
Landside Utility Rehabilitation	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000
Roadway Fixture Refurbishment	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
46 - Hangars and Other Buildings							
Campus Building Rehab Program	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000		\$ 1,500,000		\$ 1,500,000
Campus Parking Lot Reconstructions	\$ 650,000	\$ 650,000				\$ 700,000	
End of Life Campus Building Demolition			\$ 400,000	\$ 3,700,000			
MSP Campus Building Roof Replacements	\$ 8,300,000	\$ 6,100,000	\$ 12,500,000	\$ 10,200,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
56 - Trades/Maintenance Buildings							
Sump Pump Controls		\$ 4,000,000	\$ 4,000,000	\$ 3,500,000			
70 - General Office/Administration							
GO Building Improvements		\$ 500,000		\$ 500,000		\$ 500,000	
<b>MSP Ongoing Maintenance Programs Subtotal</b>	<b>\$ 55,150,000</b>	<b>\$ 59,870,000</b>	<b>\$ 59,070,000</b>	<b>\$ 63,220,000</b>	<b>\$ 50,420,000</b>	<b>\$ 41,550,000</b>	<b>\$ 40,800,000</b>



2023-2029 Capital Improvement Program - Preliminary Draft	2023	2024	2025	2026	2027	2028	2029
<b>MSP Tenant Projects</b>							
10 - Terminal 1							
Concessions Upgrades/Revenue Development	\$ 100,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
Concourse and Gatehold Modernization	\$ 23,800,000	\$ 85,600,000	\$ 73,100,000				
Delta Re-booking Station		\$ 350,000					
Elevator and concourse improvements related to relocated United Club	\$ 200,000					\$ 1,000,000	
Terminal 1 FIS Gate Common Use Additions	\$ 1,500,000		\$ 5,000,000				
Terminal 1 Pre-Conditioned Air (PCA)		\$ 2,500,000					
36 - Terminal 2							
Terminal 2 Concessions Development	\$ 2,800,000						
39 - Public Areas/Roads							
Tenant Parking Lot Reconstruction			\$ 2,900,000				
46 - Hangars and Other Buildings							
Ground Service Equipment (GSE) Maintenance Facility	\$ 200,000					\$ 2,000,000	
<b>MSP Tenant Projects Subtotal</b>	<b>\$ 28,600,000</b>	<b>\$ 88,650,000</b>	<b>\$ 81,200,000</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>	<b>\$ 3,200,000</b>	<b>\$ 200,000</b>
<b>Reliever Airports Long Term Comprehensive Plan Projects</b>							
81 - St. Paul							
STP Airport Layout Plan	\$ 500,000						
STP Environmental Review			\$ 800,000				
STP Long Term Comprehensive Plan	\$ 800,000						
82 - Lake Elmo							
21D Airport Layout Plan		\$ 100,000					
21D Long Term Comp Plan							\$ 500,000
83 - Airlake							
LVN Airport Layout Plan			\$ 100,000				
LVN Long Term Comp Plan							\$ 500,000
LVN Runway 12-30 Improvements		\$ 4,400,000					
84 - Flying Cloud							
FCM Environmental Review		\$ 800,000					
FCM Purchase and Demolition of Hangars	\$ 1,300,000						
FCM South Building Area Utilities				\$ 800,000			
85 - Crystal							
MIC Long Term Comp Plan						\$ 500,000	
86 - Anoka County - Blaine							
ANE Airport Layout Plan		\$ 500,000					
ANE Building Area Development - Xylite St. Relocation			\$ 1,000,000				
ANE LTCP Update		\$ 800,000					
<b>Reliever Airports Long Term Comprehensive Plan Projects Subtotal</b>	<b>\$ 2,600,000</b>	<b>\$ 6,600,000</b>	<b>\$ 1,900,000</b>	<b>\$ 800,000</b>	<b>\$ -</b>	<b>\$ 500,000</b>	<b>\$ 1,000,000</b>

2023-2029 Capital Improvement Program - Preliminary Draft	2023	2024	2025	2026	2027	2028	2029
<b>Reliever Airports Maintenance/Facility Upgrade Projects</b>							
<b>80 - Reliever Airports</b>							
Relievers Building Miscellaneous Modifications	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000
Relievers Obstruction Removal	\$ 300,000		\$ 300,000		\$ 300,000		\$ 300,000
Relievers Pavement Rehabilitation Miscellaneous Modifications	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
Relievers Used Oil Sheds & Tanks			\$ 550,000				
<b>81 - St. Paul</b>							
STP Airport Perimeter Roads			\$ 500,000				
STP Airport Road and Eaton Street Retaining Wall						\$ 700,000	
STP Cold Equipment Storage Building				\$ 750,000			
STP Customs and Border Protection General Aviation Facility		\$ 4,500,000					
STP Floodwall Inspection and Repairs	\$ 200,000						
STP Intelligent Monitoring and Control System (IMACS) Expansion		\$ 2,250,000					
STP LED Edge Lighting Upgrades	\$ 500,000	\$ 1,500,000					
STP MAC Building Improvements	\$ 200,000		\$ 200,000		\$ 200,000		\$ 200,000
STP Pavement Rehabilitation-Taxilanes/Tower Road				\$ 750,000			
STP Runway 13-31 Pavement Reconstruction			\$ 5,000,000				
STP Runway 14-32 EMAS Replacement					\$ 10,000,000		
STP Runway 14-32 Reconstruction			\$ 5,000,000	\$ 5,000,000			
STP Storm Sewer Improvements		\$ 1,500,000					
STP Taxiway B Rehabilitation			\$ 800,000				
STP Taxiway Lima Rehabilitation					\$ 200,000		
STP Vehicle Gate Replacement	\$ 500,000						
<b>82 - Lake Elmo</b>							
21D AWOS Replacement			\$ 100,000				
21D Intelligent Monitoring and Control System (IMACS)			\$ 1,150,000				
21D Materials Storage Building		\$ 500,000					
21D North Building Area Pavement Rehabilitation		\$ 900,000					
21D North Service Roads Rehabilitation			\$ 500,000				
21D Northside Taxiway Reconstruction			\$ 600,000				\$ 600,000
21D Runway 04-22 Pavement Rehabilitation		\$ 4,000,000					
<b>83 - Airlake</b>							
LVN AWOS Replacement			\$ 100,000				
LVN Existing Runway 12-30 Reconstruction		\$ 3,500,000					
LVN Intelligent Monitoring and Control System (IMACS)				\$ 1,150,000			
LVN LED Edge Lighting	\$ 200,000						
LVN Maintenance Building Renovation			\$ 750,000				
LVN North Service Road Pavement Rehabilitation					\$ 500,000		
LVN North Taxilanes Pavement Rehabilitation					\$ 1,250,000		
LVN South Building Area Utilities and Taxilanes		\$ 1,300,000					
LVN Taxiway Bravo Pavement Rehabilitation		\$ 600,000					
<i>Reliever Airports Maintenance/Facility Upgrade Projects continues on the next page</i>							

<b>2023-2029 Capital Improvement Program - Preliminary Draft</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>
<i>Reliever Airports Maintenance/Facility Upgrade Projects (continued)</i>							
<b>84 - Flying Cloud</b>							
FCM Airport Access Roads and Tango Lane				\$ 500,000			
FCM Airport Access Roads Pavement Rehabilitation					\$ 500,000	\$ 500,000	\$ 500,000
FCM Electrical Vault Modifications				\$ 500,000			
FCM Executive Aviation/MAC Maint Apron				\$ 600,000			
FCM Gate Replacements			\$ 500,000				
FCM Intelligent Monitoring and Control System (IMACS)		\$ 2,250,000					
FCM MAC Building Improvements				\$ 600,000			
FCM Parcel 7 Sewer and Water	\$ 300,000						
FCM Runway 10R-28L Pavement Rehabilitation		\$ 2,700,000					
FCM Runway 18-36 Pavement Rehabilitation							\$ 700,000
FCM Spring Lane Extension and Taxilane Connector	\$ 600,000						
FCM Tower Equipment for Airfield Lighting and Utilities			\$ 1,000,000				
FCM Underground Fuel Storage Tank Replacement		\$ 500,000					
<b>85 - Crystal</b>							
MIC Existing Hangar Revitalization				\$ 800,000			
MIC Intelligent Monitoring and Control System (IMACS)				\$ 1,150,000			
MIC LED Edge Lighting Upgrade	\$ 400,000						
MIC Runway 6L-24R Pavement Rehabilitation					\$ 2,500,000		
MIC Service Roads	\$ 1,200,000						
MIC Taxilanes Pavement Rehabilitation	\$ 750,000		\$ 600,000		\$ 600,000		
MIC Taxiway Alpha Pavement Reconstruction							\$ 1,200,000
MIC Tower Parking Lot Reconstruction		\$ 675,000					
MIC Underground Fuel Storage Tank Replacement		\$ 500,000					
<b>86 - Anoka County - Blaine</b>							
ANE AWOS Replacement	\$ 100,000						
ANE Electrical Vault Improvements			\$ 750,000				
ANE Equipment Storage and Maintenance Building	\$ 700,000						
ANE Gate Controller Upgrades				\$ 400,000			
ANE Intelligent Monitoring and Control System (IMACS)			\$ 1,150,000				
ANE Pavement Rehabilitation - Taxiway A and Edge Lights	\$ 1,800,000						
ANE Runway 18-36 Pavement Rehabilitation					\$ 3,000,000		
ANE Runway 9-27 Pavement Rehabilitation						\$ 3,750,000	
ANE Taxiway B Pavement Rehabilitation							\$ 1,400,000
ANE Underground Fuel Storage Tank Replacement		\$ 500,000					
ANE West Perimeter Road		\$ 1,800,000					
<b>Reliever Airports Maintenance/Facility Upgrade Projects Subtotal</b>	<b>\$ 8,450,000</b>	<b>\$ 30,175,000</b>	<b>\$ 20,250,000</b>	<b>\$ 12,900,000</b>	<b>\$ 19,750,000</b>	<b>\$ 5,650,000</b>	<b>\$ 5,600,000</b>
MSP Subtotal	\$ 278,440,000	\$ 1,047,495,000	\$ 390,925,000	\$ 495,675,000	\$ 569,970,000	\$ 367,050,000	\$ 137,600,000
Relievers Subtotal	\$ 11,050,000	\$ 36,775,000	\$ 22,150,000	\$ 13,700,000	\$ 19,750,000	\$ 6,150,000	\$ 6,600,000
<b>Total</b>	<b>\$ 289,490,000</b>	<b>\$ 1,084,270,000</b>	<b>\$ 413,075,000</b>	<b>\$ 509,375,000</b>	<b>\$ 589,720,000</b>	<b>\$ 373,200,000</b>	<b>\$ 144,200,000</b>



## 2023 Capital Improvement Program Narratives

### **MSP END OF LIFE/REPLACEMENT PROJECTS**

End of Life/Replacement projects include systems, components, and pavements that can no longer be economically or feasibly maintained and must be replaced.

#### **10 – Terminal 1**

##### **Concourse and Hub Tram Replacement \$500,000**

This project funds a study to evaluate equipment and procurement options for the replacement of the Hub Core and Concourse C Trams which are nearing the end of their useful life.

##### **Passenger Boarding Bridge Replacements \$10,000,000**

This program replaces jet bridges at Terminal 1. Bridges to be replaced will be determined based on a condition assessment and input from the airlines. Aircraft parking positions will be optimized at the impacted gates and fuel pits adjusted as necessary. Podiums and door openings may also be adjusted to optimize gate hold area. It is assumed fixed walkways may need to be replaced or added to meet ADA slope requirements and all gate hold areas will be upgraded with security doors, card readers, and cameras.

#### **13 – Energy Management Center**

##### **Concourse E and F Bridge Heating and Cooling System Replacement \$2,100,000**

This is the first of three phases of work to replace and improve the heating and cooling systems on the bridges to Concourses E and F. In this phase, the original chilled water piping will be replaced and located in an accessible soffit. A redundant cooling loop will be added as well to minimize impacts to the concourses during disruptions and construction relocations.

##### **EMC Boiler and Chiller Replacement Study \$155,000**

This is a study to review the Terminal 1 boilers and chillers for replacement. The study will look at replacement equipment with a more efficient design, as well as building impacts to remove the old equipment and bring the new equipment into the building.

##### **GTC Dual-temperature Pump Improvements \$1,800,000**

This project will replace end of life pumps and supporting infrastructure.

##### **Variable Air Volume (VAV) Box Replacement \$950,000**

This program will replace Variable Air Volume (VAV) boxes throughout Terminal 1 with more efficient equipment connected to the IMACS system and located for maintenance accessibility.

#### **21 – Field and Runway**

##### **30L Deicing Pad Reconstruction \$10,000,000**

This is the first of three phases to reconstruct the deicing pad at Runway 30L.

##### **Airfield Snow Melter Replacement/Upgrades \$1,800,000**

This project will replace, modify and/or upgrade snow melters on the airfield that are beyond their useful life.

**Bituminous Shoulder Reconstruction** **\$7,000,000**

This project provides for the reconstruction of full depth bituminous shoulder at the end of Runway 30R from Taxiway P1 to Taxiway P3. Work will include removals, crushed aggregate base, bituminous pavement, pavement marking, and electrical construction.

**Concourse G Apron Pavement Reconstruction** **\$7,500,000**

This project will reconstruct a portion of the apron area adjacent to Concourse G. Work will include removals, excavation, granular material, crushed aggregate base, concrete pavement, fuel pits, and pavement marking.

**Taxiway B Pavement Reconstruction** **\$4,000,000**

This project will reconstruct a portion of Taxiway B. Work will include removals, excavation, granular material, crushed aggregate base, concrete pavement, bituminous shoulders, pavement marking, and taxiway centerline lights.

**26 – Terminal Roads/Landside**

**Terminal 1 Access Roadway Bridge Rehabilitation** **\$4,750,000**

This project will repair the bridge deck, replace expansion joints, paint to protect the steel beams, and complete other repairs as needed.

**36– Terminal 2**

**Terminal 2 Pre-conditioned Air (PCA)** **\$2,300,000**

This project will replace outdated pre-conditioned air (PCA) units at Gates H1-H10 at Terminal 2 with new units that meet the MAC standard.

**Terminal 2 Recarpeting Program** **\$800,000**

This multi-year program will replace end of life carpeting throughout Terminal 2.

**56– Trades/Maintenance Buildings**

**MSP Liquid Deicer Storage Facility** **\$11,200,000**

This project includes construction of a new airfield runway deicer storage and off-loading facility with additional offload ports, upload ports, and increased liquid capacity for airfield runway deicing chemicals.

**66 – Fire**

**Fire Alarm System Transition** **\$1,500,000**

In an effort to improve monitoring reliability and eliminate the existing single point of failure configuration, this multi-year project will include database redundant systems, device controller upgrades and the decentralization of the fire alarm master control equipment.

## **MSP IT PROJECTS**

MSP IT Projects include those that have a significant amount, if not all, technology-related enhancements, maintenance, or restructuring.

### **10 – Terminal 1**

#### **Customs and Border Protection Camera System Upgrade \$850,000**

The Customs and Border Protection’s security camera system has reached the end of its functional and repairable life. The agency requires a standalone camera system rather than one integrated with the MAC IVISN system. The 2023 project will complete gaps in coverage and additional cameras to support CBP operational needs.

#### **MAC Technology Upgrades \$10,000,000**

Each year, there are several IT projects that are beyond the resources of MAC’s staff and operating budget to accomplish. These projects are prioritized and completed either as a series of contracts or as purchase orders. Work may include Fiber Optic Cable Upgrades, MACNet maintenance and upgrades, EVIDs/MUFIDs digital signs, Wireless System enhancements, and MAC Public Address System maintenance and upgrades. The list of potential projects will be compiled and prioritized in early 2022.

## **MSP LONG TERM COMPREHENSIVE PLAN PROJECTS**

MSP Long Term Comp Plan projects include projects that enhance or expand the airport facilities in order to meet existing or forecasted passenger needs.

### **10 – Terminal 1**

#### **2023 Baggage Claim / Ticket Lobby Operational Improvements \$47,675,000**

This program addresses issues of congestion and functionality in the Baggage Claim and Ticket Lobby. It will provide the level of service requirements for short and medium-term growth of the origin and destination passengers, including walkways that meet required codes, public seating areas, centralized meet and greet space, unclaimed baggage storage, baggage service offices, concessions, improved lighting, fire protection throughout the space, structural enhancements, improved sight lines, curbside lighting and access, ticket counter consolidations, airline ticket offices, improved vestibules and access, east mezzanine removal/reduction, structural enhancements, curtain wall replacement, and other operational improvements.

#### **2023 Concourse G Infill – Pod 2-3 \$23,500,000**

This project includes an expansion/redevelopment of Concourse G. The expansion includes an infill between the existing Pods 2 and 3, which will provide enlarged gate hold areas. The redevelopment will include new and upgraded restrooms, new moving walkways, new mechanical rooms and air handling equipment, redevelopment of concessions space and miscellaneous relocations of tenant space within the project footprint

#### **Design and Construction Standards Update \$350,000**

This project will fund consultant support of updating the MAC’s Design and Construction Standards to improve consistency and clarity for project teams, including those for tenant construction projects.

### **21 – Field and Runway**

#### **NAVAIDS Study for North Campus Development \$350,000**

This project funds a one-time study of navigational aids related to development on the MSP campus in conjunction with the airport long term plan efforts. This study is needed for analysis of north field development potential.



## **MSP MAINTENANCE/FACILITY UPGRADE PROJECTS**

MSP Maintenance/Facility Upgrade projects include those that provide improvements to individual buildings or systems across the campus on a one-time or short-term basis.

### **10 – Terminal 1**

#### **Art Display Areas \$200,000**

This program is a continuation of the existing program, in partnership with the MSP Foundation, to provide opportunities and space build out for the display of permanent and temporary/rotating art exhibits.

#### **Arts Master Plan \$665,000**

This program supports procurement of commissioned art and rotating exhibits as part of the Percent for Arts program.

#### **Delivery Node Redevelopment \$2,700,000**

MAC's existing node delivery and storage system requires long-term improvements at Terminal 2, and Terminal 1 (Concourses A, C, E, F, and G) to provide for safe and efficient delivery, by the logistics company, to MAC and airport tenants. This program will improve or replace existing nodes with more centralized locations that should include loading docks, elevators where needed, adjacent storage, trash and recycling, etc. The 2023 project is planned to redevelop the former main dock under Concourse C at Terminal 1, replaced by the MAC Receiving and Distribution Center, to achieve highest use.

#### **Lighting Infrastructure Technology and Equipment (LITE) \$2,300,000**

This is a multi-year program that will analyze, assemble, and organize lighting system upgrade recommendations for the MSP campus. Annual investment in lighting infrastructure is necessary to ensure its safe operation, reduce energy and maintenance costs, and to implement technology upgrades to improve lighting quality. Light fixtures age and degrade due to time, heat or exterior elements. Lighting technologies upgrades will also provide for more energy efficient lighting systems.

#### **Restroom Upgrade Program \$2,050,000**

A study of all restrooms in Terminal 1 was completed in 2010 and a program developed to upgrade/modernize the restrooms at Terminal 1. From this study, each restroom was prioritized based on its condition. This program will provide for the phased modernization of the Terminal 1 restrooms to include upgraded finishes, lighting, air quality, energy saving upgrades, and ADA compliance.

#### **Terminal 1 Mechanical Room C-1043 \$9,800,000**

Concourse C Mechanical Room C-1043 is a mechanical room that houses a very large aging high pressure steam pressure reducing station, an aging domestic water main meter assembly, aging HVAC pumps, fire protection valves, electrical conduits etc. This project will expand and separate portions of the system into unused rooms and replace systems which will be safer, more efficient, meet current code requirements and be reliable.

#### **Terminal 1 Tug Drive Heater Replacement \$1,500,000**

This project will replace all existing Terminal 1 tug drive steam unit heaters with hot water unit heaters.

**Way-Finding Sign Backlighting Replacement** **\$2,000,000**

Wayfinding is a critical customer service piece of our passenger's experience at MSP. Existing wayfinding signs are outdated, provide information no longer relevant, or are no longer illuminated. This program replaces the failed cold-cathode illumination with LED backlit signs as it is not practical or cost effective to repair them. This program updates sign information, locations, and provides new illuminated signs and/or digital signs where needed at Terminal 1 and Terminal 2 and supports repair that exceeds routine maintenance budgets.

**13 – Energy Management Center**

**Energy Savings Program** **\$2,000,000**

The scope of this year's project involves work at both Terminal 1 and Terminal 2 and in general includes the replacement of valves, boilers, lighting controls, and motors with high efficiency models.

**Indoor Air Quality Monitoring System** **\$1,500,000**

This project continues efforts begun in 2021 to add CO2 and NO2 sensors where required and tie new and existing sensors to the IMACS system for remote monitoring and automatic safety ventilation. It will provide the Energy Management Center with advanced modular Indoor Air Quality sensors to install temporarily at any location with IMACS connectivity. The project will also upgrade controls wiring for the post fire smoke evacuation systems.

**MAC Automation Infrastructure Program** **\$2,300,000**

This is a continuation of a multi-year program to upgrade all MAC building automation systems to an open architecture protocol so that MAC can bid maintenance and construction contracts more competitively. This project will replace sole-source controllers such as Siemens and Legacy Honeywell with controllers from Honeywell, Circon, Distech, and TAC systems that are LonMark certified products.

**Material Storage Building – Boiler Room Addition** **\$1,830,000**

This project will replace the corrosion damaged boiler equipment and install it in a new boiler room. The equipment to be replaced is dangerous to maintain due to the corrosion and has already begun to fail and has caused safety concerns. This CIP would build a new boiler room, new boilers, pumps, piping, controls, electrical power and VFD's, unit heater and remove existing boiler equipment in existing mechanical spaces.

**21 – Field and Runway**

**Airfield Security Screening Facility Study** **\$250,000**

This study will assist MAC staff to determine location, type, and number of staffed field gates or midfield inspection areas to maximize the number of badge holders screened on the airfield. A subsequent project to execute the study's recommendations will be proposed to enhance both airfield and terminal security.

**Anti-Climb Fencing and Lighting** **\$275,000**

Fencing, CCTV cameras, and lighting will be added between Gate 124 and the Terminal 1 inbound roadway rock wall.

**Localizer Array Upgrade** **\$2,000,000**

This project will upgrade the parallel runways' localizer arrays to improve instrument approaches signal clarity.

<b><u>Runway LED Lighting Upgrade</u></b>	<b>\$1,500,000</b>
This project will replace lighting on Runway 12R-30L with LED lighting.	
<b><u>Taxiways B and Q Islands</u></b>	<b>\$700,000</b>
This project will construct taxiway islands created by Taxiways A and B, C and D, and P and Q.	
<b>26 – Terminal Roads/Landside</b>	
<b><u>Tunnel Approaches Reconstruction</u></b>	<b>\$2,600,000</b>
This project will provide for the reconstruction of the approaches to Tunnel Y-3 and 17-35 Tunnel. These tunnels were constructed in the early 2000's and have had periodic maintenance activities to date. The existing concrete tunnel approaches for Tunnel Y-3 are in need of reconstruction as the pavement has been repaired but the repairs require yearly maintenance efforts that provide a temporary solution. A permanent solution is to reconstruct the approaches to correct the panel movements and other ongoing issues of the approach sections. The tunnel approaches to the 17-35 Tunnel is similar to Tunnel Y-3 on maintenance with less panel and other issues such that rehabilitation and/or reconstruction should be reviewed.	
<b>31 – Parking</b>	
<b><u>Rental Car EV Charging Infrastructure</u></b>	<b>\$1,500,000</b>
This project will install electrical infrastructure on levels 2-5 of the Silver Parking Ramp at Terminal 1 for the rental car agencies to support the agencies' installation of electric vehicle (EV) charging stations as they add EVs to their fleets.	
<b>39 – Public Areas/Roads</b>	
<b><u>Highway 494 Terminal and Airline Signs</u></b>	<b>\$300,000</b>
This project will fund replacement of overhead signage on Interstate Highway 494 and Minnesota Highway 5 to accommodate eight airline names per sign instead of the existing signs' limit of six.	
<b><u>Terminal 1 Ground Transportation Modifications</u></b>	<b>\$1,140,000</b>
This project will relocate the Taxi, Transportation Network Companies (TNCs), and other transportation services at the Terminal 1 Ground Transportation Center. Configuration of existing east and west commercial areas will be revised. Anticipated work includes variable message sign relocation, pavement marking, signage, and other related items.	
<b>63 – Police</b>	
<b><u>Public Safety Modifications</u></b>	<b>\$1,000,000</b>
This program enhances the safety of the MSP campus through door hardware, signage, security controls, and other equipment to provide for egress requirements, code compliance, security conformity, and emergency responder access.	
<b>76 – Environment</b>	
<b><u>Ground Service Equipment (GSE) Electrical Charging Stations</u></b>	<b>\$3,000,000</b>
This project will purchase and install charging stations for airline electric ground support equipment (GSE). These fast, energy-efficient charging stations allow for simultaneous charging, adjustable charging rates, and automatic shut-off when the GSE are fully charged. The charging stations are to be installed at Terminal 1 for use by Delta GSE. This project fits into the proposed long-term goal of converting all Delta GSE to electric power thereby reducing overall air emissions and noise pollution at MSP from fossil fuel-burning GSE. Delta will pay for electric usage of the charging units.	



**Runway 12R-30L Glycol Forcemain Environmental Improvements** **\$2,000,000**

This project provides for construction of glycol pumping stations and forcemains to convey glycol-impacted stormwater from the Runway 30R and 30L deicing pads to the existing glycol sewers west of Runway 4-22 and the glycol management facility.

**MSP NOISE MITIGATION PROJECTS**

**Noise Mitigation Consent Decree Amendment** **\$500,000**

The Consent Decree First Amendment Program is a residential noise mitigation program that began in March 2014 under the terms of an amended legal agreement (Consent Decree) between the Metropolitan Airports Commission (MAC) and the cities of Richfield, Minneapolis, and Eagan, and approved by the Hennepin County District Court (effective until December 31, 2024). Under this program, eligibility of single-family and multi-family homes will be determined annually, based upon actual noise contours that are developed for the preceding calendar year, beginning in March 2014. This project will provide noise mitigation for those single family and multifamily homes meeting the eligibility requirements of the program.

**MSP ONGOING MAINTENANCE PROJECTS**

MSP On-Going Maintenance projects include buildings, systems, pavements, and other infrastructure that require improvements on an annual basis in order to maintain the facilities and manage MAC assets.

**10 – Terminal 1**

**Air Handling Unit Replacement** **\$6,500,000**

There are existing air handling units serving Terminal 1 that were installed with the original terminal construction in 1958-60 and are over 50 years old. A study of these units has been completed that evaluated each unit's age, condition, and its ability to adequately heat or cool the spaces it serves. A multi-year program has been implemented to provide for the replacement of the units that have been identified as needing replacement. The project costs include modifications to building walls to facilitate the removal of existing equipment and installation of the new units, upgraded electrical and temperature controls, and asbestos abatement.

**Baggage System Upgrades** **\$500,000**

This multi-year program will provide necessary upgrades to the inbound and outbound baggage system not covered by general system maintenance.

**Electrical Infrastructure Program** **\$2,500,000**

There are 53 electrical substations that serve the Terminal 1 complex. It is imperative that these substations be routinely inspected, cleaned, and upgraded to ensure their continued performance.

**Electrical Substation Replacement** **\$7,500,000**

This is a multi-year program to replace electrical substations which are at or very near end of life. This program will also improve redundancy.

**Emergency Power Upgrades** **\$6,600,000**

A study and survey of Terminal 1 transfer switches and emergency lighting was completed in 2008. This year's project is part of a multi-year program that will continue the design and implementation of emergency power and lighting corrective work identified in this study.

**Plumbing Infrastructure Upgrades** **\$600,000**

In 2010, MAC staff prepared a preliminary study of the reliability and maintainability of the existing plumbing infrastructure. Portions of the existing plumbing infrastructure serving Terminal 1 are over 40 years old, have systems that are undersized for today's demands, contain isolation valves that are either inaccessible or no longer functional, and utilize aging water meter systems. There are also deteriorated sections of the existing sanitary and storm water systems. This ongoing program was implemented in 2012 to upgrade the plumbing infrastructure system to meet current code requirements and MAC standards. The focus of the 2023 project is to continue the replacement of aging plumbing systems.

**Terminal Building Remediation Program** **\$3,000,000**

Continual maintenance of the terminal buildings is imperative to passenger comfort and safety as well as sustainability of the MAC asset. Age and weather contribute to building deterioration, mold, and other health issues. Building and concourse envelope issues include curtain wall systems, glazing, sealant repair/replacement, louver repair/replacement, metal panel repair/replacement, and soffit repair/replacement and insulation systems.

**Terminal Miscellaneous Modifications** **\$2,600,000**

Each year, there is a list of maintenance projects that are beyond the resources of MAC's maintenance and trades staff to accomplish. These projects are prioritized and completed either as a series of contracts or as purchase orders. Typical work includes door replacements, emergency upgrades to mechanical, electrical, plumbing or HVAC systems, loading dock work, etc. The list of potential projects will be compiled and prioritized in early 2023.

**13 – Energy Management Center**

**EMC Plant Upgrades (T1 & T2)** **\$2,000,000**

This multi-year program provides upgrades to the MAC's Energy Management Center (EMC) Boiler and Chiller Plants at both Terminal 1 and Terminal 2. The work includes upgrades to the aging Chilled Water and Heating Water systems throughout both terminals. The pumping and piping systems on both the heating and cooling systems are aging and in need of repair work beyond regular maintenance.

**21 – Field and Runway**

**Airside Electrical Construction** **\$2,000,000**

This program provides for the removal and replacement of airfield lighting and signage with LED technology, and lighting control upgrades.

**Airside Roadway Pavement Restoration** **\$1,200,000**

This is an ongoing program to rehabilitate roadways on the airfield through bituminous overlays, seal coats, or in some instances, reconstruction, to restore the surfaces to a smooth, even condition and improve overall operating conditions. The pavement condition index report as well as an inspection of the pavement will be completed to determine the areas most in need of repair on an annual basis.

**Miscellaneous Airfield Construction** **\$3,500,000**

This program supports Part 139 Airport Certification through grading and drainage improvements within runway safety areas, airfield pavement marking modifications, and other miscellaneous airside projects that are too small to accomplish independently or arise unexpectedly.

**Pavement Joint Sealing/Repair** **\$800,000**

This is an ongoing program to provide for the resealing of joints, sealing of cracks, and limited surface repairs on existing concrete pavements. The areas scheduled for sealing will be as defined in the overall joint sealing program or as identified by staff inspection in the early spring of each year.

**26 – Terminal Roads/Landside**

**Tunnel/Bridge Inspections** **\$100,000**

The MSP Campus has MAC-owned bridges and tunnels. Bridge and tunnel inspections are conducted each year to identify maintenance and repairs which are then implemented in a timely fashion.

**31 – Parking**

**Parking Structure Rehabilitation** **\$3,000,000**

This is an annual program to maintain the integrity of the airport’s multi-level parking structures. Projects typically include concrete repair, joint sealant replacement, expansion joint repairs, concrete sealing, and lighting improvements.

**39 – Public Areas/Roads**

**Concrete Joint Repair** **\$900,000**

This project is to complete landside pavement joint repair on MSP campus roadways as a preventative maintenance activity to prolong the existing pavement from reconstruction.

**Landside Pavement Rehabilitation** **\$500,000**

This is an ongoing program of preventative maintenance activities such as crack sealing, surface treatments, and resurfacing on roadways located outside of the Air Operations Area (AOA). This program effectively slows deterioration rates, extends service life and delays need for total reconstruction of bituminous and concrete pavements. Inspection of pavements and appurtenances determines what areas are to be prioritized for rehabilitation under each year’s project.

**Landside Utility Rehabilitation** **\$750,000**

Each year there are numerous landside utility projects that are beyond the resources of MAC’s staff and operating budget to accomplish. These projects are prioritized annually and completed with either a series of contracts or purchase orders. Electric power, sanitary sewer, storm sewer and watermain improvements will be addressed with this program. Also, a study will be conducted as part of the first year’s project to identify future potential projects. The study will be updated annually reflect current priorities.

**Roadway Fixture Refurbishment** **\$150,000**

Many of the light poles, clearance restriction boards, sign units, fence sections, and canopies on the airport roadways need repainting and maintenance. This project provides for fixture refurbishment.



## **46 – Hangars and Other Buildings**

### **Campus Building Rehab Program \$1,500,000**

Continual maintenance of MAC non-terminal buildings is imperative in providing a stable infrastructure and meeting the MAC’s sustainability goals. Age and weather contribute to building deterioration, mold and other health issues. Building envelope issues include curtain wall systems, glazing, sealant repair/replacement, louver repair/replacement, metal panel replacement and/or painting/tuck-pointing, structural repair and insulation systems. This program will also include repair/replacement related to interior issues. This is part of an on-going program to maintain MAC buildings as assets.

### **Campus Parking Lot Reconstruction \$650,000**

This is an ongoing program of preventative maintenance activities such as crack sealing, surface treatments and resurfacing of parking lots. This program effectively slows, deterioration rates, extends service life and delays need for total reconstruction of parking lot pavements is required. Inspection of pavements and appurtenances determines what areas are to be prioritized for rehabilitation under each year’s project. The 2023 project is planned to reconstruct the pavement around the MAC Field Maintenance facility.

### **MSP Campus Building Roof Replacement \$8,300,000**

A report has been developed within the MAC that evaluates one-half of the roofs every other year. This on-going program allows these roofs that have been evaluated to be prioritized and programmed for repair. The focus of the 2023 project is anticipated to be on replacement of portions of the South Field Maintenance, North Field Maintenance, and Cold Storage buildings’ roofs. Emergency repairs may also be needed on some other roofs; this program will provide dollars for such instances.

## **MSP Tenant Projects**

MSP Tenant projects include those that enhance or expand tenant or leasehold facilities that MAC supports, with the tenants reimbursing the costs to MAC for work within leasehold spaces.

## **10-Terminal 1**

### **Concessions Upgrades/Revenue Development \$100,000**

This is an annual program to fund miscellaneous upgrades such as finishes, furniture, signage, and/or modified connections to utilities for the concession programs or other revenue generating programs at the airport.

### **2023 Concourse and Gatehold Modernization \$23,800,000**

This is the first phase of the Concourse and Gatehold Modernization program and will complete work in Concourses D and F. Through a reimbursable agreement, Delta Air Lines will complete MAC-funded work including ceiling and lighting improvements, window tint, wainscoting, column wraps (excluding branding), paint (excluding branding), wayfinding information displays (“WIDS”), and flooring in the public area concourse corridors (including terrazzo, tile, and carpet where applicable). The program budget will also support MAC consultant fees for design collaboration and project oversight.

### **Elevator and Concourse Improvements Related to Relocated United Club \$200,000**

This project allocates fees to study the feasibility of relocating the United Club to the area above Concourse E that will be vacated by Airside Operations when the Safety and Security Center, Phase 2 is complete.

### **Terminal 1 FIS Gate Common Use Additions \$1,500,000**

This project will install two common use podiums, backwalls, and boarding pass reader podiums, along with all associated IT equipment for two existing Concourse G gates to be connected to the Terminal 1 FIS facility.

### **36-Terminal 2**

#### **Terminal 2 Concessions Development \$2,800,000**

This project relates to the restaurants and news stores in the middle of Terminal 2. The Terminal 2 concessions program is expiring in the next 3-5 years. It needs to be redeveloped to include a much needed back of house corridor for the delivery of products to the concessions, expanded seating areas, vending alcoves, and mobile ordering kiosks to assist with the relief of long que lines. The CIP budget will go to right sizing concessions and positioning them to maximum efficiency.

### **46-Hangars and Other Buildings**

#### **Ground Service Equipment (GSE) Maintenance Facility \$200,000**

This project allocates fees to study the programmatic needs for a Ground Service Equipment (GSE) Maintenance Facility and identify a site on campus for the stand-alone facility.

### **RELIEVER AIRPORTS LONG TERM COMPREHENSIVE PLAN PROJECTS**

Reliever Airport Long Term Comp Plan projects include projects that enhance or expand the airport facilities in order to meet existing or forecasted operational needs.

### **81 – St. Paul**

#### **STP Airport Layout Plan \$500,000**

The new ALP will show current conditions and any development proposed in the Long-Term Comprehensive Plan (LTCP). A portion of the budget will be used to acquire new AGIS base mapping to create a new Airport Layout Plan (ALP) set that complies with current FAA guidelines and criteria.

#### **STP Long Term Comprehensive Plan \$800,000**

This project will review current airport facilities, identify service gaps, and better facilitate the safe movement of aircraft at St. Paul Downtown Airport, which is part of the MAC's system of reliever airports designated by the FAA to reduce congestion at the Minneapolis-St. Paul International Airport and to provide improved general aviation facilities in the overall community.

### **84 – Flying Cloud**

#### **FCM Purchase and Demolition of Hangars \$1,300,000**

This will purchase and demo all or portions of five hangars within the object free area of Flying Cloud's Taxiway Alpha.

### **RELIEVER AIRPORTS MAINTENANCE/FACILITY UPGRADE PROJECTS**

Reliever Airport Maintenance / Facility Upgrade projects include improvements to buildings, systems, pavements and other infrastructure across the Reliever Airport system on a one-time or short-term basis.

### **80 – Reliever Airports**

#### **Relievers Building Miscellaneous Modifications \$400,000**

This program will address ongoing needs for repairs and modifications of MAC-owned buildings at the five of the reliever airports, excluding St. Paul. These items may include crew rest areas, heating, air conditioning, structural repairs, and aesthetic updates. The list of potential projects will be compiled and prioritized in early 2023.

<b><u>Relievers Obstruction Removal</u></b>	<b>\$300,000</b>
This program will address ongoing needs for obstruction removals at the six reliever airports. The list of potential projects will be compiled and prioritized in early 2023.	
<b><u>Relievers Pavement Rehabilitation Miscellaneous Modifications</u></b>	<b>\$300,000</b>
This program will address ongoing needs for crack sealing, joint repairs, pavement rejuvenation, and pavement repairs at the six reliever airports. The list of potential projects will be compiled and prioritized in early 2023.	
<b>81 – St. Paul</b>	
<b><u>STP Floodwall Inspection and Repairs</u></b>	<b>\$200,000</b>
This will include a complete inspection of all floodwall components and repairs to these components as identified during the inspection. This project will save time when the wall is put up by ensuring all components are functioning properly.	
<b><u>STP LED Edge Lighting Upgrades</u></b>	<b>\$500,000</b>
This project will replace taxiway edge lighting and signage with LED lighting.	
<b><u>STP MAC Building Improvements</u></b>	<b>\$200,000</b>
This is an ongoing program to provide for facility modifications to ensure continued efficient operation of MAC buildings or modifications necessary to meet the requirements of the tenants. This year's project priorities will be set early in 2023.	
<b><u>STP Vehicle Gate Replacement</u></b>	<b>\$500,000</b>
There are several gates that are aging at the airport. Many of these gates have ongoing maintenance issues and are in need of replacement. This project would replace the gates that are in the worst shape and provide the highest level of vehicles accessing the airport.	
<b><u>LVN LED Edge Lighting</u></b>	<b>\$200,000</b>
This project will replace edge lighting and signs with new LED lighting.	
<b>84 – Flying Cloud</b>	
<b><u>FCM Parcel 7 Sewer and Water</u></b>	<b>\$300,000</b>
These funds will reimburse the City of Eden Prairie for installing water and sanitary sewer connections to the MAC non-aeronautical development parcels adjacent to Pioneer Trail as part of a City street reconstruction project.	
<b><u>FCM Spring Lane Extension and Taxilane Connector</u></b>	<b>\$600,000</b>
This project will extend Spring Lane Taxilane to the east and provide a connector to Taxiway B. The project is operationally necessary for the development of a site near the south building area for a flight school.	
<b>85 – Crystal</b>	
<b><u>MIC LED Edge Lighting Upgrade</u></b>	<b>\$400,000</b>
This project will replace edge lighting and signs with new LED lighting.	
<b><u>MIC Service Roads</u></b>	<b>\$1,200,000</b>
This project will develop three new service roads which were identified in the LTCP to improve safety on the airport.	



**MIC Taxilanes Pavement Rehabilitation**

**\$750,000**

This is an ongoing program to rehabilitate aircraft operational areas (runways, taxiways, aprons) through bituminous overlays, seal coats, or in some instances, reconstruction, to restore the surfaces to a smooth, even condition and improve overall operating conditions. The pavement condition index report as well as an inspection of the pavement will be completed to determine the area most in need of repair.

**86 – Anoka County - Blaine**

**ANE AWOS Replacement**

**\$100,000**

This project is to cover the civil work associated with a MnDOT Aeronautics project to replace the existing Automated Weather Observing System (AWOS) with a new system. The new system will be placed adjacent to the existing system.

**ANE Equipment Storage and Maintenance Building**

**\$700,000**

This project will construct a new equipment storage and maintenance building for the Anoka County-Blaine airport to replace airport staff's use of a leasable hangar to support this function.

**ANE Pavement Rehabilitation – Taxiway A and Edge Lights**

**\$1,800,000**

This project will rehabilitate the taxiway and add edge lighting. The work begins at taxiway A1 and ends at the north end of taxiway A.



# Technical Memorandum

**To:** Linda Loomis, Administrator  
Lower Minnesota River Watershed District

**From:** Erica Bock, Water Resources Scientist  
Hannah LeClaire, PE

**Cc:** Lori Haak, Water Resources Coordinator  
City of Eden Prairie

**Date:** October 26, 2022

**Re:** Peterson Wetland Bank Application | LMRWD No. 2022-037

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On October 3, 2022, the City of Eden Prairie (City) submitted an application review request to the Lower Minnesota River Watershed District (LMRWD) and requested comments on the proposed Peterson Wetland Bank Application (Project). Stantec Consulting Services Inc. (Stantec), the engineer for the Project, prepared the application and associated documents. The proposed wetland easement encompasses several parcels owned by the Peterson Family on the south side of Rice Lake and the north side of the Minnesota River. The easement is primarily in Hennepin County (City of Eden Prairie) with portions in Carver County (City of Chanhassen) and Scott County (City of Shakopee). United States Fish and Wildlife Service land is to the west and east of the site, as shown in Figure 1. The existing site was row cropped for several decades. However, starting in 2020, the Petersons stopped farming portions of the parcels and allowed natural vegetation to grow. The Project proposes to restore the easement area to a natural wetland and upland system by disabling the existing drainage ditches that drain north to Rice Lake. The Project is not located in a High Value Resource Area (HVRA) or the Steep Slopes Overlay District, but the project is in the Minnesota River Floodplain.

Because the cities of Chanhassen and Eden Prairie do not have their LMRWD Municipal LGU permits, this Project will require an LMRWD Individual Project Permit under Rule B—Erosion and Sediment Control for the disturbance of more than one

acre. In addition, the project will require an LMRWD Individual Project Permit under Rule C—Floodplain and Drainage Alteration because the entirety of the site is located within the floodplain. The purpose of this memo is to summarize the preliminary review that Young Environmental Consulting Group LLC has completed in response to the City’s request for comments on the Peterson Wetland Bank application and to provide preliminary recommendations to the prospective applicant.

## Summary

<u>Project Name:</u>	Peterson Wetland Bank					
<u>Purpose:</u>	Wetland restoration of drained agricultural land to obtain wetland bank credits					
<u>Project Size:</u>	<table border="1"><thead><tr><th>Project Area</th><th>Wetland Bank Credit Amount</th></tr></thead><tbody><tr><td>218 acres</td><td>180 acres</td></tr></tbody></table>		Project Area	Wetland Bank Credit Amount	218 acres	180 acres
Project Area	Wetland Bank Credit Amount					
218 acres	180 acres					
<u>Location:</u>	44.807187°N, -93.512448°W					
<u>LMRWD Rules:</u>	Rule B—Erosion and Sediment Control Rule C—Floodplain and Drainage Alteration					
<u>Recommended Board Action:</u>	Information Only					

## Discussion

The LMRWD received the following documents for review:

- WCA Notice of Application Peterson Wetland Bank, Received October 3, 2022
- Peterson Wetland Bank Mitigation Plan (Full Application), Received October 3, 2022

### Rule B—Erosion and Sediment Control

The LMRWD regulates land-disturbing activities that affect one acre or more outside the HVRA District under Rule B. Based on the information provided, the applicant proposes to remove existing drainage ditches on-site by grading them out to blend with the surrounding topography. The proposed grading would disturb a minimum of 18 acres, triggering Rule B.

To comply with Rule B, we recommend the applicant review [LMRWD Rule B](#), Sections 3.4 and 3.5 for further information regarding compliance. Additionally, based on the information submitted and the parcel data available to the LMRWD, there is a



discrepancy regarding the ownership of the parcel in Scott County on the southwest easement of the proposed wetland boundary. The Peterson Wetland Bank Application states that Peterson Farms owns the property, but the available Scott County parcel data shows a different owner. Compliance with Rule B requires the name, address, telephone number, and signature of all property owners.

### Rule C—Floodplain and Drainage Alteration

The LMRWD regulates the placement of fill and alterations to drainageways below the 100-year flood elevation. The project is located in the Minnesota Rover Floodplain, shown on the FEMA Flood Insurance Rate Map (FIRM), Panel 27053C0420F (effective November 4, 2016). The project disturbs areas within FEMA Zone AE (or the 100-year floodplain) as well as within the floodway. The effective FIRM shows the project at cross sections A, BJ, and BI, with regulatory 100-year elevations of 720.7, 720.5, and 720.5 NAVD88 respectively, as shown in Figure 2. Shallow grading is proposed using on-site materials to disable the surface drainage ditches by regrading them so they no longer drain north to Rice Lake, restoring the site's natural wetland hydrology. To comply with Rule C, the applicant must provide a no-rise certification signed by a professional engineer and a supporting hydraulic model to demonstrate that the proposed grading would not result in a loss of flood conveyance capacity nor cause a rise in the 100-year flood elevation of the Minnesota River. We recommend the applicant review [LMRWD Rule C](#), Sections 4.4 and 4.5 for further information regarding compliance.

### **Recommendations**

No board action is required at this time. As presented, Peterson Wetland Bank must obtain an LMRWD Individual Project permit before the start of construction activities for the applicable LMRWD rules. The full wetland bank application provided helpful insight into the project plans and details. We offer the following summarized comments to the applicant to help facilitate the permit review process:

- Review LMRWD [Rule B](#) and [Rule C](#), especially the “Criteria” and “Required Information” and “Exhibits” sections to determine the requirements for compliance.
- Clarify proposed easement ownership. Scott County parcel data show the proposed bank area is owned by several entities. Compliance with Rule B requires the name, address, phone number, and signature of all property owners.
- For compliance with LMRWD Rule C, provide a no-rise certification signed by a professional engineer and a supporting hydraulic model to demonstrate that the proposed grading would not result in a loss of flood conveyance capacity nor cause a rise in the 100-year flood elevation of the Minnesota River.
- The LMRWD encourages early coordination for complex projects and suggests scheduling a pre-application meeting to discuss the LMRWD permitting process and requirements.

## Attachments

- Figure 1—Peterson Wetland Bank Project Location Map
- Figure 2—Proposed Project Grading

Permit No.	Project Name	City	Status	Pre-Permit Meeting	Date Received	Date Applicant Considered Complete	Board Actions			On Hold / Cancelled	Permit Issued	Permit Expiration Date	Renewed	Inspection Date	Date Permit Closed
							Information Only	Conditional Approval	Approval						
2019-085	Minnesota Bluffs LRT Regional Trail Repair	Chanhassen	Closed	-	12/12/2019		-			-	5/20/2020	June 2023	-	7/6/2022	7/22/2022
2019-065	Trunk Highway 101 Improvements	Chanhassen	Active Permit		11/8/2019				11/20/2019		11/20/2019			7/6/2022	
2020-100	Peterson Farms Road Maintenance	Chanhassen	Closed	-	5/6/2020	5/6/2020	-	-	5/20/2020	-	5/21/2020	5/21/2021	-	7/19/2022	8/11/2022
2020-103	Prairie Heights Development	Eden Prairie	Expired	-	5/27/2020	6/5/2020	-	6/17/2020	-	-	10/23/2020	10/23/2021	-	7/6/2022	-
2020-105	Freeway Landfill Expansion	Burnsville	Pre-Permit	-	8/19/2022		9/21/2022								
2020-108	Hawthorne Ridge (2019-066)	Carver	Incomplete	-	6/23/2020	-	7/15/2020	-	-	-	-	-	-	-	-
2020-110	CSAH 11 Reconstruction	Carver	Active Permit	-	9/28/2020	11/3/2020	-	12/16/2020	-	-	4/13/2021	4/13/2022	4/20/2022	7/26/2022	-
2020-112	Vierling Industrial Project	Shakopee	Expired	-	6/25/2020	6/29/2020	-	7/15/2020	-	-	Not Issued		-	7/19/2022	10/14/2022
2020-113	Fort Snelling Redevelopment (2019-057)	Fort Snelling	Active Permit	-	7/20/2020	8/12/2020	-	8/19/2020	-	-	9/11/2020	8/19/2022	7/20/2022	7/20/2022	-
2020-115	Quarry Lake Park Improvements and Mountain Bike Trail	Shakopee	Closed	-	7/23/2020	9/8/2020	-	9/16/2020	-	-	9/16/2020	9/16/2021	-	8/5/2022	3/17/2022
2020-116	Shakopee Memorial Park Pedestrian Bridge	Shakopee	Closed	-	8/24/2020	10/5/2020	-	10/21/2020	-	-	10/23/2020	10/23/2021	-	7/6/2022	7/20/2022
2020-117	Greystone Headquarters	Shakopee	Closed	-	7/24/2020	9/10/2020	-	-	9/16/2020	-	9/16/2020	9/16/2021	-	7/19/2022	10/3/2022
2020-118	10117 1st Ave Demolition	Bloomington	No Permit Required	-	8/18/2020	-	-	-	-	-	-	-	-	-	-
2020-122	Cargo Van-Go	Shakopee	No Permit Required	-	8/20/2020	-	-	-	-	-	-	-	-	-	-
2020-123	Gaughan Companies Demolition	Shakopee	Closed	-	8/27/2020	8/27/2020	-	-	9/16/2020	-	9/17/2020	9/17/2021	-	7/6/2022	10/15/2021
2020-123 (amended)	Shakopee Flats	Shakopee	Closed								2/17/2021	9/17/2021		7/6/2022	
2020-124	Southbridge Crossings 6th Addition	Shakopee	Cancelled by Applicant	-	8/24/2020	-	-	-	-	3/5/2021	-	-	-	-	-
2020-126	Texas Roadhouse	Shakopee	Closed	-	9/17/2020	11/5/2020	-	-	11/18/2020	-	11/19/2020	11/18/2021	-	7/1/2022	7/26/2022
2020-131	Watermark at Savage	Savage	Cancelled by Applicant	10/7/2020	9/25/2020	-	-	-	-	-	-	-	-	-	-
2020-132	77th Street Underpass	Bloomington	Active Permit	10/18/2020	10/21/2020	11/12/2020	11/18/2020	12/16/2020	-	-	7/27/2021	7/27/2022	7/20/2022	7/28/2022	-
2020-133	Shakopee Mix Use	Shakopee	Closed	10/29/2020	11/2/2020	11/2/2020	-	-	11/18/2020	-	Not Issued				-
2020-135	Canterbury Crossings	Shakopee	Active Permit	-	11/19/2020	12/3/2020	-	12/16/2020	-	-	5/11/2021	5/11/2022	4/20/2022	7/26/2022	-



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							Information Only	Conditional Approval	Approval						
2020-137	5501 Warehouse South Improvements	Bloomington	No Permit Required	-	12/9/2020	-	-	-	-	-	-	-	-	-	-
2020-140	10029 Trails End Rd	Chanhassen	No Permit Required	-	12/29/2020	-	-	-	-	-	-	-	-	-	-
2021-001	Mallard Farms	Eden Prairie	No Permit Required	-	1/30/2021	-	-	-	-	-	-	-	-	-	-
2021-002	CSAH 61 Drainage Ditch	Chanhassen	Active Permit	-	2/1/2021	10/11/2021	-	-	10/20/2021	-	10/21/2021	5/31/2022	5/18/2022	-	-
2021-003	Southwest Logistics Center	Shakopee	Active Permit	-	2/11/2021	3/12/2021	-	3/17/2021	-	-	4/21/2021	4/21/2022	4/20/2022	7/1/2022	-
2021-005	Jefferson Chiller Project	Bloomington	No Permit Required	-	3/2/2021	-	-	-	-	-	-	-	-	-	-
2021-007	Burnsville Cemetery Expansion	Burnsville	Active Permit	3/5/2021	9/2/2021	9/17/2021	-	10/20/2021	-	-	11/17/2021	10/20/2022	-	7/28/2022	-
2021-009	Burnsville Industrial IV	Burnsville	Closed	4/2/2021	3/22/2021	3/31/2021	-	4/21/2021	-	-	4/23/2021	4/21/2022	-	7/28/2022	10/5/2022
2021-011	2021 Street & Utility Reconstruction	Shakopee	Closed	3/30/2021	3/30/2021	4/16/2021	-	4/21/2021	-	-	4/28/2021	4/28/2022	-	7/6/2022	7/25/2022
2021-012	Canterbury Park Parking Lots Phase 2	Shakopee	Closed	4/1/2021	4/2/2021	4/10/2021	-	4/21/2021	-	-	5/11/2021	5/11/2022	-	7/19/2022	7/25/2022
2021-013	Summerland Place	Shakopee	Closed	-	4/8/2021	5/27/2021	-	4/21/2021	-	-	4/26/2021	4/22/2022	-	6/20/2022	3/22/2022
2021-014	Quarry Lake Outlet	Shakopee	Cancelled by Applicant	6/7/2021	4/9/2021	9/29/2021	-	10/22/2021	-	11/19/2021	-	-	-	-	-
2021-015	Stagecoach Rd Improvements	Shakopee	Closed	4/16/2021	4/12/2021	4/30/2021	-	5/5/2021	-	-	5/7/2021	5/5/2022	-	7/1/2022	3/23/2022
2021-016	Whispering Waters	Shakopee	Active Permit	-	4/14/2021	6/4/2021	-	6/16/2021	-	-	7/13/2021	7/13/2022	7/20/2022	7/13/2022	-
2021-017	Capstone 35	Burnsville	Active Permit	-	4/20/2021	5/12/2021	-	5/19/2021	-	-	8/19/2021	8/17/2022	7/20/2022	7/13/2022	-
2021-018	Jefferson Court	Shakopee	Active Permit	-	4/22/2021	5/17/2021	-	6/2/2021	-	-	6/3/2021	6/2/2023	7/20/2022	7/6/2022	-
2021-019	Cretex Site	Shakopee	Expired	4/23/2021	4/26/2021	4/30/2021	-	5/5/2021	-	-	5/7/2021	5/5/2022	-	7/1/2022	5/5/2022
2021-020	Core Crossings Apartments (Prev. Southbridge)	Shakopee	Active Permit	-	6/14/2021	7/13/2021	-	7/21/2021	-	-	8/5/2021	6/15/2023	6/17/2022	7/26/2022	-
2021-021	Spirit of Truth Church	Burnsville	Cancelled by Applicant	5/13/2021	6/16/2021	-	-	-	-	7/16/2021	-	-	-	-	-
2021-022	2021 Safety and Security Center	Fort Snelling	Active Permit	-	5/18/2021	10/29/2021	-	11/17/2021	-	-	3/18/2022	3/18/2023	-	7/20/2022	-
2021-023	106th St Improvements	Bloomington	Active Permit	-	5/25/2021	5/28/2021	-	6/2/2021	-	-	6/17/2022	6/17/2022	4/20/2022	7/28/2022	-
2021-025	TH 13	Savage	Active Permit	-	6/11/2021	6/15/2021	-	2/16/2022	-	-	5/20/2022	5/20/2023	-	7/13/2022	-

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2021-026	TH 55	Ft Snelling, Mendota, Mendota Heights	No Permit Required	-	6/30/2021	-	-	-	-	-	-	-	-	-	-
2021-027	Minnesota River Greenway Trail	Eagan	Conditional Approval	-	8/17/2021	11/2/2021	-	11/17/2021	-	-	-	-	-	-	-
2021-029	Northland Paving	Burnsville	No Permit Required	6/29/2021	7/6/2021	-	-	-	-	-	-	-	-	-	-
2021-030	Building Renovation Park Jeep	Burnsville	Active Permit	-	7/9/2021	7/16/2021	-	9/15/2021	-	-	6/21/2022	6/21/2023	-	-	-
2021-031	Caribou Coffee	Savage	Closed	6/1/2021	7/9/2021	8/10/2021	-	8/18/2021	-	-	8/19/2021	-	-	7/13/2022	10/4/2022
2021-032	I-35W Auxiliary Lane	Bloomington	Pre-Permit	5/24/2021; 8/31/21	-	-	-	-	-	-	-	-	-	-	-
2021-033	Minnesota MASH & 130th St Extension	Savage	Active Permit	6/23/2021	9/17/2021	-	-	-	6/15/2022	-	6/17/2022	6/17/2023	-	-	-
2021-034	Circle K Holiday Station Stores	Savage	Closed	8/25/2021	7/26/2021	9/10/2021	-	9/15/2021	-	-	10/19/2021	9/15/2022	-	7/13/2022	7/12/2022
2021-035	I35W Frontage Trail	Burnsville	Conditional Approval	-	12/15/2021	12/22/2021	-	1/19/2022	-	-	11/3/2022	11/3/2023	-	-	-
2021-039	River Bluffs Improvements	Shakopee	Active Permit	-	7/23/2021	8/12/2021	-	8/18/2021	-	-	10/1/2021	8/18/2022	-	7/6/2022	-
2021-040	Canterbury Independent Senior Living	Shakopee	Active Permit	-	8/11/2021	8/19/2021	-	9/15/2021	9/15/2022	-	8/19/2022	10/1/2023	-	7/26/2022	-
2021-041	Line 0832	Burnsville	Closed	-	9/7/2021	9/7/2021	-	9/15/2021	-	-	9/17/2021	9/15/2022	-	7/28/2022	6/27/2022
2021-042	Hwy 13 & Lone Oak	Eagan	Active Permit	-	8/27/2021	9/16/2021	-	10/20/2021	-	-	10/22/2021	6/30/2023	9/21/2022	-	-
2021-043	Junction 35W & 13, LLC	Burnsville	No Permit Required	-	9/2/2021	-	-	-	-	-	-	-	-	-	-
2021-044	Storage Mart Phase 4 (1900 Stoughton Ave)	Chanhausen	No Permit Required	-	9/7/2021	-	-	-	-	-	-	-	-	-	-
2021-045	Triple Crown Residences Phase II	Shakopee	Active Permit	-	9/22/2021	10/27/2021	-	11/17/2021	-	-	11/19/2021	11/17/2023	10/19/2022	7/26/2022	-
2021-046	CenterPoint Dakota Station Facility	Burnsville	Closed	-	9/21/2021	10/15/2021	-	10/20/2021	-	-	10/22/2021	10/22/2022	-	7/28/2022	9/12/2022
2021-047	River Valley Industrial Center	Chanhausen	On Hold	-	9/21/2021	-	-	-	-	10/1/2021	-	-	-	-	-
2021-048	Minnesota River Greenway Railroad Bridge	Eagan	Pre-Permit	9/28/2021	-	-	-	-	-	-	-	-	-	-	-
2021-049	Stump Road Maintenance	Bloomington	Closed	10/20/2021	10/22/2021	10/29/2021	-	11/17/2021	-	-	11/19/2021	11/17/2022	-	7/28/2022	9/5/2022
2021-050	Spring Valley Cir & Wentworth Ave S	Bloomington	No Permit Required	10/27/2021	-	-	-	-	-	-	-	-	-	-	-
2021-051	Blue Lake Siphon Landscape Restoration	Eden Prairie	No Permit Required	10/5/2021	10/28/2021	-	-	-	-	-	-	-	-	-	-

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2021-052	Shakopee Dental Office	Shakopee	Active Permit	-	11/3/2021	12/14/2021	-	12/15/2021	-	-	12/17/2021	12/15/2022	-	7/13/2022	-
2021-056	Twin Overlook	Bloomington	No Permit Required	-	12/7/2021	-	-	-	-	-	-	-	-	-	-
2021-057	Cliff Road Ramp	Burnsville	Active Permit	-	12/14/2021	1/4/2022	-	1/19/2022	-	-	6/8/2022	6/8/2023	-	7/13/2022	-
2021-058	MAC Gate Security Improvements	Fort Snelling	Active Permit	-	12/15/2021	12/16/2021	-	1/19/2022	-	-	4/27/2022	4/27/2023	-	7/28/2022	-
2021-061	Merriam Junction Trail	Burnsville	Pre-Permit	1/31/2022	-	-	-	-	-	-	-	-	-	-	-
2022-001	Centerpoint Shakopee Piggings	Shakopee	No Permit Required	-	1/12/2022	-	-	-	-	-	-	-	-	-	-
2022-002	2022 MBL Nicollet River Crossing	Bloomington, Burnsville	Active Permit	-	1/18/2022	-	-	3/16/2022	-	-	4/25/2022	4/25/2023	-	-	-
2022-003	Ivy Brook Parking East	Burnsville	Active Permit	-	1/19/2022	2/25/2022	-	3/16/2022	-	-	5/16/2022	5/16/2023	-	-	-
2022-004	CHS Savage Terminal	Savage	Incomplete	-	1/27/2022	-	-	-	-	-	-	-	-	-	-
2022-005	Chaska West Creek Apartments	Chaska	Incomplete	-	2/8/2022	-	-	-	-	-	-	-	-	-	-
2022-006	Quality Forklift	Shakopee	No Permit Required	-	2/10/2022	-	-	-	-	-	-	-	-	-	-
2022-007	Engineered Hillside	Eden Prairie	Active Permit	-	2/15/2022	3/14/2022	-	-	4/20/2022	-	4/21/2022	4/21/2023	-	-	-
2022-008	Ivy Brook Parking West	Burnsville	Active Permit	-	2/16/2022	2/25/2022	-	3/16/2022	-	-	5/31/2022	5/31/2023	-	-	-
2022-010	Quarry Lake Pedestrian Bridge and Trail	Shakopee	Conditional Approval	-	2/24/2022	-	-	4/20/2022	-	-	-	-	-	-	-
2022-011	Biffs Inc.	Burnsville	Active Permit	-	2/28/2022	3/29/2022	-	4/20/2022	-	-	8/16/2022	8/16/2023	-	-	-
2022-012	Quarry Lake Park Improvements - Roadway and Boat Launch	Shakopee	Cancelled by Applicant	-	3/17/2022	-	-	-	-	5/24/2022	-	-	-	-	-
2022-013	Normandale & 98th Intersection Improvements	Bloomington	Active Permit	-	3/22/2022	4/1/2022	-	4/20/2022	-	-	4/22/2022	4/22/2023	-	-	-
2022-014	TH 41/CSAH 61 Improvements	Chaska	Conditional Approval	2/16/2021; 1/6/2022	3/23/2022	5/11/2022	-	5/18/2022	-	-	-	-	-	-	-
2022-015	Xcel Driveway	Shakopee	Incomplete	-	4/20/2022	-	-	-	-	-	-	-	-	-	-
2022-016	Organice Recycling Facility Relocation	Louisville Township	Incomplete	-	4/20/2022	-	-	-	-	-	-	-	-	-	-
2022-017	PLOC Channel Stabilization	Shakopee	Active Permit	-	6/30/2022	7/5/2022	-	-	7/20/2022	-	7/21/2022	7/21/2023	-	-	-
2022-018	Lakota Lane	Chanhasen	Under Review	-	4/19/2022	-	5/18/2022	-	-	-	-	-	-	-	-



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2022-019	TH 494 SP 2785-433	Eagan and Bloomington	Conditional Approval	-	4/21/2022	6/24/2022	-	7/20/2022	-	-	-	-	-	-	-
2022-020	New Century School	Bloomington	No Permit Required	-	4/28/2022	-	-	-	-	-	-	-	-	-	-
2022-021	Oak St N (CenterPoint Energy)	Chaska	Active Permit	-	4/29/2022	-	-	-	6/15/2022	-	6/17/2022	6/17/2023	-	-	-
2022-022	Ace Rent A Car	Fort Snelling	Incomplete	-	5/10/2022	-	-	-	-	-	-	-	-	-	-
2022-023	494 Corridors of Commerce	Fort Snelling	Pre-Permit	5/3/2022	5/19/2022	-	7/20/2022	-	-	-	-	-	-	-	-
2022-024	Gedney Pickles Holding Pond Restoration	Chanhassen	Conditional Approval	6/16/2022	8/10/2022	-	-	9/21/2022	-	-	-	-	-	-	-
2022-025	10561 E Riverview Drive	Eden Prairie	No Permit Required	-	6/22/2022	-	-	-	-	-	-	-	-	-	-
2022-026	10521 Spyglass Drive	Eden Prairie	Active Permit	5/31/2022	7/13/2022	8/8/2022	-	-	7/20/2022	-	8/8/2022	8/8/2023	-	-	-
2022-027	Ivy Brook Parking Northeast	Burnsville	Active Permit	-	7/5/2022	-	-	8/17/2022	-	-	8/31/2022	8/31/2023	-	-	-
2022-028	Quarry Lake Park Restroom	Fort Snelling	Active Permit	-	7/6/2022	7/8/2022	-	7/20/2022	-	-	7/22/2022	7/22/2023	-	-	-
2022-029	Reliakor	Shakopee	Closed	-	7/20/2022	-	-	8/17/2022	-	-	9/19/2022	9/19/2023	-	-	10/28/2022
2022-030	Frenchies Metals	Chaska	Incomplete	-	7/22/2022	-	-	-	-	-	-	-	-	-	-
2022-031	RSI Marine (Great Plains Blvd)	Chanhassen	Pre-Permit	-	7/18/2022	-	8/17/2022	-	-	-	-	-	-	-	-
2022-032	PMP Street Maintenance	Bloomington	No Permit Required	-	8/31/2022	-	-	-	-	-	-	-	-	-	-
2022-033	Dred Scott Fields Area	Bloomington	No Permit Required	-	8/31/2022	-	-	-	-	-	-	-	-	-	-
2022-034	Valleyfair Parking Lot Expansion	Shakopee	Conditional Approval	-	9/26/2022	10/11/2022	-	10/19/2022	-	-	-	-	-	-	-
2022-035	Concourse G Infill Pods 2-3 EAW Review	Fort Snelling	No Permit Required	-	9/30/2022	-	-	-	-	-	-	-	-	-	-
2022-036	Structures, Inc.	Chaska	Under Review	-	10/6/2022	-	-	-	-	-	-	-	-	-	-
2022-037	Peterson Wetland Bank	Eden Prairie	Pre-Permit	-	10/3/2022	-	-	-	-	-	-	-	-	-	-
2022-038	Xcel Energy Line 5516	Chaska	No Permit Required	-	10/14/2022	-	-	-	-	-	-	-	-	-	-
2022-039	Former Knox Site	Burnsville	Under Review	-	11/3/2022	-	-	-	-	-	-	-	-	-	-

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**STATUS DEFINITIONS:**

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- Active Permit:** Applicant has a valid permit issued by LMRWD
  - Cancelled by Applicant:** Applicant withdrew their application for a LMRWD permit
  - Closed:** Applicant has indicated the project has completed construction and that the permit file may be closed
  - Conditional Approval:** LMRWD managers conditionally approved the permit application, pending receipt of additional information from applicant
  - Expired:** Applicant either obtained conditional approval, approval, and/or was issued a permit and the expiration date has passed
  - Incomplete:** Applicant applied for a permit, but the application is incomplete
  - No Permit Required:** Applicant applied for a permit, but during the completeness review, it was determined that the project did not trigger the regulatory thresholds
  - On Hold:** Applicant requested their application be placed on hold
  - Pre-Permit:** Applicant has requested pre-permit application reviews or meetings, but has not yet applied for a permit from LMRWD
  - Under Review:** Permit application is complete and under review by LMRWD staff
- \* Staff recommendation only, has not yet been presented to the Board for action*