

STATE OF MINNESOTA  
DEPARTMENT OF TRANSPORTATION  
and  
CITY OF RED WING

PROJECT MEMORANDUM

FOR

SP 156-122-008  
Minn Proj. No. ZZZ XXXX (XXX)

LEVEE ROAD  
FROM: Bay Point Drive  
TO: Broad Street

**PROPOSED IMPROVEMENT:** Replacement of in-place deteriorating bituminous pavement, parking lot pavement, and retaining walls; construction of a bituminous trail; and installation of street lighting and aesthetic enhancements

Recommended:

\_\_\_\_\_  
City of Red Wing Engineer

\_\_\_\_\_  
Date

Reviewed and Recommended:

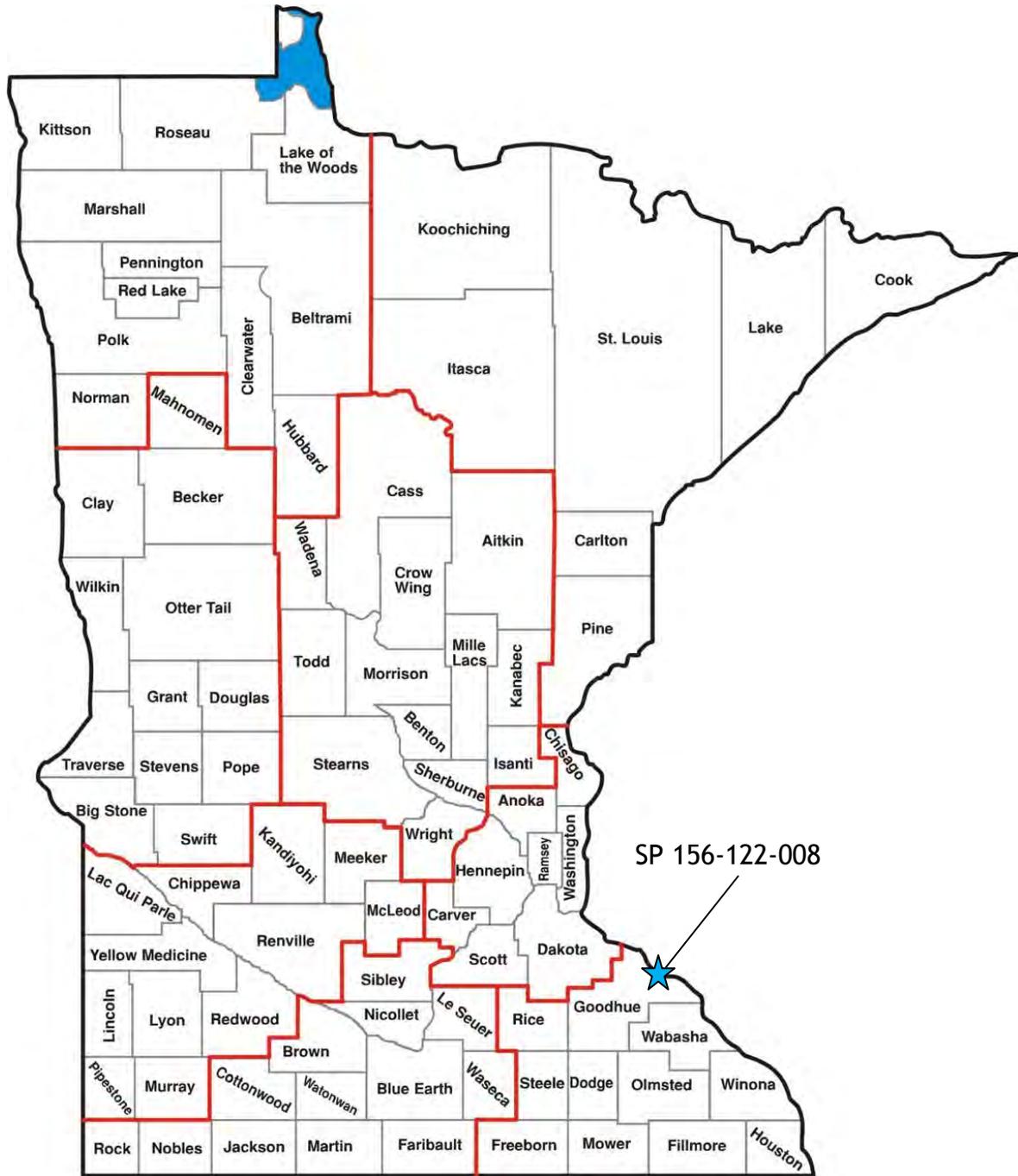
\_\_\_\_\_  
District State Aid Engineer

\_\_\_\_\_  
Date

Approved:

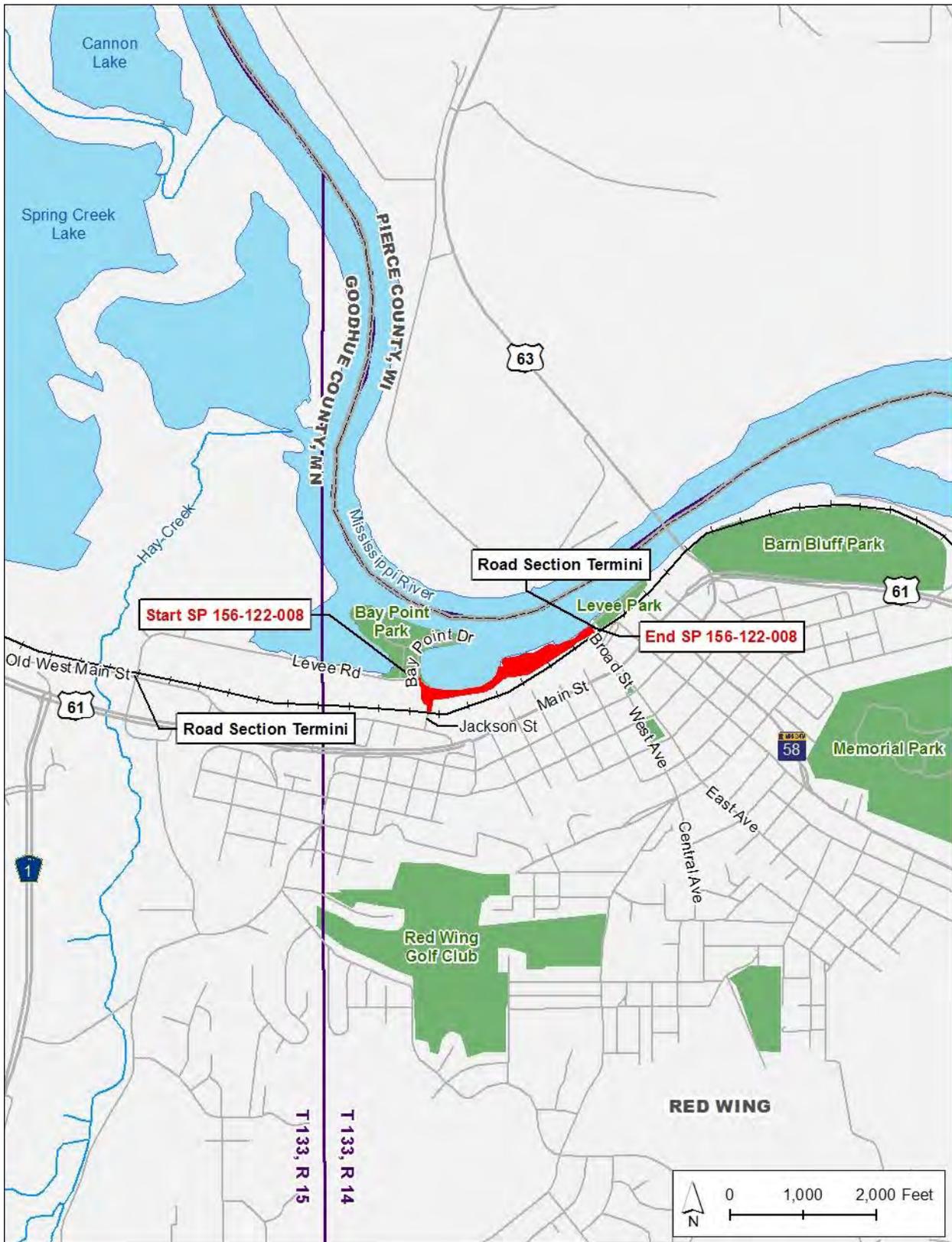
\_\_\_\_\_  
State Aid Engineer  
State Aid For Local Transportation

\_\_\_\_\_  
Date



SP 156-122-008

# STATE MAP



# PROJECT LOCATION MAP

## I. REPORT PURPOSE

This Project Memorandum (PM) documents the need for the proposed improvement, environmental impacts and mitigation, and schedule, funding and design information.

This documentation was prepared to demonstrate that the project does not have a significant environmental effect and is excluded from the requirement to prepare an EA or EIS in accordance with 23 CFR 771.115.

### **Project Manager:**

Ron Rosenthal  
Engineering Director  
City of Red Wing  
229 Tyler Road North  
Red Wing, MN 55066  
Phone: 651-385-3626  
Fax: 651-388-0243  
Email: [ron.rosenthal@ci.red-wing.mn.us](mailto:ron.rosenthal@ci.red-wing.mn.us)

### **Preparer:**

Beth Kunkel  
Kimley-Horn and Associates, Inc.  
2550 University Avenue West, Suite 238N  
Saint Paul, MN 55114  
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## II. ROAD SECTION DESCRIPTION

### **Road Section Termini:**

From: Broad Street  
To: Old West Main Street  
Length: 1.3 miles

Levee Road is a local two-lane roadway with a posted speed limit of 30 mph, primarily used for access to Bay Point Park, Red Wing Grain, Pottery Pond Park, Levee Park, and the Mississippi Riverfront. The roadway is also used for moving large watercraft between boat launches and maintenance facilities in the area.

See additional 'existing condition' elements description in the Design Study on page 14.

**Unusual Traffic or Road/Facility Use:**

The roadway is used for moving large watercraft between boat launches and maintenance facilities in the area. The roadway also carries heavy peak truck traffic during harvest to Red Wing Grain, a grain elevator and barge loading facility.

**Horizontal/Vertical Alignment:**

The segment of Levee Road from Broad Street to Bay Point Park curves slightly and is relatively flat.

**Adjacent Land Use:**

Adjacent land uses include commercial and recreational (parks, trails, and riverfront).

**Bridge Crossing(s):** None

**Railroad Crossing Location (s):** Yes, the proposed project is within 600 feet of the railroad crossings at Jackson Street and Broad Street and one private rail crossing across Levee Road. Railroad crossing data sheets were submitted to the MnDOT Office of Freight and Commercial Vehicle Operations (see attached response from MnDOT). Work within 25 feet of the centerline of the track is anticipated and will require an agreement between the City of Red Wing and Canadian Pacific. Minor grading will be required within Canadian Pacific right-of-way to tie in curbs. A right-of-way permit from Canadian Pacific will be applied for.

**Airport Proximity:** No**III. PROJECT PURPOSE AND NEED****Purpose/Objectives:**

The purpose of the project is to better accommodate drivers, bicyclists, and pedestrians by reducing flooding and improving the condition of the roadway.

**Need/Deficiencies:**

The original gravel segment of Levee Road between Broad Street and Bay Point Park was graded and surfaced with bituminous pavement in 1962. The pavement has deteriorated, creating an uneven surface with potholes. There is also an area along this section of the road that floods frequently during high water periods of the Mississippi River, causing roadway closures and further wear and tear on the pavement and adjacent retaining walls.

The pavement condition and frequency of flooding has made this segment of roadway difficult for motor vehicles, bikes, and pedestrians to travel safely and efficiently. This segment of Levee Road is a main route for Red

Wing's downtown riverfront industrial, commercial, and recreational areas. It is the only truck route leading to Red Wing Grain Company and is the only driving route accessing Levee and Bay Point Parks, the Department of Natural Resources (DNR) boat ramp at Bay Point Park, three marinas, and boat service businesses along the riverfront. It is also signed as a sharrow (or shared roadway), where bikes and motor vehicles are encouraged to share the road. Sidewalks exist only along a small portion of the project near Bay Point Park, limiting pedestrian access and connectivity. This is an important roadway with vital activities which are currently being compromised by the existing conditions.

The reconstruction of this deteriorated segment of Levee Road will improve the current surface deficiencies, help with pavement durability, and raise the low point of the road to help decrease flooding. In addition, the proposed project will improve sight lines at intersections and enhance safety for all users, including pedestrians and bicyclists.

#### **IV. ALTERNATIVES**

##### **No Build Alternative**

A No Build alternative would entail making no changes to the geometric layout of the roadway. It would not reduce the frequency of roadway flooding or improve the deteriorating conditions of the pavement and retaining walls. Pedestrians would be left without a connection between Bay Point and Levee Parks and a path along the riverfront, and bicyclists would continue to use the road, along with the cars and trucks that use this segment of road. The No Build alternative would not require any new right-of-way acquisitions.

This alternative is not feasible as it does not reduce flooding or improve conditions of the deteriorating pavement and retaining walls. The No Build alternative does not address the purpose and need for the project; therefore, it was rejected as a viable alternative.

##### **Preferred Alternative**

The proposed project includes the reconstruction of in-place deteriorating bituminous roadway, parkway lot pavement, and retaining walls and construction of a bituminous trail. Roadway construction includes raising the Levee Road profile adjacent to the Marine Specialties, Inc. property (1303 Levee Road) and constructing a roundabout at the intersection of Levee Road and Jackson Street. Retaining wall construction includes replacement of the in-place wood pier retaining wall and rip rap slope in the Red Wing Harbor with a sheet pile retaining wall. A new eight-inch watermain will be constructed along Levee Road. The existing sanitary sewer will be lined. The proposed project also includes the installation of street lighting and aesthetic enhancements.

## Other Reasonable Location or Design Alternatives

Another design was considered that used a three-way stop controlled intersection at the Jackson Street/Levee Road intersection in lieu of a roundabout. This alternative required realigning Levee Road west of Jackson Street by about 500 feet farther west than the roundabout option.

This alternative was eliminated from consideration because the Preferred Alternative with the roundabout will provide better access control on Levee Road and will improve safety for the parking along the small boat harbor. A roundabout also reduces the number of conflict points as compared to an intersection.

## V. PROJECT COST, FUNDING, & SCHEDULE

### Estimate of Cost:

Street Improvements:	\$1,256,400
Utility Improvements:	\$969,975
River Trail Improvements:	\$992,000
Parking Lot Improvements:	\$380,600
Retaining Wall Improvements:	\$1,801,800
Indirect Costs:	\$1,705,608
<b>Total:</b>	<b>\$7,106,383</b>

### Anticipated Funding:

Type and amount of federal and matching funds:

Federal:	\$867,484	Federal Highway Funds
State Aid:	\$1,883,446	Municipal State Aid
Other State:	\$2,552,000	State Bonding, State Legacy Funding
Local:	\$1,803,453	City Assessment Funds, City General Funds, City Sewer Fund, City Storm Sewer Fund, City Water Fund

The project is in the 2014-2017 State Transportation Improvement Program (STIP).

Federal fiscal year 2015, Sequence # 917	
Estimated total project cost:	\$7,106,383
Federal funding shown in STIP:	\$867,484
Local funding:	\$6,238,899

### Anticipated Schedule

Public Hearing (for Feasibility Report)	September 2014
Project Memorandum	September 2014
Right-of-Way Acquisition	April 2015
Plans, Specifications, & Estimate	April 2015
Letting	May 2015

## Future Stages Or Improvements

There are no future stages or improvements planned for this section of Levee Road.

## VI. SOCIAL, ECONOMIC, AND ENVIRONMENTAL (SEE) IMPACTS

### Section 4(f) Of The Transportation Act Of 1966

Bay Point Park and Levee Park are adjacent to this project (see the Project Location Map); however, the project will not use Section 4(f) lands or properties.

The roundabout at the western end of the project will be partially located within a Minnesota Land Trust conservation easement (see attached map). The roundabout will be located in Zone A which encompasses recreational and educational uses. The proposed project will impact an area that has been previously disturbed and is currently vacant, and it will enhance access to the recreational and educational facilities within the easement. The proposed project is consistent with the Conservation Values set out in the easement agreement, and, per the terms of the agreement, roadway improvements are allowed within Zone A if compatible with the conservation purpose and with prior approval of the Land Trust.

A meeting was held with the Minnesota Land Trust on March 6, 2014. The primary concern of Land Trust staff was to minimize impacts to the easement to the extent possible to maximize the area allowed for recreation activities. A follow up meeting will be held to update the Land Trust on the refined project scope and design.

### Section 6(f) Of The Land And Water Conservation Fund Act Of 1965

Bay Point Park is a Section 6(f) property; however, the road reconstruction would not be in conflict with the LAWCON grant requirements since it will be reconstructed at a similar width and location. The proposed roundabout will be located outside the Section 6(f) boundary. Therefore, there are no impacts to Section 6(f) lands or properties. See attached correspondence from the DNR.

### Section 106 Of The National Historic Preservation Act Of 1966

The proposed project impacts the Red Wing Marine Museum (Red Wing Water Works) property. The project will have **no adverse effects** on this property which is listed on the National Register of Historic Places.

See attached letter from the CRU, with letter of concurrence from the SHPO. [CRU has submitted a letter to SHPO - awaiting response]

## Endangered Species Act Of 1973

The project will have no effect on Federally-listed T&E species or critical habitat.

See attached letter from MnDOT's Office of Environmental Services (OES) for federally listed species.

## Right-Of-Way

The project will require approximately 0.35 acres of permanent easement from one parcel secured by permit or agreement and a total of 0.90 acres of temporary easements from 10 parcels (see the attached figure).

The project will not require residential or business relocations.

Acquisition will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

The project will not require changes in access to businesses, adjacent streets, or parks in the project vicinity. The proposed improvements will modify the maintenance access around the Red Wing Grain silos to accommodate the proposed trail. The improvements will also separate the Red Wing Harbor parking lot from Levee Road with curb and gutter (there is currently no delineation between the parking lot and roadway), and the parking lot at Levee Park will be converted from a two-way lot to a one-way lot.

Access to a public water will be modified as one public boat launch will be removed. The boat launch can only be used during certain times of the year since the water level in the harbor can fall below the slab of the launch. The impact of this removal is anticipated to be negligible as the boat launch has limited availability, and there is another public boat launch in Bay Point Park.

## Hazardous Materials

The Minnesota Pollution Control Agency's *What's in My Neighborhood* database identifies 10 sites within or adjacent to the preliminary project construction limits, six of which are listed as active (see attached figure).

Site Name	Owner	Address	Activity	Status
Hansons Mower Service	Hansons Mower Service	214 Jackson St	Hazardous Waste, Small to Minimal Quantity Generator	Active
Riverside Automotive	Riverside Automotive	1017 Levee St	Hazardous Waste, Small to Minimal Quantity Generator	Active
Supreme Machine	Supreme Machine	1015 Levee St	Hazardous Waste, Small to Minimal Quantity Generator	Inactive
CPR - Red Wing	Unknown	Levee Rd and Franklin St	Voluntary Investigation & Cleanup (VIC)	Inactive
Red Wing Marina	Red Wing Marina	918 Levee Rd	Tank Site	Active

Site Name	Owner	Address	Activity	Status
Red Wing Grain LLC	Red Wing Grain LLC	810 Levee Rd	Hazardous Waste, Small to Minimal Quantity Generator	Active
Red Wing Grain LLC	Cargill Inc - North American Grain Div	810 Levee Rd	Air Permit	Active
Cargill	Cargill Aghorizons	810 Levee Rd	Tank Site	Active
Froedtert Malt - Red Wing	International Malting Co LLC	108 Broad St	Air Permit	Inactive
			Hazardous Waste, Small to Minimal Quantity Generator	Inactive
Fleischmann Kurth Incorporated	Fleischmann-Kurth-Red Wing	108 Broad St	Wastewater Discharge	Inactive

In 2008, the City of Red Wing completed a Phase I and Limited Phase II Environmental Site Assessment for a property that was tentatively planned to be redeveloped as recreational use. This property (1429 Levee Road) is partially within the proposed project area. No concerns were raised in the environmental site assessments regarding soil or groundwater quality.

Potential for impacts from contaminated properties has been considered, but because of the project location and nature of the planned work, there is little potential for encountering contaminated materials. Any potentially contaminated materials encountered during construction will be handled and treated in accordance with applicable state and federal regulations.

#### **Farmland Protection Policy Act Of 1981**

The project will not involve the acquisition of farmland.

#### **Air Quality**

The project is not located in an area in which conformity requirements apply, and the scope of the project does not indicate that air quality impacts would be expected. Therefore, no further air quality analysis is necessary.

#### **Highway Traffic Noise**

The project is not a Type 1 project. Procedures for the abatement of highway traffic noise do not apply in accordance with 23 CFR 772.

#### **Construction Noise**

The construction activities associated with proposed project will result in increased noise levels relative to existing conditions. These impacts will primarily be associated with construction equipment and pile driving.

MnDOT will require that construction equipment be properly muffled and in

proper working order. While MnDOT and its contractors are exempt from local noise ordinances, it is MnDOT's practice to require contractors to comply with applicable local noise restrictions and ordinances to the extent that is reasonable. Advanced notice will be provided to affected communities of any planned abnormally loud construction activities. This project is expected to be under construction from May 2015 to October 2016.

Any associated high-impact equipment noise, such as pile driving, pavement sawing, or jack hammering, will be unavoidable. Pile driving noise is associated with sheet piling necessary for retaining wall construction. While pile driving equipment results in the highest peak noise level, as shown in the table below, it is limited in duration. The use of pile drivers, jack hammers, and pavement sawing equipment will be prohibited during nighttime hours.

Night construction activities are not anticipated.

Equipment Type	Manufacturers Sampled	Total Number of Models in Sample	Peak Noise Level (dBA)	
			Range	Average
Backhoes	5	6	74-92	83
Front Loaders	5	30	75-96	85
Dozers	8	41	65-95	85
Graders	3	15	72-92	84
Scrapers	2	27	76-98	87
Pile Drivers	N/A	N/A	95-105	101

#### **Floodplain Management**

The project will include non-significant floodplain encroachment. The provisions of Executive Order 11988 have been complied with.

**A Floodplain Assessment including a Hydraulic Analysis and Risk Assessment have been completed and are attached.**

#### **Wetland Protection**

The project will not impact or encroach into a wetland.

#### **Section 404 Of The Clean Water Act**

The project will not involve placement of fill into waters of the U.S. (defined in 33CFR 328). The new sheet pile retaining wall in the Red Wing Harbor will be placed behind the in-place wood pier retaining wall (see attached cross section). Excavation behind the existing wall will occur first, then sheet pile will be installed before the existing retaining wall is removed. The removed material will be disposed of outside any waters of the U.S.

## **Water Pollution / MPCA--NPDES**

The construction activities will disturb 1 or more acre of land area (including clearing, grading, & excavation). A Phase II NPDES permit is required.

**The permit will be submitted to MnDOT State Aid prior to project authorization, and a Stormwater Pollution Prevention Plan (SWPPP) will be included in the construction plan package.**

This project will not increase the existing impervious surface area and associated roadway runoff. Changes to the existing drainage system will be minimal; with the addition of curb and gutter there will be revisions to the storm sewer laterals, but the storm sewer mains will not be changed. This project does not introduce roadway runoff to sensitive water bodies. Therefore, no impacts on water quality are anticipated.

## **Controversial Issues**

The project is not anticipated to be controversial.

## **Environmental Justice**

The purpose of Executive Order 12898 is to identify, address, and avoid disproportionately high and adverse human health or environmental effects on minority and low income populations.

Analysis of 2010 Census data shows that at the block level, there are no minority populations present in the project area. Data on low income populations is only available in this area at the tract level, and the tract in which the proposed project is located has a higher percentage of low income residents than the city or county. However, based on a review of the project area and discussions with City officials, no homes were identified in the project area so it has been determined that there are no minority or low income populations within the project area. Therefore, there are no Environmental Justice concerns on this project.

## **State Environmental Review (MEQB)**

The project does not meet a mandatory EAW threshold and does not have potential for significant environmental effects.

## **Federal Action Determination Statement**

Based on the environmental study in accordance with 23 CFR 771.117, it is determined that the proposed improvement is a Class II Action (categorical exclusion) anticipated to have no foreseeable change on the quality of the human environment.

**VII. AGENCY COORDINATION (Not covered in the “SEE” impact section above)**

**DNR Natural Heritage Information System**

Several rare species have been documented in the Mississippi River in the vicinity of the proposed project; as such, it is important that effective erosion prevention and sediment control practices are implemented and maintained near the river.

Peregrine falcons, a state listed species of special concern, have been documented nesting on the Red Wing Cargill grain elevator and grain stack house since 2000. Since these structures will not be impacted by the proposed project, it is unlikely that the construction activities will affect these birds. If the birds exhibit usual behaviors or signs of potential distress during construction, the DNR will be contacted.

See attached letter from the DNR.

**Railroad Company**

Minor grading will be required within CP Rail right-of-way to tie in curbs. A CP Rail right-of-way permit will be applied for, and coordination with CP Rail will be on-going.

<b>Permits Required</b>			
<b>Agency</b>	<b>REQ'D</b>	<b>Status / Date Received</b>	<b>Attached</b>
USACE Section 404	N		N
Coast Guard	N		N
DNR--Water	Y	To be applied for	N
DNR--Public Waters	N		N
MPCA--NPDES	Y	To be applied for	N
MPCA--Section 401	N		N
Watershed District	N		N
Wetland Conservation Act / BSWR	N		N
Railroad (CP Rail)	Y	To be applied for	N
Other	N		N

## VIII. PUBLIC INVOLVEMENT

The City of Red Wing conducted meetings with property owners and agencies along Levee Road from Bay Point Park and Broad Street to present information about the proposed project and to allow an opportunity for stakeholder input. Meetings were held with Red Wing Grain, Marine Specialties, Red Wing Marina, Red Wing Yacht Club, Red Wing Harbor Commissions, the DNR, and the Land Trust.

A public hearing was held on September 8, 2014, and a public open house will be held in December 2014.

## IX. DESIGN STUDY

The project will be designed in accordance with the FHWA-MnDOT Stewardship Plan. For this project, the following design standards are applicable:

State Aid Geometric Design Standards:

**8820.9936** Urban; New or Reconstruction Projects.

**8820.9995** State Aid Minimum Bicycle Path Standards

MnDOT Bikeway Facility Design Manual, March 2007.

Minnesota Manual on Uniform Traffic Control Devices (MMUTCD)

Americans with Disabilities Act (ADA)

The project will be constructed in accordance with the current edition of the Minnesota Department of Transportation's "Standard Specifications for Construction", including all Supplemental Specifications.

### Geometric Design Elements

#### Segment Termini: From: Bay Point Park To: Broad Street

Design Element	Existing Condition	Proposed Design	Required
Roadway Type	Rural	Urban	
Project or segment length, ft	2,930 ft	2,930 ft	
Functional Class	Major Collector	Major Collector	
ADT (Year)	2,494 (2015)	3,741 (2035)	
Heavy Commercial, %	5%	5%	

Design Element	Existing Condition	Proposed Design	Required
Speed, mph	Regulatory Speed 30 MPH (posted / statutory)	Design Speed 30 MPH (Except at Roundabout)	30 MPH MIN.
# Thru Lanes each direction	1	1	
Lane width, ft	12 ft	11 ft	11 ft
Surfacing type	Bituminous	Concrete	Paved
Structural Design Strength, ton	9 Tons	10 Tons	9 Tons
Shoulder Width, ft	2 ft	2 ft	
Surfacing type	Bituminous	Concrete	2 ft Paved
Recovery Area From Edge of Traffic Lane, ft	2 ft	2 ft	2 ft
Inslope, rise:run	1:3	1:3 (Max.)	1:3 (Max.)
Approach Sideslopes	1:3	1:3 (Max.)	1:3 (Max.)
Turn Lane, ft	N/A	N/A	N/A
Bypass Lane, ft	N/A	N/A	
Right-of-Way Width, ft	30 ft (Min.)	30 ft (Min.)	N/A
Median, ft, raised/painted	N/A	4 ft (Min.)	4 ft
Median Curb Reaction, ft	N/A	2 ft	1 ft
Curb & Gutter type	Bituminous	D4/B6 Int. / B624	
Curb Reaction, ft	N/A	2 ft	2 ft
Clearance from Face Curb, ft	1.5 ft	1.5 ft	1.5 ft
Parking Lane, ft	No Parking	No Parking	No Parking
Storm Sewer, Y / N	Yes	Yes	
Utilities, Y / N	Yes	Yes	
Sidewalk Width, ft	6 ft	6 ft	
Distance from edge of traveled way to sidewalk, ft	5 ft	5 ft	
Curb Ramps with detectable warning, Y/ N	Yes	Yes	

Design Element	Existing Condition	Proposed Design	Required
<i>See attached typical sections</i>			
Roundabout	2-Way Stop	Jackson Street and Levee Road	
<i>See attached typical sections</i>			
Roadway Lighting, Type	Roadway Lighting	Roundabout/ Roadway/Trail	
Railroad Crossing	None	None	
<i>See attached typical sections</i>			
Landscaping	Standard	Center Median, Trail	
Signing	Standard	Roadway, Roundabout, and Trail, Maintain 2' clear zone from travel way	
Pavement Marking	Standard	Roundabout, Standard Roadway	
<i>See attached typical sections</i>			
<b>Bike Path Type</b>	On-Road	Off-road	
	Two Way	Two Way	
	Bike only	Multi Use	
Path Width, ft	N/A	8 ft - 10 ft	8 ft
Path Surfacing	N/A	Bituminous	
Shoulder Width, ft	N/A	2 ft	2 ft
Shoulder Surfacing	N/A	Gravel/Bit./Sod	
Clear Zone, ft	N/A	2 ft	2 ft from all fixed objects
Inslope, rise:run	N/A	1:3	1:2
Design Speed, mph	N/A	12 MPH	20 MPH
Maximum Grade, %	N/A	5%	8.3%
Vertical Clearance, ft	N/A	7 ft - 9 in	7 ft - 9 in
<i>See attached typical sections</i>			
Design Exceptions required: <b>NO</b>	Location: Exception Requested:  Location: Exception Requested:	N/A	

**X. TRAFFIC DURING CONSTRUCTION**

Levee Road will be closed to through traffic intermittently during construction in 2015 and for the majority of construction in 2016. Business access will be maintained throughout the entire duration of construction. Levee Road traffic will be routed to Main Street. Bay Point Park and the Red Wing Yacht Club will need to be accessed by Levee Road from the west.

# ATTACHMENTS

Correspondence from MnDOT Office of Freight and Commercial Vehicle Operations, Railroad Administration Section

Correspondence from the DNR Division of Park and Trails regarding the Section 6(f) boundary (with map)

CRU letter to SHPO for historic/archaeological determination

**Concurrence letter from SHPO to CRU [AWAITING RESPONSE]**

Correspondence from MnDOT OES for federally listed species determination

Temporary and Permanent Easements

Minnesota Land Trust Map

Map of MPCA's What's in My Neighborhood Sites

Proposed Layout

Floodplain Assessment

Risk Assessment for Encroachment Design

Floodplain Cross Sections

DNR Natural Heritage Information System letter for state listed species

Typical Sections

City of Red Wing No Parking Resolution



## Minnesota Department of Transportation

Office of Freight and Commercial Vehicle Operations

Railroad Administration Section

Mail stop 470

395 John Ireland Blvd.

St. Paul, MN 55155-1899

Phone: 651/366-3641

FAX: 651/366-3720

dennis.williams@state.mn.us

# Memo

**TO:** Rachel Haase  
Kimley-Horn | 2550 University Avenue W, Suite 238N, Saint Paul, MN 55114

**FROM:** Paul Delarosa  
Manager, Railroad Administration Section

**DATE:** August 26, 2014

**SUBJECT:** Railroad Crossing Review  
SP 156-122-008  
Levee Road, Red Wing, Goodhue County, MN  
US DOT NO 391206C & 391205V

This Office has reviewed Project Memorandum at the above-mentioned location. The RR track is operated on by the Soo Line Railroad Company d/b/a Canadian Pacific, (contact person Jim Krieger @ (612) 330-4555).

It is proposed to do road work at the RR track crossing, USDOT 391206C & 391205V. Any work within 25' of the centerline of track will have operational concerns by the RR. **This will require an agreement** between the City of Red Wing and the Soo Line Railroad Company d/b/a Canadian Pacific.

### **AS A GENERAL RULE IT SHOULD BE NOTED THAT:**

1. All **RR signing and pavement markings**, be installed in accordance with the MMUTCD ASAP after the new roadway has been completed.
2. All RR crossing **advance-warning signs** are properly installed after the new roadway has been completed and before the roadway is open to vehicular traffic.
3. All RR crossing **warning devices** are properly installed and/or fully operational before the roadway is open to vehicular traffic.
4. No equipment shall be parked within a minimum distance of the RR track (approximately 25'; as set by each particular RR Co.).
5. The RR Company is notified ASAP in advance of the upcoming project.
6. Flagging, **at the discretion of and accomplished by RR forces**, may be required on this type of project.
7. All flagging costs are paid by the contractor, unless special arrangements have been made.
8. The RR Co. requires a min. notice of approximately three (3) days before any work adjacent to the track begins.

If you have any additional questions, or require further information, please contact this office.

Sincerely,

Dennis Williams, Project Manager

An Equal Opportunity Employer



## Haase, Rachel

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**From:** Mularie, Audrey L (DNR) [<mailto:Audrey.Mularie@state.mn.us>]

**Sent:** Tuesday, March 04, 2014 1:41 PM

**To:** Peterson, Brian; Kunkel, Beth; Coyle, Dan

**Subject:** 27-00875, Bay Point/Levee Park 6(f) Boundary

Good Afternoon,

I have contacted the NPS regarding the 6(f) boundary and they have agreed to consider the 6(f) park boundary to be the area identified as city property on the as built site map. I have attached a revised map with the boundary highlighted in red.

The road reconstruction would not be in conflict with the Land and Water Conservation Fund grant requirements since it will be reconstructed at a similar width and location. I believe the proposed round about and holding pond would be on land located outside of the 6(f) park boundary.

Audrey

*Audrey Mularie*

*Park Grant Coordinator*

*DNR Division of Park and Trails*

*500 Lafayette Road, Box 39*

*St. Paul, MN 55155*

*651-259-5549*

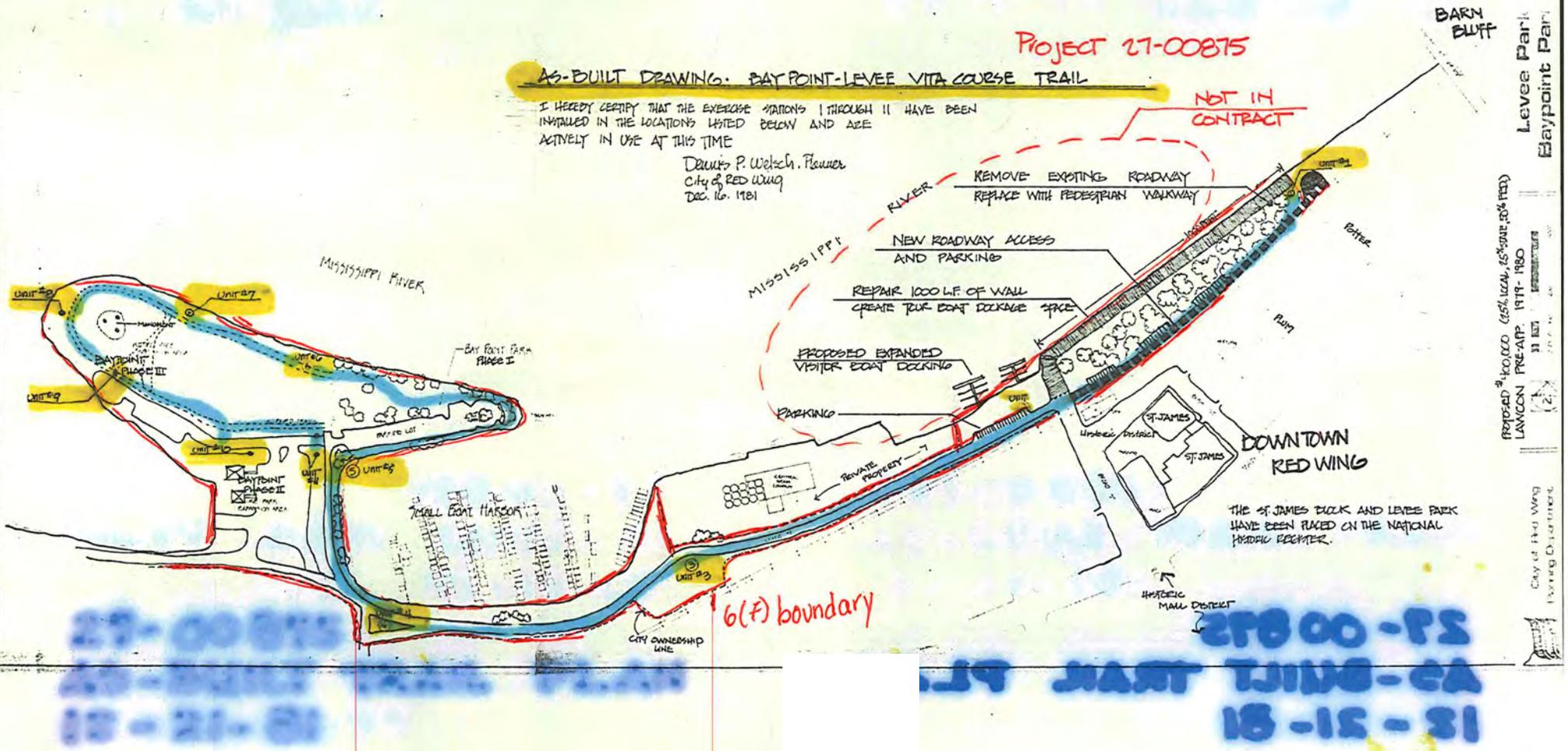
Project 27-00875

AS-BUILT DRAWING: DAYPOINT-LEVEE VITA COURSE TRAIL

I HEREBY CERTIFY THAT THE EXERCISE STATIONS I THROUGH II HAVE BEEN INSTALLED IN THE LOCATIONS LISTED BELOW AND ARE ACTIVELY IN USE AT THIS TIME

Dennis P. Welsch, Planner  
City of Red Wing  
Dec. 16, 1981

NOT IN CONTRACT



PROPOSED 1/40,000 (45% MAX. 25% MAX. 20% RED)  
LANGDON PRE-APP. 1979-1980

City of Red Wing  
Planning Department



27-00875  
AS-BUILT DRAWING  
12-21-81

2700-PS  
AS-BUILT DRAWING  
12-15-81



## Minnesota Department of Transportation

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### Office of Environmental Services

Mail Stop 620  
395 John Ireland Boulevard  
St. Paul, MN 55155-1899

Office Tel: (651) 366-4291

Fax: (651) 366-3603

September 8, 2014

Sarah Beimers, Manager  
Government Programs and Compliance  
State Historic Preservation Office  
Minnesota Historical Society  
345 Kellogg Blvd. West  
St. Paul, MN 55102

Re: S.P. 156-122-008 (Levee Road Improvements between Broad Street and Bay Point Park, Red Wing, Goodhue County)

Dear Ms. Beimers,

We have reviewed the above-referenced undertaking pursuant to our FHWA-delegated responsibilities for compliance with Section 106 of the National Historic Preservation Act, as amended (36 CFR 800), and as per the terms of the applicable Programmatic Agreements between the FHWA and the Minnesota State Historic Preservation Office (SHPO). The Section 106 review fulfills MnDOT's responsibilities under the Minnesota Historic Sites Act (MS 138.665-.666), the Field Archaeology Act of Minnesota (MS 138.40); and the Private Cemeteries Act (MS 307.08, Subd. 9 and 10).

The proposed project includes the in-place and in-kind replacement of deteriorating concrete pavement on Levee Road, construction of a new trail segment, and repaving and restriping adjacent parking facilities (see enclosed layout sheets labeled Figures 4A and 4B). The roadway work will require in-place replacement of water main, sanitary and storm sewer utilities. The new trail segment will begin at the end of the existing trail southeast of Bay Point Drive (near project centerline station 14+50), will continue along the edge of the harbor, and will then follow the route of an existing gravel access road east of the harbor (near project centerline station 27+00) to Broad Street. Currently, there are paved parking facilities along the south side of the harbor where the new trail will be located. These facilities will remain, however, the trail will be constructed adjacent to the harbor wall and parking will be shifted closer to Levee Road. The parking lot surface will be repaved. The project will also replace a wood-pier retaining wall along the edge of the harbor with a new sheet-pile retaining wall. Temporary easements will be needed in a few locations in addition to a permanent trail easement through the Red Wing Grain property.

The proposed consists of in-place and in-kind reconstruction of existing roadway and parking features as well as construction of a short segment of non-motorized trail. There will be no change in the roadway with the exception of a new roundabout feature at Jackson Street. The new trail segment will parallel or run adjacent to existing parking facilities and a gravel access road. The project will cause no changes in traffic patterns or noise levels and will maintain current access points to adjoining properties. Therefore, the project area of potential effects (APE) for architecture/history properties is relatively limited and includes the project construction limits and the first tier of abutting properties.

One structure will be impacted by the Levee Road Improvements Project: a wood-pier retaining wall around the south side of the harbor adjacent to the proposed new trail segment will be removed and replaced with a sheet-pile retaining wall. Gemini Research recently evaluated the Red Wing Yacht Club (GD-RWC-281), including this wood-pier wall, for MnDOT (S.P. 2515-21; SHPO 2011-1361; Granger and Kelly

2014:8.112). The wall is of modern construction and we have determined that the Yacht Club is not eligible for the National Register.

The APE includes the Red Wing Marine Museum (listed on the National Register of Historic Places as the Red Wing Water Works). The Museum driveway apron will need to be repaved to match the new roadway profile (the elevation change is a few inches). The proposed trail will cross through the boundaries of the National Register-eligible Red Wing Grain Company (Burdick Grain Co. Terminal Elevator [GD-RWC-1383]; Granger and Kelly 2014:7.43) and the National Register-listed Red Wing Mall Historic District (GD-RWC-01). Within these properties, the trail will largely parallel an existing gravel access road. No alterations to historic buildings or structures will occur.

The direct effects APE is defined as the construction limits for the proposed project, including locations of all temporary and permanent easements. No archaeological sites have been previously recorded within the APE. Kimley-Horn and Associates, the project environmental and engineering consultant, retained Two Pines Resources Group, LLC (Two Pines), to complete a preliminary cultural resources review of the project that identified known properties and assessed archaeological potential. I have enclosed a copy of Two Pines' letter report. Please note that Two Pines' report is based on a 2013 project description. Since 2013, the project design has been refined to eliminate a storm water pond and replace it with a roundabout design feature at Jackson Street and there have been some minor modifications to the trail alignment (see enclosed layout sheets). Two Pines' report indicates that the APE is made up of fill introduced after 1917 (please see enclosed Figure 1 and Two Pines letter report). Based on background research, Two Pines recommended that the APE has little to no potential to contain archaeological sites. Liz Abel, a MnDOT CRU archaeologist, has reviewed the report and concurs with this recommendation.

Therefore the finding of this office is that the project as currently proposed will have **no adverse effect** to historic properties. We would appreciate your comments regarding our finding within 30 days of receiving this letter. Please call me at 651-366-4291 with any questions or concerns.

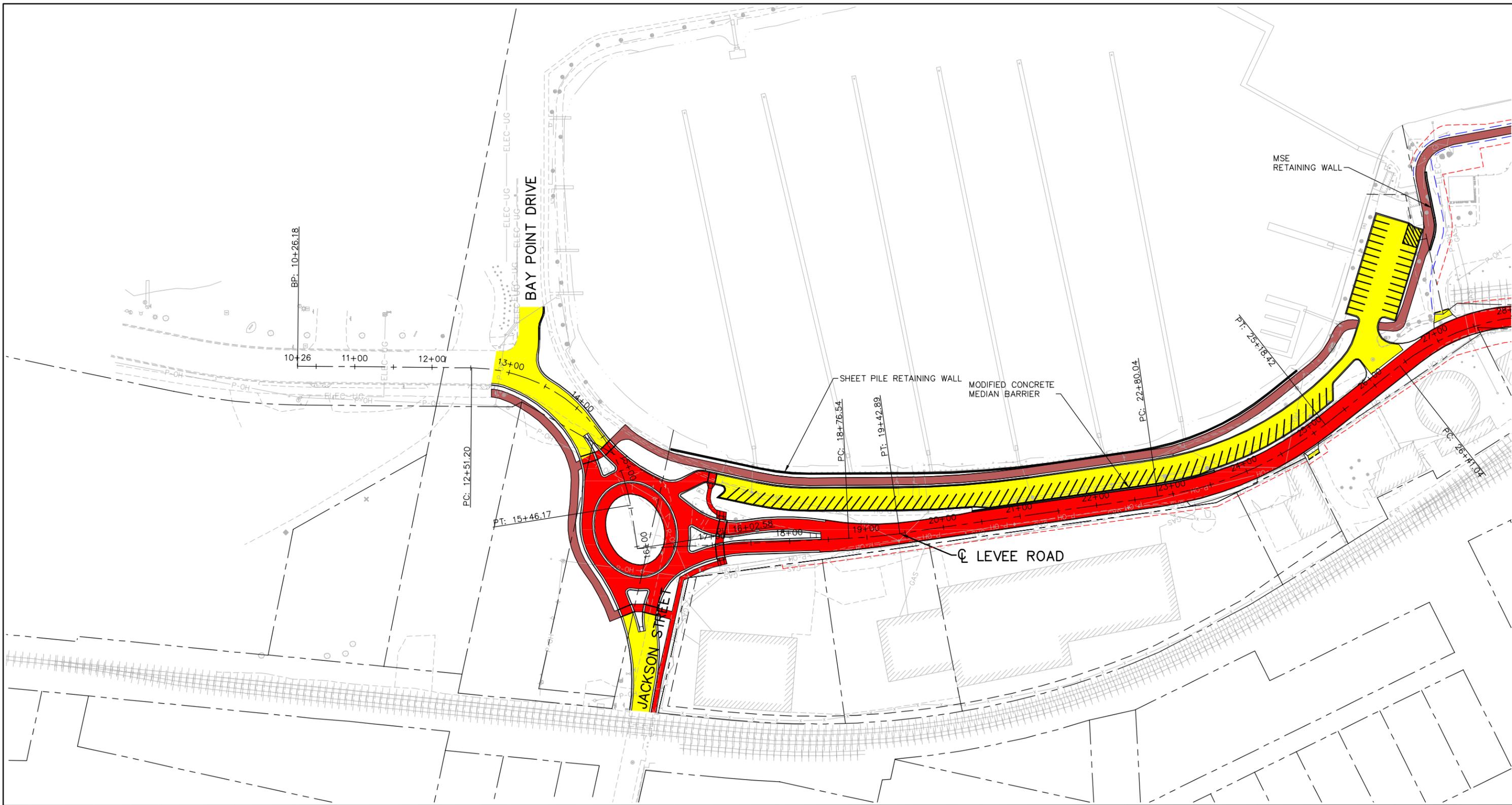
Sincerely,



Renée Hutter Barnes, Historian  
Cultural Resources Unit

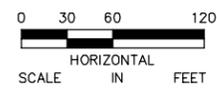
enclosures

cc: Rachel Hasse, Kimley-Horn  
MnDOT CRU Project File



**LEGEND**

- ROADWAY CONCRETE PAVEMENT
- ROADWAY BITUMINOUS PAVEMENT
- TRAIL BITUMINOUS PAVEMENT
- GRAVEL SURFACING

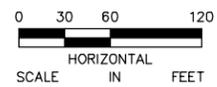


**STREET CONSTRUCTION - STA. 10+26.18 - STA. 28+00.00**  
**LEVEE ROAD IMPROVEMENTS**  
**(BROAD STREET TO BAY POINT PARK)**  
 S.P. 156-122-008  
 EXHIBIT 4A



**LEGEND**

- ROADWAY CONCRETE PAVEMENT
- ROADWAY BITUMINOUS PAVEMENT
- TRAIL BITUMINOUS PAVEMENT
- GRAVEL SURFACING



STREET CONSTRUCTION - STA. 28+00.00 - STA. 40+60.00  
 LEVEE ROAD IMPROVEMENTS  
 (BROAD STREET TO BAY POINT PARK)  
 S.P. 156-122-008  
 EXHIBIT 4B

**Kimley»Horn**



2550 UNIVERSITY AVENUE WEST, SUITE 238N, ST. PAUL, MN 55114  
 PHONE: 651-645-4197  
 WWW.KIMLEY-HORN.COM

## Haase, Rachel

**From:** Alcott, Jason (DOT) <jason.alcott@state.mn.us>  
**Sent:** Wednesday, September 03, 2014 10:47 AM  
**To:** Haase, Rachel; Payne, Ashley  
**Cc:** Reihl, Gary (DOT); Moynihan, Debra (DOT)  
**Subject:** S.P. 156-122-008 - ESA (Section 7) - Determination of No Effect/No Jeopardy

No Effect Determination/No Jeopardy:  
S.P. 156-122-008, Levee Road  
Roadway Reconstruction  
City of Red Wing, Goodhue County

### Federally-Listed Species/Designated Critical Habitat in the Action Area

Section 7 of Endangered Species Act of 1973, as amended (Act), requires each Federal agency to review any action that it funds, authorizes or carries out to determine whether it may affect threatened, endangered, proposed species or listed critical habitat. Federal agencies (or their designated representatives) must consult with the U.S. Fish and Wildlife Service (Service) if any such effects may occur as a result of their actions. Consultation with the Service is not necessary if the proposed action will not directly or indirectly affect listed species or critical habitat. If a federal agency finds that an action will have no effect on listed species or critical habitat, it should maintain a written record of that finding that includes the supporting rationale. According to the official County Distribution of Minnesota's Federally-Listed Threatened, Endangered, Proposed, and Candidate Species list (revised in July 2014), maintained by the Service, the project county is within the distribution range of the following:

<b>Goodhue</b>	<a href="#">Northern long-eared bat</a> <i>Myotis septentrionalis</i>	Proposed as Endangered	Hibernates in caves and mines - swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during spring and summer.
	<a href="#">Dwarf trout lily</a> <i>(Erythronium propullans)</i>	Endangered	North facing slopes and floodplains in deciduous forests
	<a href="#">Higgins eye pearl mussel</a> <i>(Lampsilis higginsii)</i>	Endangered	Mississippi River
	<a href="#">Prairie bush clover</a> <i>(Lespedeza leptostachya)</i>	Threatened	Native prairie on well-drained soils

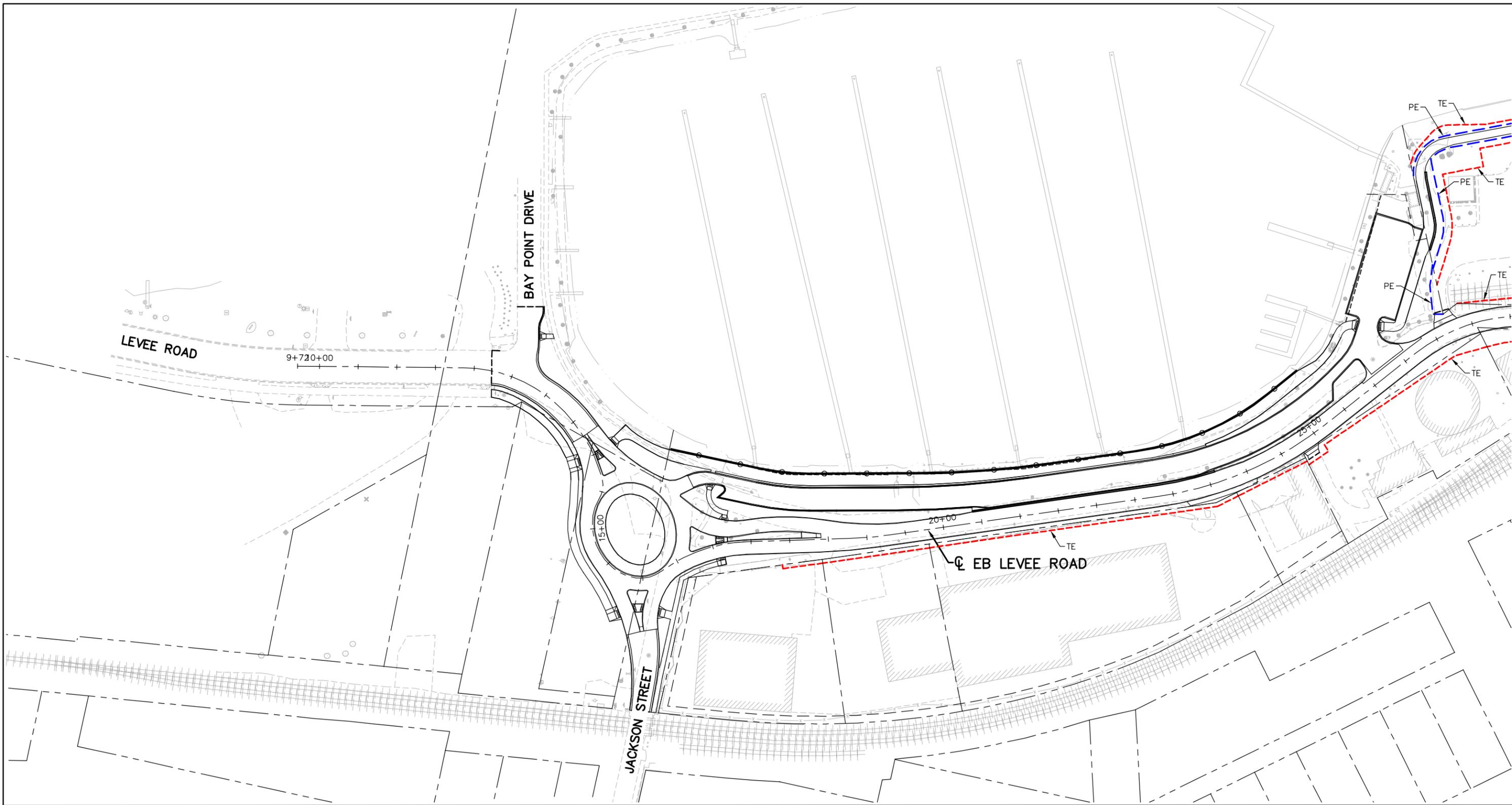
**Based on the nature and location of the activities, a determination of no effect has been made.**

### Proposed Federal Species in the Action Area

Section 7(a)(4) requires Federal agencies to confer with the Services on any agency action that is likely to jeopardize the continued existence of any species proposed for listing or result in the adverse modification of critical habitat proposed to be designated. A conference may involve informal discussions between the Services, the action agency, and the applicant. Following informal conference, the Services issue a conference report containing recommendations for reducing adverse effects. These recommendations are discretionary, because an agency is not prohibited from jeopardizing the continued existence of a proposed species or from adversely modifying proposed critical habitat. However, as soon as a listing action is finalized, the prohibition against jeopardy or adverse modification applies, regardless of the stage of the action.

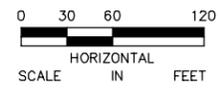
According to the official County Distribution of Minnesota's Federally-Listed Threatened, Endangered, Proposed, and Candidate Species list (revised in July 2014), maintained by the Service, the project county is within the distribution range of the Northern long-eared bat (*Myotis septentrionalis*) which is currently proposed for listing as an endangered species (Federal Register October 2, 2013). The Service is currently working on developing consultation guidance for lead federal agencies to use in making determinations of effect for this species. Until this guidance is distributed and the species officially listed, the lead federal agency must assess the potential for jeopardy. **According to discussions with the Service, projects that are minor in scope and with limited potential for impacts (as is the case for this project) are not likely to jeopardize the continued existence of this species. Please note: if the project has not been completed by the time the listing becomes official, further coordination and possible consultation with the Service may be necessary.**

Jason Alcott  
Minnesota Department of Transportation  
Office of Environmental Stewardship  
395 John Ireland Boulevard  
St. Paul, MN 55155  
Phone: 651-366-3605  
Email: [Jason.alcott@state.mn.us](mailto:Jason.alcott@state.mn.us)



**LEGEND**

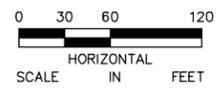
- - - - - TEMPORARY EASEMENT
- - - - - PERMANENT EASEMENT
- - - - - INP. RIGHT-OF-WAY



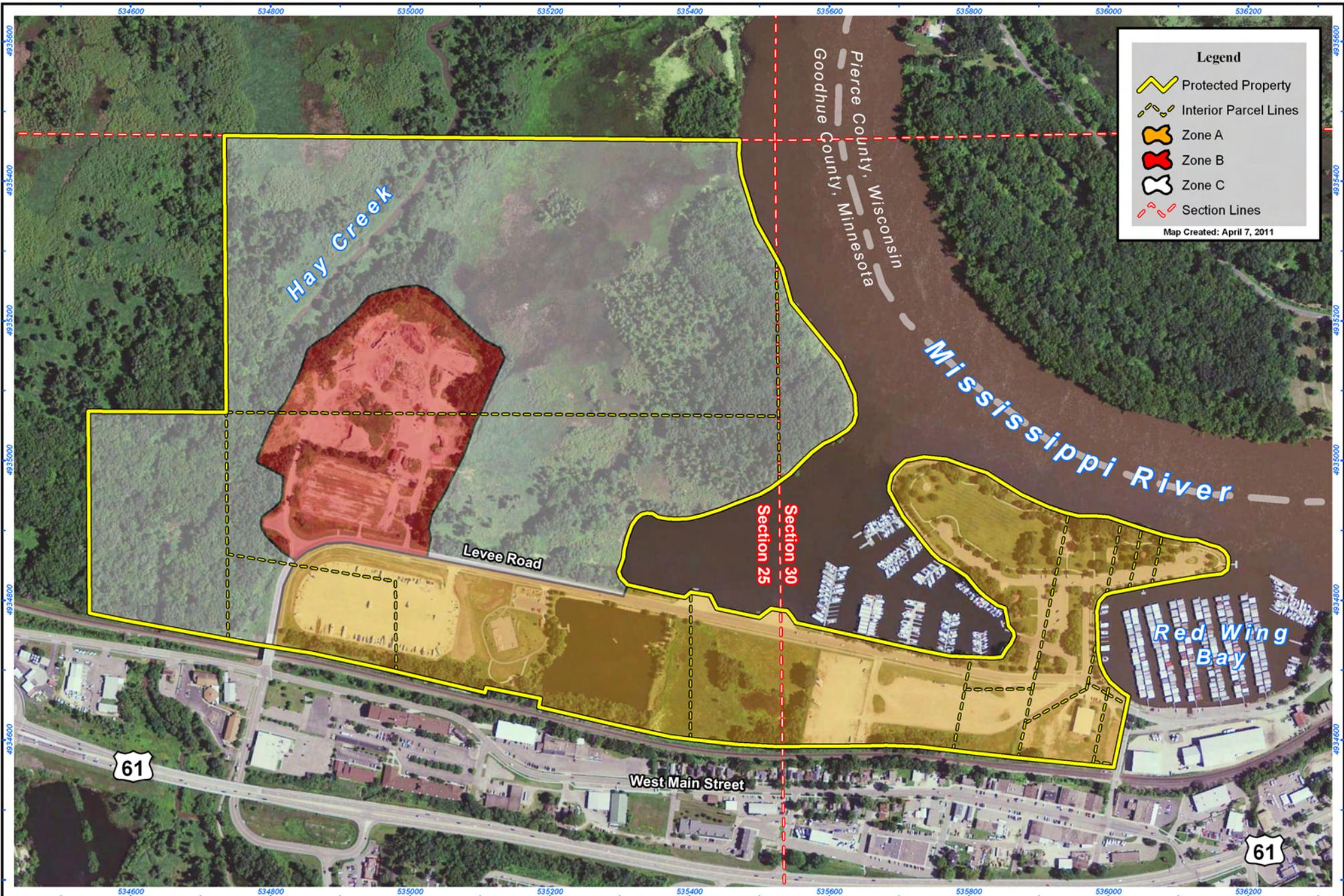


**LEGEND**

- - - - - TEMPORARY EASEMENT
- - - - - PERMANENT EASEMENT
- - - - - INP. RIGHT-OF-WAY



# Aerial Photography / Zone Map



**Legend**

- Protected Property
- Interior Parcel Lines
- Zone A
- Zone B
- Zone C
- Section Lines

Map Created: April 7, 2011

## Map Resource Information

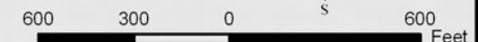
Protected Property, Zones, & Section Lines created by Community GIS Services Inc. All data overlaid 2010 Farm Service Agency True Color Aerial photograph. Map & labeled coordinates use projection of: UTM, Zone 15, Datum NAD83  
 Users of this map agree and acknowledge that Community GIS Services Inc. and the Minnesota Land Trust cannot be held liable for accuracy of GIS material provided. GIS materials should not be relied upon to establish legal title, boundary lines, or locations of improvements.



**Site: Bay Point Park - Tract: City of Red Wing**  
 Goodhue County - Twp. 113 N Rng. 14 W Sec. 30  
 Goodhue County - Twp. 113 N Rng. 15 W Sec. 25



Scale:  
 1" = 600'



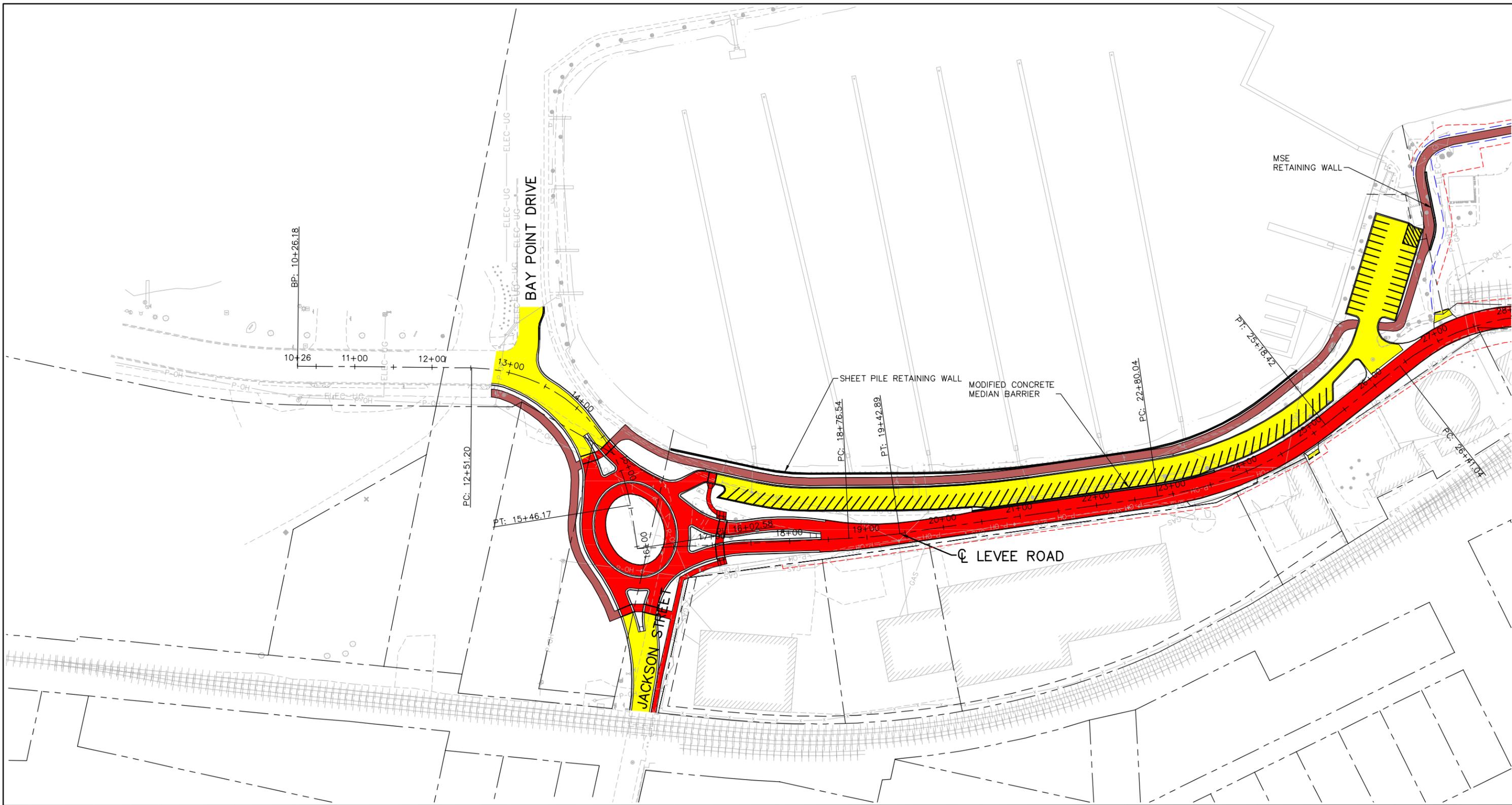
**Legend**

● Active Sites

● Inactive Sites

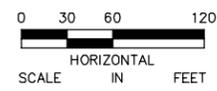
▭ Preliminary Project Limits





**LEGEND**

- ROADWAY CONCRETE PAVEMENT
- ROADWAY BITUMINOUS PAVEMENT
- TRAIL BITUMINOUS PAVEMENT
- GRAVEL SURFACING

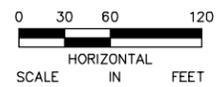


STREET CONSTRUCTION - STA. 10+26.18 - STA. 28+00.00  
 LEVEE ROAD IMPROVEMENTS  
 (BROAD STREET TO BAY POINT PARK)  
 S.P. 156-122-008



**LEGEND**

- ROADWAY CONCRETE PAVEMENT
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STREET CONSTRUCTION - STA. 28+00.00 - STA. 40+60.00  
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 S.P. 156-122-008

**Kimley»Horn**



2550 UNIVERSITY AVENUE WEST, SUITE 238N, ST. PAUL, MN 55114  
 PHONE: 651-645-4197  
 WWW.KIMLEY-HORN.COM

# FLOODPLAIN ASSESSMENT

FLOODPLAIN ENCROACHMENT		
Floodplain	Type of Encroachment	Length, ft
Mississippi River Floodfringe	Longitudinal	2,930

## TRANSVERSE or LONGITUDINAL ENCROACHMENT

1. There is no significant potential for interruption of a transportation facility which is needed for emergency vehicles or provides a community's only evacuation route.

a. Is the roadway grade above the 100 year flood elevation?

YES    Roadway elevation(s) \_\_\_\_\_  
           100 year flood elevation \_\_\_\_\_

NO     Frequency of overtopping \_\_\_\_\_

Low point at Marine Specialties overtops about once per year. Entire road is completely submerged every few years.

Reason(s) why roadway grade will not be raised:

Only the low point at Marine Specialties will be raised to bring Levee Road to a more consistent elevation, so that Levee Road is not closed due to localized flooding. it is not cost effective to raise the entire Levee Road elevation above the 100-year flood elevation.

Are there reasonable alternative routes available that are above the 100 year flood elevations? Yes.

b. If the 100 year flood elevation is not known, does roadway have a history of overtopping?

NO     Reference and length of record \_\_\_\_\_

YES    Discuss correcting deficiency \_\_\_\_\_

c. Describe how emergency services will be maintained during construction:

Construction will not occur during peaking flooding periods in the early spring.

2. There is no significant impact on natural and beneficial floodplain values.

a. Impacts:

	Beneficial Impacts	Adverse Impacts
Fisheries	N/A	N/A
Wetlands	N/A	N/A

Plants	N/A	N/A
Open Space/Aesthetics	Additional parking, trail connectivity	Additional impervious surfaces
Public Access (boat/canoe)	Improves access to boat houses	Removes existing boat launch
Channel Changes	N/A	N/A
Boat Passage	N/A	N/A
Threatened/Endangered Species	N/A	N/A
Water Quality	N/A	N/A
Other	N/A	N/A

b. Minimization/Mitigation Measures:

Silt fences will be installed during construction, riprap will be applied to all 1:3 or steeper slopes, replacement of old wood pier retaining wall with new sheet pile retaining wall along Red Wing Harbor.

3. There is no significant increased risk of flooding.

a. Does the project result in any headwater or tailwater elevations that would endanger life or property? No  
Stage Increase No

b. Are there any special hydraulic features? What is their purpose? Replacement of riprap on river bed slopes.

4. The project will not support and/or result in incompatible floodplain development.

Reason(s) why project will not cause incompatible floodplain development: City of Red Wing zoning requirements control floodplain development. Minnesota Department of Natural Resources has controls on roadway embankment and building construction within floodplain.

**LONGITUDINAL ENCROACHMENT**

Discuss reasons why longitudinal encroachment cannot be practicably avoided: Project is the reconstruction of existing roadway. Roadway can't be realigned.

---

**COORDINATION**

DNR - Water/Wetland Permit NA-026620-03B Required  
Canadian Pacific Railroad - Right-of-way Permit Required  
Minnesota NPDES - Stormwater Permit Required  
City of Red Wing - Conditional Use Permit

## **CONCLUDING STATEMENT**

Based on the above assessment, no significant floodplain impacts are expected.

Note: The alternative chosen for this project will cross numerous small drainage-ways. During design, these drainage-ways will be examined for any localized flooding problems and corrected to the extent practicable.

## **ATTACHMENTS**

Emails from DNR and City of Red Wing

**From:** Huber, Bill P (DNR) <bill.huber@state.mn.us>  
**Sent:** Friday, January 24, 2014 8:53 AM  
**To:** Huggins, Matthew  
**Cc:** Coyle, Dan; Koerner, Wayne (DNR); Brian.Peterson@ci.red-wing.mn.us  
**Subject:** RE: Levee Road - Mississippi River HEC Model

Looks good. I'll keep Brian's note for the future permit file.

Bill.

---

**From:** matthew.huggins@kimley-horn.com [mailto:matthew.huggins@kimley-horn.com]  
**Sent:** Thursday, January 23, 2014 10:38 AM  
**To:** Huber, Bill P (DNR)  
**Cc:** Dan.Coyle@kimley-horn.com; Koerner, Wayne (DNR); Brian.Peterson@ci.red-wing.mn.us  
**Subject:** RE: Levee Road - Mississippi River HEC Model

Hi Bill

See below for an email from Brian Peterson with the City of Red Wing that should close the loop on the floodplain limits for the Levee Road Improvements project. You should expect the application form for water/wetland project for us once the project moves into final design.

**From:** Peterson, Brian [mailto:Brian.Peterson@ci.red-wing.mn.us]  
**Sent:** Wednesday, January 22, 2014 3:32 PM  
**To:** Coyle, Dan  
**Subject:** RE: Levee Road Updates

Dan: Regarding the Floodplain regulations, we concur that the project is entirely located within the flood fringe and so if the project will require the placement of 1000 cu yds of material or more, our zoning ordinance will require a conditional use permit. A CUP can be processed within a 30 to 45 day period after plans have been developed to the point where we have a good idea about the grading requirements and how we will manage construction erosion control. We waive the application fee for city sponsored projects.

Let me know if you have any other questions.

Brian C. Peterson, AICP  
Planning Director  
City of Red Wing  
651/385-3617

Let Dan or myself know if you need anything else.

Thanks!

**Matt Huggins, EIT**  
**Kimley-Horn and Associates, Inc.**  
**2550 University Ave West Suite 238N**

Saint Paul, MN 55114

Tel: (651)-645-4197

Fax: (651)-645-5116

Dir: (651)-643-0404

---

**From:** Huber, Bill P (DNR) [<mailto:bill.huber@state.mn.us>]  
**Sent:** Monday, December 09, 2013 10:29 AM  
**To:** Huggins, Matthew  
**Cc:** Coyle, Dan; Koerner, Wayne (DNR); [Brian.Peterson@ci.red-wing.mn.us](mailto:Brian.Peterson@ci.red-wing.mn.us)  
**Subject:** RE: Levee Road - Mississippi River HEC Model

Matt,

I didn't get the previous e-mail.

In response to your questions:

1. You will not need to update the HEC RAS model.
2. If the City of Red Wing concurs, we would assume that the project is in the flood fringe, not the floodway. The City will determine what local permits are required to place fill in the flood fringe.

Thanks.

Bill Huber  
Area Hydrologist  
Ecological and Water Resources  
1801 South Oak Street  
Lake City, MN 55041  
651-345-5601, ext 244  
[bill.huber@state.mn.us](mailto:bill.huber@state.mn.us)

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**From:** [matthew.huggins@kimley-horn.com](mailto:matthew.huggins@kimley-horn.com) [<mailto:matthew.huggins@kimley-horn.com>]  
**Sent:** Monday, December 09, 2013 10:16 AM  
**To:** Huber, Bill P (DNR)  
**Cc:** [Dan.Coyle@kimley-horn.com](mailto:Dan.Coyle@kimley-horn.com); Koerner, Wayne (DNR); Jiwani, Suzanne (DNR)  
**Subject:** RE: Levee Road - Mississippi River HEC Model

Hi Bill

I received an error message associated with this email. I apologize for the redundancy if you were able to receive the previous message.

Matt

---

**From:** Huggins, Matthew  
**Sent:** Friday, December 06, 2013 4:03 PM  
**To:** 'Huber, Bill P (DNR)'

**Cc:** Coyle, Dan; Koerner, Wayne (DNR); Jiwani, Suzanne (DNR)  
**Subject:** RE: Levee Road - Mississippi River HEC Model

Bill

Thanks for the reply. A couple questions to clarify further action from our end to obtain approval from the DNR:

- Are we still required to update the two model sections that contain the two points you mention below?
- Does this email serve as an indication that the DNR concludes that the project improvements do not encroach upon the floodway; thus we would only need to fill out the Water Project Permit to obtain approval from the DNR?

Thanks,

Matt

---

**From:** Huber, Bill P (DNR) [<mailto:bill.huber@state.mn.us>]  
**Sent:** Tuesday, December 03, 2013 8:00 AM  
**To:** Huggins, Matthew  
**Cc:** Coyle, Dan; Koerner, Wayne (DNR); Jiwani, Suzanne (DNR)  
**Subject:** RE: Levee Road - Mississippi River HEC Model

Matt,

We believe that the Corps of Engineers' HEC RAS was the basis for the FIRM at Red Wing. However, the consultant that created the map designated a floodway that is not necessarily supported by the Corps model. We believe that the floodway on the FIRM was intended to follow the shoreline. Therefore, the 2 points where the trail project and the digital floodway line intersect may be more of a mapping overlap than an actual floodway encroachment.

I think DNR would accept a floodway line that follows the shoreline if the City of Red Wing is comfortable with this interpretation.

In the meantime, I'll forward the model when I get it so you can review it yourself.

Bill Huber  
Area Hydrologist  
Ecological and Water Resources  
1801 South Oak Street  
Lake City, MN 55041  
651-345-5601, ext 244  
[bill.huber@state.mn.us](mailto:bill.huber@state.mn.us)

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**From:** [matthew.huggins@kimley-horn.com](mailto:matthew.huggins@kimley-horn.com) [<mailto:matthew.huggins@kimley-horn.com>]  
**Sent:** Tuesday, November 26, 2013 6:20 PM  
**To:** Huber, Bill P (DNR)  
**Cc:** [Dan.Coyle@kimley-horn.com](mailto:Dan.Coyle@kimley-horn.com)  
**Subject:** Levee Road - Mississippi River HEC Model

Good Evening Bill

Thanks again for taking the time to meet with Dan Coyle and City staff today to discuss the Levee Road Improvements project. It was extremely beneficial to understand the expectations of the DNR and how to obtain approval for this project. Dan mentioned that one of the actions items was to update specific cross sections of the Mississippi River HEC model with more accurate survey information from the project's existing and proposed topography. Could you provide the HEC model at your earliest convenience? We can then provide the necessary cross sections for the model.

Thanks!

**Matt Huggins, EIT**

**Kimley-Horn and Associates, Inc.**

**2550 University Ave West Suite 238N**

**Saint Paul, MN 55114**

**Tel: (651)-645-4197**

**Fax: (651)-645-5116**

**Dir: (651)-643-0404**

# RISK ASSESSMENT FOR ENCROACHMENT DESIGN

Date: 3/10/2011

District: 6 County: Goodhue Vicinity of: Red Wing

## DATA REQUIREMENTS

1. Location of Crossing: N/A C.S. N/A M.P. N/A

Sec. 30 T 113N R 14W

2. Name of Stream: Mississippi River Bridge No. Old: N/A New: N/A

3. Current ADT: 2,494 Projected ADT: 3,741

4. Practicable detour available  Yes  No

If no is checked, please explain: \_\_\_\_\_

If there is no practicable detour available, then the use of the road must be analyzed. Considerations such as emergency vehicle access, emergency supply and evacuation route, and the need for school bus, milk and mail routes should be studied. Factors to consider for this analysis include design frequency, depth, duration, and frequency of inundation if appropriate, and available funding.

## 5. Hydraulic Data: (Fill in as appropriate)

Elevation Datum: NAVD88

Q <sub>2</sub> = _____ cfs	HW <sub>2</sub> Elevation _____ ft
Q <sub>5</sub> = _____ cfs	HW <sub>5</sub> Elevation _____ ft
Q <sub>10</sub> = _____ cfs	HW <sub>10</sub> Elevation _____ ft
Q <sub>25</sub> = _____ cfs	HW <sub>25</sub> Elevation _____ ft
Q <sub>50</sub> = _____ cfs	HW <sub>50</sub> Elevation _____ ft
Q <sub>100</sub> = _____ cfs	HW <sub>100</sub> Elevation <u>684.30</u> ft
Q <sub>500</sub> = _____ cfs	HW <sub>500</sub> Elevation _____ ft

Approximate Flowline Elevation: \_\_\_\_\_ Ft

Design Frequency Event:  100-yr  50-yr  25-yr  10-yr

Reasons for selecting Design Frequency: Per MnDOT Technical Memo No. 11-14-B-05

6. Magnitude and Frequency of the smaller of "Overtopping" or "500 yr." (Greatest) flood: \_\_\_\_\_

7. Low member elevation: \_\_\_\_\_

8. Minimum roadway overflow elevation if appropriate: 679.44

9. Elevation of high risk property, i.e. residences: 676.14

Other buildings 684.70; 684.30; 684.73; 683.45; 683.49; 682.24;

10. Horizontal location of overflow:

At Structure (See 12)  Not At Structure:

11. Type of proposed structure:

Bridge (See 12)  Culvert(s)

**12** If the proposed structure is a bridge with the sag point located on the bridge and there is ice and debris potential, strong consideration should be given to using  $Q_{50}$  as design discharge with 3' of clearance between the 50 year tailwater stage and low member.

<p><b>1. BACKWATER DAMAGE</b> - Major flood damage in this context refers to shopping centers, hospitals, chemical plants, power plants, housing developments, etc.</p> <p><b>1a.</b> Is the overtopping flood greater than the 100 yr. flood?  <input type="checkbox"/> Yes (Go to 1b)    <input checked="" type="checkbox"/> No (Go to 1e)</p> <p><b>1b.</b> Is the overtopping flood greater than the "greatest" flood (500 yr. Frequency)?  <input type="checkbox"/> Yes (Go to 1d)    <input type="checkbox"/> No (Go to 1c)</p> <p><b>1c.</b> Is there major flood damage potential for the overtopping flood?  <input type="checkbox"/> No (Go to 1e)</p> <p><b>1d.</b> Is there major flood damage potential for the greatest flood (500 year frequency)?  <input type="checkbox"/> No (Go to 1e)</p> <p><b>1e.</b> Will there be flood damage potential to residence(s) or other buildings during a 100 yr. flood?  <input checked="" type="checkbox"/> Yes (Go to 1f)    <input type="checkbox"/> No (Go to 2)</p> <p><b>1f.</b> Could this flood damage occur even if the roadway crossing wasn't there?  <input checked="" type="checkbox"/> Yes (Go to 1g)    <input type="checkbox"/> No (Go to 1h)</p> <p><b>1g.</b> Could this flood damage be significantly increased by the backwater caused by the proposed crossing?  <input type="checkbox"/> Yes (Go to 1h)    <input checked="" type="checkbox"/> No (Go to 2)</p> <p><b>1h.</b> Could the stream crossing be designed in such a manner so as to minimize this potential flood damage?  <input type="checkbox"/> Yes (Go to 1i)    <input checked="" type="checkbox"/> No (Go to 2)</p> <p><b>1i.</b> Does the value of the building(s) and/or its contents have sufficient value to justify further evaluation of risk and potential flood damage?  <input checked="" type="checkbox"/> No (Go to 2)</p>	<p><b>LTEC Design</b></p> <p><input type="checkbox"/> Yes (Go to 1e)</p> <p><input type="checkbox"/> Yes (Go to 1e)</p> <p><input type="checkbox"/> Yes (Go to 2)</p>
<p><b>2. TRAFFIC RELATED LOSSES</b></p> <p><b>2a.</b> Is the overtopping flood greater than the "greatest" flood (500 yr. frequency)?  <input type="checkbox"/> Yes (Go to 3)    <input checked="" type="checkbox"/> No (Go to 2b)</p> <p><b>2b.</b> Does the ADT exceed 50 vehicles per day?  <input type="checkbox"/> Yes (Go to 2c)    <input checked="" type="checkbox"/> No (Go to 3)</p> <p><b>2c.</b> Would the (duration of road closure in days) multiplied by the (length of detour minus the length of normal route in miles) exceed 20?  <input type="checkbox"/> Yes (Go to 2d)    <input type="checkbox"/> No (Go to 3)</p> <p><b>2d.</b> Does the annual risk cost for traffic related costs exceed 10% of the annual capital costs?  <input checked="" type="checkbox"/> No (Go to 3)    (<a href="#">See figures A and B – Appendix A(2) - for Assistance</a>)</p>	<p><input type="checkbox"/> Yes (Go to 3)</p>

---

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**3. ROADWAY AND/OR STRUCTURE REPAIR COSTS**

**3a.** Is the overtopping flood less than a 100 year frequency flood?

- Yes (Go to 3b)       No (Go to 3i)

**3b.** Compare the Tailwater (TW) elevation with the roadway sag point elevation for the overtopping flood. Check the appropriate category.

- When TW is above the sag point (Go to 4)  
 TW is between 0 and 0.5' below sag point (Go to 3c)  
 TW is between 0.5' and 1.0' below sag point (Go to 3d)  
 When TW is 1.0' and 2.0' below sag point (Go to 3e)  
 When TW is more than 2.0' below sag point (Go to 3g)

**3c.** Does the embankment have a good erosion resistant vegetative cover?

- Yes (Go to 3i)       No (Go to 3d)

**3d.** Is the shoulder constructed from erosion resistant material such as paved, coarse gravel, or clay type soil?

- Yes (Go to 3i)       No (Go to 3e)

**3e.** Will the duration of overtopping for the 25-year flood exceed 1 hour?

- Yes (Go to 3f)       No (Go to 3i)

**3f.** Is the embankment constructed from erosion resistant material such as a clay type soil?

- Yes (Go to 3i)       No (Go to 3g)

**3g.** Is the overtopping flood less than a 25-year frequency flood?

- Yes (Go to 3h)       No (Go to 3i)

**3h.** Will the cost of protecting the roadway and/or embankment from severe damage caused by overtopping exceed the cost of providing additional culvert or bridge capacity?

- No (Go to 3i);

Yes (Go to 3i)

**3i.** Is there damage potential to the structure caused by scour, ice, debris or other means during the lesser of the overtopping flood or the 100 year flood?

- Yes (Go to 3j)       No (Go to 4)

**3j.** Will the cost of protecting the structure from damage exceed the cost of providing additional culvert or bridge water capacity?

- No (Go to 4); protecting abutments from scour by riprap.

Yes (Go to 4)

---

**4.** Will the capital cost of the structure exceed \$1,000,000?

- No (Go to 5);

Yes (Go to 5)

**5.** In your opinion, are there any other factors that you feel should require further study through a risk analysis?

- No (Go to 6);

Yes (Indicate)

---

- 
6. If there are no ✓'s in the LTEC Design column on the right, proceed with the design, selecting the lowest acceptable grade line and the smallest waterway opening consistent with the constraints imposed on the project. The risk assessment has demonstrated that potential flood damage costs, traffic related costs, roadway and/or structure repair costs are minor and therefore disregarded for this project.

One or more ✓'s in the LTEC Design column indicates further analysis in the category checked may be required utilizing the LTEC design process or justification (below) why it is not required.

---

**JUSTIFICATION:** See attached materials and correspondences with the City of Red Wing and Bill Huber with the Department of Natural Resources. Both agencies have determined that the project does not impact the existing floodway zone. The only encroachments associated with this project are longitudinal, since this is the reconstruction of a linear roadway. There are no lateral encroachments associated with this project.

---

**I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota:**

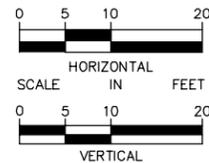
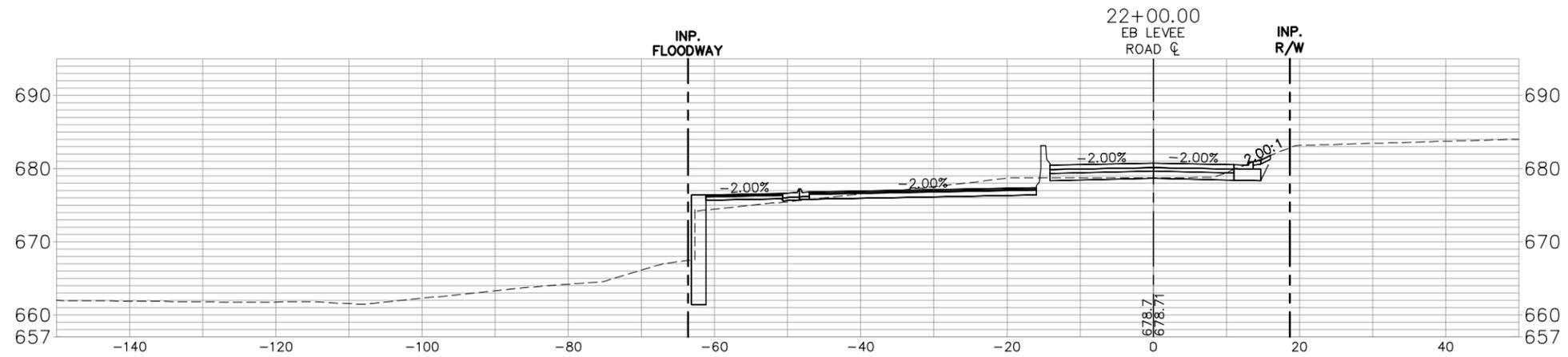
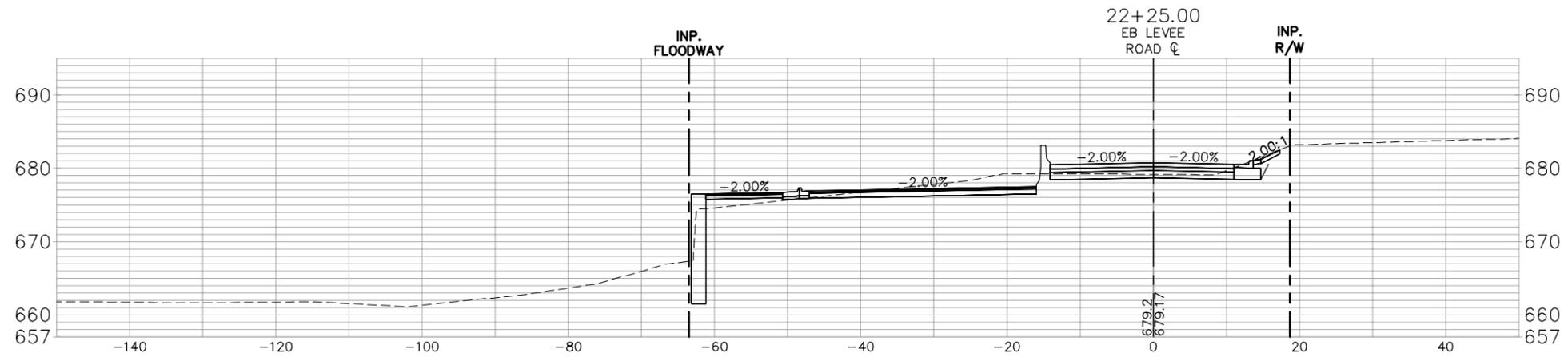
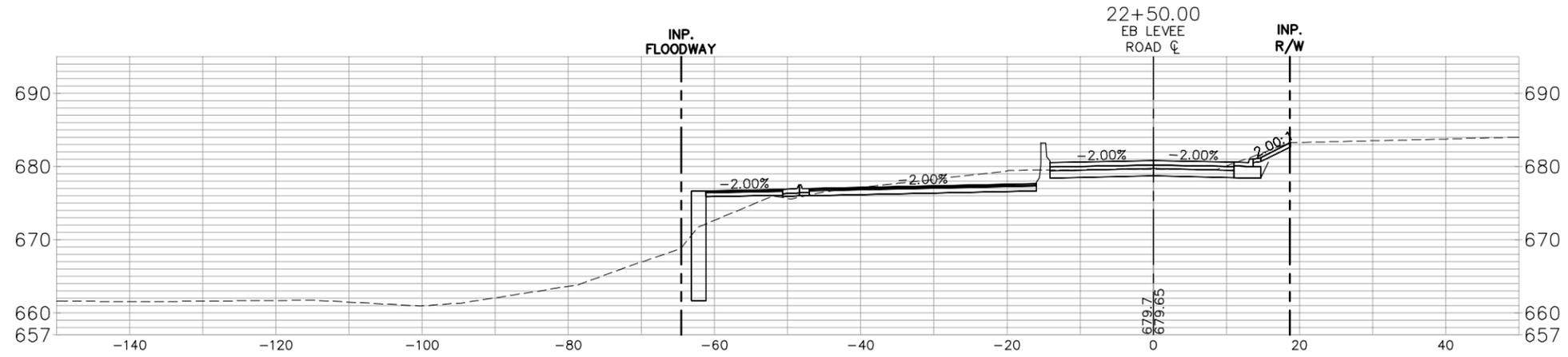
Signature: \_\_\_\_\_

Registration Number: \_\_\_\_\_

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

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No.	Date	Revisions	App.
		60% SUBMITTAL	

DRAWING NAME 652001XS01.dwg	
DESIGNED BY:	MFH
DRAWN BY:	MFH
CHECKED BY:	DJC
DATE:	XX/XX/XXXX
PROJECT NO.	160652001

I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DANIEL J. COYLE, P.E.  
DATE: XX/XX/XXXX\_MN LIC. NO. 44821

LEVEE ROAD  
CROSS SECTIONS  
LEVEE ROAD  
STA. 22+00.00 TO STA. 22+50.00

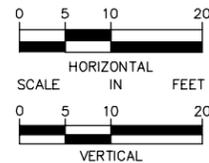
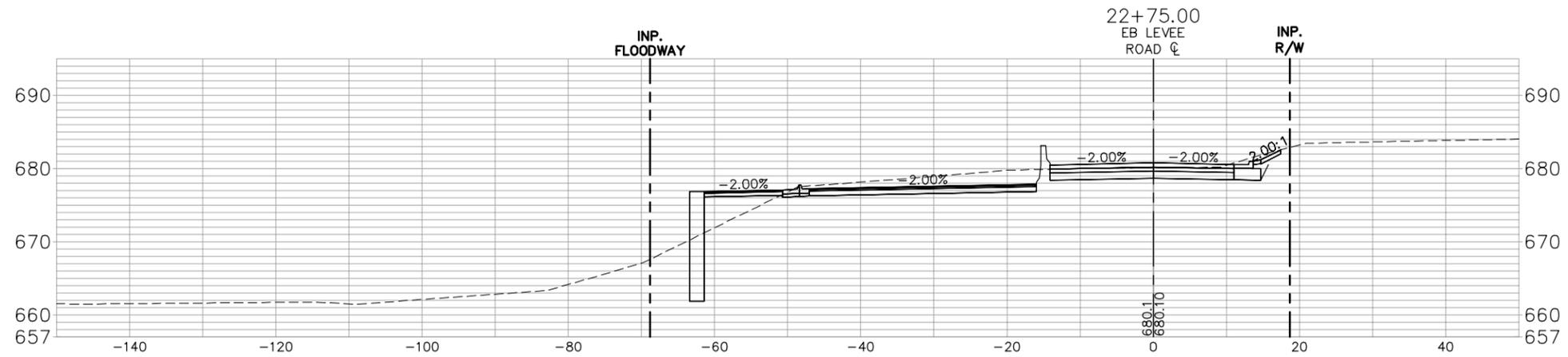
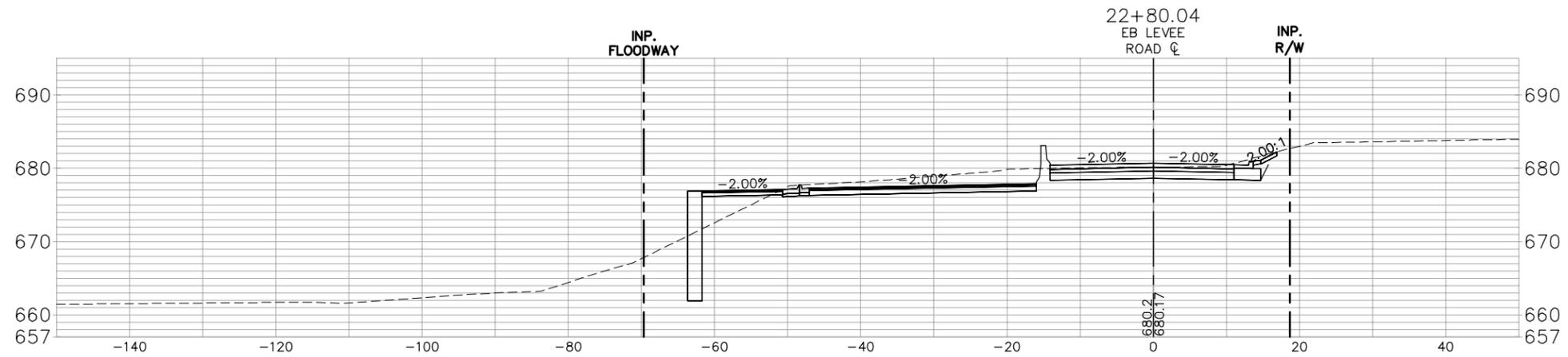
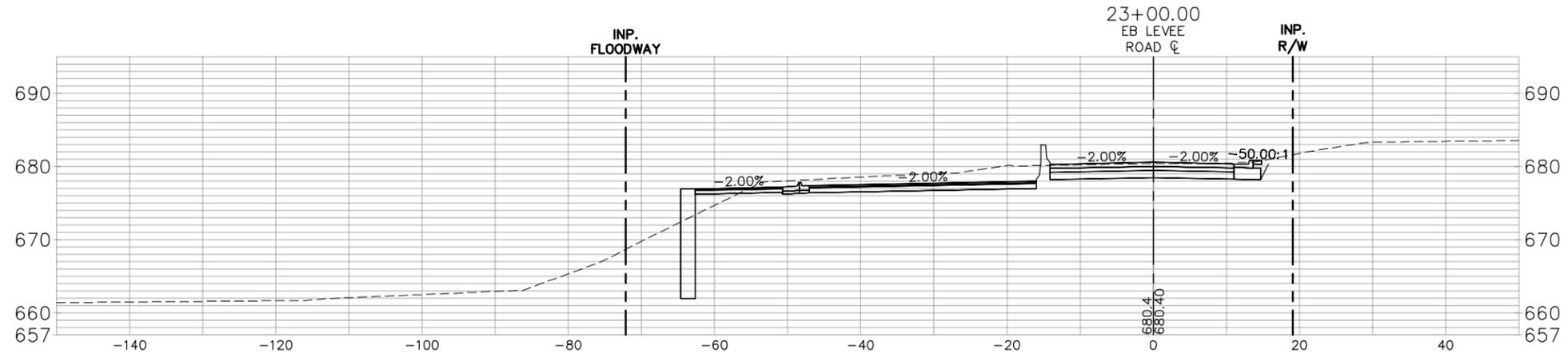
STATE PROJECT NO. S.P. 156-122-008



**Kimley»Horn**

SHEET NO. 78 OF 80 SHEETS

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LEVEE ROAD  
CROSS SECTIONS  
LEVEE ROAD  
STA. 22+75.00 TO STA. 23+00.00

STATE PROJECT NO. S.P. 156-122-008



**Kimley»Horn**

SHEET NO. 79 OF 80 SHEETS



## Minnesota Department of Natural Resources

Division of Ecological and Water Resources, Box 25

500 Lafayette Road

St. Paul, Minnesota 55155-4025

Phone: (651) 259-5109 E-mail: [lisa.joyal@state.mn.us](mailto:lisa.joyal@state.mn.us)

February 18, 2014

**Correspondence # ERDB 20140094**

Ms. Rachel Haase  
Kimley-Horn and Associates, Inc.  
2550 University Avenue West, Suite 238N  
St. Paul, MN 55114

RE: Natural Heritage Review of the proposed City of Red Wind Levee Road Improvements,  
T113 R14 S30, Goodhue County

Dear Ms. Haase,

As requested, the Minnesota Natural Heritage Information System has been queried to determine if any rare species or other significant natural features are known to occur within an approximate one-mile radius of the proposed project. Based on this query, rare features have been documented within the search area. Please note that the following **rare features may be adversely affected** by the proposed project:

- Several rare species (fish, mussels, turtles) have been documented in the Mississippi River in the vicinity of the proposed project. As several of these species are vulnerable to deterioration in water quality, especially increased siltation, it is important that effective erosion prevention and sediment control practices be implemented and maintained near the river.
- Peregrine falcons (*Falco peregrinus*), a state-listed species of special concern, have repeatedly been documented nesting on the Red Wing Cargill grain elevator and grain stack house since 2000. Provided these structures will not be impacted by the proposed project, it is unlikely that the construction activities will affect these birds. If the birds exhibit unusual behaviors or other signs of potential distress during construction, especially during the breeding season (April through July), please contact Erica Hoaglund, DNR Regional Nongame Specialist, at 651-259-5772 or [erica.hoaglund@state.mn.us](mailto:erica.hoaglund@state.mn.us).
- Please include a copy of this letter in any DNR license or permit application.

The Natural Heritage Information System (NHIS), a collection of databases that contains information about Minnesota's rare natural features, is maintained by the Division of Ecological and Water Resources, Department of Natural Resources. The NHIS is continually updated as new information becomes available, and is the most complete source of data on Minnesota's rare or otherwise significant species, native plant communities, and other natural features. However, the NHIS is not an exhaustive inventory and thus does not represent all of the occurrences of rare features within the state. Therefore, ecologically significant features for which we have no records may exist within the project area. **If additional information becomes available regarding rare features in the vicinity of the project, further review may be necessary.**

For environmental review purposes, the Natural Heritage letter is valid for one year; it is only valid for the project location (noted above) and the project description provided on the NHIS Data Request Form. Please contact me if project details change or for an updated review if construction has not occurred within one year.

The Natural Heritage Review does not constitute review or approval by the Department of Natural Resources as a whole. Instead, it identifies issues regarding known occurrences of rare features and potential effects to these rare features. To determine whether there are other natural resource concerns associated with the proposed project, please contact your DNR Regional Environmental Assessment Ecologist (contact information available at [http://www.dnr.state.mn.us/eco/ereview/erp\\_regioncontacts.html](http://www.dnr.state.mn.us/eco/ereview/erp_regioncontacts.html)). Please be aware that additional site assessments or review may be required.

Thank you for consulting us on this matter, and for your interest in preserving Minnesota's rare natural resources. An invoice will be mailed to you under separate cover.

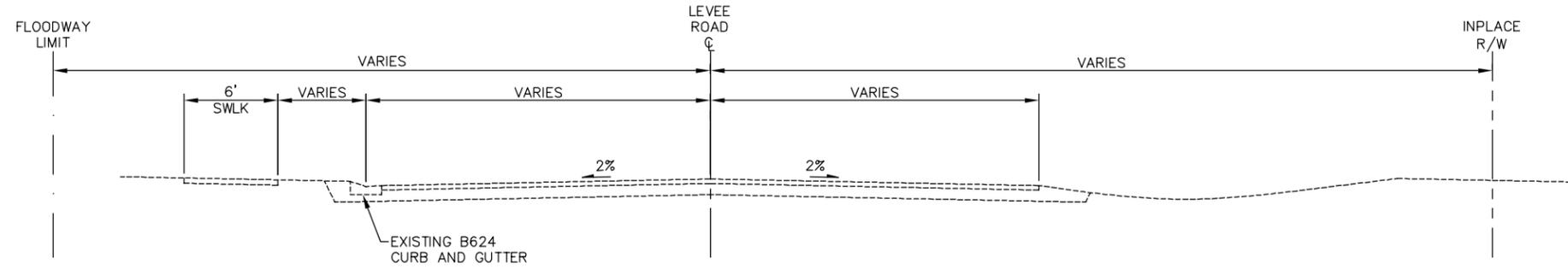
Sincerely,

A handwritten signature in black ink that reads "Lisa Joyal". The signature is written in a cursive, flowing style.

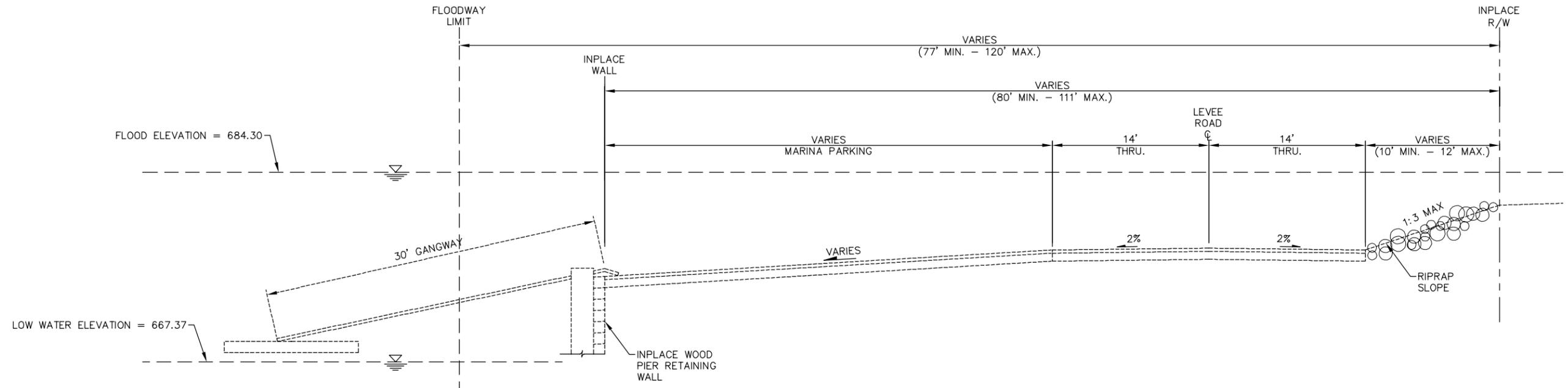
Lisa Joyal  
Endangered Species Review Coordinator

cc: Brooke Haworth  
Molly Shodeen

K:\TWC\_Civil\CITY\RED WING\LEVEE ROAD\CADD\PLAN\_SHEETS\652001TS01.dwg September 02, 2014 - 7:08pm



TYPICAL SECTION - INPLACE LEVEE ROAD  
STA. 12+26.27 TO STA. 16+50.00



TYPICAL SECTION - INPLACE LEVEE ROAD  
STA. 16+50.00 TO STA. 26+50.00

No.	Date	Revisions	App.

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PROJECT NO.	160652001

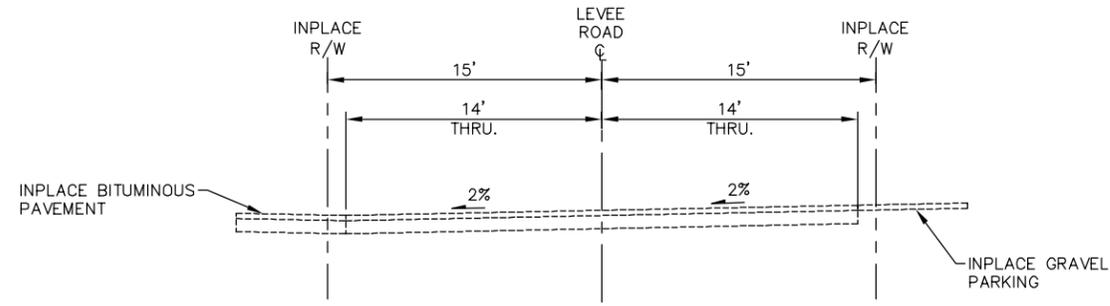
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

DANIEL J. COYLE, P.E.  
DATE: XX/XX/XXXX\_MN LIC. NO. 44821

LEVEE ROAD  
TYPICAL SECTIONS  
INPLACE LEVEE ROAD

STATE PROJECT NO. S.P. 156-122-008





TYPICAL SECTION – INPLACE LEVEE ROAD  
STA. 26+50.00 TO STA. 41+52.94

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PROJECT NO.	160652001

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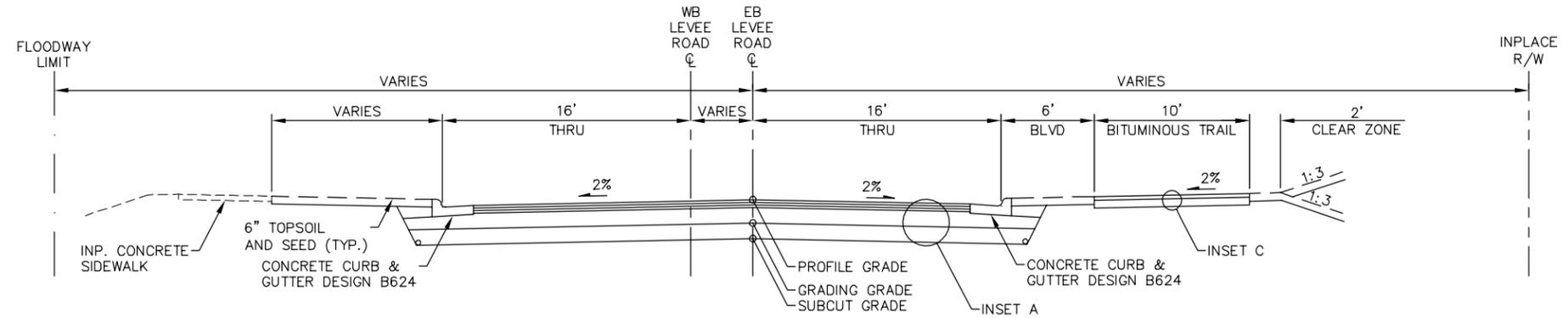
LEVEE ROAD  
TYPICAL SECTIONS  
INPLACE LEVEE ROAD, BAY POINT DRIVE, AND JACKSON STREET

STATE PROJECT NO. S.P. 156-122-008

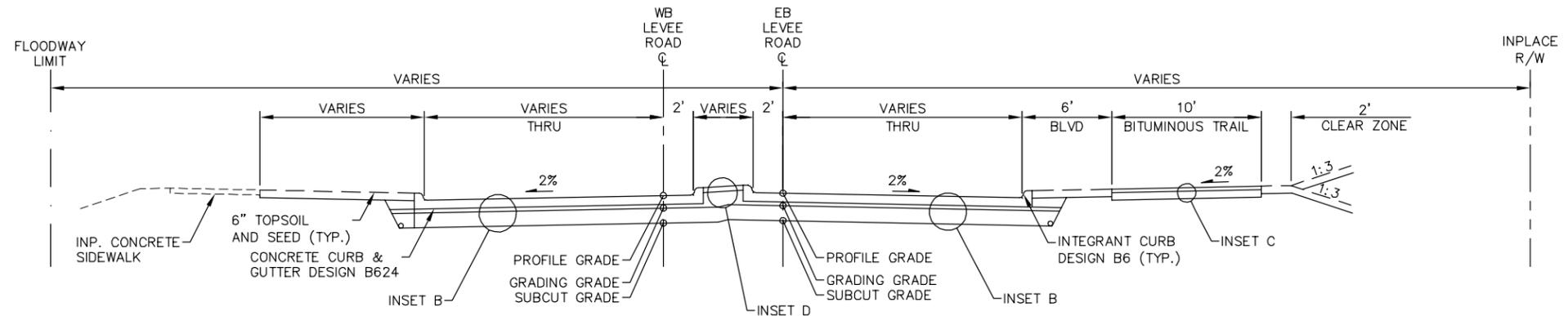


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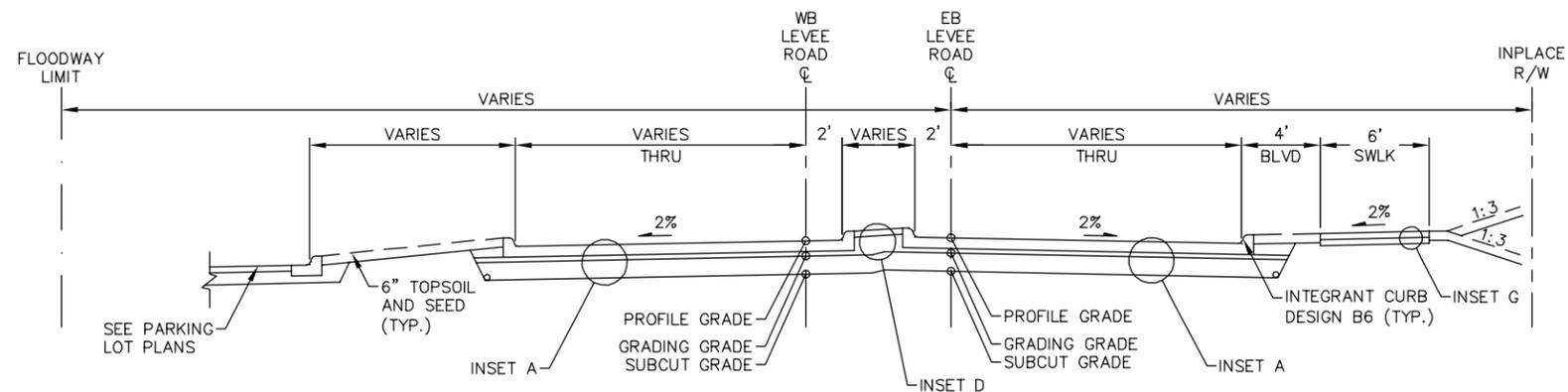
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**TYPICAL SECTION – PROPOSED LEVEE ROAD  
STA. 12+26.27 TO STA. 13+72.28**



**TYPICAL SECTION – PROPOSED LEVEE ROAD  
STA. 13+72.28 TO STA. 14+28.13**



**TYPICAL SECTION – PROPOSED LEVEE ROAD  
STA. 16+74.18 TO STA. 17+19.98**

No.	Date	Revisions	App.	DRAWING NAME 652001TS01.dwg
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				DRAWN BY: MFH
				CHECKED BY: DJC
				DATE: XX/XX/XXXX
				PROJECT NO. 160652001

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LEVEE ROAD  
TYPICAL SECTIONS  
PROPOSED LEVEE ROAD

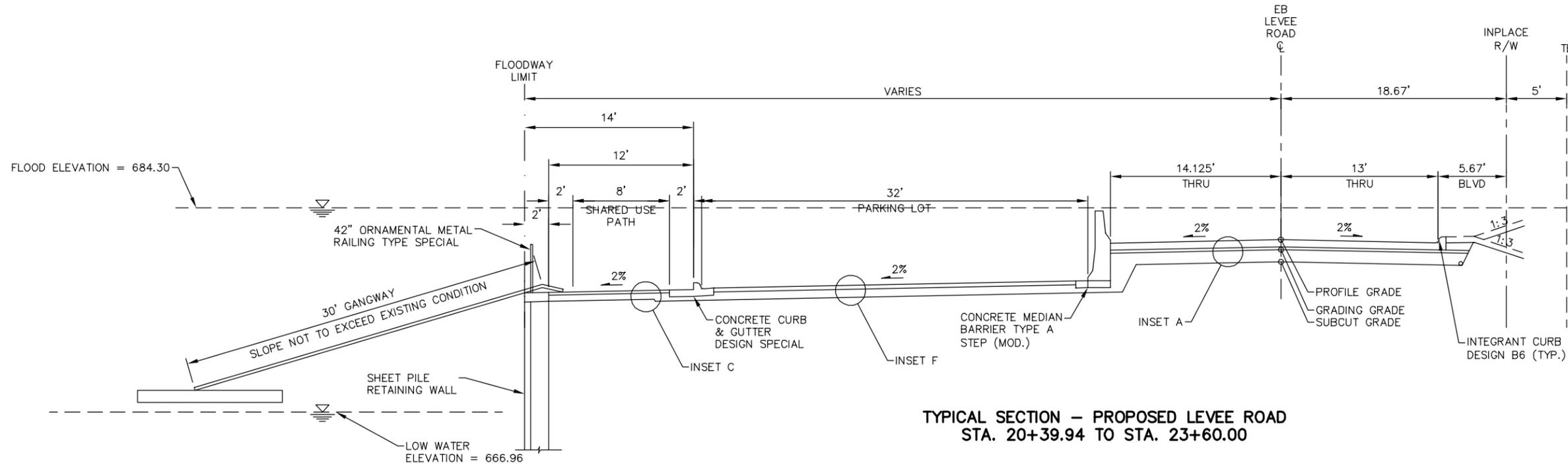
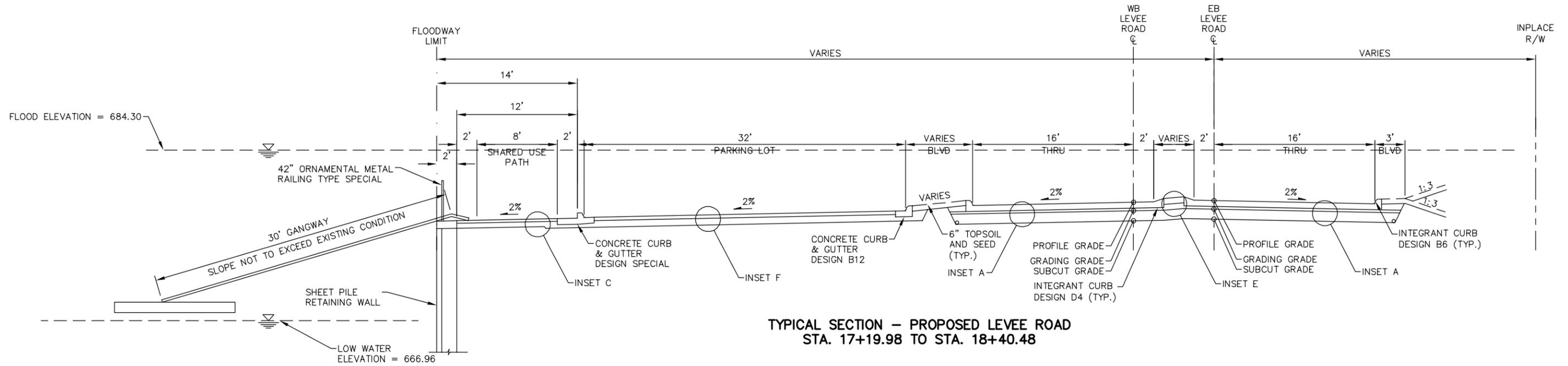
STATE PROJECT NO. S.P. 156-122-008

City of RED WING

Kimley»Horn

SHEET NO. 15 OF 80 SHEETS

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LEVEE ROAD  
TYPICAL SECTIONS  
PROPOSED LEVEE ROAD

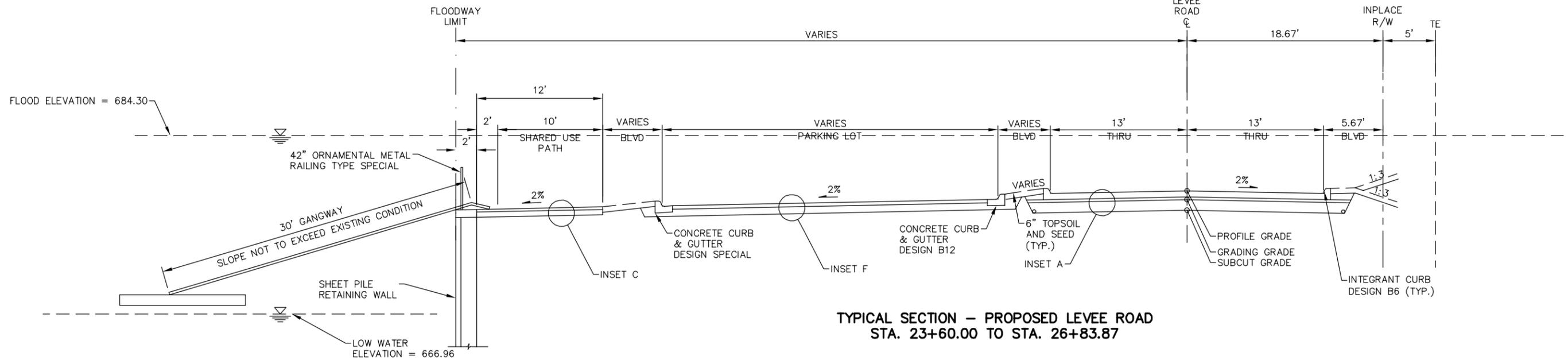
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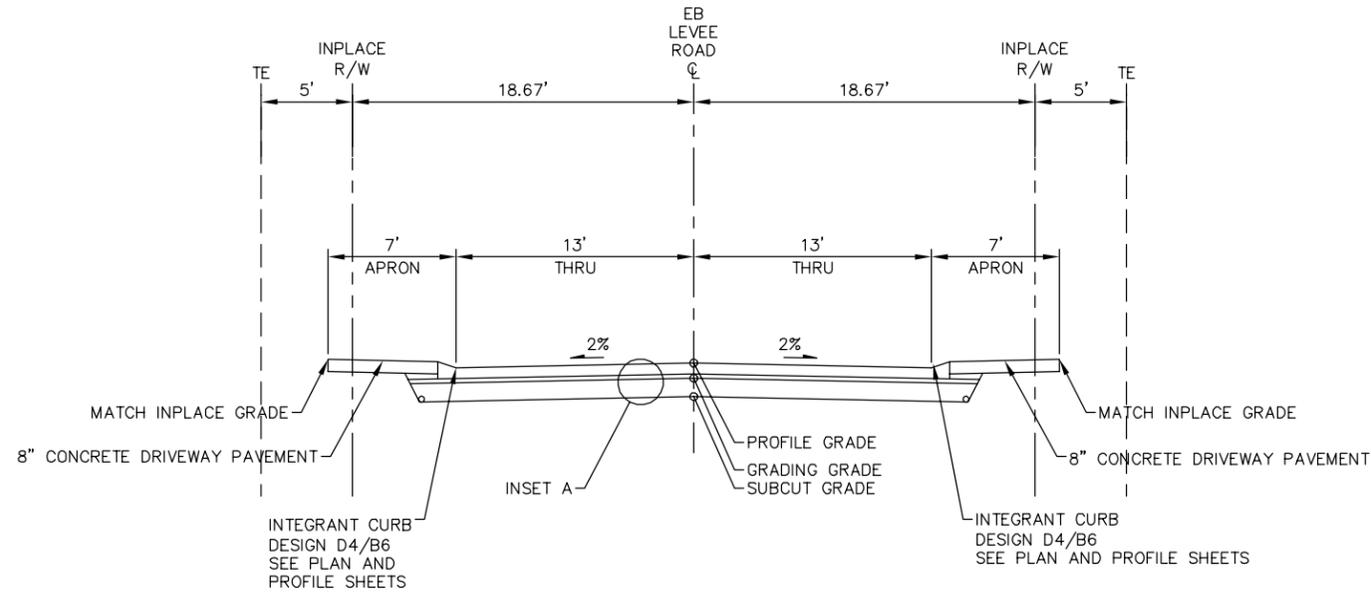
**Kimley»Horn**

SHEET NO. 16 OF 80 SHEETS

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**TYPICAL SECTION - PROPOSED LEVEE ROAD  
STA. 23+60.00 TO STA. 26+83.87**



**TYPICAL SECTION - PROPOSED LEVEE ROAD  
STA. 26+83.87 TO STA. 41+52.94**

No.	Date	Revisions	App.

DRAWING NAME 652001TS01.dwg	
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DATE: XX/XX/XXXX\_MN LIC. NO. 44821

**LEVEE ROAD**  
TYPICAL SECTIONS  
PROPOSED LEVEE ROAD

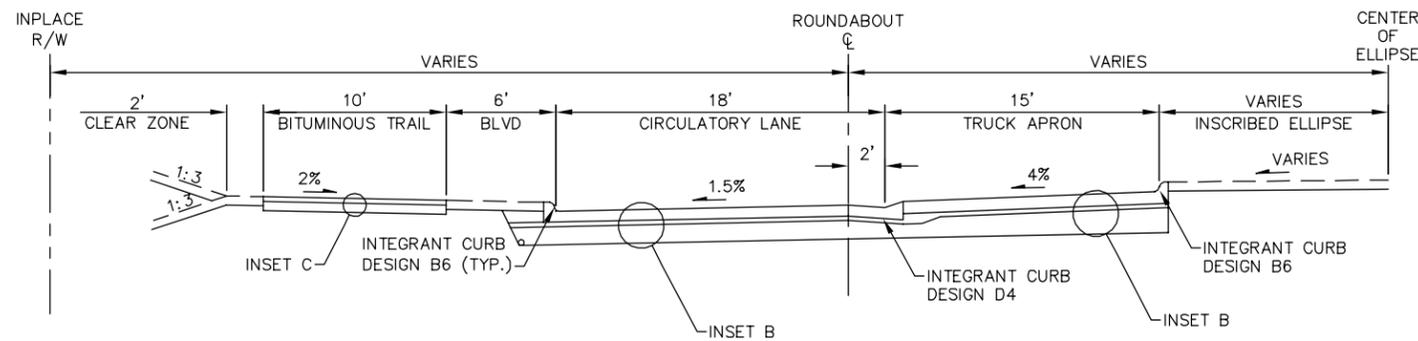
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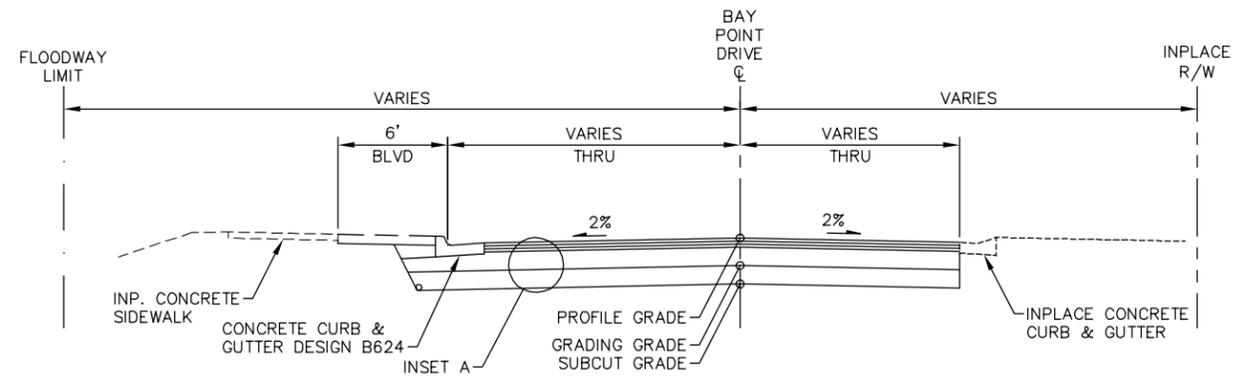
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SHEET NO. 17 OF 80 SHEETS

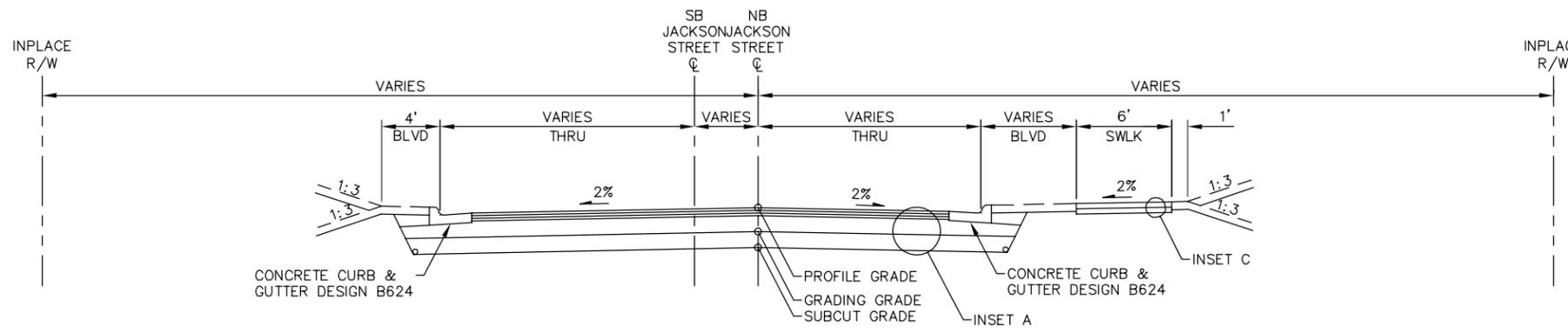
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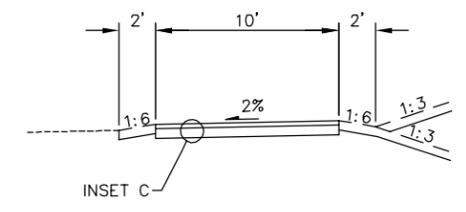
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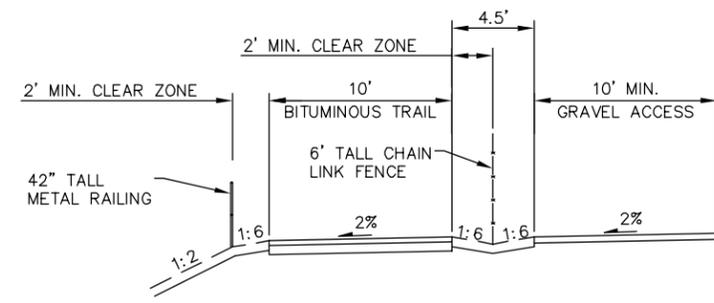
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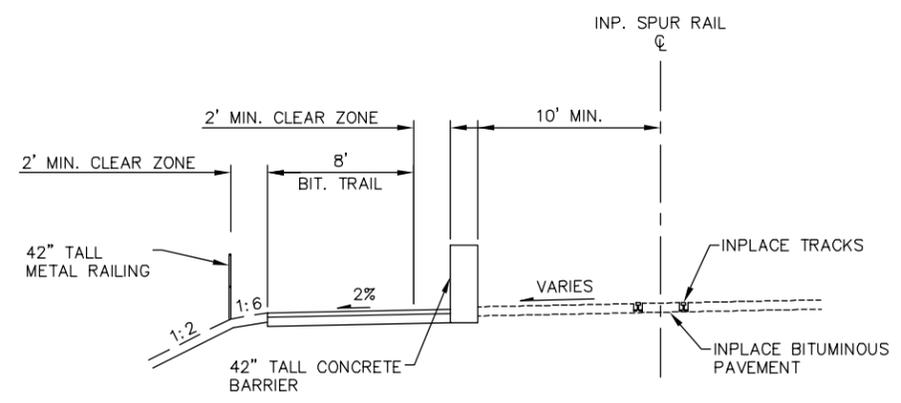
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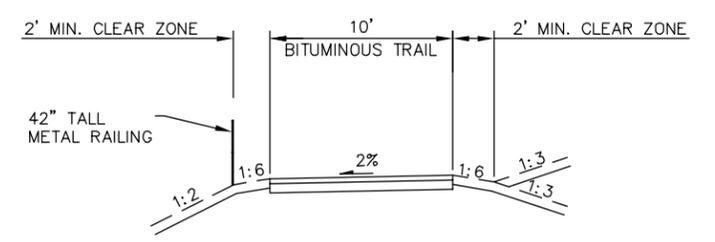
TYPICAL SECTION - PROPOSED TRAIL  
STA. 00+00.00 TO STA. 4+63.94



TYPICAL SECTION - PROPOSED TRAIL  
STA. 4+63.94 TO STA. 9+88.66



TYPICAL SECTION - PROPOSED TRAIL  
STA. 9+88.66 TO STA. 12+45.54



TYPICAL SECTION - PROPOSED TRAIL  
STA. 12+45.54 TO STA. 15+77.09

No.	Date	Revisions	App.	DRAWING NAME	I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
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				DRAWN BY: MFH	
				CHECKED BY: DJC	
				DATE: XX/XX/XXXX	
				PROJECT NO. 160652001	DANIEL J. COYLE, P.E.
					DATE: XX/XX/XXXX_MN LIC. NO. 44821

LEVEE ROAD  
TYPICAL SECTIONS  
PROPOSED ROUNDABOUT, BAY POINT DRIVE  
JACKSON STREET, AND TRAIL

STATE PROJECT NO. S.P. 156-122-008

City of RED WING Kimley-Horn

SHEET NO. 18 OF 80 SHEETS

**Resolution No. 6744**

***Establishing Parking Restrictions on Levee Road from Jackson Street to Broad Street***

**WHEREAS**, the City of Red Wing is planning the street reconstruction improvement of Levee Road from Jackson Street to Broad Street in 2015 and 2016, and

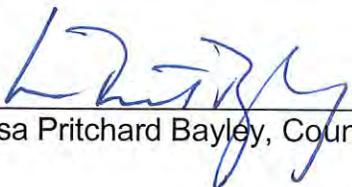
**WHEREAS**, Levee Road is a Municipal State Aid (MSA) Street and the City of Red Wing will be expending MSA Funds on the improvement of this street, and

**WHEREAS**, the proposed width of the improved street does not allow parking on any portion of this segment of the street, and approval of the proposed construction as a MSA Street project must therefore be conditioned upon certain parking restrictions.

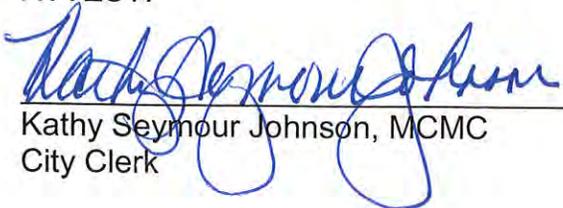
**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF RED WING, MINNESOTA:**

The City of Red Wing hereby bans the parking of motor vehicles on any portion of Levee Road from Jackson Street to Broad Street.

Adopted by the Council this 13th day of October, 2014.

  
\_\_\_\_\_  
Lisa Pritchard Bayley, Council President

ATTEST:

  
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Kathy Seymour Johnson, MCMC  
City Clerk

(seal)

Presented to the Mayor at 11:12 p.m. on this 13<sup>th</sup> day of October, 2014.

Approved this 13<sup>th</sup> day of October, 2014.

  
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Daniel D. Bender, Mayor