



# LOWER MINNESOTA RIVER WATERSHED DISTRICT

## Executive Summary for Action

Lower Minnesota River Watershed District Board of Managers Meeting

Wednesday March 20, 2019

### Agenda Item

#### Item 6. F. - Project Reviews

#### Prepared By

Linda Loomis, Administrator

#### Summary

##### i. CenterPoint Energy - sign replacement

CenterPoint Energy is proposing to replace a total of eight (8) signs on top of the north and south banks of the Minnesota River that mark the locations of existing natural gas pipelines within existing pipeline easements. Staff confirmed the signs are located outside of the High Value Resource Area (HVRA) defined in Appendix K of the Lower Minnesota River Watershed District (LMRWD) Watershed Management Standards (a map is attached; yellow circles are approximate sign locations, the purple shaded area is the HVRA).

The sign installation locations will be accessed using existing public roads and trails during frozen ground conditions, and no tree clearing is anticipated. Soil disturbance is anticipated to be extremely minimal and limited to the footprint of the 3.5-inch-diameter helical anchor piers for the signs, which will be installed using a drill bit attached to a skid steer. CenterPoint will obtain a Special Use Permit from the Minnesota Valley National Wildlife Refuge for accessing and replacing the signs. The project is anticipated to begin immediately upon receipt of the signed SUP, which is expected to be issued within the next few days.

##### ii. City of Burnsville - Kraemer Mining

No new information to report since last update.

##### iii. Dakota County - MN River Greenway

No new information to report since last update.

##### iv. City of Shakopee - Jackson Township AUAR

No new information to report since last update.

##### v. City of Eden Prairie - C. H. Robinson

Staff has been working with engineers for the expansion planned for C. H. Robinson to assure the project met LMRWD standards. Engineers for C. H. Robinson said that stormwater BMPs constructed at the time of initial development planned for the full build out of the site. Staff checked with the city and was told that the project that was approved by the city with an underground infiltration system. The city also informed me that the developer has said they do not plan to proceed with development at this time (even though they have city approval of the project), because of some traffic management concerns C. H. Robinson is looking to address.

**vi. City of Burnsville - Burnsville Sanitary Landfill**

Managers may have seen news stories on the concept plan for the Burnsville Landfill. A newspaper article is attached from the Southwest Journal. The Burnsville City Council approved moving forward with the concept, which must be approved by several state agencies.

**vii. City of Eden Prairie - Peterson Wetland Bank**

No new information to report since last update.

**viii. City of Chanhassen - TH 101 Improvements**

Staff has continued to meet with the Engineers for the project and the city. They continue to refine the stormwater plan. We are waiting for the snow to melt in order to make a field inspection of the areas of concern for the LMRWD.

**ix. City of Savage - 12113 Lynn Avenue**

No new information to report since last update.

**x. Cities of Richfield/Bloomington - TH 77 & 77th Street underpass**

The LMRWD has been notified this project has been temporarily placed on hold.

**xi. MPCA - MN River TSS TMDL**

No new information to report since last update.

**xii. City of Bloomington - MN Valley State Trail**

The LMRWD received a Wetland Conservation Act Notice of Application (NOA) for the Minnesota Valley State Trail, Bloomington Segment 1A. This is a 1.7 mile segment running to the east from Lyndale Avenue. Mitigation of .67 acres will be required for the segment of the trail. A meeting of the Technical Evaluation Panel (TEP) for the project was held on Thursday, March 14th. The DNR, project lead for the trail, notified the TEP that mitigation will be in Lyon County. Comments for the NOA were due to the city of Bloomington March 15th. LMRWD informed the city that it was disappointed that a site for mitigation could not be found closer than Lyon County. One of the reasons the mitigation is so far away is that the DNR requires that the wetland bank must be approved by the US Army Corps of Engineers.

**xiii. Hennepin County - CSAH 61/Flying Cloud Drive**

The February 4th Inspection report is attached. An inspection is planned for Monday, March 18, 2019.

**xiv. MNDOT - I494/TH 5/TH 55 Mill & Overlay project**

No new information to report since last update. This project may be impacted by spring flooding.

**xv. MNDOT - I35W Bridge Replacement**

No new information to report since last update. This project may be impacted by spring flooding.

**xvi. MNDOT - I494 from TH169 to Minnesota River**

LMRWD staff met with engineers from HZ United, engineers for the project and staff from MnDOT. They presented us with three options to consider for the segment of the project within the LMRWD, basically from Lyndale Avenue to the River. The three options looked at are:

- Option 1: 12' Stormwater Tunnel
- Option 2: 84" parallel trunk sewer and divert some flow through Xcel Energy corridor near Park Avenue.
- Option 3: 108" parallel trunk from Portland to the river

Option 1 was rejected as too costly. Options 2 & 3 were discussed. All options require a storm water pond in the floodplain, which would reduce floodplain storage and require about 11 acre/feet of mitigation. Opportunities for mitigation were discussed. Other options, such as placing ponds on the slopes, were discussed to reduce the amount of mitigation needed. The LMRWD said that if ponds were placed on the slopes that infiltration would not be allowed by the District.

After the meeting, MnDOT notified everyone that options 3 was the preferred option and HZ United is proceeding to refine plans for that Option.

Subsequent to the meeting with MnDOT, LMRWD staff met with staff from Nine Mile Creek Watershed District and the City of Bloomington (who is also part of the Richfield/Bloomington Water Management Organization. We wanted to discuss areas of concern and opportunities we see collectively for the project. We have another meeting scheduled March 21st.

This project was previously looked at by the LMRWD in 2007 and there is historical information that staff will pull together to provide to the Board for discussion at the April meeting.

**xvii. City of Shakopee - Amazon Fulfillment Center drainage**

The city of Shakopee has looked at various options to remedy the flow of stormwater onto burial mounds across 101 from the Fulfillment Center. A report prepared for the City by WSB was included in the February meeting packet. The city has determined to go with Option 3, and direct water to the east within the ROW of Highway 101. Water would then be directed to a ravine and flow to the MN River. The city has concerns that the ravine may be prone to erosion with the additional water. The city has asked the LMRWD to assist with the cost of this project.

Staff informed the city that it would be difficult to justify financial participation in the project, because the issue with drainage should be been anticipated at the time of approval and design of the Fulfillment Center. We did however agree that we would be concerned with any erosion of the ravine where water will be directed. Staff will conduct a field inspection once the snow has melted, to determine the current condition of the ravine and determine what impact additional water may have. Once an assessment has been done, the LMRWD can determine whether or not it is appropriate to help with stabilization of the ravine and prioritize where such a project would fall in comparison to other projects.

**xviii. MAC/LMRWD/MCWD boundary realignment**

No new information to report since last update.

**xix. Fort Snelling - Dominion Housing**

Staff has been investigating an appropriate party for long term maintenance of the BMPs that will be installed with this development. Dominion, the developer of the project, has a 99 year lease with the DNR, the property owner. The DNR has suggested that Dominion would be the party responsible for maintenance.

**xx. USACOE/USFWS - Bass Ponds, Marsh & Wetland**

No new information to report since last update.

**Attachments**

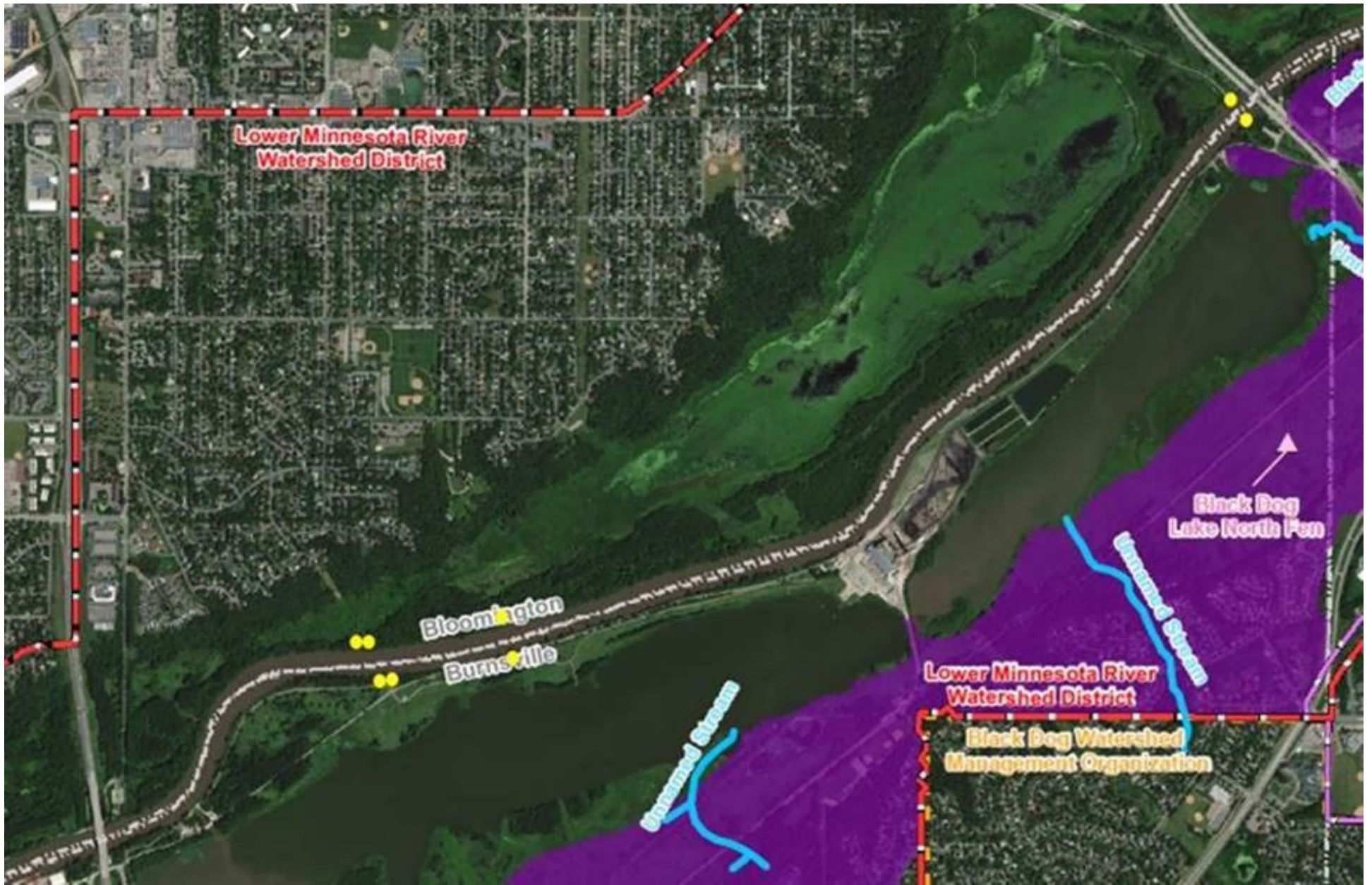
CenterPoint Energy sign placement map

Southwest Journal - Burnsville City Council approves controversial landfill size increase concept plan

Flying Cloud Drive - February 4, 2019 inspection

**Recommended Action**

No action recommended



# Burnsville City Council approves controversial landfill size increase concept plan

By Christine Schuster [cschuster@swpub.com](mailto:cschuster@swpub.com)

Mar 7, 2019



Burnsville Sanitary Landfill, Inc., at 2650 Cliff Road West, is now the site of a controversial concept plan to clean-up former area landfills by increasing Burnsville Sanitary's capacity and elevation.

[Photo by Christine Schuster](#)

BURNSVILLE — Newly approved concept plans to greatly increase waste capacity at the Burnsville Sanitary Landfill could help address groundwater contamination risks for Savage and Burnsville but could also leave the landfill mound towering taller than even the region's ski hills.

The Burnsville City Council voted unanimously this week to approve a concept stage planned unit development to consolidate three landfills into one by digging up the waste at the nearby Freeway Landfill and Freeway Dump sites and hauling it over to the active Burnsville Sanitary Landfill site. The active site sits along the Minnesota River at 2650 Cliff Road West.

The plans also call for Burnsville Sanitary Landfill's elevation allowance to increase to around 370 feet.

The Burnsville Sanitary Landfill is a Waste Management facility that collects mostly local municipal solid waste — the garbage in trash cans — and various other types of non-hazardous waste such as construction and demolition debris.

According to Deb Garross, Burnsville's planning manager, the landfill owners were not required to submit a concept plan to the city before starting the process with state agencies but sought the city's vote to show local support of the idea.

Back in the 1960s, the Freeway Landfill was placed on a wetland — something that wouldn't be permitted by today's standards.

Garross says the plan is a possible solution to the longstanding need to clean up the Freeway sites, which pose environmental risks because they're unlined and filled with hazardous waste. The Minnesota Pollution Control Agency's negotiations with Freeway Landfill ownership to investigate and conduct a clean-up of the site spans decades.

If the issue isn't resolved soon, officials say the site poses a threat to groundwater. The groundwater level currently sits below the hazardous waste because of water pumping for nearby mining operations. If mining stopped and the water levels rose, the waste could become saturated and contaminate drinking water and the rivers.



The Freeway Landfill accepted trash from 1969 to 1990. By today's standards, it would not be allowed to operate on a wetland. [Courtesy of Minnesota Pollution Control Agency.](#)

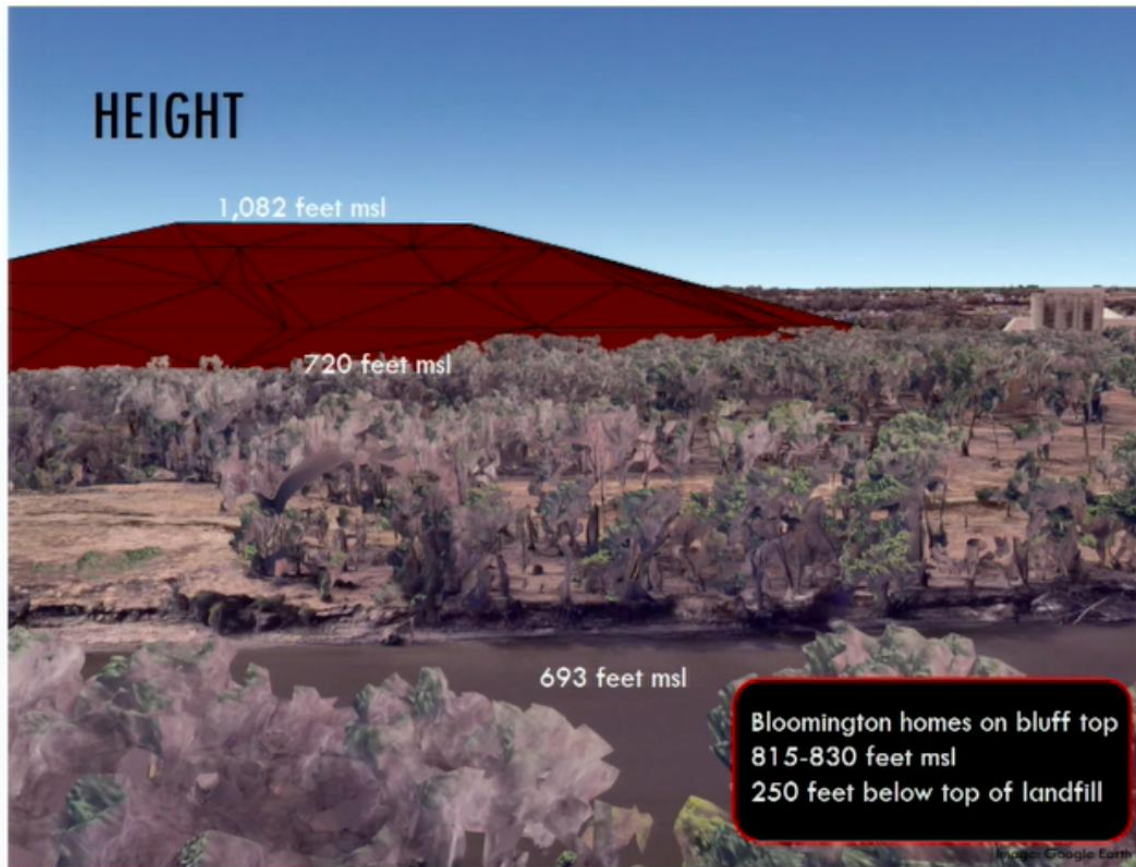
Garross said the consolidation would reduce the overall footprint of landfills in the area and eventually create an opportunity for recreational and residential development.

Many residents weren't convinced.

Savage resident Jake Swaggert pointed to odor and environmental threats and described the proposal as a "huge grass-covered mountain of trash."

"This land is going to be completely useless," he said.

Glen Markegard, Bloomington Planning Manager, said the vast majority of the height and volume of the new landfill would be new waste rather than material from the Freeway sites. The proposed capacity increase is around 77 percent greater than would be needed to transfer all of their waste.



A rendering created by the City of Bloomington using Google Earth illustrates concerns that the landfill mound would become the dominant visual feature of the Minnesota River Valley.

[City of Bloomington](#)

Markegard also raised concerns about the mound during a major flood.

Bloomington City Manager James Verbrugge stated in a letter to local officials that the additional 26 million cubic yards would be over seven times the volume of the largest pyramid in Egypt.

“Ultimately, we want residents and visitors to appreciate, enjoy and remember the Minnesota River Valley and Minnesota Valley National Wildlife Refuge for its accessible active and passive outdoor recreation, environmental assets, and natural beauty,” Verbrugge wrote. “Not for a 362 foot tall landfill mound.”

Savage city officials have stayed out of the issue.

“We don’t have a stance,” Savage City Administration Brad Larson said. “I do understand both sides.”

He said the city’s main interest is in preserving water quality and capacity at the Kraemer Quarry, where Savage currently receives 80 to 90 percent of its water supply.

The Burnsville concept plan outlines a partnership with Kraemer to dig and haul the Freeway landfill garbage to the expanded site and then mine the limestone and possibly contaminated bedrock.

Burnsville councilmember Dan Kealey said the plan approval is about “vehemently” protecting the area’s drinking water.

“We will do whatever it takes, and we will not apologize,” he said.

Kealey said the concept plan is the best proposal they’ve seen and is preferred to the pollution control agency’s proposed solution, which involves adding liners to the Freeway sites rather than eliminating them.

Burnsville officials say a final plan is years down the road, and the concept plan will be vetted by various state agencies and levels of review before moving into a development stage.



**SITE LOCATION:** CSAH 61-Flying Cloud Drive

**PURPOSE:** Construction Stormwater Site Visit on Behalf of the Lower Minnesota River Watershed District (LMRWD)

**DATE & TIME:** 4 February 2019, 1330-1600

**INSPECTOR:** Sarah Duke Middleton, Water Resources Scientist  
Young Environmental Consulting Group, LLC

**WEATHER:** 10°F, overcast, light intermittent snow, winds west at 16-20 mph

**SITE CONDITIONS:** During the site visit the project was covered in ice with snowpack ranging from no snow to four inches. The ground was frozen.

**PHASE:** Active construction, including the construction of walls and prep for bridge construction (predominately in the middle section of the project).

## **DISCUSSION**

This site visit took place on a Monday afternoon. The weekend prior, temperatures reached near 40 degrees F and several inches of snowpack melted. The ground remained frozen during this melting period and intermittent light rain fell (trace amounts). Areas along the roadbed had large sheets of ice suggesting ponding occurring during the melting event.

## **INSPECTION NOTES**

In late December, crews hydromulched large sections of the project, predominately slopes on the eastern half of the project. Recent snow melt has not disturbed the hydromulch. Ice dams were visible at the outlets of several culverts and appear to clog the culverts. See photos 16, 17, and 26.

Crews were observed in the center of the project, installing walls along the northern side of the road. Other crews continued to install pylons, which necessitates dewatering in several locations. Several areas had dewatering equipment setups along the southern side of the right of way but there were no active operations. See photos 6 and 25.

See the attached photo log for documentation of current site conditions.

## **RECOMMENDATIONS**

Project Team/Site Supervisor:

- Culverts draining stormwater:
  - Culverts on the northern side of the road receive drainage from nearby construction activity.
  - Without best management practices (BMPs) in place, sediment-laden stormwater flows directly into the culvert and outputs into Rice Lake or other down-gradient water features.
  - See the following photos for reference: 4, 19 and 20.
- Actively maintain and install all site BMPs per regulatory requirements, design, and installation specifications.

## **NEXT PROJECT SITE VISIT**

Weather permitting, the next site visit will take place in March 2019, unless otherwise directed by the LMRWD.

**PHOTO LOG**

The following photographs were taken during the site visit on Monday, February 4, 2019. All photos show a red arrow indicating north and a text box indicating the general location of Rice Lake. Aerial photos of the project site are incorporated to designate where site features are located/photographed.

Due to the linear nature of the project, the site has been divided into four segments (see aerial photo ->). The photo log will highlight locations of site features at the segment level.





**Segment 1**



Photo No.: 1  
Location: 44°48'49.89"N 93°31'58.67"W  
BMPs Present: None visible  
Description: Utilities along northern side of ROW.

	<p><b>Photo No.:</b> 2</p> <p><b>Location:</b> 44°48'49.76"N 93°31'54.64"W</p> <p><b>BMPs Present:</b> Row rows of silt fencing; geotextile fabric</p> <p><b>Description:</b> Southern side of row frozen with BMPs in place.</p>
	<p><b>Photo No.:</b> 3</p> <p><b>Location:</b> 44°48'49.82"N 93°31'54.47"W</p> <p><b>BMPs Present:</b> Two rows of silt fence; geotextile fabric</p> <p><b>Description:</b> Southern side of ROW after several inches of snow melted, then refroze. There was no erosion channeling or sedimentation visible.</p> <p>See photo 4 for the culvert inlet.</p>



**Photo No.:** 4

**Location:** 44°48'50.89"N 93°31'54.20"W

**BMPs Present:** None visible

**Description:** Stormwater culvert draining from the existing roadbed towards the southern perimeter of the project. See photo 3 for the downslope outlet of this culvert.



**Photo No.:** 5

**Location:** 44°48'52.52"N 93°31'48.96"W

**BMPs Present:** None visible

**Description:** Slope along northern side of the ROW. Area is stable and frozen.



Photo No.: 6

Location: 44°48'55.52"N 93°31'39.28"W

BMPs Present: None visible

Description: This dewatering set up has been in place for several months. There are two hoses leading to this wetland. At least one filter bag is partially frozen into the wetland. It is unclear if the bag is connected to a hose.

During the inspection, this dewatering set up was not in use.



Photo No.: 7

Location: 44°48'54.64"N 93°31'34.07"W

BMPs Present: None visible

Description: Wall constructed along the northern side of the ROW.



Photo No.: 8

Location: 44°48'55.85"N 93°31'30.35"W

BMPs Present: Vegetative buffer

Description: Southern side of ROW.



Photo No.: 9

Location: 44°48'57.54"N 93°31'28.54"W

BMPs Present: Two rows of silt fence; ESC blanket; biologs

Description: Southern side of the ROW sloping down towards Rice Lake. The dip in the ESC blanket is due to erosion/channeling that took place before frozen site conditions. During this site visit, there was no visible indication of new erosion. BMPs are frozen in place.





**Photo No.:** 10

**Location:** 44°48'56.77"N 93°31'25.39"W

**BMPs Present:** Biologs; ESC blanket, silt fencing

**Description:** Slopes leading towards Rice Lake on the southern side of the ROW. Area is stable and frozen. Evidence of some ponding (now frozen) at the silt fence.



**Photo No.:** 11

**Location:** 44°48'57.66"N 93°31'25.11"W

**BMPs Present:** None visible

**Description:** Wall constructed on the northern side of the ROW.



**Photo No.:** 12

**Location:** 44°48'57.36"N 93°31'19.17"W

**BMPs Present:** Two rows of silt fence; some ESC blanket

**Description:** Culvert outlet leading to Rice Lake. The hillside upslope has had significant snowmelt and is now bare exposed soil. During the inspection the hillside was frozen.



Segment 2

 <p style="text-align: center;">Rice Lake</p>	<p><b>Photo No.:</b> 13</p> <p><b>Location:</b> 44°48'59.08"N 93°31'17.47"W</p> <p><b>BMPs Present:</b> Two rows of silt fence; vegetative buffer</p> <p><b>Description:</b> Southern side of ROW. Area is highly vegetated and silt fence is intact. Most of the snowpack in this area has melted.</p>
	<p><b>Photo No.:</b> 14</p> <p><b>Location:</b> 44°48'59.50"N 93°31'16.67"W</p> <p><b>BMPs Present:</b> None visible</p> <p><b>Description:</b> Active construction along the northern side of the project.</p>
	<p><b>Photo No.:</b> 15</p> <p><b>Location:</b> 44°49'01.58"N 93°31'09.86"W</p> <p><b>BMPs Present:</b> None visible</p> <p><b>Description:</b> Wall construction along the northern side of the ROW. Bare soils were frozen in place during the inspection. It was not clear if the sediment above the wall is from erosion, construction grading, or a combination of both.</p>

	<p><b>Photo No.:</b> 16</p> <p><b>Location:</b> 44°49'01.85"N 93°31'07.36"W</p> <p><b>BMPs Present:</b> Biologs; silt fence</p> <p><b>Description:</b> This stormwater culvert is partially, if not completely blocked by ice. The surrounding BMPs are also filled with ice.</p> <p>See photo 17 for another view of this ice dam.</p>
	<p><b>Photo No.:</b> 17</p> <p><b>Location:</b> 44°49'02.39"N 93°31'06.58"W</p> <p><b>BMPs Present:</b> Biologs; silt fence</p> <p><b>Description:</b> This stormwater culvert is partially, if not completely blocked by ice. The surrounding BMPs are also filled with ice.</p> <p>See photo 16 for another view of this ice dam.</p>
	<p><b>Photo No.:</b> 18</p> <p><b>Location:</b> 44°49'02.29"N 93°31'06.59"W</p> <p><b>BMPs Present:</b> silt fencing</p> <p><b>Description:</b> ROW conditions during the site inspection. The area was graded in December 2018. No erosion was visible in this area.</p>



**Photo No.:** 19

**Location:** 44°49'04.32"N 93°31'01.24"W

**BMPs Present:** None visible

**Description:** Active construction area on northern side of the ROW. There is a partially buried culvert near this area (see photo 20), that the stormwater is directed towards.



**Photo No.:** 20

**Location:** 44°49'04.20"N 93°31'01.52"W

**BMPs Present:** Possible biolog (partially buried near culvert)

**Description:** This photo depicts the stormwater runoff route (green arrows) and the partially buried culvert. See photo 19 for another view of this area.



**Photo No.:** 21

**Location:** 44°49'03.57"N 93°31'02.09"W

**BMPs Present:** Two rows of silt fence – one is backed with jersey barriers

**Description:** Southern side of the ROW draining to the Rice Lake area. Most of the snowpack in this area melted within the last 48 hours.



Photo No.: 22

Location: 44°49'06.98"N 93°30'53.45"W

BMPs Present: Silt fencing and jersey barriers

Description: The northern culvert, directing a stream through the project. The BMPs are intact and the area is stable.

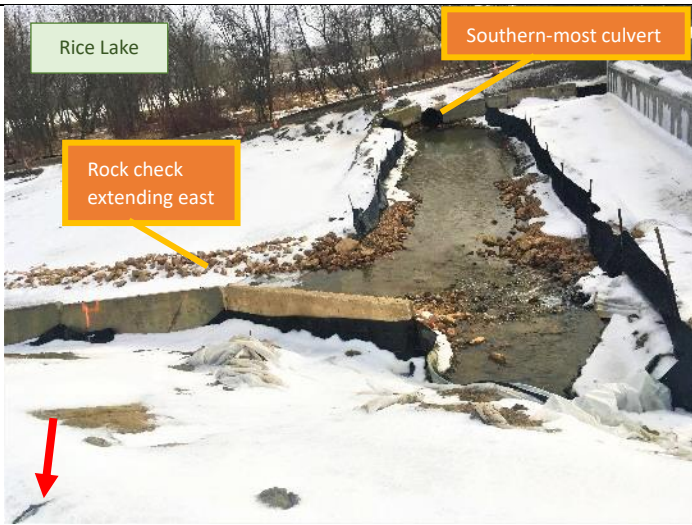


Photo No.: 23

Location: 44°49'06.26"N 93°30'53.22"W

BMPs Present: Rock checks; silt fencing; jersey barriers

Description: Channeling of stream through the project. See photo 22 for northern culvert. The rock check is filtering and directing flow from the eastern portion of the project, west to the stream.

See photo 24 for another image of the rock check.



Photo No.: 24

Location: 44°49'06.48"N 93°30'50.80"W

BMPs Present: Rock check

Description: This rock check runs east-west along the northern edge of active construction. It routes water from active work areas, west towards the stream depicted in photo 23.



Photo No.: 25

Location: 44°49'09.48"N 93°30'20.20"W

BMPs Present: Two rows of silt fencing; dewatering bag

Description: Dewatering setup along the southern perimeter of the project. During the site visit, dewatering was not taking place.



**Photo No.:** 26

**Location:** 44°49'07.63"N 93°30'37.57"W

**BMPs Present:** Biologs; two rows of silt fence

**Description:** Culvert outlet with frozen ice sheets extending out of it.



**Photo No.:** 27

**Location:** 44°49'09.17"N 93°30'36.25"W

**BMPs Present:** ESC blanket; biologs

**Description:** Stockpiles along the northern side of the ROW, stabilized with ESC blankets and biologs.



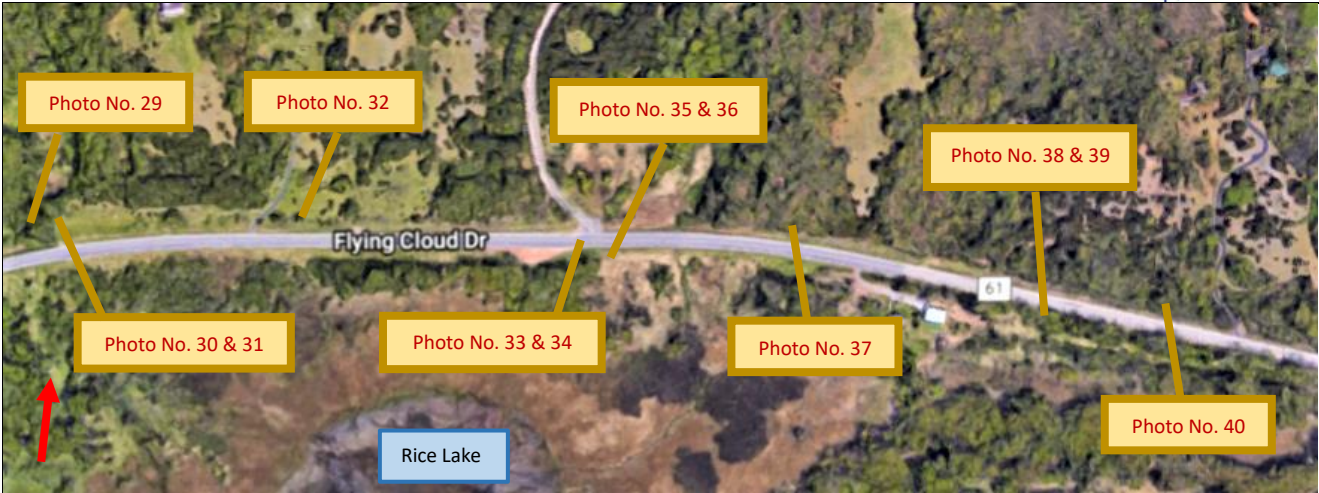
**Photo No.:** 28

**Location:** 44°49'09.10"N 93°30'34.69"W

**BMPs Present:** ESC Blanket; biologs

**Description:** Stockpiles along the north and southern sides of the ROW. The piles are stabilized with ESC blanket and biologs.





Segment 3



Photo No.: 29

Location: 44°49'10.79"N 93°30'29.00"W

BMPs Present: Rock check; hydromulch

Description: Rock check along the northern side of the ROW. A channel routes stormwater from the roadway, north through the rock check. See photo 30 and 31 for an additional view of the channel farther north.



Photo No.: 30

Location: 44°49'10.67"N 93°30'28.07"W

BMPs Present: Silt fence; biologs; rock checks; hydromulch.

Description: View looking west. Channel routing stormwater from the roadway, north. Stockpiles and bare soils adjacent to this channel have been covered in hydromulch. There are several rock checks along this channel.

The green arrows indicate water flow. See photo 31 for another view of this channel.



Photo No.: 31

Location: 44°49'10.67"N 93°30'28.07"W

BMPs Present: Hydromulch; rock checks

Description: View looking east at the channel routing stormwater off the roadway.

The green arrows indicate water flow. See photo 30 for another view of this channel.



Photo No.: 32

Location: 44°49'10.63"N 93°30'18.72"W

BMPs Present: ESC blanket

Description: ROW has slopes on the north and south of the roadway stabilized with ESC blanket. There is a channel running along the northern edge of the road. It seems to be intended for routing stormwater off the roadway. This area of the project is coated in ice.



Photo No.: 33

Location: 44°49'10.23"N 93°30'05.58"W

BMPs Present: Two rows of silt fencing; rock check.

Description: ROW conditions along the southern side of the project. The area is frozen and coated in a thin layer of ice.



Photo No.: 34

Location: 44°49'10.23"N 93°30'05.58"W

BMPs Present: None visible

Description: Current ROW conditions. The roadway is coated in a thick layer of ice. Stockpiles on both sides of the roadway have lost most of their snowpack. Bare soils are frozen and coated in a thin layer of ice.



**Photo No.:** 35

**Location:** 44°49'09.92"N 93°30'05.03"W

**BMPs Present:** Hydromulch; two rows of silt fence

**Description:** Southern slopes leading to the Rice Lake area. The slopes are stabilized with hydromulch and a thin coating of ice.

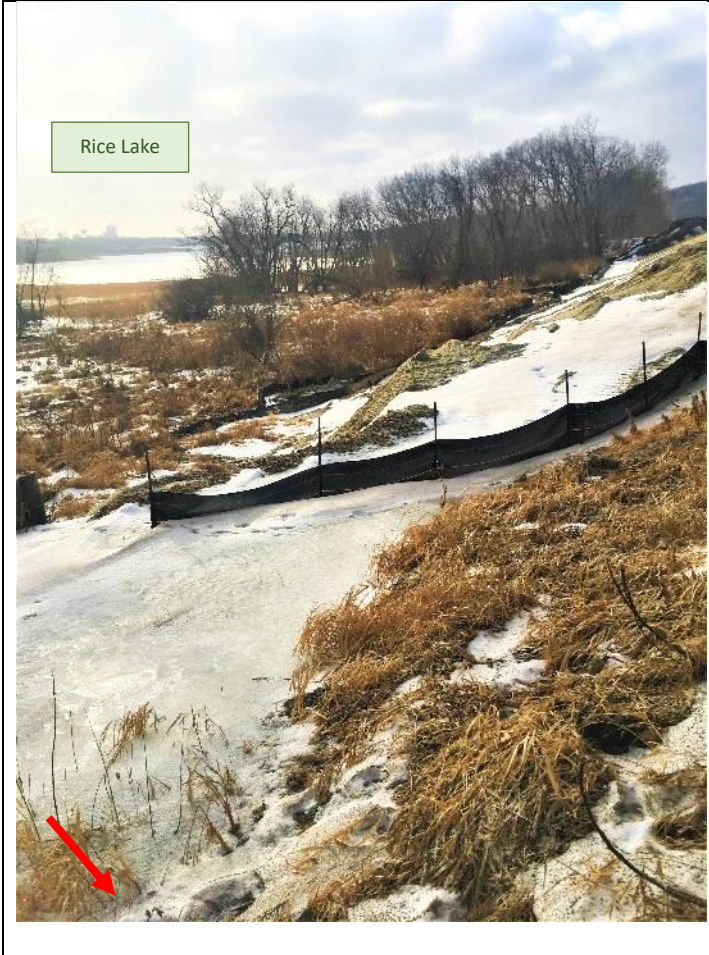


**Photo No.:** 36

**Location:** 44°49'10.16"N 93°30'05.40"W

**BMPs Present:** None visible

**Description:** Wall construction along the northern side of the ROW.



**Photo No.:** 37

**Location:** 44°49'10.86"N 93°29'57.79"W

**BMPs Present:** Silt fencing; rock checks; ESC blanket

**Description:** Slopes leading to the Rice Lake area. BMPs appear intact but are inundated with sheets of ice. No erosion was visible during the site visit.



**Photo No.:** 38

**Location:** 44°49'07.79"N 93°29'45.24"W

**BMPs Present:** None visible

**Description:** Roadway is coated in a thick layer of ice. Sheeting of ice suggests that the snowmelt collected in the roadway and froze.



Photo No.: 39

Location: 44°49'08.20"N 93°29'45.39"W

BMPs Present: None visible

Description: Wall recently constructed along the northern side of the roadway.



Photo No.: 40

Location: 44°49'08.17"N 93°29'41.92"W

BMPs Present: None visible

Description: Snowmelt froze as it flows over a newly constructed wall.



Segment 4



Photo No.: 41

Location: 44°49'07.07"N 93°29'37.55"W

BMPs Present: Two rows of silt fence

Description: Southern side of the ROW. Snow has melted on most of the slopes.



Photo No.: 42

Location: 44°49'06.70"N 93°29'36.34"W

BMPs Present: Two rows of silt fencing

Description: Slopes along the southern side of the ROW. Snowmelt has pooled at the silt fence and froze. BMPs appear to be intact.



Photo No.: 43

Location: 44°49'07.10"N 93°29'31.52"W

BMPs Present: None visible

Description: Active construction on the northern side of the ROW. Crews are building walls.



Photo No.: 44

Location: 44°49'05.70"N 93°29'24.72"W

BMPs Present: Two row of silt fence

Description: Southern side of the ROW. Most of the snowpack has melted; the area is coated in a thin layer of ice.





**Photo No.:** 45

**Location:** 44°49'06.26"N 93°29'17.86"W

**BMPs Present:** None visible

**Description:** Stormwater conveyance system on northern side of the ROW.



**Photo No.:** 46

**Location:** 44°49'05.39"N 93°29'02.46"W

**BMPs Present:** Two rows of silt fence; hydromulch

**Description:** Stable ROW conditions on the southern edge of the project.



Photo No.: 47

Location: 44°49'04.79"N 93°28'53.59"W

BMPs Present: Hydromulch; silt fencing

Description: Southern side of ROW stabilized with BMPs. This area does not appear to have active construction this winter.