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MINUTES

Henderson Flood Feasibility Study - PMT #1
Monday, December 19, 2016
1:00 p.m.
Henderson City Offices

Meeting Chair: Mark Benson

Minutes by: Bob Rogers

Present: See attached PMT meeting roster

I. Welcome / Introductions

II. Background
- **Matt provided a brief background on why the study is being conducted, which included the previously established "Purpose & Need Statement".**
  - **Purpose:** Provide a safe and accessible, 10-ton route into and out of Henderson to limit the length of detours and impacts to businesses during high water events.
  - **Need:** During 100-year flood events, access to the city of Henderson is severely restricted, necessitating lengthy detours and impacting local businesses and regional traffic.

III. Project Objectives
A. Study alternatives that would raise the three routes that serve Henderson that are susceptible to seasonal flooding of the Minnesota River (TH 19, TH 93, and CR 6).
- **The PMT discussed the three highlighted routes from a map that was distributed at the meeting and the sections of these roadways that fall below the 100-year flood elevation.**
- **The alternatives need to consider both access in/out of the community of Henderson (local perspective) as well as establishing a continuous east-west 10-ton route (regional perspective).**

B. Include an additional alternative that would stabilize the TH 19 roadbed to act as a low-head dam.
- **A separate alternative that will be considered in the study includes stabilization techniques that could be implemented along TH 19 with or without full flood mitigation (raising area roadways).**

C. Study will look at a better detour route as well.
D. Study will look at traffic, environmental impacts, costs, benefit-cost, feasibility, geotechnical and schedule.

IV. Review Project Scope (see attached work plan)
A. Project Timeline – **Currently a 12-month scheduled, which may be accelerated**
B. Project Management – **6 PMT meetings to be held approximately every other month**
C. Purpose and Need – **Previously completed by PMT but may be modified as study progresses**
D. Public Involvement – **Two public open house meetings and four agency coordination meetings planned.**
E. Concept Development – **conceptual design options to be developed and screened. Screening will include construction costs, user costs, environmental effects, etc. The screened alternatives will be included in a flood model to determine potential impacts to the floodplain and river elevations.**

F. Traffic Engineering – **existing traffic volumes will be forecasted to future conditions using the Collar County Traffic Model. The volumes will help calculated user costs and a benefit-cost ratio with and without flood mitigation improvements.**

G. Feasibility Report – **the study findings and recommendations will be presented in a final study report. The findings may include short-term and more long-term improvements.**

H. MnDOT Modeling – **A two-dimensional river modeling effort will be completed by MnDOT with input on the alternatives provided by the study PMT.**

V. Relationship between this study and the Sibley County project at CR 5/CR 6 intersection

- **Tim provided background information on their intersection project that is in the early project development stage with concepts being considered. The County is looking for a solution that addresses the sediment issues with culverts being plugged and the CSAH 6 roadway falling below the 100-year flood elevation.**
- **The grouped discussed several land access and environmental issues associated with improvements in the area.**
- **The Sibley County Road 5/6 options will be included in the river modelling being efforts for the Henderson Flood Feasibility Study.**

VI. Critical Success Factors (brainstorm)

- **Road closures are not just the time when water elevations close the roadways to traffic, but also the repair time needed along the roadway before traffic operations can resume.**
- **Each of the three roads have varying lengths of closure and repair times are highly dependent on the length of closure and severity of the flooding.**
- **The PMT discussed the typical detour routes. TH 19 West is the most likely detour route out of Henderson. Slope failure along TH 19 West has been a recent concern as there have been occasions when saturated soils and failing slopes have resulted in closures of TH 19 West.**

VII. Study Area Issues (brainstorm)

- **Conceptual alternatives will be designed with 1-foot of freeboard above the 100-flood elevation.**
- **Nicki explained the modeling effort and the historic data used in the model and the continuous updates of the model and flow rates that are inputs to the model.**
- **Agricultural field tiling over the past 15 years is not reflected in the model.**
- **The group discussed the different guidelines and criteria for when state highways are closed because MnDOT District 7 typically waits until the water level is nearly overtopping the roadway, while other districts will preemptively close at lower elevations.**
- **Rush River has substantial sedimentation issues.**

VIII. Data Collection

- **MnDOT and the counties (Sibley and Scott) shared road closure information for when closures typically occur under high water conditions. The lengths of closures and repairs are dependent on many factors and can vary considerably from one event to another.**
- **ACTION: Provide any additional historical road closure information/practices to SEH**

IX. Next Steps

- **The first public open house meeting and stakeholder/focus group meetings will be shifted to follow the preliminary development of concepts and analysis.**
- **First electronic newsletter will be prepared in January and shared with all PMT members and the local agencies can distribute it as they deem best.**
- **MnDOT will be setting up a study web site that will include up-to-date project information, maps, meeting announcements, etc.**
- **SEH will conduct traffic forecasting and develop conceptual alternatives for the January PMT. The approach to traffic analysis will also be shared at this meeting.**

X. Next PMT Meeting

A. Monday, January 30th and Monday, February 27th were selected for the next two PMT meetings; 1:00 p.m. at Henderson City Hall

SEH believes that this document accurately reflects the business transacted during the meeting. If any attendee believes that there are any inconsistencies, omissions or errors in the minutes, they should notify the writer at once. Unless objections are raised within seven (7) days, we will consider this account accurate and acceptable to all.

If there are errors contained in this document, or if relevant information has been omitted, please contact Mark Benson, SEH Project Manager at 651-490-2194.

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