CLEAN WATER LAND & LEGACY AMENDMENT

Holly 22 Road Retention (Murray County)

Plum Creek Watershed-Cottonwood River

AREA II MINNESOTA RIVER BASIN PROJECTS

GRANT PERIOD:
From: July 25, 2024
To: Dec. 31, 2027

GRANT REVENUES
as of 12/31/2025

$ 277,885.00	1st Installment	(50%)
$	2nd Installment	(40%)
$	3rd Installment	(10%)
$ 277,885.00	**TOTAL REVENUES**	

10% Local Match Provided (to date) = **$ 60.85**

PROJECT GRANT EXPENDITURES

Construction	
Soils Investigation	
Easements & Recording Fees	
Engineering	$ 547.65
TOTAL GRANT EXPENDITURE	**$ 547.65**
TOTAL PROJECT EXPENDITURE	**$ 608.50**

PROJECT CONTACT:
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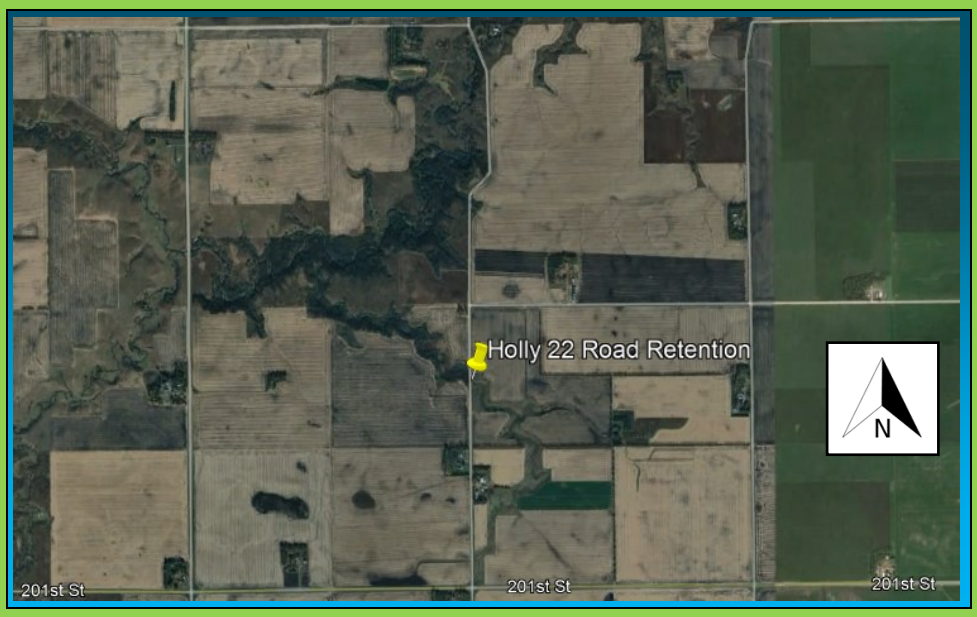
Project Title: WATER QUALITY & STORAGE GRANT
CONTRACT NO. C25-0031 $555,770.00 (90/10)



PROJECT DESCRIPTION

The Water Quality & Storage Program was established to provide financial assistance to local units of government and governmental organizations to control water volume and rates to protect infrastructure, improve water quality and related public benefits, and mitigate climate change impacts.

This project involves the construction of road retention which raises the roadway (between sections 21 and 22) 11' in height to act as the dam embankment. The narrow 8' x 8' wood bridge will be replaced with a 96" diameter concrete culvert with a 10' x 10' box culvert riser, and a 42" diameter concrete culvert to handle the low flows. This will be a dry dam with no permanent pond of water.

This project will decrease the 100-year storm flow by 7.8% (86 cfs) and will store 102.9 acre-feet of floodwaters for 24 hours. An estimated reduction of 1,052 tons/year of sediment (TSS) will surpass the reduction needed for Plum Creek Reach 603. Flow reductions for more frequent storms are greater, for example, 225 cfs reduction (44.6%) for the 10-year storm.

The final design work is just beginning on this project. The downstream channel curves back towards the township road and is severely cutting away the road ditch. With the Corps of Engineers Stream Assessment and Mitigation program instituted in 2024, extra coordination with DNR and the Corps is necessary to relocate the downstream channel which will be impacted by the new road fill. Permission to skew the culvert is also be sought for better alignment of the stream through the roadway. A meeting with project partners will be scheduled soon to coordinate flowage easements as well as slope easements and right-of-way purchased. An estimated construction date is to be determined once permitting discussions begin.