



**US Army Corps
of Engineers**
St Paul District

APPLICANT:

American River
Transportation Company
(ARTCO)

Public Notice

ISSUED: September 25, 2019
EXPIRES: October 25, 2019

REFER TO:

MVP-2019-01703-DAS

SECTION: 10 – Rivers and Harbors Act

1. APPLICATION FOR PERMIT TO install an I-beam anchorage system on the north side of Carlson Island for the purpose of fleeting up to 38 barges on the Mississippi River.

2. SPECIFIC INFORMATION

AGENT

Noah Slaby
ARTCO
1155 Riverview Drive
Winona, MN 55987

PROJECT LOCATION: The project site is located in Section 28, Township 113 North., Range 14 West., Goodhue County, Minnesota. The approximate UTM coordinates are Zone 15 N 4935520.866, E 538410.550. Latitude 44.572002, Longitude -92.516239.

DESCRIPTION OF PROJECT: The applicant has proposed the construction of 3 new barge fleeting areas on the north side of Carlson Island near Red Wing, MN. The Red Wing port is expanding business and more barge fleeting area is required. The project would include the installation of up to 10 I-beam anchorage systems on the north side of Carlson Island between River Mile 789 and 790. The I-beams will be driven into the ground until the point of refusal. A chain measuring up to 90 feet long would be used to secure an anchor barge to the anchorage system. Barges would be secured to the anchor barges as shown in the attached drawings.

QUANTITY, TYPE, AND AREA OF FILL: No fill is proposed as part of the project.

VEGETATION IN AFFECTED AREA: Carlson Island is dominated by floodplain forest wetland vegetation. The I-beams would be installed along the shoreline and would not result in the removal of any trees.

SURROUNDING LAND USE: Corps Island and the opposing river bank on the Wisconsin side of the Mississippi River is currently undeveloped and are dominated by woody vegetation. The fleeting area would be located along the navigational channel of the Mississippi River which supports commercial and recreational use.

DESCRIPTION OF STRUCTURE: The I-beams would be driven into the ground with a vibrating hammer and then connected to each other and to the barges with chains. The number of barges would vary depending on demand. No loading or unloading facilities are proposed.

DESCRIPTION OF DREDGING OR EXCAVATION: No dredging or excavation is proposed.

THE FOLLOWING POTENTIALLY TOXIC MATERIALS COULD BE USED AT THE PROJECT SITE: Potentially toxic materials used at the site would be typical of commercial navigation used on the Mississippi River.

THE FOLLOWING PRECAUTIONS TO PROTECT WATER QUALITY HAVE BEEN DESCRIBED BY THE APPLICANT: None.

MITIGATION: No mitigation has been proposed.

3. FEDERALLY-LISTED THREATENED OR ENDANGERED WILDLIFE OR PLANTS OR THEIR CRITICAL HABITAT

None were identified by the applicant or are known to exist in the permit area. However, Goodhue County is within the known or historic range of the following Federally-listed species:

Northern Long-Eared Bat	Hibernates in caves and mines – swarming in surrounding wooded areas in autumn. Roosts and forages in upland forests during spring and summer.
Higgins Eye (pearlymussel)	Mississippi River.
Sheepnose Mussel	Mississippi River.
Prairie bush-clover	Native to tallgrass prairies.

This application is being coordinated with the U.S. Fish and Wildlife Service. Any comments it may have concerning Federally-listed threatened or endangered wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

4. HISTORICAL/ARCHAEOLOGICAL

The Corps will review information on known cultural resources and/or historic properties within and adjacent to the project area. The Corps will also consider the potential effects of the project on any properties that have yet to be identified. The results of this review and the Corps' determination of effect will be coordinated with the State Historic Preservation Officer independent of this public notice. Any adverse effects on historic properties will be resolved prior to the Corps authorization, or approval, of the work in connection with this project.

5. PUBLIC HEARING REQUESTS

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, in detail, the reasons for holding a public hearing. A request may be denied if substantive reasons for holding a hearing are not provided or if there is otherwise no valid interest to be served.

6. PUBLIC INTEREST REVIEW

The decision whether to issue a permit will be based on an evaluation of the probable impact, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects. Among those are conservation, economics,

aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production and, in general, the needs and welfare of the people. Environmental and other documents will be available for review in the St. Paul District Office.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

7. REPLIES/COMMENTS

Interested parties are invited to submit to this office written facts, arguments, or objections within 30 days of the date of this notice. These statements should bear upon the suitability of the location and the adequacy of the project and should, if appropriate, suggest any changes believed to be desirable. Comments received may be forwarded to the applicant.

Replies may be addressed to:

Regulatory Branch
St. Paul District Corps of Engineers
180 Fifth Street East, Suite 700
St. Paul, MN 55101-1678

Or, IF YOU HAVE QUESTIONS ABOUT THE PROJECT, contact David Studenski at the La Crescent office at (651) 290-5902 or david.a.studenski@usace.army.mil.

To receive Public Notices by e-mail, go to: http://mvp-extstp/list_server/ and add your information in the New Registration Box.

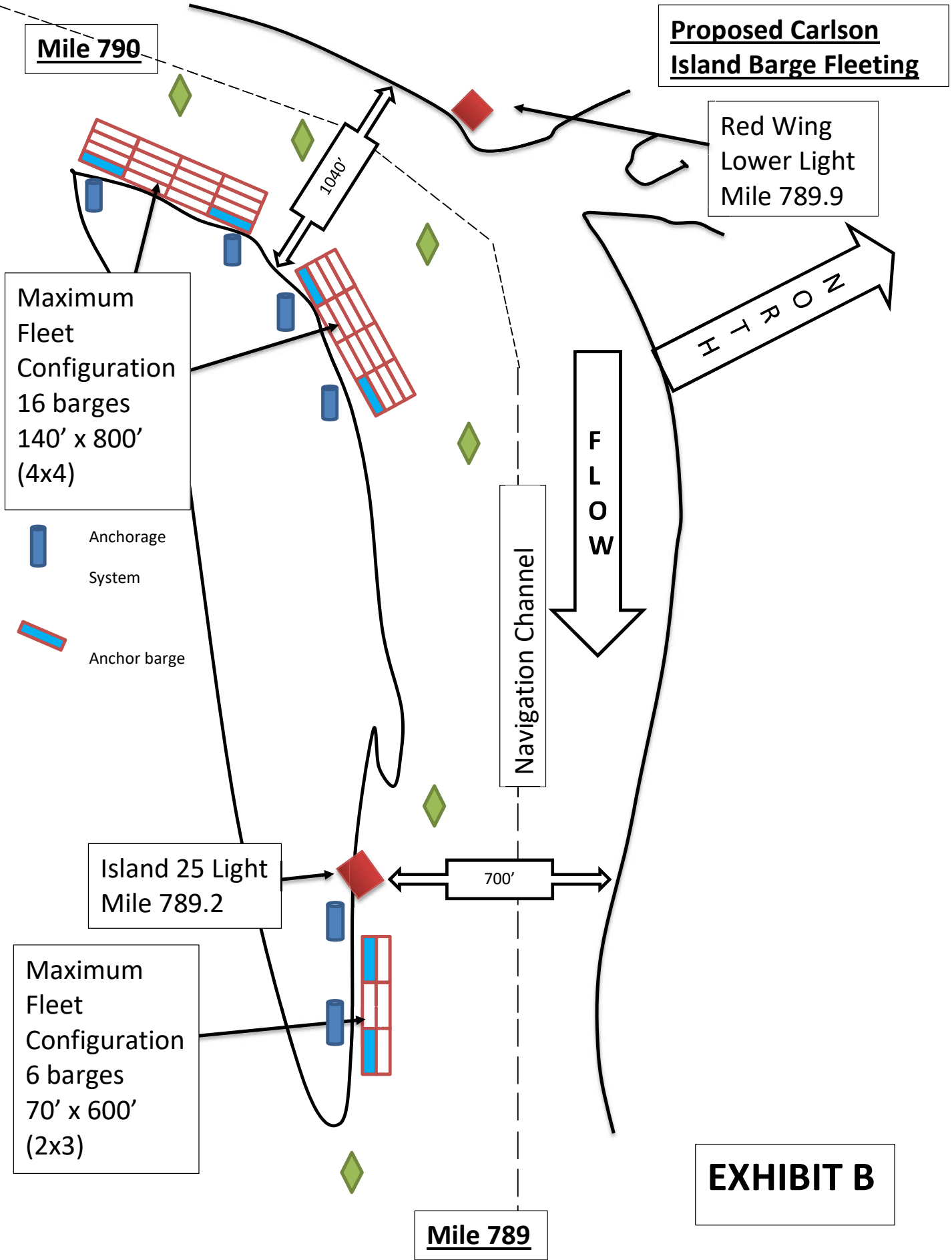
David Studenski
Lead Project Manager

Enclosures:
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Exhibit G







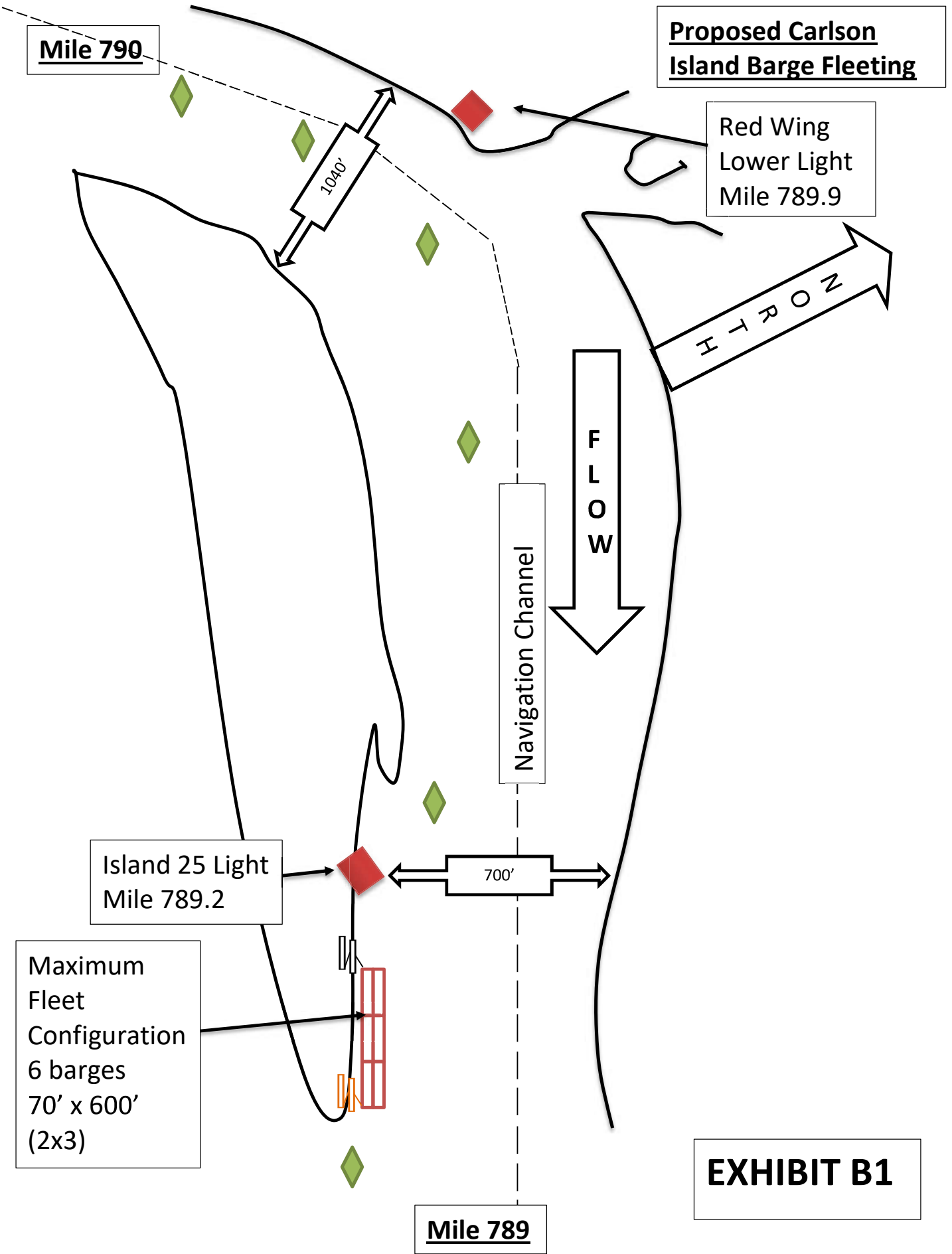
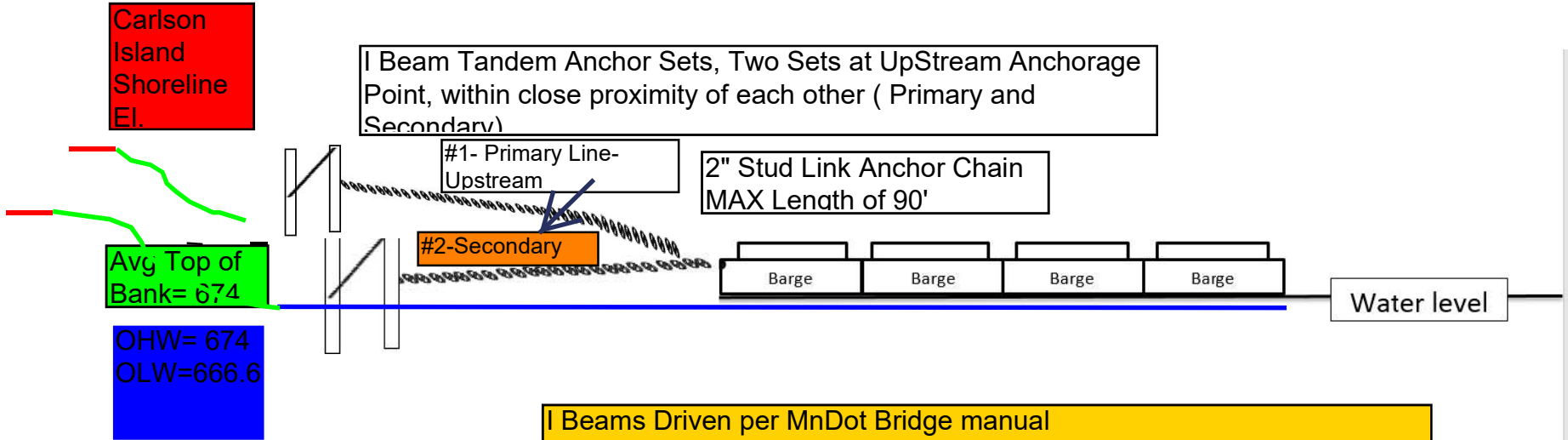


Exhibit A1- South End Carlson

This 6 barge area will contain- 2 sets of tandem anchor beams,(two beams tied in tandem by 2" Stud chain). Beams driven and chain slack taken out during pile driving.

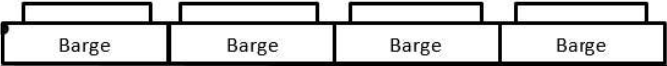


I Beam Tandem Anchor Sets, Two Sets at UpStream Anchorage Point, within close proximity of each other (Primary and Secondary)

#1- Primary Line-Upstream

2" Stud Link Anchor Chain
MAX Length of 90'

#2-Secondary



Water level

I Beams Driven per MnDot Bridge manual 5-393.150- See attachment

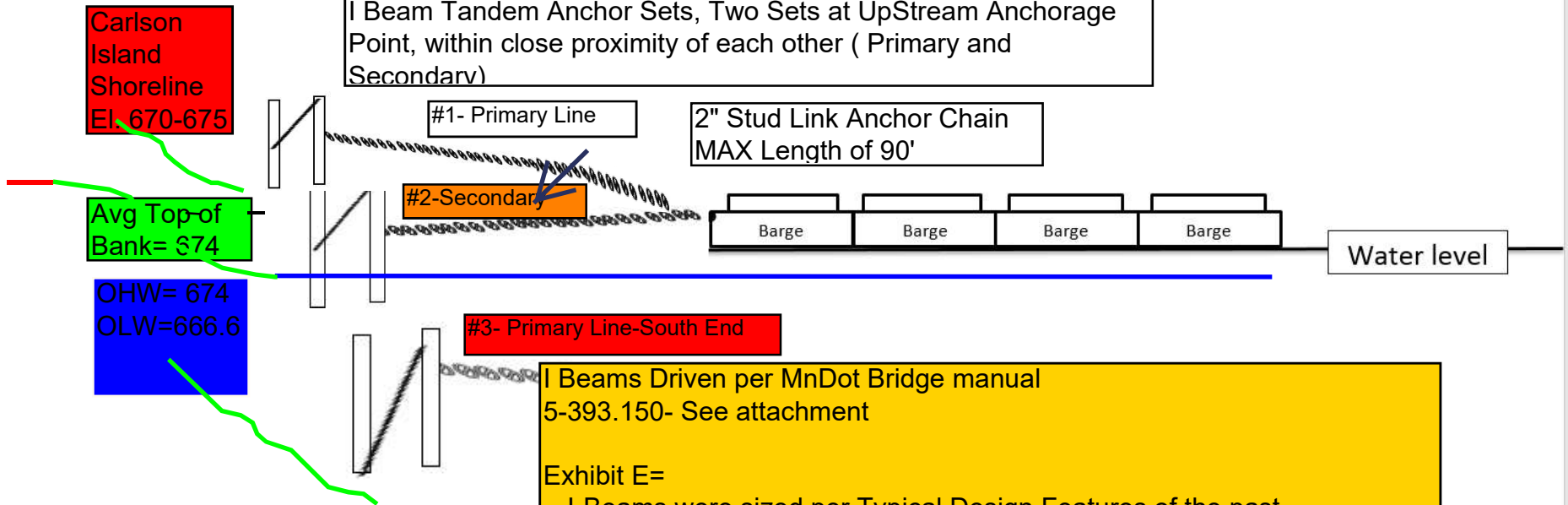
Exhibit E=
 - I-Beams were sized per Typical Design Features of the past
 - I Beams sizing is to be minimum WF12x120 which is the typical example of piles historically experienced in this area.
 -Piles to be driven to refusal per LRFD

Designation	Imperial (in x lb/ft)	Depth h (in)	Width w (in)	Web Thickness t _w (in)	Flange Thickness t _f (in)	Sectional Area (in ²)	Weight (lb r/ft)	Static Parameters			
								Moment of Inertia		Elastic Section Modulus	
								I _x (in ⁴)	I _y (in ⁴)	S _x (in ³)	S _y (in ³)
W 12 x 120		13.12	12.32	0.71	1.105	35.3	120	1070	345	163	56

Exhibit AAA

Updated to reflect a Secondary Set of Anchor Beams During a Surge Scenario
 Each 16 Barge area will contain- 3 sets of tandem anchor beams,(two beams tied in tandem by 2" Stud chain). Beams driven and chain slack taken out during pile driving. Please note previous Drag force calculations were taken with consideration of a 26 foot per second water flow, which is an average spring time flooding scenario. This additional

I Beam Tandem Anchor Sets, Two Sets at UpStream Anchorage Point, within close proximity of each other (Primary and Secondary)



I Beams Driven per MnDot Bridge manual 5-393.150- See attachment

Exhibit E=
 - I-Beams were sized per Typical Design Features of the past
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Designation	Depth	Width	Web Thickness	Flange Thickness	Sectional Area	Weight	Static Parameters			
							Moment of Inertia		Elastic Section Modulus	
Imperial (in x lb/ft)	h (in)	w (in)	t _w (in)	t _f (in)	(in ²)	(lb _r /ft)	I _x (in ⁴)	I _y (in ⁴)	S _x (in ³)	S _y (in ³)
W 12 x 120	13.12	12.32	0.71	1.105	35.3	120	1070	345	163	56

I-Beam Anchorage System X 3
For Each Barge Rafted Areas

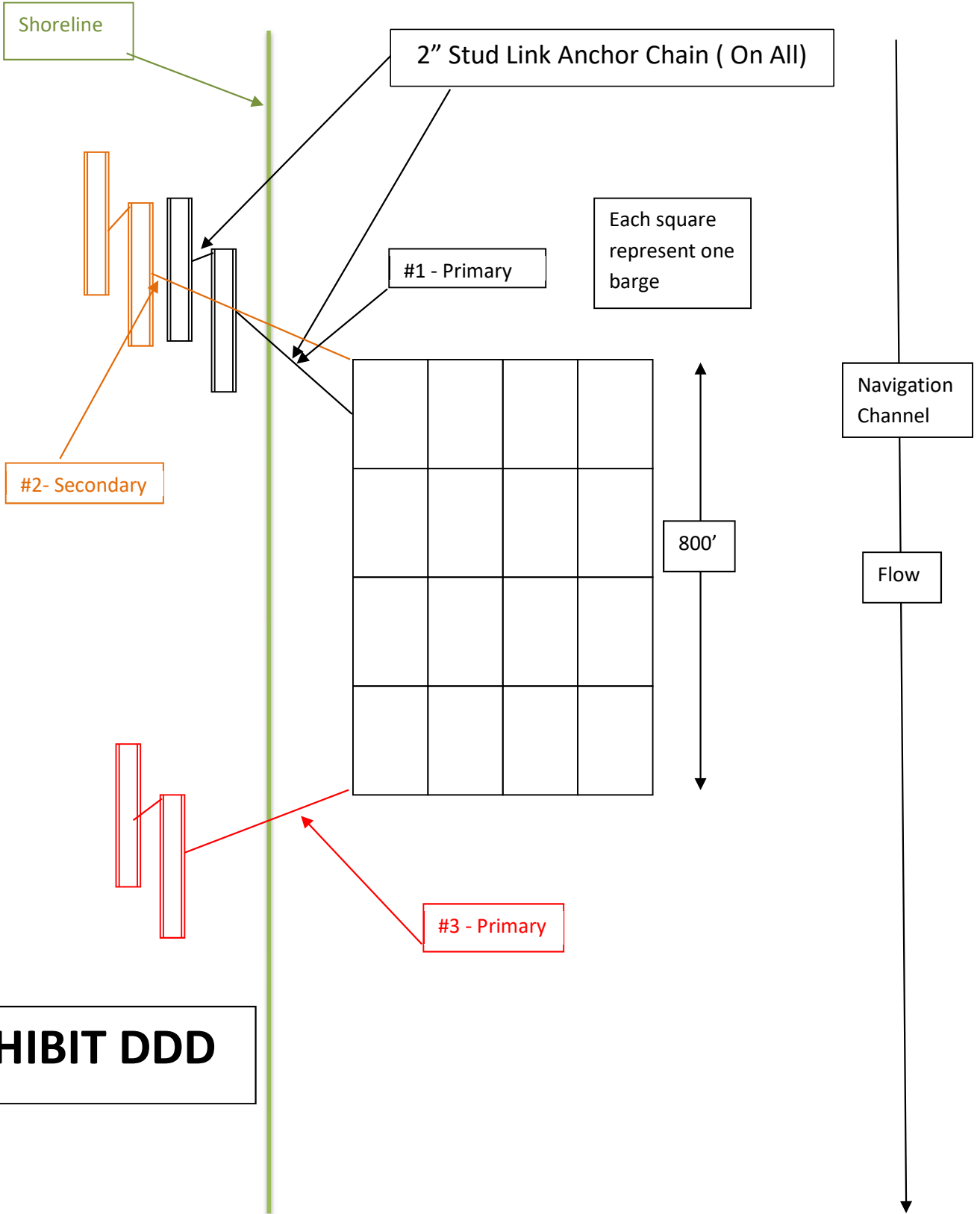


EXHIBIT DDD

Example of fleeting area structure similar to proposed work. This photo was not taken at the proposed fleeting area described in this public notice.

