

## Information for File # 2014-00338-TJH

**Applicant:** Aggregate Industries – MWR, Inc.  
Mr. Bob Bieraugel

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**Phone:** (651) 290-5367

**Primary County:** Washington County

**Section:** Sec. 35

**Township:** 27N

**Range:** 22W

**Information Complete On:** February 4, 2014

**Posting Expires On March 8, 2014**

**Authorization Type:** LOP-05-MN

This application is being reviewed in accordance with the practices for documenting Corps jurisdiction under Sections 9 & 10 of the Rivers and Harbor Act of 1899 and Section 404 of the Clean Water Act identified in Regulatory Guidance Letter 07-01. We have made a preliminary determination that the aquatic resources proposed to be impacted by the proposed project are regulated by the Corps of Engineers under Section 10 of the Rivers and Harbors Act. Our jurisdictional review could result in modifications to the scope of the project's regulated waterbody/wetland impacts and compensatory mitigation requirements identified above. An approved jurisdictional determination will be made prior to reaching a permit decision, and will be posted on the St. Paul District web page at <http://www.mvp.usace.army.mil/>.

**Project Includes:** Excavation of sediment from the Mississippi River, excavation in adjacent uplands, and driving sheetpile in uplands to construct an inland barge slip.

**PROJECT DESCRIPTION AND PURPOSE:** The applicant proposes to excavate an inland barge slip on Grey Cloud Island measuring 56 feet by 200 feet to accommodate a 45-foot by 200-foot deck barge. Sheetpile will be driven on land to support the excavation. Approximately 1,000 cubic yards of sediment would be excavated from a 5,000 square foot inlet area located below the Ordinary High Water level the Mississippi

River, to a depth of 9 feet. The inland barge slip would be used to load precast concrete bridge sections onto barges for transport to the St. Croix River Crossing project at Stillwater, Minnesota. The precast bridge sections would be manufactured on-site and stored on an upland area of Grey Cloud Island.

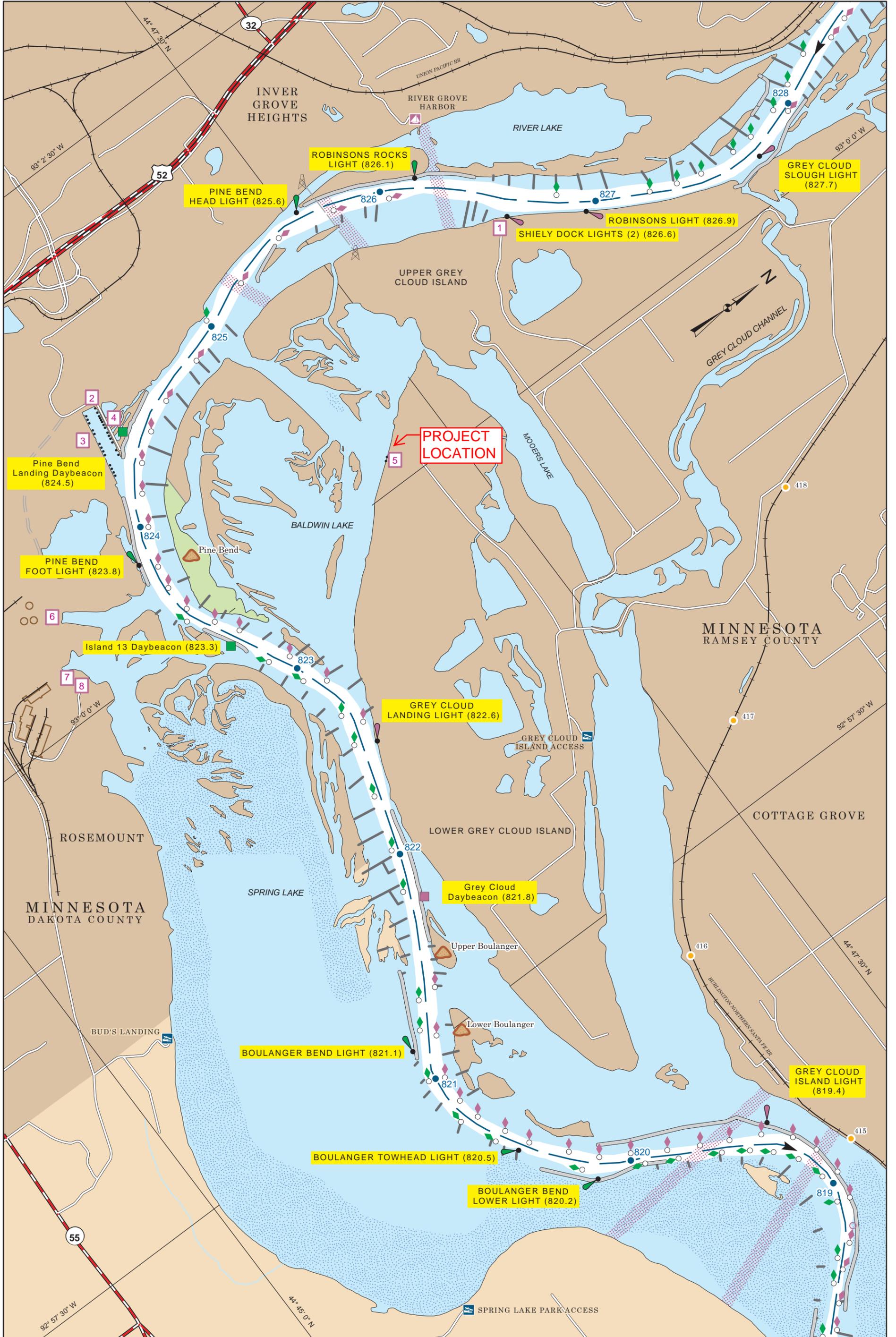
NAME, AREA AND TYPES OF WATERS (INCLUDING WETLANDS) SUBJECT TO LOSS: No dredged or fill material would be discharged into the Mississippi River or wetlands. The project would result in a conversion of approximately 11,200 square feet of an upland area to a 9-foot deep barge loading slip. There would be no loss of waters as a result of the project.

ALTERNATIVES CONSIDERED: The existing barge loading facilities on Grey Cloud Island are used to load aggregate material via conveyor and were not designed to support large cranes and other equipment needed to safely move and load precast bridge sections onto deck barges. Therefore, utilization of the existing aggregate loading area was not determined to be a practicable alternative.

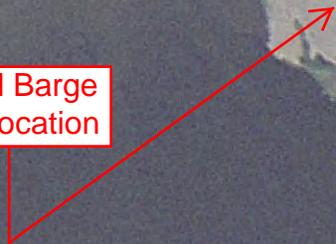
The preferred alternative avoids discharging dredged or fill material into Waters of the US, including the Mississippi River. Sheetpile would be driven in upland areas to minimize and support the inland excavation for the barge slip. The barge slip would be constructed in an area that has been used to stockpile dredged material.

COMPENSATORY MITIGATION: No compensatory mitigation is proposed. The barge slip inlet area that would be excavated below the ordinary high water elevation is located in an area where barge maintenance and maintenance dredging is periodically conducted.

**Drawings** See attached.



Inland Barge  
Slip Location



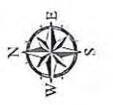
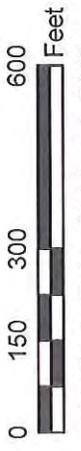


Figure 1



Air Photo Date: October 1, 2013

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11/23/05*

Nelson S&G  
Bridge Project Area





Figure 2

Scale: 1" ~ 250'

Bridge Project Area - Current Topography & Conceptual Grading Plan

