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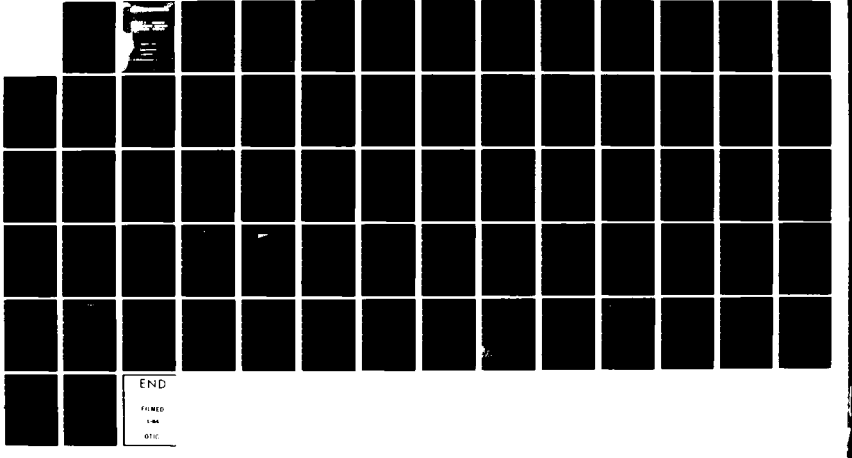

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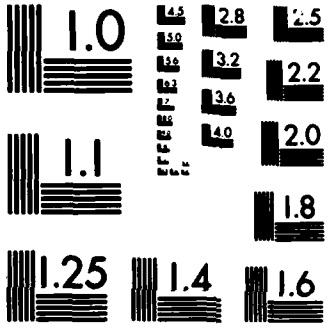

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18. SUPPLEMENTARY NOTES

19. KEY WORDS (Continue on reverse side if necessary and identify by block number)

MISSISSIPPI RIVER
PUBLIC OPINION

20. ABSTRACT (Continue on reverse side if necessary and identify by block number)

This appendix consists of: 1. GREAT I study problem list; 2. PPIWG membership list; and 3. interim report evaluation summary.

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APPENDIX A

GREAT I OFFICIAL STUDY PROBLEM LIST

The following tables show the results of the problem identification screening process. Each table lists the problems screened by each work group. Following the problem identification column are five columns. The first two show the problem's relevance to the GREAT I Study and the work. Problems relevant to a work group but not the GREAT I Study were excluded. In many instances, a problem first thought to be relevant to a work group was eliminated from consideration through the screening process. The column marked "Time Frame" indicates the time period in which the problem should be solved. The letter "S" (short term) represents the study period (1975 through 1979). The letter "M" (mid-term) is the period up to 15 years following study completion. The letter "L" (long term) represents a time period 15 to 40 years following study completion. The last column of each table explains the reason for addressing or excluding a problem.

Commercial Transportation Work Group

26 Nov 76

Problem	GREAT	Work Group	Time frame	Priority	Rationale
1. Fleeting area shortage.	Yes	Yes	M	-	Many regulatory agencies constraining necessary for growth.
2. Minimum channel width for each river bend.	Yes	Yes	M	-	Safety and expedite passing.
3. Impact of channel closure and dredging.	Yes	Yes	M	-	This will slow or stop river traffic.
4. Demand and capacity for existing and potential commercial river transportation, showing effects of off-loading and onloading facilities, inter-modal consideration and outcome of locks and dam No. 26.	Yes	Yes	M	-	Needed to project all other related needs. It will also assist in establishing priorities for river management.
5. Commercial and recreational craft conflicts.	Yes	Yes	L	-	Cause safety hazards, fuel waste, and delays.
6. Multitude of regulatory agencies.	Yes	Yes	L	-	Regulations stifling and expensive.
7. Legislation preserving, protecting, and enhancing river.	Yes	Yes	L	-	Influence development for commercial transportation.
8. Riverfront development constraints.	Yes	Yes	L	-	DNR and others regulate development.
9. Horizontal and vertical clearance at bridges.	Yes	Yes	L	-	Slow traffic - safety hazards.

M = Midterm
L = Long term

Dredging Requirements Work Group

26 Nov 76

Problem	GREAT	Work Group	Time frame	Priority	Rationale
1. Reduce as much as possible the material dredged (site specific).	Yes	Yes	S,M,L	-	Work group objective - definition.
2. Material placement site selection.	Yes	No	NA	NA	Applies to Dredged Material Uses and Plan Formulation Work Groups.
3. Definition of 9-foot channel.	Yes	No	NA	NA	Legal question of overall definition by GREAT.
4. Effect of 9-foot deep channel on dredging requirements (determine effect of).	Yes	Yes	S,M,L	-	Address dredging requirements relationship to varying overdepth dredging.
5. Flow vs. depth vs. dredging relationships.	Yes	Yes	S,M,L	-	As relates to reduction or timing of dredging requirements.
6. Pool levels vs. dredging requirements.	Yes	Yes	S,M,L	-	Change in pool levels could affect dredging quantity. Investigate only as related to dredging.
7. Channel width requirements vs. tow size.	Yes	No	NA	NA	Lock size sets physical limits. To be addressed by Commercial Transportation Work Group.
8. Traffic dredging requirements relationships.	Yes	Yes	S,M,L	-	Impacts on channel stability and therefore dredging requirements.
9. Riverine disposal.	Yes	Yes	S,M,L	-	Could impact on dredging requirements.
10. Navigation aid positioning.	Yes	Yes	S,M,L	-	Navigation aid buoys are not relocated with river stage change. Marking of the channel consistent with current conditions could reduce dredging requirements.

S = Short term
M = Midterm
L = Long term
NA = Not applicable

Dredged Material Uses Work Group

26 Nov 76

Problem	GREAT	Work Group	Time frame	Priority	Rationale
1. Describe material.	Yes	Yes	-	1	In order to determine the uses which may be made of the material, it is necessary that the physical and chemical properties be identified and described.
2. Identify material uses.	Yes	Yes	-	2	In order to determine and identify potential users for the material, all possible uses must be known. For example, if the material is unsuitable as a fine aggregate in concrete, there is no need to contact concrete companies as potential users.
3. Identify potential users for the material and areas of demand.	Yes	Yes	-	3	In order to determine how much material normally dredged could be utilized in a beneficial manner, it is necessary to identify all potential users and determine how much material each could use. It is desirable to also identify where the demand for the material exists and the relation between the location of demand and location of dredging.
4. Identify potential beneficial use disposal/ stockpile sites.	Yes	Yes	-	3	In order to assure that dredged material is accessible to persons, firms, municipalities, agencies, etc., who wish to use it, stockpile areas which are accessible must be identified. The DMU WG will identify areas which are accessible to potential users. Those areas which are within reach of the present COE dredging equipment will be given special attention for immediate use.
5. Determine economic impact on sand and gravel companies along river corridor of providing "free" material for potential users.	Yes	Yes	-	4	The economic impact on sand and gravel companies of providing sand to potential users could have serious repercussions. Ways of minimizing these effects will be investigated.
6. Determine means of transporting material to areas of demand from stockpile/disposal sites.	Yes	No	-	5	The Material and Equipment Needs Work Group will evaluate means of transporting material from stockpile area to areas of demand.

Fish and Wildlife Management Work Group

26 Nov 76

Problem	GREAT	Work Group	Time frame	Priority	Rationale
1. Fish and wildlife resources are adversely affected by current navigation channel maintenance practices.	Yes	Yes	S,M,L	1	This problem is the crux of the GREAT efforts. The problem requires definition of Government roles and changes of policy. The impacts on biological productivity and recreation are tremendous and grave concern has been expressed by many public sectors. A defined course of action to resolve this problem is long overdue. The array of conflicts and problems encompassed within this one problem is so extensive that only a cooperative group such as GREAT is capable of resolving it. There is question whether GREAT can actually arrive at a solution to this problem; however, GREAT is the best vehicle for resolution yet devised.
2. Fish and wildlife resources are adversely affected by commercial river transportation.	Yes	Yes	L	4	The conflicts between fish and wildlife resources and commercial river transportation are less obvious than those involved with channel maintenance. The problem is significant, however, and requires a broad scope program for resolution. The effects of prop wash on riverbanks and river bottom configuration are not restricted to certain States or certain barge companies.
3. Information on the distribution and abundance of fish and wildlife resources throughout the study area is inadequate for management decisions.	Yes	Yes	S,M,L	3	The effects of channel maintenance and barge traffic on fish and wildlife resources are difficult to assess. Effects of these activities are very apparent but, due to size, diversity of habitat quality and political boundaries within the river valley, specific measurements of habitat areas or animal populations have not been possible. The necessity for this information for impact assessments makes it a GREAT need, and GREAT is the only group capable of putting all of this information together.
4. There is a lack of ability to predict the response of fish and wildlife resources to alterations of the river environment.	Yes	Yes	S,M,L	2	Again, the size and diversity of the river system make this a GREAT problem. Comparisons of habitat quality and water development projects in many different areas along the river are needed to develop a reliable ability to predict responses of fish and wildlife resources to development. This predictive ability is essential to resolving the river conflict and can only be obtained by a comprehensive evaluation overlapping State and agency borders. GREAT can provide the means for this evaluation.
5. Fish and wildlife resources are adversely affected by recreational river traffic.	Yes	Yes	L	5	The conflicts between fish and wildlife resources and recreational river traffic are less obvious than those involved with channel maintenance. The problem is significant, however, and requires a broad scope program for resolution.

S = Short term, M = Midterm, L = Long term

Flood Plain Management Work Group

26 Nov 76

Problem	GREAT	Work Group	Time frame	Priority	Rationale
1. Lack of floodway-floodplain mapping.	Yes	Yes	S	1	In order to determine encroachment of dredged material and development on the floodplain and floodway, these features must be mapped for the river. The work group is pursuing this problem through a base mapping program.
2. Lack of interstate consistency in definition of floodway.	Yes	Yes	M	2	State interpretations of the river floodway are different throughout the study. In order to undertake a floodway mapping program, a common definition of floodway must be developed. The work group has met to discuss this issue and a "common denominator" definition has been determined.
3. Need to determine effects of navigation project operation and maintenance on flood stages.	Yes	Yes	M	3	There is a difference of opinion among various agencies as to the effects of dredging and disposal on flood stages. In order to attempt to resolve this issue, this work group has requested the Dredging Requirements Work Group to include a section in its detailed math model study relating dredging and flooding.
4. Lack of recent topographic and hydrographic information.	Yes	Yes	L	4	In order to do detailed engineering studies to determine encroachment effects on flood stages detailed cross-section data are needed. It is recognized that time and money constraints of GREAT may preclude development of a complete cross-section program. However, the work group will address the need for such data.
5. Need to determine effects of sediment aggradation on flood stages.	Yes	Yes	L	5	As the pools fill in with sediment the resulting effects on flood stages due to loss of storage areas are not known. While a study of this problem would not directly be related to the mission of the work group, it may still be possible to address this issue to some degree.

S = Short term
M = Midterm
L = Long term

Material and Equipment Needs Work Group

26 Nov 76

Problem	CREAT	Work Group	Time frame	Priority	Rationale
1. Moratorium on Federal equipment acquisition.	Yes	No	L	NA	This is a policy of Congress which should be addressed by GREAT I in its final report.
2. Inadequate equipment capability in study area.	Yes	Yes	L	-	The 9-foot channel EIS states that present equipment is not capable of carrying out maintenance activities in an environmentally sound manner.
3. Lack of knowledge of equipment availability and capability.	Yes	Yes	L	-	Present equipment has limitations that need to be addressed. Investigation is needed to determine how to modify floating plant makeup to obtain results more compatible with environmental demands.

L = Long term

Plan Formulation Work Group

26 Nov 76

Problem	CREAT	Work Group	Time frame	Priority	Rationale
1. There is a need for overall problem identification and coordination of Team activities.		Yes	S,M,L	1	This is a primary function of the work group as outlined in the Plan of Study. Necessary for plan formulation and preparation of the Team's recommendations.
2. A "critical path" must be developed which identifies the work upon which other aspects of the study depend.		Yes	S	2	Necessary in setting priorities and budget.
3. There is a need to identify conflicts between management objectives.		Yes	S,M,L	3	Same as 1 above.
4. A procedure is needed for formulation of alternatives.		Yes	S,M,L	4	Same as 1 above.
5. Sites must be selected for placement of dredged material.		Yes	S,M	5	This procedure requires the input of most work groups.
6. A means for evaluating the impacts of alternatives must be developed.		Yes	S,M,L	6	Same as 1 above.
7. A system to inventory and store the vast amount of data relevant to the study is needed.		Yes	S,M,L	7	A data storage and inventory system is necessary to avoid duplication and develop management plans based on the best available information.
8. There is a moratorium on acquisition of new dredging equipment.		Yes	L	8	Implementation of Team recommendations will probably require use of equipment new to the St. Paul District.
9. The Corps of Engineers does not have authority to open side channels not affected by operations and maintenance practices.		Yes	L	9	Opening of side channels is a necessary part of management of the river.
10. The 9-foot navigation channel authorized by Congress has not been defined.		Yes	L	10	Definition of the 9-foot channel project as it relates to dredging depths impacts on dredging requirements.
11. Fish and wildlife values are often adversely affected by water and related land resource development.		No	-	11	Authority already exists in River and Harbor Act of 1899, Public Law 92-500 and NEPA.

S = Short term
M = Midterm
L = Long term

Recreation Work Group

26 Nov 76

Problem	GREAT	Work Group	Time frame	Priority	Rationale
1. Legal and institutional authority - who is responsible for what?	Yes	Yes	S	1	There is a need to define roles of agencies (95 percent complete).
2. Little is known about the river recreationist. There is a need to determine recreation use patterns associated with the river - origin and destination studies, length of stay, expenditures, what attracts users, and regional per capita use rates.	Yes	Yes	M	8	Types of recreation use should be identified to properly anticipate future needs and resolve existing and potential conflicts.
3. Significant areas of water surface use must be identified to reduce or avoid conflicts.	Yes	Yes	L	11	Areas of heavy recreation use should be identified to avoid conflicts with other uses (dredged material, navigation, refuges). Conflicting uses will be identified. The Fish and Wildlife Work Group will be assisting.
4. What types and quantities of facilities are currently available?	Yes	Yes	S	2	Determination of the existing supply along with projected demands will determine existing and future needs. This information will be of use to State and regional development commissions.
5. What is the demand for recreation on the Mississippi River?	Yes	Yes	M	9	Site specific recommendations are needed. The problem has interstate implications. The Corps of Engineers is making projections using the "Sacramento Method - Similar Project Technique."
6. Recreation use areas may have adverse impacts on the environment.	Yes	Yes	L	12	Heavy use of areas may destroy the very resources that originally attracted the user. Recreation beach replenishment may cause closing of side channels and destruction of habitat. The Fish and Wildlife Work Group will identify critical habitat areas. The Recreation Work Group will then try to alleviate conflicts by relocating and/or redistributing use.
7. Future and existing recreation areas may be adversely affected by development, channel maintenance, and accelerated sedimentation.	Yes	Yes	S	3	Location of potential recreation areas to meet projected demands will be identified. This will include areas planned by Federal, State, and local agencies.

Recreation Work Group (Cont)

Problem	GREAT	Work Group	Time frame	Pricrity	Rationale
8. Future and existing recreation areas may be enhanced with the use of dredged material.	Yes	Yes	S	4	Location of potential and planned recreation areas will be identified. The Dredged Material Uses Work Group will identify existing and planned areas that may be beneficially affected by using dredged material.
9. Frequency of boating accidents is relatively high.	Yes	Yes	M	10	Although each State and the U.S. Coast Guard maintain accident records and have enforcement duties, the problem is an interstate problem that requires an interstate solution. Increasing recreation pressure could increase the accident rate. Distribution of recreation use affects accident rates.
10. Recreation use sometimes conflicts with commercial uses.	Yes	Yes	L	13	The quality and quantity of recreation use are directly affected by locking conflicts with commercial traffic and increased conflicts in the main channel. The Corps of Engineers Duplicate Locks Study is addressing locking conflicts. Boating accidents will be addressed in the Recreation Work Groups's boating accident study.
11. Historic and archeologic site destruction may occur along the river's edge outside of urban areas or within the riverine area.	Yes	Yes	S	5	Dredged material and side channel openings could adversely affect these areas. Historic sites are a major tourist attraction. Archeologic sites should be protected until they are completely evaluated.
12. Areas funded by Land and Water Conservation funds may be adversely affected or the original project purposes may be amended by the deposition of dredged material.	Yes	Yes	S	6	Any such actions would require prior approval of the Bureau of Outdoor Recreation if there are changes in land use. These recreation areas are protected in perpetuity under the Land and Water Conservation Fund Law. Enhancement of recreation opportunity is permitted with prior approval. Land and Water Conservation fund areas will be identified.
13. There is a threat of degradation of the viewshed.	Yes	Yes	S	7	Dredged material sites may adversely affect aesthetics including views from within the river and from scenic bluffs. Areas will be identified as part of the inventory.

S = Short term
M = Midterm
L = Longterm

Sediment and Erosion Work Group

26 Nov 76

Problem	GREAT	Work Group	Time frame	Priority	Rationale
1. Streambank erosion on major tributaries results in deposition of sand in the navigation channel which necessitates voluminous dredging activities.	Yes	Yes	M,L	-	The public has expressed strong support at public team meetings held along the river for holding the sediment at its source. Stabilizing the sources of the sand would drastically reduce the need for navigation channel dredging, would reduce damage to aquatic habitat and small boat channel shoaling by tributary rivers.
2. Dredged material is eroding and washing back into the navigation channel and backwater areas.	Yes	Yes	S,M,L	-	Maintenance dredging and aquatic habitat losses could be reduced by dredged material stabilization measures.
3. Silt and clay sediments from upland accelerated erosion activities are destroying aquatic habitat in pool backwater areas and navigation pools.	Yes	Yes	M,L	-	The loss of backwater aquatic habitat and side channels as a result of sedimentation by fine sediments greatly exceeds the aquatic areas being lost due to dredging activities. The expected life of the backwater lakes and channels and the sources of tributary sediments need to be determined in order to set priorities and evaluate alternatives.
4. Lake Pepin is losing storage and is shoaling due to accelerated sedimentation and dredging activities.	Yes	Yes	L	-	Basic data on the rate of silting of Lake Pepin are needed to determine if in fact dredging activities and/or general accelerated sedimentation is a threat to Lake Pepin and sources of the sediments should be determined so that alternative measures can be put into effect.
5. Backwater and side channels are filling with sediment, thus cutting off fishing and hunting areas and access to the channels by resorts and towns.	Yes		S,M,L	-	Basic data are needed on the source of the channel choking sediments in order to evaluate alternatives such as holding the sediment in place at its source and/or side channel dredging maintenance.
6. Concern that flood heights are rising due to increased sedimentation.	Yes	No	L	-	The long-term effects of the river corridor aggradation need to be evaluated for its possible effects on increased flood stages.
7. Accelerated sedimentation is reducing the life of the pools.	Yes	Yes	M,L	-	The loss of aquatic habitat due to channel maintenance dredging is highly visible. The bottom sedimentation occurring in the major open water pools such as pools 7, 8, 9, and Lake Pepin are not generally visible at present. The rate of storage loss for these large open bodies of water needs to be determined and the sources of the sediment identified in order that balanced alternatives for managing the corridor can be displayed that not only reduce the effects of maintenance dredging, but also reduce accelerated sedimentation of the open water areas.
8. Need to identify aquatic habitat being lost due to accelerated sedimentation.	Yes	No	M,L	-	The areas that are undergoing rapid sedimentation need to be identified in order to set priorities for upland land treatment measures to prolong the life of the backwater areas.

S = Short term, M = Midterm, L = Long term

Side Channel Work Group

26 Nov 76

Problem	GREAT	Work Group	Time frame	Priority	Rationale
1. Backwater sloughs and channels are becoming blocked by sediments and dredged material resulting in habitat loss.	Yes	Yes	S,M,L	-	The problem of side channel blockages meets all of the criteria used in defining GREAT problems. Blocked side channels and sloughs have significant impacts on the biological productivity and recreation use of the river. They represent a major conflict between natural and development aspects of the riverine system and definitely require intergovernmental role clarification and cooperation. Further, GREAT can do much toward clarifying and resolving the problem.
2. No one is certain what effects will result from altering flows into backwaters.	Yes	Yes	S,M,L	-	The problem of not knowing what to expect when water flows into the backwaters are altered is an extension of the first work group problem. This knowledge must be developed to accurately assess what effects have resulted from the side channel alterations as well as determining what remedial actions would be most effective. This problem meets all of the riverine conflict, intergovernment responsibility problem, and significant impact criteria set by GREAT. The Team can effectively resolve this problem.

S = Short term
M = Midterm
L = Long term

Water Quality Work Group

26 Nov 76

Problem	GREAT	Work Group	Time frame	Priority	Rationale
1. There is a lack of coordinated water quality and sediment quality data in the study area.	Yes	Yes	L	-	Limited data are available for selected time frame and locations. These data need to be correlated with discharge conditions, new data generated by GREAT, and each other to form an overall picture of water and sediment quality conditions and trends within the study area.
2. There is a lack of data pertaining to surface and groundwater quality as it is affected by dredging and disposal.	Yes	Yes	S	-	As a corollary to problem No. 1, there is a need to monitor water quality aspects of dredging and disposal operations to generate data statistically compatible with other water quality data for the study area. Funds for this effort will be available to the St. Paul District for the 1976 dredging season. Planning, sampling, testing and analysis will be conducted by the District, with the advice and assistance of the Water Quality Work Group.
3. There is a lack of data on the effect of navigation on water quality.	Yes	Yes	S	-	As in problem No. 2, data are needed for integration into the overall picture of the system. Little is known about the sustained effects of prop wash, spills, disposal methods, or hazardous cargoes within the study area.
4. Determine the relationship between the operation and maintenance of the 9-foot channel and the PCB (polychlorinated biphenyl) problem.	Yes	Yes	S	-	Concern was expressed at the Town Meetings that this operation may emerge as one of the causative factors of the PCB problems in Lake Pepin and elsewhere. Special attention will be given to this parameter in data acquisition and correlation activities.
5. It is not known whether legislative and institutional arrangements are adequate.	Yes	Yes	L	-	Water quality standards vary from State to State and from one side of the river to the other. Recent evidence suggests the need for additional regulation of PCB's. The work group will consider legislative and institutional changes among other alternatives for effective water quality management.

Water Quality Work Group (Cont)

Problem	GREAT	Work Croup	Time frame	Priority	Rationale
6. Shipment of hazardous materials.	Yes	Yes	S	-	A corollary to problem No. 3. Specific concern expressed by the public warrants special examination of possible adverse effects on water quality.
7. Collection and treatment of wastewater in the Twin Cities have an adverse impact on water quality in the study area as they affect aspects of dredging and disposal.	Yes	Yes	L	-	It is estimated that over 90 percent (287 MGD) of the volume of effluent discharged to pool 2 comes from the Twin Cities wastewater treatment plant. In view of the magnitude of this discharge and the recent public controversy over the proposed bypass of raw sewage, this facility is considered a special case apart from other point sources.
8. The impact of point sources on water quality is unknown.	Yes	Yes	S	-	Another corollary to problem No 1. Most existing data relate to point source discharges, but there is a need for compilation and integration with other data. The possibility exists that these sources represent the origin of the majority of the pollutants in the system.
9. There is eutrophication in the study area.	Yes	Yes	L	-	An area of expressed public concern. Assessment of point and nonpoint source data from the standpoint of the introduction of nutrients could lead to a recommendation for a remedial program.

S = Short term
L = Long term

APPENDIX B

The following is a current list of all members of the GREAT I Public Participation and Information Work Group.

PUBLIC PARTICIPATION & INFORMATION WORK GROUP

A. STATE OF MINNESOTA

	Name	Address	City	Zip	Organization Representing
1.	Clifton Aichinger	Critical Areas Coord. EQC Capitol Sq. Bldg., 550 Cedar	St. Paul		
2.	Art Aldinger	Route 1	Winona	55987	Winona County Farmers Union
3.	Jan Allen	203 E. Broadway	Winona	55987	Port Authority, Winona
4.	Merle L. Anderson	414 Nicollet Mall	Minneapolis	55401	N.S.P.
5.	Michael N. Anderson	116 Cannon View Dr.	Red Wing	55066	
6.	Shelby Jean Anderson	Rt. 6, Box 69	Anoka	55303	Minnesota Horse Council
7.	Wilbert F. Arksey	1525 Rivercrest Road	Lakeland	55043	
8.	Robert C. Baker	Biol. Dept., State U.	Bemidji	55601	Bemidji State University
9.	Bernie Beermann	6900 Dixie Ave. E.	Inver Grove Hts	55075	
10.	Thomas N. Bell	5868 Pioneer Rd. S. Grey Cloud Route 1	St. Paul Park	55071	Save Grey Cloud
11.	Dan Bambenek	260 Mankato Ave.	Winona	55987	Port Authority, Winona
12.	Duane Benson	2015 41st St. NW	Rochester	55901	
13.	Mark & Karlyn Berg	Route 2, Box 218A	Bovey	55709	Wildlife Ed. Pgm. for Living Future
14.	Jim Billy	10033 Brookside	Bloomington	55431	
15.	Suzanne Blue	Flower Valley Orchard	Red Wing	55066	
16.	Don Boell	216 S. Broadway	Rochester	55901	
17.	Robert Bone	168 W. Second	Winona	55987	Winona Area Chamber of Commerce
18.	Walter Bratt	3520 47th Ave. So.	Minneapolis	55422	Hennepin Co. Park Commission
19.	Wayne S. Brown	Box 75, Lilydale Road	Lilydale	55118	Lilydale Marina
20.	Daniel A. Busch	MCA Inc., Box 14177 University Station	Minneapolis	55414	Minnesota Canoe Assoc., Inc.
21.	Leslie J. Burch Jr.	Box 69	Winona	55987	
22.	Donald F. Busch	205 W. Center St.	Lake City	55041	
23.	Mr. & Mrs. John Caloa	10550 Hopkins Road	Bloomington	55420	
24.	Robert L. Callery	2304 University Ave.	St. Paul	55114	
25.	Gale H. Chapman	5300 Williston Road	Minnetonka	55343	U.M.W.W.A.
26.	Steve Chesney	3702 NE Polk St.	Minneapolis	55421	Sierra Club, Morth Star Chapter
27.	O.A. Christensen	Route 1, Box 32	Maple Plain	55339	Hennepin Co. Park Reserve Dist.
28.	Donald P. Chryst	2012 Capital Lane	Albert Lea	56007	Albert Lea Audubon Society
29.	Beverly M. Collins	204 E. 7th	Winona	55987	League of Women Voters, Winona
30.	Gerald D. Cook	720 Bluff St.	Red Wing	55066	
31.	Julie W. Copeland	Mples Public Library 300 Nicollet Mall	Minneapolis	55401	Environ. Conservation Library
32.	Linn Cowles	Box 611	Hopkins	55343	
33.	Burnett C. Dahl	1221 W. 6th St.	Red Wing	55066	Region 7 Dir. Nat. Wildlife Fed.
34.	Marylyn Deneen	831 W. Nebraska	St. Paul	55113	Ramsey Soil & Water Cons. Dist.
35.	Brian R. Dobie	662 Cromwell Ave.	St. Paul	55113	Twin City Testing & Eng. Lab.

36.	Bob Dornfeld	112 Laird St.	Winona	55987	Winona Rod & Gun Club
37.	William L. Downing	1834 Simpson Ave.	St. Paul	55113	Ramsey Soil & Water Cons. Dist.
38.	John Dunham	624 Welshire	La Crescent	55947	
39.	Mr. & Mrs. Marv Dyrstad	1735 Spruce Drive	Red Wing	55066	
40.	Howard Eiden	3947 Vincent Ave. N.	Minneapolis	55412	MN North Star State Assoc.
41.	Bonnie Eidsmoe	455 Grand Ave.	St. Paul	55102	
42.	Ruth Eldredge	3623 Lowell St.	Wayzata	55391	
43.	James Erickson	4959 9th St.	Winona	55987	
44.	Dr. & Mrs. Nils Fauchald	721 East Ave.	Red Wing	55066	
45.	James Fish	W. 3173 1st Nat. Bank Bldg.	St. Paul	55101	R. Robert Edman & Assoc.
46.	Wallace Fjone		Hartland		
47.	Dr. Dean Flugstad	315 Marion St.	Lake City	55041	
48.	Gordon Forbes	203 Hanover Bldg., 480	St. Paul	55101	
49.	Janet Gaskill	P.O. Box 1	Winona	55987	
50.	Rogers George Jr.	11501 Brookview Rd.	Woodbury	55042	St. Paul Power Squadron
51.	Janet Gienter	1101 Sibley Hwy 613	St. Paul	55118	
52.	Goodhue Co.Farm Bureau	2966 No. Service Drive	Red Wing	55066	
53.	Paula Goodwin	St. Anthony Park Manor #203 2186 Scudder St.	St. Paul	55108	
54.	Ed Grady	MN Farm Bureau Fed. 3110 Wooddale Dr., Box 3370	St. Paul		Minn. Farm Bureau Federation
55.	B. J. Gudmundson	5505 28th Ave. S.	Minneapolis	55417	
56.	Rod Hale	8291 114th St.	Cottage Grove		
57.	Harold Hall	Route 2	Kellogg	55945	Wabasha Co. Farmers Union
58.	Clifford Halsey	Ag. Ext. Service 16 Soil Sci. Bldg. J. of M.	St. Paul	55108	
59.	David Hanson	16545 Fishing Ave.	Rosemount	55068	
60.	Ann Hare	17680 Blackbird Tr.	Hastings	55033	Clean Air - Clean Water
61.	Ed Hare	538 S. Cretin	St. Paul	55116	MECCA
62.	John Healy	Box 15004, Commerce Station	Minneapolis	55415	Northwest Country Elevator Assoc.
63.	Cy Hedlund	Route 1, Gilmore Valley	Winona	55987	
64.	Lois Ann Helgeson	530 11th Ave. NW	New Brighton	55112	Ramsey Co. Environ. Eg. C.A.C.
65.	U. W. Hella	1315 Kestoh	St. Paul	55116	Clean Air - Clean Water
66.	Rev. Ron Hendrickson	1005 W. 4th St.	Red Wing	55066	Red Wing Riverfront Planning Comm.
67.	Charles Henning	Box 3596	St. Paul	55165	
68.	John Herman	7162 80th St. S.	Cottage Grove	55016	Washington County Bulletin
69.	Eugene Hickok	545 Indian Mound	Wayzata	55391	
70.	Kent Hinshaw	360 Colbourne	St. Paul	55105	
71.	Gilbert Hoesley	379 Washington St.	Winona	55987	Izaak Walton League, Winona
72.	John Hoffman	1851 Wellesley Ave.	St. Paul	55105	U.M.W.W.A.
73.	Sr. Mary Catherine Hoitkamp	Cotter High School	Winona	55987	

74.	Houston Co. Farm Bureau	115East Main St.	Caledonia	55921	
75.	Bernadine/Cheri Hughes	1303 Niles Ave.	St. Paul	55106	
76.	Robert Hughes	757 W. Broadway	Winona	55987	Port Authority, Winona
77.	Shirley Hunt	5600 Hillside Court	Edina	55435	
78.	Elmer Huset	1901 Alta Vista Dr.	St. Paul		St. Paul Water Utility
79.	James Jack	Mankato State U.	Mankato	56001	Mankato State University
80.	Mrs. George Jackish	723 Bachaman St.	Red Wing	55066	
81.	Argan Johnson	Box 707, 200 Exchange Bldg.	Winona	55987	
82.	Debra Johnson	1810 East Ivy	St. Paul		
83.	Hildegard Johnson	3312 Edmund Blvd.	Minneapolis	55406	Mississippi Gorge Association
84.	Jeff Johnson	115 Bedford St. SE	Minneapolis	55414	
85.	Marsha Jordan	7474 Spring Lake Rd.	Moundsview	55432	
86.	Peter Johnson	Box 611	Hopkins	55343	
87.	Vic Jude		Maple Lake		Miss. River Parkway Commission
88.	Debra Karasov	404 Woodlawn Ave.	St. Paul	55105	
89.	Lloyd Kiester		Frontenac	55026	Region 10 Transp. Adv. Committee
90.	Howard Keller	358 Collegeview	Winona	55987	Port Authority, Winona
91.	Michael J. Kennedy	6841 Ashwood Road	St. Paul	55119	
92.	Fred & Linda King	Stone Road	Homer	55942	
93.	Frank Kline	6321 Stevens Ave. S.	Richfield	55423	St. Paul Yacht Club
94.	John Kolb	Box 325	Dakota		City of Dakota
95.	Ronald Korpi	101a Bierman Bldg. U. of M.	St. Paul		U. of M. Crew Team
96.	Ron Kraft	429½ N. First	La Crescent	55947	
97.	Christopher Kusske	2 Sunfish Lane	Sunfish Lake	55118	U. of M. Students of Landscape Arch.
98.	W. H. Lambert	4530 W. 77th St. #223	Minneapolis	55435	Wisconsin Barge Lines
99.	Capt. Ron Larson	1286 Lakeview Ave.	Winona	55987	
100.	Gordon Lee	Wacouta Beach	Red Wing	55066	
101.	Rodney Loper	528 6th Ave. SE	Minneapolis	55414	Clean Air - Clean Water
102.	Lois Mann	84 Classroom Office Bldg. U. of M.	St. Paul	55108	Agriculture Extension Service
103.	Joseph Martin	5025 43rd Ave. S.	Minneapolis	55417	
104.	Janet Massey	5325 Logan S.	Minneapolis		
105.	Robert Madvig	111 266th N. W.	Rochester	55901	Sierra Club
106.	Bob Masyga	621 Sioux	Winona	55987	Winona Rod & Gun club
107.	Dr. Don Mahle	Route 1	Wabasha	55981	Minn. Ornithology Union
108.	John McCann	311 N. Oak	Lake City	55041	
109.	Bill McCarthy	144 W. Congress	St. Paul		
110.	Rick Meieratto	1794 S. Lexington Ave.	St. Paul	55118	MECCA
111.	Judith Midkiff	4637 Harriet Ave. S.	Minneapolis	55409	
112.	Douglas Mitchell	2735 Humbolt Ave. S.	Minneapolis	55408	
113.	Pete Moen	Box 79	Reads Landing	55968	

114.	Edward Moersfelder	5040 Newton Ave. S.	Minneapolis	55419	Audubon Chapter of Minneapolis
115.	Bob Morris	Urban Ed. Center, Pavillion Annex, U. OF M.	St. Paul	55108	
116.	Bridget Mullen	Rural Route	Hokah	55941	
117.	North Star Ski Touring Club	P.O. Box 15144	Minneapolis	55415	
118.	Robert Nybo	328 Main Street	Red Wing	55066	Minn-Wis. Boundary Area Comm.
119.	Louis Ode	528 Hill Street	Red Wing	55066	
120.	Peter Olin	305 Alderman Hall, U. OF M.	St. Paul	55108	Voice of the Mississippi
121.	Dave Olson	1027 McCammon Ave.	St. Paul Park	55071	
122.	Harold Omodt	Route 2, Box 202	Spring Grove	55974	Houston Co. Farmers Union
123.	Tom Osimitz	1316 Douglas Ave.	Minneapolis	55403	MPIRG
124.	Warren & Beth Oskey	1022 Hallstrom Drive	Red Wing	55066	
125.	Paul Owecke	265 E. 4th	Winona	55987	
126.	Joseph Page	156 E. 5th	Winona	55987	Mt. Trempealeau Corp., Inc.
127.	Edward Passe	809 River Dr., Box 256	Wabasha	55981	
128.	Sally Patterson	491 Montrose Lane	St. Paul	55116	League of Women Voters, MetroArea
129.	Alfred Pease	903 Palace Ave.	St. Paul	55102	
130.	Dennis Pellant	P.O. Box 413	Hastings	55033	Hastings Area Chamber of Commerce
131.	Stanley Peterson	4370 Woodale Ave.	St. Louis Park	55424	Izaak Walton League, Creekside Chpt.
132.	Rodd Pfaff	Route 4, Cedar Valley	Winona	55987	
133.	Frank Phillips	176 East 5th St.	Minneapolis		
134.	Clifford Pierce		Lewiston	55952	
135.	Mary Poppleton	11009 London Drive	Burnsville	55337	League of Women Voters of Minn.
136.	Gordon Redalen	P.O. Box 46	Reads Landing	55968	
137.	Owen Redman	449 West 7th	Red Wing	55066	
138.	Verlin Reiter	8596 Indian Blvd. S.	St. Paul Park	55071	
139.	Sandra Roe	2250 Delavare Ave.	St. Paul	55118	
140.	Amardo Romano	4930 W. 77th St.	Minneapolis	55435	Edwards & Kelcey, Inc.
141.	Marty Romano	10301 Stanley Circle	Bloomington		
142.	Robert J. Dahm	5200 W. 73rd St.	Minneapolis	55435	
143.	Kenneth R. Tolone	140 Grain Exchange Bldg.	Minneapolis	55415	Minneapolis Grain Exchange
144.	Franklin Ryder	5917 11th Ave. S.	Minneapolis	55417	
145.	Ralph Rye	2908 Cedar Ave. So.	Minneapolis	55407	
146.	Mr. & Mrs. John Sanchez	5701 York Ave. S.	Minneapolis	55410	
147.	John Sauers	15326 11th St. S.	Afton	55001	
148.	James Schain	174 Center St.	Winona	55987	Winona Port Authority
149.	Jerome Schwaez	Townsedge Shopping Center	Farmington	55024	Dakota S.W.C.D.
150.	Bill Seeley	NSP, 2nd Floor, 1414 Micollet	Minneapolis	55401	Northern States Power
151.	Katherine Sehlin	6209 Crest Lane	Edina	55436	
152.	T. Shepard	502 N. W. 10th Ave.	Grand Rapids	55744	
153.	Thomas Siewert	1086 Glen Echo Lane	Winona	55987	Winona Port Authority

154.	Mr. & Mrs. Clifford Simonson	Rt. 1, Wacouta Beach Rd.	Red Wing	55066	
155.	Mel Sinn	555 Wabasha St.	St. Paul		Minn. Water Resources Board
156.	Scott Slocum	1426 S. Brich Lake Blvd.	White Bear Lake	55110	
157.	Edward Smith	3518 Edmund Blvd.	Minneapolis	55406	Mississippi Gorge Assoc.
158.	Lyn Snell	7615 Metro Blvd.	Edina	55435	Support Wilderness in Minn.
159.	Joe Stackfield	Fed. Reserve Bank Bldg.	Minneapolis	55480	Upper Midwest Council
160.	Pete Stallcop	Box 15004 Commerce Station	Minneapolis	55415	Northwest Terminal Elevator Assoc.
161.	Harvey C. Stiefel	10811 Grey Cloud Is. Dr. S.	St. Paul Park	55071	S.A.V.E. Grey Cloud
162.	Roger Steinberg	U. of M. Rochester Center Bldg. 4, 2120 E.Center St.	Rochester	55901	Agriculture Extension Service
163.	Art Stender	345 Walnut	La Crescent	55947	
164.	Stewart Sumpton	12824 Melody Lane	Minnetonka	55354	American Commercial Barge Lines
165.	Russel Susag	3 M Co., Box 33331	St. Paul	55133	
166.	Mary Swanger	Islandview Dr., Rt. 1	Wabasha	55981	Citizens for a Clean Mississippi
167.	Eugene Sweazey	1071 Gilmore Ave.	Winona	55987	Winona Rod & Gun Club
168.	Darrell Thomford	Rout 1	Zumbrota	55992	Goodhue Co. Farmers Union
169.	Wally Thiele	517 Olmstead	Winona	55987	Minn. Conservation Federation
170.	Tim Thornton	900 1st Natl. Bank Bldg.	Minneapolis	55402	
171.	Phillip Tideman	Biology Dept., St. Cloud U.	St. Cloud		
172.	W. G. Tolle	2824 Pillsbury S.	Minneapolis		5th District, American Legion
173.	Paul Toren	805 Park Avenue	Mahtomedi	55115	Izaak Walton League, Minn.
174.	Twillie Tully	814 1st Ave. NE	Rochester	55901	
175.	Marcel Vax	594 Brimhall St.	St. Paul	55116	St. Paul Yacht Club
176.	Arnold Vogel	Gladstone Building	Red Wing	55066	Red Wing Riverfront Planning Com.
177.	Mrs. Marge Vogel	999 Kingman	Red Wing	55066	
178.	James von Lorenz	4332 Brookside Ave.	Minneapolis	55436	Izaak Walton League, Minn.
179.	Wabasha Co. Farm Bureau	P.O. Box 7	Millville	55957	
180.	Bernie Wagnild	1304 W. Broadway	Winona	55987	Port Authority, Winona
181.	Richard Walter	103 Courthouse	Red Wing	55066	Goodhue County Extersion Service
182.	Robert Welch	City Hall	Winona	55987	Winona Park-Rec. Dept.
183.	Lee Werth	College of Forestry 110 Greenhall, U. of M.	St. Paul 55108		
184.	Margaret Westin	857 Fairmont	St. Paul	55101	
185.	Winona Co. Farm Bureau	159 Walnut St.	Winona	55987	
186.	John Wodele Jr.	P.O. Box 148	Wabasha	55981	City of Wabasha
187.	Pat Woodworth	Route 4, Cedar Valley	Winona	55987	
188.	Tom Zibble	520 10th St.	Red Wing	55066	

B. STATE OF WISCONSIN

189.	David Bahr	3015 Cowley Hall, U. of W.	La Crosse	54601	
190.	Alan Balliett	Route 4	Tomah	54660	
191.	Donald Behrens	Route 1	Bay City		
192.	Jack Blask	Box 16	Genoa	54632	Wisconsin Conservation Congress
193.	Russell Bringe	Route 2	Holman	54629	
194.	Dave Brommerich	520 Shore Drive	Fountain City	54629	
195.	Archie Brovold	Buffalo County Agent Courthouse Annex	Alma	54610	
196.	George H. Buisse, ACSW	2317 South 31st St.	LaCrosse	54601	
197.	William Burke	Route 1, Spring Villa	Stevens Point	54481	
198.	William Bush	1465 Redfield St.	La Crosse	54601	
199.	Barbara Busse	123 W. Washington Ave.	Madison	53702	Wis. Dept. Local Affairs/Develop.
200.	Byron Clements		Genoa	54632	
201.	James Clements	Courthouse	Ellsworth	54011	Pierce Co. Zoning Office
202.	Peter Converse	112 Langdon	Madison		Wis. Coalition for Balanced Trans.
203.	Jerry Culver	Geog. Dept., U. of W.	La Crosse	54601	
204.	Don Daentl	111 W. Dunn St.	Prairie du Chien	53821	
205.	Michael Davy	115 S. 6th St.	La Crosse	54601	
206.	Peter Delwiche	Dairyland Power Co., Box 855	La Crosse	54601	Dairyland Power Company
207.	Rose Marie Dercks	1819 N. Nicholas St.	Appleton	54911	
208.	Robert Dillman		Prairie du Chien	53821	Crawford County
209.	Tim Eisele	1300 W. Clairmont Ave.	Eau Claire	54701	
210.	Joseph Fauver	1108 Bainbridge St.	La Crosse	54601	
211.	Daniel Flaherty	1925 King Street	La Crosse	54601	Dept. of Natural Resources
212.	Prof.Herman Felstehausen	Rm. 1, Ag. Hall, U. of W.	Madison	53706	
213.	Barbara Frank	2111 Valley Road	La Crosse	54601	Minn-Wis. Boundary Area Comm.
214.	Thurman Fremstad		Pigeon Falls	54760	
215.	Michael Fursten burg	Route 2, Box 111	Galesville	54630	
216.	H. L. Goodell	634 E. Division	Sparta	54656	Wis. Soc. of Prof. Engineers
217.	Rodney Gunderson	Box 206	Eleva	54738	
218.	Peggy Haas	1704 Martin St.	Madison	53713	
219.	Jim Harrison	619 Second St.	Hudson	54016	Minn-Wis Boundary Area Comm.
220.	Marian Havlik	1603 Mississippi St.	La Crosse	54601	
221.	Dorothy Hill	Box 61	Pepin	54759	Citizens for a Clean Mississippi
222.	John Hoefer	3410 Meadow Lane Place	La Crosse	54601	
223.	Maurice Hovland	Box 537, Courthouse Annex	West Bend	53095	University Extension
224.	William Howe	Box 149	Prairie duChien	53821	Wisconsin Conservation Congress
225.	Samuel F. Huffman	Dept. of Plant & Earth Sci. River Falls State U.	River Falls	54022	

226.	Dr. Robert Jackson	Center for Reg. Studies University of Wisconsin	La Crosse	54601	Center for Regional Studies
227.	Sarah Keimowitz	Box 76, Route 1	Coon Valley	54623	
228.	Ronald Kocher		Maiden Rock	54750	Village of Maiden Rock
229.	Lyle Kopp	Route 1	Galesville	54630	
230.	Dan Krumholz CO-MA	U.S. Army C/E, 1113 U.S. Post Office	St. Paul	55101	
231.	Steve Krumholz	354 Main	Fountain City	54629	
232.	Jean Lang	Inst. for Environ. Studies 610 Walnut, Room 120	Madison	53706	
233.	Frederick Lesher	509 Winona St.	La Crosse	54601	Audubon Society of La Crosse
234.	Mike Manion	Box 193	Prescott	54021	
235.	Albert Meiller		Wauzeka	53826	
236.	Bernard Mullenback	City Hall	La Crosse	54601	City of La Crosse
237.	H. John Naper	PO Box 98, 127 Marina Dr.	La Crosse	54601	
238.	Kenneth Nelson	Route 3, 1687 16th Cort	Friendship	53934	
239.	Phyllis Nelson	Box 224, Route 3	River Falls	54022	League of Women Voters
240.	Rod Nilsestuen	16 Federal Bldg., 510 S.Barstow	Eau Claire	54701	Congressman Al Baldus
241.	L. A. Nutter	University of Wisconsin	La Crosse	54601	
242.	Lee Olson	Route 2	Holmen	54636	Township of Holland
243.	George Oncken	Box 39, Courthouse	Durand	54736	Extension Agent, Pepin County
244.	Ray Pelishek	105 Courthouse	La Crosse	54601	
245.	Stanley Peterson	Route 2, 2743 Meadowlark Ln.	La Crosse	54601	
246.	Richard Rudolph	Owen Ayres & Assoc. 1300 W. Clairmont	Eau Claire	54701	
247.	James Scholmeier	357 North St.	Fountain City	54629	City of Fountain City
248.	Ralph F. Schommet	Route 1	Ellsworth	54011	
249.	Mrs. Jean Schroeder	Route 1, Box 250	Prescott	54021	Pierce-St. Croix League W. Voters
250.	Dale Simon	DNR, 3550 Mormon Coulee Rd.	La Crosse	54601	
251.	Robert Sing	P.O. Box 145	Alma	54610	
252.	R.L. Smick	402 Third Street	Independence	54747	City of Independence
253.	Lloyd Spriggle		Bay City	54723	
254.	Glen Tamke	Owen & Ayres Assoc. 1300 W. Glairmont	Eau Claire	54701	
255.	Douglas Venables	1707 Main Street	La Crosse	54601	Miss. River Reg. Planning Comm.
256.	Elisa Tilly	508 W. Mifflin	Madison	53703	Wis. Environmental Decade
257.	Barbara Thornton	3143 S. 31st St.	La Crosse	54601	
258.	Wayne Vandre	111 W. Dunn	Prairie duChien	53821	
259.	Robert Voxen	Box 98	La Farge	54639	Citizens for Kickapoo
260.	W. G. Wassmandorf	W2381 Northshore Dr.	Onalaska	54650	
261.	Pat Wagner	River Studies Center, U. of W.	La Crosse	54601	River Studies Center
262.	Robert Weilder	713 N. Leonard	West Salem	54669	
263.	R. F. Williams	Room 112, Courthouse	La Crosse	54601	

264.	Harry Yates	1260 Shorewood Dr.	La Crosse	54601	
265.	David B. Zelinzki	780 N. Court	Platteville	53518	
266.	William Kowalski	4137 W. Acre Ave.	Franklin	53132	
267.	David Dailey	Box 147	Fox Lake	53933	
268.	Mary Beeler	Prescott	Prescott, WI	54021	

C. STATE OF IOWA

269.	Kenneth Baldwin	Briar Cliff College	Sioux City	51104	Sioux City Audubon Society
270.	Rev. Walter Bernard Jr.	332 Second St. NW	Waverly	50677	
271.	Harvey F. Busch	Box 46	St. Olaf	52072	
272.	Sherry Fisher	3663 Grand	Des Moines	50319	Gov. Comm. for Cons. of Outdoor Res.
273.	Arnold Haugen	Route 1, Box 7	Dorchester	52140	
274.	Oliver Kellogg	Box 398	Cuttenberg	52052	
275.	John F. Kennedy Inst. of Hydraulic Research	University of Iowa	Iowa City	52240	
276.	E. W. Kozelka	205 W. Williams	Postville	52162	Upper Explorerland Regional Planning Commission
277.	Gary Mick	622 S. River Park Dr.	Guttenberg	52052	
278.	John Protsman		Lansing	52151	
279.	Alvin Schultz	319 Main Street	Lansing	52151	
280.	Michael Schuster	310 S. River Park Dr.	Guttenberg	52052	
281.	Sara Smerud	P.O. Box 165	New Albin	52160	
282.	Duane Tommsen	Iowa Dept. of Public Instr. Grimes State Office Bldg.	Des Moines	50319	IA Cons. Ed. Council/Dept. of Inst.
283.	Virgil Wessell		Colesburg	52035	Clayton County, Iowa
284.	Tom Kernd	Route 1, Box 35A	Lansing	52151	
285.	Gustave Kerndt	2917 High St., Apt. 4	Des Moines	50312	

D. STATE OF ILLINOIS

286.	George Anderson	Western Railroad Traffic Assn Rm 1118, 222 S. Riverside Plaza	Chicago	60606	Western Railroad Association
287.	William Gordy	Box 2108, Station A	Champaign	61820	Ed. Resources in Environ. Sci.
288.	Steve Herbert	1579 Eastham Dr.	St. Louis, MO	63141	
289.	Wallace Miller	2728 Rock Hills Road	East Alton	62024	
290.	Dr. John Warnock	Dir., Dept. Biol. Sci. Western Illinois University	Macomb	61455	Lobbe Station, Western Ill. U.

E. STATE OF MISSOURI

291.	David E..Bedan	6267 Delmar	St. Louis	63130	Coalition for the Environment
292.	Lonnie Jacobs	11 S. Meramec Ave. #1312	Clayton	63105	American Waterways Operators
293.	Charlotte Pfaff	4577 Gravois	St. Louis	63116	Transportation Institute
294.	Alan Richter	112 N. 4th St., #1200	St. Louis	63102	East-West Gateway Coord. Council
295.	James Swift	319 N. 4th St. 666 Security Bldg.	St. Louis	63102	Waterways Journal

F. MISCELLANEOUS

296.	Arnold Asp	Route #2, Box 672	Stoddard, WI	54658	
297.	Robert M. Ball	2934 Xerxes North	Minneapolis, MN	55411	
298.	Ms. Rhonda Beck	P.O. Box 468	Ft.Madison, IA	52627	
299.	D.H. Comann	Shive-Hattery & Assoc. P. O. Box 3267	Des Moines, IA	50316	
300.	John C. Cunningham	7175 Washington	St. Louis, MO	63130	
301.	Paul B. DuMontelle, Coordinator, Env. Geology	ILL. State Geol. Survey	Urbana, IL	61801	
302.	Ed Fairbanks, Cons. Dir.	Dox 308 Leach Lake Reserv.	Cass Lake, MN	56633	
303.	Sandra Fletcher, Chairperson; Wild Resources Advisory	Council 215 S. 26th St.	La Crosse, WI	54601	Wild Resources Advisory Council
304.	Lyle Folkstad	St. Paul Planning 421 Wabasha	St. Paul, MN	55102	
305.	Eric L. Garland	Mar-Mec High School	McGregor, IA	52157	
306.	William Gesell	1302 Taft Avenue	Eau Claire, WI	54701	
307.	Jahanshis Golchin	2923 Woodland St., #2	Ames, IA	50010	
308.	Betty Gunderse	Route 1	La Crosse, WI	54601	Lake Onalaska Rehab. & Prot. Dist.
309.	Mrs. Joseph Hjelle	Route 2, Box 166A	DeSota, Wis.	54624	
310.	J. E. Hawks	Shive-Hattery & Assoc. P.O. Box 4438	Davenport, IA	52808	
311.	John D. Hanson	19 Ninth St. NW	Rochester, MN	55901	
312.	Bob van Hoesen	49 Harding St.	Madison, WI	53714	
313.	Eldon Hugelen	12904 Nicollet Ave.	Burnsville, MN	55337	
314.	E. Waynon Johnson ECE Program Office of ARD-Envoronment U.S. Fish& Wildlife Service,	17 Executive Park DR. NE	Atlanta, GA	30329	
315.	Barry L. Jones	1701 SW 5th St., Apt. 304	Willmar, MN	56201	
316.	George Johnston, Dairyland Power Co.,	2615 East Ave.	La Crosse, WI	54601	
317.	Henry Kolka, Chairperson WI Wild Resources Advisory Council Dept. fo Geography	U. of W.-Eau Claire	Eau Claire, WI	54701	Wild Resources Advisory Council

318.	La Crosse Audubon Club	c/o Biology Dept., U. of W.	La Crosse, WI	54601	National Audubon
319.	Jack Middlestaedt	7370 Jackson St. NE	Fridley, MN	55432	
320.	Robert E. Miller, Jr.	Ripon High School	Ripon, WI	54971	
321.	L. J. LaBore, Mkt. Development Mgr, Alarm Svc. Dept.	3M Company, 3 M Center	St. Paul, Mn	55101	
322.	Stanley Monroe	Route 2	Fredericksburg,	Ia 50630	
323.	Bill Michols	498 Layton Road	E. St. Louis,	IL 62201	
324.	Office of Land Comm.	286 Court House	St. Paul, Mn	55102	
325.	William A. Pearce	NYS-DEC-Box 292	Cape Vincent,	NY 13618	
326.	Fred T. Phelps	1809 Knox Ave. So.	Mpls., MN	55403	
327.	Larry Perrott	Route 1	Red Wing, MN	55066	
328.	Mike Podolske	137 Pembroke	Wabasha, MN	55981	
329.	Joseph R. Rowe	R.E.T.A. Envirodyne Eng. H161 Lackland Roal	St. Louis, MO	63141	
330.	Gary Rogers	Box 124	Jesup, IA	50648	
331.	Rev. Jim Ross	Bethany United Meth. Church 1835 19th Ave. NW	Rochester, MN	55901	
332.	Dr. George P. Sayre	Rt. 2, Box 350	Wabasha, MN	55981	
333.	Mark L. Smith	210 N. 13th St.	St. Louis, MO	63103	
334.	Wendy Thur	317 N. Cody Rd.	Ie Claire, IA	52753	Dan McGuiness & Associates
335.	John S. Voss	8030 Cedar Ave. So.	Mpls., MN	55420	
336.	Will Walton	Loran Galpin Assoc. 909 Basin Avenue	Bismarck, ND	58501	
337.	Tim J. Weyenberg	Ryckman, Edgerley, Tomlinson & Assoc. 12161 Lackland Road	St. Louis, MO	63141	
338.	Dennis Winters	428 E. Berry	Fort Wayne, Ind.	46802	Izaak Walton League, Ind. Div.
339.	Sue White		Glen Haven, WI	53810	
340.	Rick Wiederhorn	St. Paul Planning 421 Wabasha	St. Paul, MN	55102	
341.	W. Woods	4681 Barbato	Inver Grove Hts,	MN 52753	
342.	Gerald G. Specht	605 S. Harvey Ave.	Freeport, IL.	61032	

APPENDIX C.1

COLUMN A EVALUATION SUMMARY

Recommendation	# of Respond-ents	Highest Ranking	Lowest Ranking	Average Ranking
Periodic review of channel width at bends	28	1	23	11.93
Establish fleeting area needs	28	1	24	12.96
Continue dredging reduction research	30	1	24	9.80
Lower Pool 4 should be dredged to 11 feet	27	1	24	18.41
Continue pursuit of beneficial placement of dredged material	30	1	19	7.83
Maintain fish & wildlife resources	29	1	21	5.48
Rehabilitate backwaters	30	1	18	7.77
Continue dredging coordination	30	1	16	7.40
Coordinate pool level fluctuations	27	4	23	13.56
Assure use of appropriate dredg-ing equipment	26	1	23	12.35
Continue public participation	30	1	21	6.20
Maintain material disposal islands and beaches for recreation	29	2	23	11.00
Provide more and better planned boat accesses	28	3	23	14.32
Provide more sanitary pump-out facilities	27	2	22	13.69
Provide public assistance to margin-al private recreation developments	27	1	24	18.41
Provide canoe routes	27	2	24	17.74
Start an erosion control demonstra-tion project on the Chippewa River	26	1	24	9.46
Stabilize material placement sites	27	1	22	10.63
Provide State & Federal funding for accelerated erosion control	27	1	23	8.70
Continue sediment monitoring of tributaries and backwaters	28	1	23	9.29
Investigate moving pool control point to locks and dams	26	1	23	18.42
Initiate sediment pollution demonstration project	27	1	23	11.25
Remove sediment plugs from 8 backwaters	27	2	23	11.78
Place water control structures in the dike works of 5 locsk and dams	26	3	23	14.54

APPENDIX C.2

COLUMN B EVALUATION SUMMARY

Recommendation	# of Respond-ents	Highest Ranking	Lowest Rating	Average Rating
Periodic review of channel width at bends	30	5	3	4.100
Establish fleeting area needs	30	5	1	3.80
Continue dredging reduction research	31	5	1	4.258
Lower Pool 4 should be dredged to 11 feet	28	5	1	3.214
Continue pursuit of beneficial placement of dredged material	31	5	4	4.613
Maintain fish & wildlife resources	30	5	4	4.732
Rehabilitate backwaters	30	5	3	4.467
Continue dredging coordination	31	5	3	4.613
Coordinate pool level fluctuations	30	5	2	4.067
Assure use of appropriate dredg-ing equipment	29	5	3	4.310
Continue public participation	31	5	3	4.677
Maintain material disposal islands and beaches for recreation	30	5	1	4.033
Provide more and better planned boat accesses	30	5	1	3.933
Provide more sanitary pump-out facilities	29	5	2	4.241
Provide public assistance to margin-al private recreation developments	30	5	1	2.633
Provide canoe routes	30	5	1	3.533
Start an erosion control demonstra-tion project on the Chippewa River	30	5	1	4.433
Stabilize material placement sites	30	5	2	4.367
Provide State & Federal funding for accelerated erosion control	30	5	3	4.567
Continue sediment monitoring of tributaries and backwaters	30	5	3	4.300
Investigate moving pool control point to locsk and dams	29	5	1	3.448
Initiate sediment pollution demon-stration project	30	5	1	4.100
Remove sediment plugs from 8 backwaters	29	5	2	4.000
Place water control structures in the dike works of 5 locsk & dams	29	5	1	3.828

APPENDIX C.3

Narrative comments received
with GREAT I Interim Report Evaluation

INDEX

ADMIN 1000 (Rev. 1/78)

STATE OF MINNESOTA

DEPARTMENT Environmental Planning/Critical Areas **Office Memorandum**

TO : Dan McGuiness, GREAT Public Participation Coordinator

DATE: 5/17/78

FROM : Cliff Aichinger, Coordinator Critical Areas Program

PHONE: 296-2686

SUBJECT: GREAT I Interim Status Report

I have read the Interim Status Report and filled out your evaluation form. I understand that facilitating some analysis of individual comments about the report recommendations is necessary. However, it was difficult for me to feel fair about evaluating some of the specific project recommendations. such as, "Remove sediment plugs from eight backwaters".

I did rank the particular recommendations, however to be more fair to the work groups I really had ranked them by a high medium and low priority. I then went through and numbered. Except for the top 3 or 4 the number could be shifted either way by ± 3 and still represent my general attitude.

In general, I feel fairly confident that the work groups are trying to work toward a reasonable compromise between EQ and NED. Personally I feel the CT work group is by far the most NED oriented, but I feel the rest are working toward a reasonable EQ goal. The major problem I foresee is a major competition developing for limited financial resources to achieve the various wishes of each interest group.

The erosion and sedimentation problem appears to be the most significant problem. It is this problem that, left ignored, could destroy all that everyone else desires. I don't think this is made clear enough and should be in the final report. Unless we handle the erosion problem and the sedimentation effects on the river there will be few fantastic fisheries or wildlife hunting areas to worry about. Also, with the increased silting of the river and backwater storage areas, we can expect our flooding situation (100 yr. flood levels) to be perpetually increasing. This would create a difficult planning and development problem for communities with floodplain areas. This would also eventually result in the breaching of previously constructed flood control structures, resulting in significant economic loss.

The long and short of it is, Dan, that I feel there are several issue areas that could be drawn from the mass of recommendations that, if addressed by PPIWG, could give a better indication of public preferences. As I have said, I think erosion control is the no. 1 need to be addressed. After erosion control there is the multitude of other concerns such as navigation, recreation and dredge spoil disposal that could follow. The complex problem of finding the conflicts can only be defined by a system such as CIA. I think that if the test works properly it should be undertaken for the entire study area.

One final comment, could some hierarchy of issues be established, such as; without dealing with the erosion problem we should forget about enhancing back-water areas, or without obtaining better quality, more versatile dredging equipment, we should forget about the central placement option. With this type of analysis it may be easier to deal with priorities.

I hope this rambling memo is of some consistence. I prepared it rather rapidly to try to make it close to your deadline. I have been tied-up with a program evaluation for the past month and no offense to you, it took priority over the review of the Interim Report.

If I can be of any further assistance to you feel free to contact me at any time.

/br

H. L. Goodell 634 E. Division • Sparta, Wisconsin 54656 • 608-269-3518

August 17, 1978.

Dan W.McGuiness & Assoc., Coordinator,
PPIWG GREAT I,
149 Main Street,
WABASHA, MN. 55981.

Subject:- GREAT I INTERIM STATUS REPORT, MARCH 1978

Dear Sir:-

Attached is AN EVALUATION OF GREAT I SUBSEQUENT TO THE GREAT I STATUS REPORT - MARCH 1978. The evaluation is dated August 17, 1978.

As you know,I have been very active in GREAT since it began 4 years ago, even longer than you, and have been designated the non-agency person who has attended more meetings than others. This has been volunatry, within my own resources. I am on the BOARD of Directors of the PUBLIC PARTICIPATION AND INFORMATION WORK GROUP, in both GREAT I & II, and am authorized to represent the Western Chapter of the Wisconsin Society of Professional Engineers, the only obligation being to report back to the Chapter.

Any reader of input regarding the Interim Status Report is entitled to know the background of each author. Thus a brief resume of my career (mostly river engineering)is enclosed. In addition to the 50 years of practicing engineering, I have continued an active interest and participation in resource development during the six years of retirement.

Please include this letter and the enclosures in the APPENDIX, under Narrative Comments, to the GREAT I PPIWG POSITION PAPER of August 1978. Although the materials furnished you June 5 and 17 are still valid, they should not be included in the APPENDIX.

Sincerely,

H. L. Goodell

H.L.Goodell P.E. (Ret.)

ENCLOSURES:_
BRIEF RESUME OF CAREER
AN EVALUATION OF GREAT I SUBSEQUENT TO THE
INTERIM REPORT-MARCH 1978 (Dated Aug. 17, 1978)
COMMENTS TO SPECIFIC REFERENCES IN THE REPORT (Aug. 17, 1978).

H. L. GOODELL
634 E. DIVISION
SPARTA, WISCONSIN
PHONE 608 269-3518

April 1977

RESUME OF CAREER

CITIZENSHIP:- Native born - Illinois

BORN:- 1902

EDUCATION:- B.S. in Civil Engineering, University of Illinois, 1925

SOCIETIES:- American Society of Civil Engineers - Life member.
National Society of Professional Engineers - Life member.

REGISTRATION:- Professional engineer and Surveyor in Wisconsin. Registrations in Alabama, Georgia, Illinois, Ohio and New York allowed to expire. Certificate from National Bureau of Engineering Registration.

EXPERIENCE

CONSULTING ENGINEERING FIELD:- 12 years of municipal, flood control, and local protection. (3 years as principal)

CONSTRUCTION INDUSTRY:- 19 years, 5 as construction engineer, and 14 as chief engineer for two companies of national reputation, primarily on river and harbor work but including power plants, heavy industry and large commercial buildings.

U.S. CORPS OF ENGINEERS:- 16.5 years on engineering and construction of navigation projects, flood control reservoirs, local protection and other river and harbor work.

DEPT. OF ARMY:- 2.5 years as Chief of Buildings and Grounds, Fort McCoy, Wis.

SEMI-RETIREMENT:- 5.0 years. (Active in public works projects, involving engineering.)

SUMMARY:-

Consulting field	12.0 years
Construction industry	19.0 "
U. S. Corps of Engineers	16.5 "
Dept. of Army	2.5 "
Semi-retirement	5.0 "
Total	55.0 years

AN EVALUATION OF GREAT I SUBSEQUENT TO THE INTERIM STATUS REPORT - MARCH 1978.

BY H.L.GOODELL, PPIWG DIRECTOR

AUG. 17, 1978.

1. INTRODUCTION:-

(a) The POSITION PAPER, as prepared by the Public Participation Coordinator is quite long. This is prepared in an attempt to provide a shorter and more easily understood evaluation of GREAT I.

(b) It is practically impossible to measure the many variables of river phenomena, and present them as rationale for a conclusion. Thus, of necessity, an evaluation of GREAT I must be judgmental, based on many years of river engineering experience.

2. PUBLIC PARTICIPATION AND INFORMATION WORK GROUP (PPIWG).

(a) Development of plans for use of land and water resources are required to proceed in accord with the Principles and Standards of the U.S.Water Resources Council (WRC), which state that, "Direct input from the public - - is important and will be accomplished by:-"(a) Soliciting public opinion (b) Encouraging periodic expression of the public's views (c) Holding public meetings, and (d) Making available all plans, reports, data analyses, interpretations and other information for public inspection." It is believed that periodic publication of these WRC requirements, in the news letter "SOUNDINGS", will increase the attendance at meetings.

(b) GREAT I could significantly increase public input by employing available practical and professional talent based on many years of river experience. At various times it has been recommended that a board of consultants be created to advise GREAT on the approach to developing an improved management plan, but there has been no response. (I am not seeking employment).

3. DREDGING REQUIREMENTS WORK GROUP (DRWG)

(a) This group has the responsibility of reducing dredging volumes consistent with good channel maintenance, economical and environmental values. Reduction of volume and improvement in dredging practices are the keys to improving all other resource uses.

(b) Studies by use of mathematical models indicate that a significant reduction in dredging volumes can be accomplished by changing dredging depths and the start of annual dredging operations to later in the spring. However, this reduces the reliability of the navigation shannel, increases risks and costs of transportation. It has not been established that mathematical models have sufficient reliability for day to day management. The only sure method of maintaining a reliable channel is dredging. The models provide very general guides.

(c) A description of proposed plans, schedules and costs to obtain an estimated or predicted reduction in sediment (sand) from the Chippewa should be included in the final report. Minutes of a recent meeting where fluvial hydraulics was discussed, indicate that such a prediction is unreliable.

(d) On page 76, DRWC recommends that "all maintenance dredging in lower pool 4 should be done to a depth of 11 ft. after spring high water".This recommendation needs to be supplemented. If dredging is limited to 11 ft., what is the recommended depth at which dredging should start? Consideration should be given to dredging to a minimum depth of 11 ft. in lower pool 4 during all stages. Dredging should start when shoaling has reduced depth to 10 ft.(Note:- Vessels grounded at Reed's landing during a fairly high stage in spring of 1978.)

(e) There are at least 4 feasible methods of reducing the accummulations of sediment, and in turn dredging volumes, the practicability of which have not been studied. This input was made one year ago but to date there has been no inquiry from ANYONE about the methods.

4. SEDIMENT AND EROSION WORK GROUP (SEWG)

(a) The work done to date does not contribute a basis for improving the management of channel maintenance dredging. The Cesium 137 program to determine the average sediment depths in the valley in recent years is considered unreliable and of no use in developing improved management. Also there was no measurement of the erosion to arrive at a net change in the volume of sediment in the valley. Thousands upon thousands of very carefully controlled measurements would be needed to arrive at a sound conclusion regarding the amount of erosion and sedimentation in the valley - and this appears to be too costly for the value of the information.

(b) Control of upland erosion should be left exclusively with the Dept. of Agriculture The correlation between upland erosion with sedimentation in the river corridor and channel maintenance dredging is too subtle to be a significant factor in developing a channel maintenance plan. Management of upland erosion is relatively slow and long range while a complete channel maintenance plan can be implemented in a short period of time and can be changed likewise.

(c) See comments to specific references of the report opposing a demonstration project on the Chippewa (or other tributaries); also comments to the unreliability of predictions to significantly reduce sand discharged by the Chippewa (or other tributaries) by any practical method.

(d) This SEWG collected and produced some interesting information about erosion and sedimentation, but unfortunately it has no significant value in developing a management plan for the river corridor.

5. FISH AND WILDLIFE WORK GROUP (FWLWG)

(a) The term "Rehabilitation of backwater areas" needs to be defined. There is a difference between "rehabilitating" and "improving the water quality of" backwater areas. Under "COMMENTS TO SPECIFIC REFERENCES IN THE REPORT", see comments No. 6 & No 9.

6. SIDE CHANNEL WORK GROUP (SCWG).

(a) The variables of a river system are too complex to reliably quantify a prediction or benefits or damages due to side channel alterations. Only general predictions are feasible such as wide degrees of benefits or damages and these can only be verified after many years; also what might be predicted as early benefits might develope into damages, in the long term. Precision management should not be attempted without 100% control of backwater areas.

(b) Alteration of side channels is the crudest of management techniques to obtain the intended objectives. The river is dynamic and side channels are relatively fixed, and will not be satisfactory. The management can be greatly improved by including some carefully designed facilities to provide control over flow through the side channels at appropriate times. Math. and simulation models are inadequate and unnecessary in the management of water in the backwater areas. A very general method of observing the effects of side channels is adequate. If side channels are going to be incorporated in a management plan, for recreational craft navigation, then proposed channel dimensions should be included.

7. RECREATIONAL WORK GROUP (RWG)

(a) A very small portion of a management plan for recreation will contribute to an improved channel maintenance plan. The RWG has found a great demand for more sand beaches. This is contrary to the laws that prohibit placement of dredged material below water.

(b) Input through PPIWG recommended plans for swimming facilities, accessible by land, isolated from the river - where good quality water, sanitation, safety, bath houses, parking and picnic areas could be maintained. To my knowledge there has been no response nor are such facilities mentioned in the status report.

8. WATER QUALITY WORK GROUP (WQWG)

(a) Under "COMMENTS TO SPECIFIC REFERENCES IN THE REPORT" see comment No. 8.

(b) It is believed that sufficient studies have been made on the effect of dredging on water quality, on this river and others, to formulate a management plan.

9. FLOOD PLAIN MANAGEMENT WORK GROUP (FPMWG)

(a) Information on project flood volumes, flooded areas, profiles and frequency of floods should be included in the final report; also the effect on the flood profile of 50 more years of dredged disposal within the flood plain, should be included.

10. DREDGED MATERIAL USES WORK GROUP (DMUWG)

(a) The data furnished the public to date does not support the conclusion drawn. The tests made on the dredged material (sand) for use in construction products, are inadequate for a sound conclusion. Potential demands for dredged material, even for use as fill and sanding roads should be reliable and well documented. Historically, the dredged material has been a liability, and intense management techinques will be required to change it to an asset.

(b) The dredged material is mostly sand but does not have the acceptable characteristics for use in good quality and economical concrete. It has been used to blend aggregate for asphaltic concrete, but the volume of potential use is insignificant. The only practical use for the material is for fill and for sanding roads, but even the records show that use is a very small percentage of the amount dredged.

(c) The report states that "Dredge material is a valuable resource". The validity of the statement should be demonstrated to the public, as historically it has been a substantial liability; also it must be competitive with other sources for all uses. The validity of the whole presentation of DMUWG needs to be established. The "Platteville' concrete tests and compost tests by others are inadequate for planning purposes Enclosed are two charts showing specified and actual gradations in relation to various uses. None of the "dredged material" meets acceptable specifications for any knonw product. A draft of DMUWG Final Report is at hand. The information presented does not support the statement that "Dredged Material is a valuable resource." Those member agencies of the GREAT I team having qualified engineers should state that a report as proposed is unacceptable.

(d) A Key person of GREAT has stated publicly that "There is a big demand for the dredged material but there is one problem":-the supply is not where the demand is". That is "gobbledy-gook!" It should be stated that the supply demand relationship is impractical - otherwise concentration on how to dispose of the sand is diverted.

(e) The so called pilot project at Buffalo Cuty was a disgrace. Placement of fill by hydraulic dredge is an old art. Also the embankment characteristics are not in accord with sound engineering practice. It could have been placed by land methods at about 1/5 the cost. Reported costs vary from $30,000 to $50,000. An audited cost should be reported, but as little more said about that project, in the final report, the better.

11. COMMERCIAL TRANSPORTATION WORK GROUP (CTWG)

(a) Through the efforts of this work group, experienced pilots were asked to advise on channel widths in river bends. Some widths were decreased and some increased, that resulted in a net reduction in dredging volumes.

12. PLAN FORMULATION WORK GROUP (PFWG)

(a) The 5/23/78 minutes of PFWG listed the main objectives that are not in consonance with the original. They are paraphrased as follows:-

1. Develop an interim dredging plan.
2. Outline a plan of study to develop a management plan.

It is recommended that a plan to make further study be avoided.

(b) Plans for river management will always be conceptual, never complete, i.e. always subject to improvement. Sufficient information is available to:-

1. Develop and recommend a management plan.
2. Recommend an organization to execute the plan, such as the Corps, UMRBC, F & WL or others. *

* GREAT lacks sufficient direct responsibility to execute a plan in an acceptable manner. the GREAT team could act as an advisory council to the agencies having direct responsibility, and there should be adequate public representation on the team or council.

13. CONCLUSION

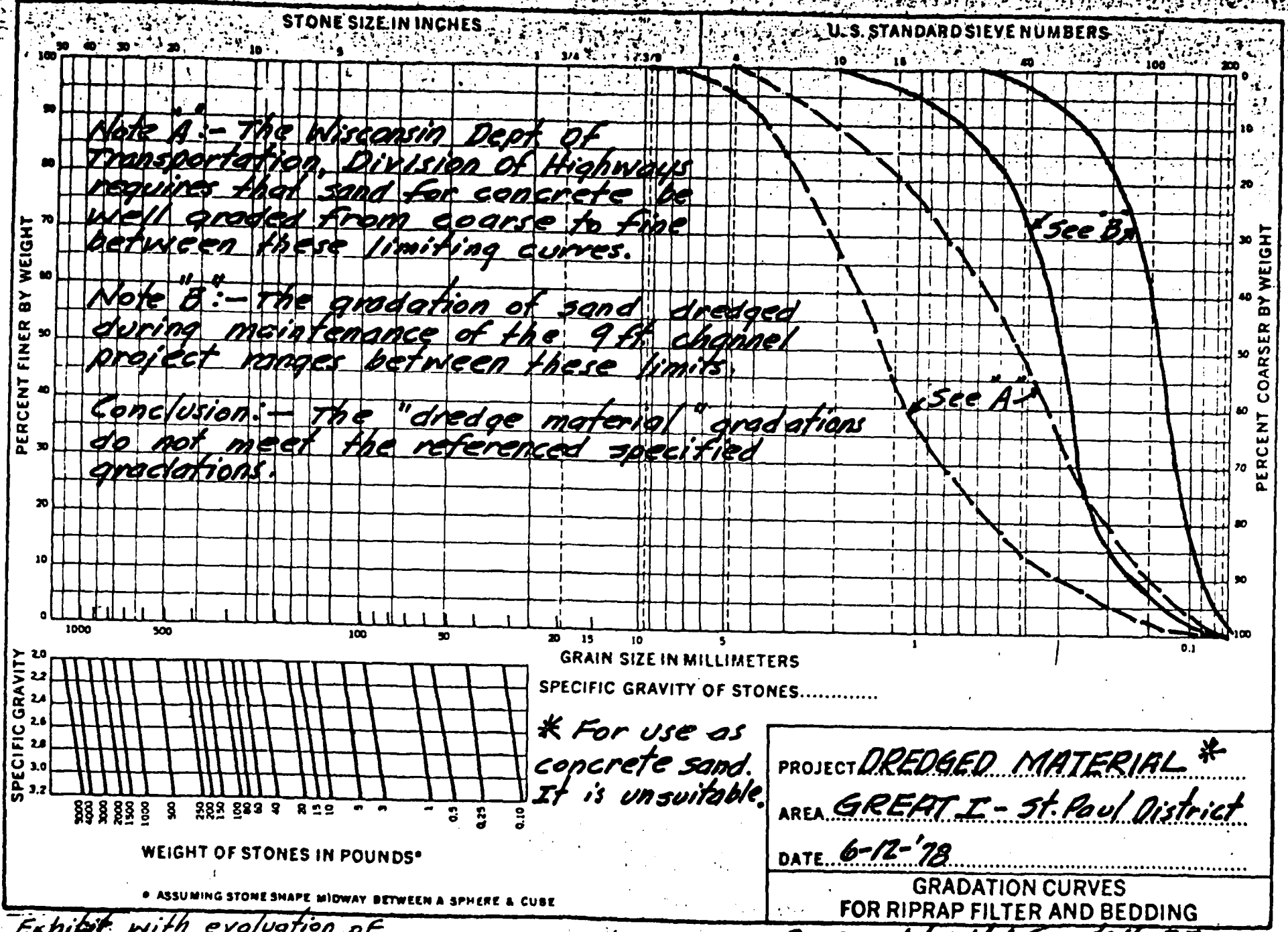
(a) There is a profound need to:-

1. Initiate studies on the practicability of developing new types of dredging equipment.
2. Initiate studies to substantially increase the sediment transport capacity of the river.
3. Avoid any expenditures on tributary stream bank erosion in attempt to reduce bed load discharge of sediment into the main river corridor.

Respectfully submitted,

H. L. Goodell

H.L.Goodell P.E. (Ret.)



10

Exhibit with evaluation of Interim Status Report of GREAT I, March 1978

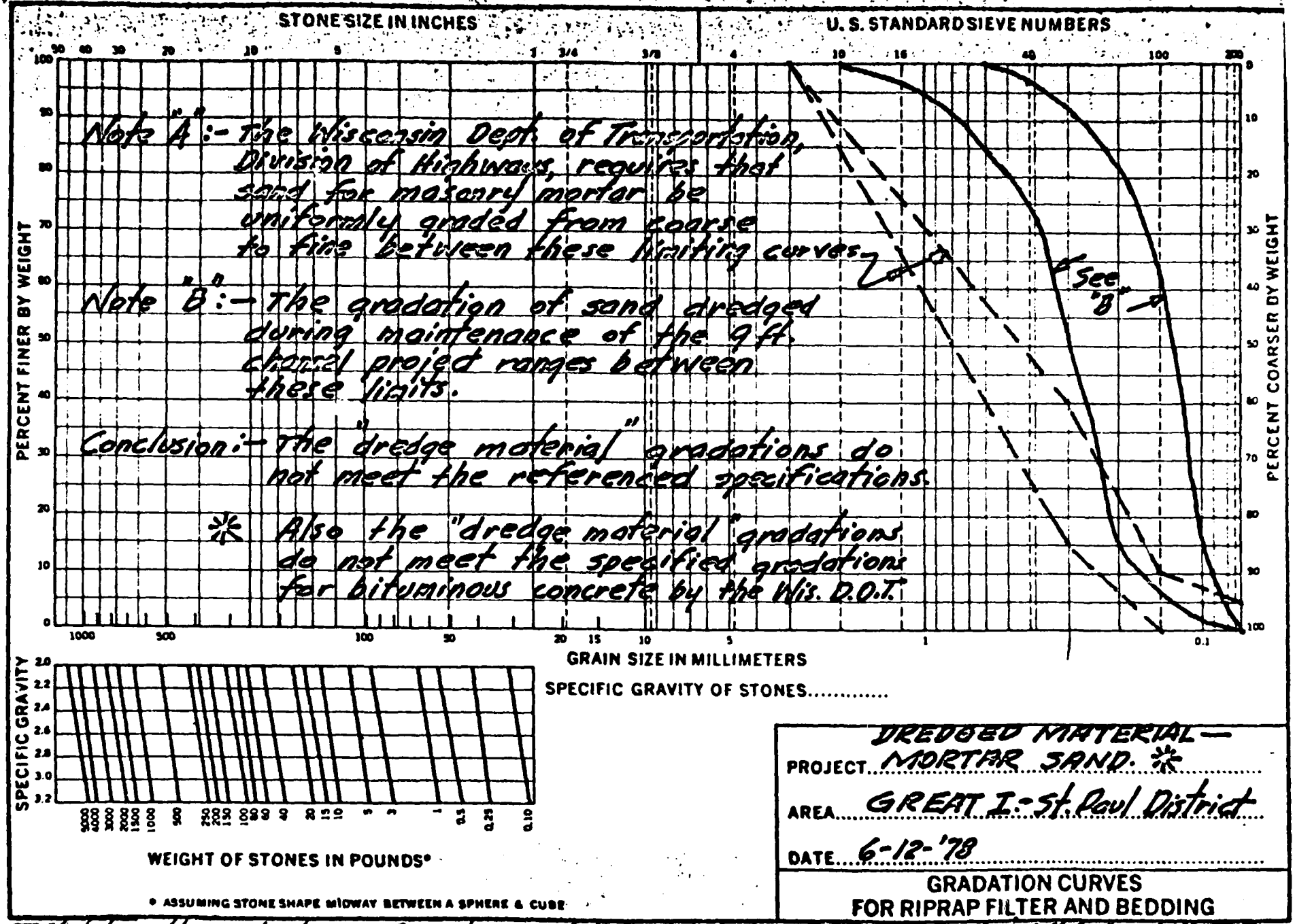


Exhibit with evaluation of Interm Status Report, GREAT I, March 1978

Prepared by R.L. Goodell, P.E.

GREAT I

INTERIM STATUS REPORT

COMMENTS TO SPECIFIC REFERENCES IN THE REPORT

BY H.L.GOODELL PPIWG DIRECTOR

Aug. 17, 1978

1.REF,page i:-TABLE OF CONTENTS

COMMENT:- It would be an improvement to use a system of numbering the sections, paragraphs and sub-paragraphs.

2.REF, Page 6:-STUDY ORGANIZATION.

COMMENT:- It is suggested that the GENERAL PUBLIC be inculded as a part of the STUDY ORGANIZATION to provide input to and receive information from the study.

3.REF page 7:- ORGANIZATION CHART.

COMMENT:- The funding symbol line should extend to the box, "Functional Work Groups" as they receive funds from the Corps.

4.REF,page 11:- GREAT I study budget

COMMENT:- It is suggested that the final report show for the total of each item the amounts contributed by GREAT I, each Federal agency, each State agency and other elements of Government.

5.REF,Page 98:- 1st line at top of page

COMMENT:- It is suggested that "timing" be inserted before "and".

6.REF, page 80:- Conclusion No. 3

COMMENT:- It is agreed that "REHABILITATION of backwater areas" is feasible. The final report should include a description of any plan and methods as to what would be involved, such as areas, excavations and fill volumes, number of culverts, annual maintenance, schedule to accomplish and estimates of first, annual and life cycle costs as a minimum obligation to determine the "practibility". Otherwise each reader is uninformed and left to imagination.

7.REF, page 75:-Conclusion No.2.

COMMENT:- It should be stated that shallower depth dredging reduced the quality of the navigation channel and that the actions increased the costs and risks of water transportation; also substantially increased the basic unit costs of managing the river. Unit dredging cost per cu. yd. was $0.54 in 1974 and $7.11 in 1977.

8.REF,page A-148:- Conclusions

COMMENT:- The Grey Cloud Island Pilot Study Report of 1976 is paraphrased as follows:

The chemical, biological and physical effects on the water quality resulting from hydraulic dredging and disposal "appears to be localized and short term". This is also in accord with the results of the $30,000,000 Dredge Material Research Program (DMRP) by the Waterways Experiment Station (WES). This information was available before the Interim Status Report was written and should have been included.

9. REF, page A-76:- Recommendations

Comments:-

To No. 1:-The final report should be specific as to location, costs, benefits, etc, regarding proposed "rehabilitation of backwater areas" and "potentially productive habitats" so a reader can be informed rather than left to imagination.

To No.4:- Rip rap should only be placed to protect property where the B/C ratio is greater than 1.0; also to maintain channel alignment, and where dredging would be significantly reduced.

To No. 5:- See Comment to No. 1 above.

10. REF, pages A-132:-Recommendation "a. The Corps -- should select the Chippewa -- for an erosion control demonstration project ---".

COMMENT:-Eliminate the recommendation. In the spring of 1977, the Western Chapter of the Wisconsin Society of Professional Engineers, recommended that the Corps reconsider the stream bank revetment project on the Chippewa. Existing revetment on the Chippewa should be adequate demonstration. Revetment of stream banks is an old art and the Corps has spent millions on stream bank revetment. Surely that experience is adequate to justify elimination of demonstration projects.

Respectfully submitted,

H.L. Goodell

H.L.Goodell P.E.(Ret.)

Donald V. Gray
67 East Howard Street
Winona, Minn. 55987

17

May 12, 1978

Mr. Dan McGuiness
149 Main Street
Wabasha, Minnesota

Dear Dan:

Enclosed please evaluation form re. the GREAT I Interim Status Report. This was initially prepared bv me independently, and then I took it to our Ikes chapter meeting to try it out on them, and they were in substantial agreement with my assesment (which may be good or bad), so that is why both are represented on the form.

There was a feeling that there were gaps in the Report, with perhaps the writers knowing what they were writing about, but not clear to readers: viz "Maintain fish and wildlife resources". No place is there a description of the year or years to use a s a basis for this "maintenance".

We could find no reference by the CTWG as to the need for barge and tow boat standards of construction and amintenance referred to. Reference the latest oil spill at Winona where a barge was opened bv shoaling onto a sandbar. What concerns are being given to the condition of these gehicles, skin thickness, welds, etc?

Basically my stand is that the solving of the sand and sediment problem is basic to the F&W and Recreation, Commerce and Recl boating needs. It really shouldn't take so long to get cracking on demonstration projects on the Chippewa and other streams that contribute to the problem of sand and sedimentation, but it looks like it will have to be studied to death before any action is taken.

Thanks for the opportunity to review this and comment thereon. I'll be interested in its future.

Sincerely,

Donald V. Gray

WE CAN'T ALL LIVE UPSTREAM

CCMI

Citizens for a Clean Mississippi, Inc.
Box 61 Pepin, Wisconsin 54759

June 1, 1978

Dan McGuinness, Coordinator
Public Participation Work Group
Great Environmental Action Team
149 Main Street
Wabasha, MN 55981

Dear Dan:

Sorry, I really messed up the evaluation form, and I regret that I am not going to be able to finish my statement relative to the Interim Report. Pressures here have been heavy, and even though I have strong feelings about many issues, Mary Swanger failed to submit her written report as requested. It was my intention to compare her constructive criticism with my layman's interpretation, and then draw conclusions.

I do, however, sense that the Water Quality Work Group has not accomplished its objectives. It appears to me that when the sampling of Lake Pepin was done, someone was in error in not having made chemical analysis other than for PCB's (which reminds me to tell you that the MPCA will be having further hearings on PCB's in the near future, and I am anxious for GREAT's report).

The recent emergency dredging at Read's Landing is further evidence that the problems of the Chippewa River's sedimentation should be designated as a top priority in your final report.

Ed and I were pleased with Chet Meldon's conclusions in the sedimentation and erosion workshop report--not that it is news.

The waters of Lake Pepin have been reasonably clear this spring, until after the heavy rain May 27. On May 30, when we went to Roseville, we slowed at each bridge and noted that the waters of Rush River, Isabelle River and Pine Creek were still brown and thick. GREAT must put more emphasis on stopping sedimentation at its source instead of finding ways to take it out of the river. Dan, I don't want to be caustic, but I am beginning to agree with the many who feel the word "action" in your title is misleading to the public.

Despite houseguests, I plan to attend your meeting June 17.

Sincerely,

Dorothy

Dorothy D. Hill, President

Once in a while you can sit along a stream and learn from nature. the other week there was this enjoyment of looking at a trout stream which had been streightend for about 2,000 ft. Nature had reached the edge of the field line with a series of abropt z-z-z markings. In some places the stream came back upon its self with few rpobelms.

Engineers and planners could and should accomplish the same items when it comes to the streams. When a la landowner needs to realign he must b requried to also make a percentage formula of z-z-z on his property. this is the exchange one must give.

the Corps of Engineers has performed simualr tasks on the UPper Iowa river. They shoudl be requried to correct h the errorsrs of the past. the z-z-z is about one mile of area for every two miles of streightening. ilt is a close guess the river systems make up for the change by this switching back and forth.

Planners shoudl look and study what nature can do when it has some strong canges. the crating of a flood plain nature has scoppedout some areas between t te banks to take advantage of minor flooding.

Bill Howe
Prairie Du Chien
Wisconsin

16

DAIRYLAND POWER COOPERATIVE

La Crosse, Wisconsin

54601

MAY 17

May 15, 1978

Mr. Daniel W. McGuiness
Great River Environmental Action Team
Public Participation Headquarters
149 Main Street
Wabasha, MN 55981

Dear Dan:

The following comments are in response to your letter of April 18, 1978 and the "GREAT I Interim Status Report."

Our main concern is to have a river channel maintained to adequately supply coal for the power generation stations located at Cassville, Genoa and Alma, Wisconsin. We strongly support any efforts to reduce the volume of sediments entering the channel, because this is probably the key to any reduction in dredging to maintain the 9 foot channel. It is essential that the Corps of Engineers be given the operating freedom to maintain a navigable channel and establish and maintain adequate fleeting areas. However, as recreational users and concerned residents we feel that every effort should be made to maintain the fish and wildlife and recreational resources.

Other areas of concern are the maintenance and stabilization of dredge material sites, in particular the beaches and islands; and the rehabilitation of backwater areas. Bank protection not only provides excellent fish habitat but also maintains the islands for recreational use and prevents the sand from being redistributed in the main channel. The backwater areas were created artificially with establishment of the dams and are relatively short-lived without some sort of maintenance.

Another area of concern which has never had any emphasis is the adequacy of channel markers. We would like to see the channel more thoroughly marked to avoid the problems of grounded barges and ruined lower units on pleasure craft.

We have been encouraged by the progress attained by the "GREAT Team" and would support its future operations.

Very truly yours,

DAIRYLAND POWER COOPERATIVE

George Johnston, Biologist

GJ:csv

TO: GREAT I

Frank Kline
5/2/78 MAY - 4 5/

I have reviewed your GREAT I interim status report and feel that it represents a big step in the right direction. The whole Great program is an excellent way to work together to resolve problems.

Some comments that I feel are needed beyond answering the questionaire follow:

1. On pg 23- The recreation work group is the only one with an objective not stated for their area of interest although the group seems to be going in the right direction. My concern is that the group is made up of members more concerned with dredging and transportation rather than recreation opportunities of the rivers. ie: objective - protect the recreational features of the river.
2. On pg 84- recreation conclusions - the study has missed a very important part of beaches - besides deep water and gentle slopes - off channel beaches are important to getting away from wakes from on channel traffic.
3. On pg 80 - fleeting needs are identified as critical, but even here the problem is understated. St. Paul fleeting has reached peak saturation with very little remaining new space. Projected Minnesota tonnage cannot be supported by St. Paul. Further expansion must be stopped for need of fleeting.

Frank Kline
5/2/78

3. cont. – Either fleeting must be provided at terminals or fleeting methods must be changed.
4. Fleeting problems must also recognize the effect of barge fleets on views of the river. Barges are not compatible with riverside parks, beaches, parkways, overlooks, or boating. We can't expand to become a barge canal!
5. On pg 31 and A98 – Public participation is need but it just isn't working! The handful that show up at meetings is proof that it doesn't work. Detailed comments are:
   a) Mailing minutes without attachments and only listing topics – doesn't tell me what is going on.
   b) Soundings – is too little and too infrequent. To do justice there should be a page from every work group every month.
   c) People won't attend unless they sense a controversy. Agenda, minutes, and Soundings don't clue people as to subjects they should follow at a meeting.
   d) To get more interest – why not meet with key clubs and groups to seek their help by assignment of people to attend regularly?

Frank Klink
5/2/78

6. On pg A41 – The discussion on reflective paint is obviously written to make a preconceived point, but none of the arguments hold water. The fact that conclusions were accepted based upon the discussion suggests lack of adequate review and lack of broader representation.
7. Shouldn't the transportation and recreation work groups start their study with a projection of future traffic and activity? Projected tonnage and recreational boating growth make for an entirely different picture and different answers.

I would like to participate in GREAT to a greater extent but I work in St. Paul and cannot travel to La Crosse, Winona, and Wabasha for meetings. To date the mailings do not allow me to follow any work group activity, much less offer suggestions or comments.

Sincerely

Frank Klink

F. W. Krone
5/2/78

ATTACHMENT

Comments on A41 - reflective paint.

a. reflective paint won't work! it is proven that yellow cars have fewer accidents. White boats are encouraged for visibility. Notice the effectiveness of bicycle reflectors.

b. high cost - by limiting reflective paint to corner stripes - cost would be small.

c. paint will rub off - corner tape will not be damaged.

d. search lights on paint will blind - a death last year on the river was suspected to be due to search lights - use has been reduced.

e. reflective will handicap deck hands - not from hull reflections - less from tape stripe.

f. river film deterioration - tape on bouys have not been effected.

g. chemical pollution - what effect? how about bouys and leaching hull paints?

h. boaters without lights - This is illegal. I know of no boater that would be without a light if it might on the river.

i. recreational boats are usually white but could also have reflective tape.

j. if changes in the law - present consideration change - then the whole program should be cancelled!

k. Are you aware of the USPS and USCG Aux safe boating classes? Help promote them.

COMMENTS

ON THE INTERIM STATUS REPORT OF GREAT I.

Unfortunately due to lack of sufficient time a detailed commentary on the Interim Status Report could not be written at this time. We are able, however, to submit some general comments.

The Interim Status Report emphasizes the problems associated with dredging practices and the improvements in dredging that have been made and will be made. This work is indeed worthy of praise. However we believe that the most important problem caused by the 9-foot channel is the rapid loss of backwaters due to siltation.

In its natural state just before the effects of civilization the Upper Mississippi River was a braided and meandering stream. The river contained numerous islands and the water course was divided into many channels. Sloughs and backwater lakes were abundant. The river had a slope of about ½ foot per mile. That slope was barely adequate to provide the current with sufficient velocity to carry downstream most of the silt that entered the river.

Civilization has brought two very significant changes to the river. First, the amount of silt that enters the river has been increased because cultivated fields have replaced forests and prairies. Second, the ability of the river to carry sediment downstream has been drastically reduced by the dams that were constructed to provide a 9-foot channel for navigation.

When the dams were installed, the immediate effect was an increase in depth and area of the backwaters, but the longterm effect is to condemn the backwaters to an eventual death by siltation. The pools between the dams are filling with sediment very rapidly. Eventually all of the backwater areas will be converted to land unless the dams are removed or some effective and environmentally suitable method of reducing the sediment that enters the river is implemented. Saving the backwaters from siltation should be the number one problem of highest priority for GREAT.

The Sediment and Erosion Work Group has determined that the critical sediment source area is only a small portion of the total Mississippi drainage area. This fact makes it possible for one to believe that it may be economically feasible to extend the life span of the Mississippi backwaters significantly or perhaps for an indefinite time by controlling the sediment at its source.

In addition to the constant loss of backwaters there is a steady attrition of the remaining wilderness of the river environment. The steady loss of pieces of the natural environment for power plants, power lines, roads, commercial areas etc. can only be stopped by a strong measure, such as protection under the Wilderness Act of 1964 (PL 88-577). The Interim Status Report implies that that efforts under GREAT to establish an Upper Mississippi River Wilderness and National Recreation Area have been dropped. It is our understanding that since the publication of the report the effort has been resumed. This work deserves

a high priority and must be accomplished with maximum input from the interested public.

In conclusion, we believe that the Mississippi River is a unique and precious natural resource. The natural values of the river environment must not be destroyed but should be preserved for future generations.

Bob Madvig

Sierra Club (unofficial comments)

May 5, 1978

Dear Dan,

Thank you very much for sending me a copy of the Great I Interim Status Report.

After having read the report I filled out your evaluation form and you'll find it enclosed. I did feel that a priority ranking of a list of recommendation this long was both difficult and of questionable value. It would have been easier to rank groups of related recommendations.

As a general comment on the report, I found it bulky and difficult to follow. The recommendations tended to get lost in the volume of material. Perhaps the final report could highlight the final recommendations & plans by having only a very brief introduction, list of objectives, and procedure outline followed by the recommendations. A series of appendices could then supply the remaining relevant information.

I'm sorry that my comments have been mostly critical, because I have been impressed with the results of the GREAT efforts so far. I hope the final report gets lots of publicity.

Sincerely, Bruce M. Munson

25

NSP

NORTHERN STATES POWER COMPANY

MINNEAPOLIS, MINNESOTA 55401

May 12, 1978

Mr Daniel W McGuiness, (GREAT)
Public Participation Coordinator
149 Main Street
Wabasha, Minnesota 55981

Dear Mr McGuiness:

This letter is in response to your request for comments regarding the March GREAT I Interim Status Report.

Enclosed is our completed evaluation form.

In addition, we suggest that GREAT both formulate a Task Force and conduct a professional study on the historic, present and future interaction of cities abutting the Mississippi River. Communities such as Winona are geographically bound to the river and bluffs, and their future development will necessarily have to occur along the river and bluffs. The social and economic needs of cities adjacent to the river should be balanced with environmental, wildlife and recreation needs.

Sincerely,

GLENN G C OLSON, Administrator
Regulatory Liaison

ym

JOSEPH C. PAGE
156 E. FIFTH STREET
WINONA, MINNESOTA 55987

May 4, 1978.

Mr. Daniel W. McGuiness
Public Participation Coordinator
GREAT - 149 Main street
Wabasha, Minnesota. 55981

Dear Mr. McGuiness:

I spent over 15 hours going over the GREAT Interim Status Report and found it is a well documentative, highly educational and an extremely interesting review. While it is quite exhaustive yet it deserves careful reading. Unfortunately it will consume more time than one might care to give its perusal, particularly news media. From a publicity angle one or more of the 24 priority itemd used periodically might achieve more results. Selecting one or more objectives in the form of written news stories might be beneficial. For example enclosed is an editorial of May 3, 1978, in the Winona Daily News. Mr. Adolph Bremer is the editor in chief and if you havent already done so it might be beneficial to mail him a copy of the GREAT Interim report with a copy of the 24 objectives.

Enclosed is a completed evaluation form based on a careful analysis of priorities I believe might be desirable for future guidance.

Sincerely

Joseph C. Page

Joseph C. Page, President
MOUNT TREMPEALEAU CORPORATION

Winona Daily News
Wednesday May 3, 1978

4

DNR got off its dead center too late

For good reason the environmentalists weep over the oil-soaked ducks when a grounded barge spills its jet fuel in the Mississippi River.

But the lesson is not that oil barges are bad, but that the environmentalists must compromise their idealism with the need of this region for commercial river navigation. The environmentalists must rid themselves of the notion that the Corps of Engineers and the towing industry are bad guys, that whatever they want is counter to the public interest. The commercial river people also use the river for recreation. They are not citizens apart from the rest of us.

The time has come for those state Department of Natural Resources people, sitting in their fancy offices in St. Paul, to relieve themselves of the notion that they are the appointed protectors of the Mississippi River. They have now finally issued that dredging permit so that the Dredge Thompson can go about its business of maintaining a safe and easy channel for the tows that ply the Father of Waters.

No court of law will convict the DNR of causing the spill of jet fuel by delaying issuance of the permit, but in the court of public opinion the DNR is guilty. — A.B.

UPPER MISSISSIPPI WATERWAY ASSOCIATION
INCORPORATED 1932
at
Minneapolis, Minnesota

MAY 17 1978

Dedicated to navigation and sound water resource management.

May 10, 1978

Mr. Neil S. Haugerud, Chairman - UMRBC
Mr. Wayne A. Knott, Co-Chairman - "G.R.E.A.T. I"
Mr. Donald J. Peterson, Co-Chairman - "G.R.E.A.T. I"
Lieutenant Commander C. W. Gower

Gentlemen:

SUBJECT: "G.R.E.A.T. I" INTERIM STATUS REPORT AND VARIOUS

In a detailed sense, I am not qualified to comment on the voluminous data in the report. However, in a general sense and on behalf of the UMWA membership, I would like to take this opportunity to compliment the entire "G.R.E.A.T. I" team effort as represented by this report. Its contents should be an invaluable base to all who earnestly desire to best resolve problems arising from the greatest multiple management usage of the Upper Mississippi River and its tributaries.

In health and strength the Upper Midwest's economy is directly linked to trade with continental Europe and the Mediterranean via the Great Lakes, but the Mississippi River by virtue of its lock and dam navigation system connects the Upper Midwest with all areas of the world. As pointed out in the UMRBC brochure, "FIVE YEARS TOGETHER", the present standard of living in the nation's heartland could not exist without it. Also of tremendous importance is that the system serves to retain water for multiple usage before it flows uselessly into the Gulf of Mexico. Since nature, man-made pollutants, and dredging can at times be counterproductive, the organizational

continued . . .

effort by the UMRBC and G.R.E.A.T. representing a variety of interests, is an excellent vehicle to continue to serve the multi-purpose management objectives of the river resource.

The UMWA fully supports that effort and sincerely hopes that all parties will especially respect the views of those who are most familiar with a particular facet of the river scene. Among those who may be unfamiliar with a particular aspect of the river, certain solutions may seem obvious, but in reality they may be impossible, impractical at best, or not compatible with objective constraints.

Along this line I am disturbed by the navigation opening and closing distress as conveyed by Mr. Thiele of Winona in his March 27 letter addressed to Mr. Gower. I can assure Mr. Thiele that under severe ice condition operation, the barge operators are by far the biggest losers from delays and damage to equipment. Costly repairs, increased insurance rates, claims and lawsuits dictate that they make every reasonable effort to avoid an ice situation but certain forces beyond their or the user's control, will now and then dominate events and happenings.

For example, Mother Nature is full of variables and can be unpredictable. Recent years have seen opening dates ranging from early March to April 10 in 1978. Closings have been more consistent occurring the last few days of November or first few days of December. But nature throws a curve now and then. In mid-November, 1977, a huge cold air mass formed over the polar regions and quickly descended on the nation's midsection with a vengenance. According to Mr. John Graff, U.S. Weather Service, this particular phenomenon occurs about every 13 years and frequently too late for serious navigation readjustments.

In an ordinary year this sudden weather change would not have been particularly destructive, but in 1977 two other factors combined with the weather to create disastrous conditions.

1) General nationwide business upturn and an increased demand for U.S. agricultural exports developed an historical worst shortage of rail transportation nationwide which in turn mandated a demand on the barge mode to place every piece of available equipment on the Upper River for downbound shipment prior to close of navigation.

continued . . .

2) The unforeseen November breakdown of the Milwaukee Railroad swing bridge at Hastings caused delays to navigation upbound and downbound right during the vital period. When that happened, the congestion snowballed and multiplied delays in the whole logistical system.

Any transportation mode has logistical problems disrupting schedules. In the water mode, the lead time to set up a schedule or change a schedule takes weeks or months. For example, steel leaving Japan mid-September should arrive Upper Minneapolis harbor by November 1, yet a ship delay, a lock delay, a crane breakdown, etc. or a combination of same might mean a delivery delay by several weeks.

Multiply these variables and consider the reasons for building and maintaining the navigation system in the first place, it becomes apparent that fixed opening or closing dates are meaningless. Opening and closing date goals are set every year by the industry--based on conditions at the time--there simply is no practical alternative.

On another matter a problem exists which I do not know if the Commission or the G.R.E.A.T. Team can address themselves to, but it is a negative image type thing which seems to plague the river mode. Regularily airplanes crash with great loss of life, railroad tank cars overturn and towns have to evacuate, truck and automobile accidents dominate the news daily, but there never is a clamor to shut down those modes or severely restrict them in some way, nor should there be.

However, when it comes to the river, it's a different story. On balance the barge mode is the safest and least environmentally destructive mode yet in recent weeks, we have as in the past, witnessed such furor over a single incident on the river as to hear talk about shutting down the river for some vague reason or another. Even as late as May 9, WCCO bleeps that because of the recent oil spill barge misfortune at Winona, the river traffic might be shut down until buoy positions can be evaluated to prevent groundings; that the barge was thin skinned and rusted out, etc.

In the first place, what was the cause of the grounding? Was it a pilot error? Was the barge sinking because of water leakage due to previous damage? What was the pool level? Was it a question of deficient maintenance? Whatever the reason, the loose talk about deficient equipment (which was not the case), etc. ignores the real world as accidents will surely find some way of happening. A constructive approach would be to realize that aviation fuel was being delivered so that air lines can operate in and out of the Twin Cities; that scores of other tows hauling fertilizer, grain coal, slag, steel,

continued . . .

salt, cement, all moved safely; that the needs of men, women and children might be just a little more important than a handful of ducks; and that unqualified publicity opinions is distortion and misinformation of the worst sort. The very next day after the May 9 WCCO publicity, the enclosed Minneapolis Tribune article was more factual.

Gentlemen, I have been much too long winded, but again thank you for your splendid effort and best wishes in a continued effort to develop constructive and realistic recommendations for multiple usage of our great river resource.

Sincerely,

UPPER MISSISSIPPI WATERWAY ASSN.

Norton L. Quarve

Norton L. Quarve, President
PO Box 15187 Commerce Station
Minneapolis, MN 55415
612-339-5151

NLQ:jmh

Enclosure

Mr. Neil S. Haugerud, Chairman
UMRBC
Federal Building - Room 510
Fort Snelling, MN 55111

Mr. Wayne A. Knott, Co-Chairman
"G.R.E.A.T. I"
Federal Building - Room 510
Fort Snelling, MN 55111

Mr. Donald J. Peterson, Co-Chairman
"G.R.E.A.T. I"
Federal Building - Room 510
Fort Snelling, MN 55111

Lieutenant Commander C. W. Gower
UNITED STATES COAST GUARD
DOT-Second Coast Guard District
1430 Olive Street
St Louis, MO 63103

, Transportation Com-
im Harrington reported
rs that continuing the
's not justified on eco-
ds. He added that al-
department did not
rain's effect on the
es and on tourism, he
se would justify con-

interview Tuesday. "If it doesn't go in the six months, that's it."

Under an agreement with Amtrak, the federal government's railroad passenger corporation, the state pays the majority of any operating deficit for Arrowhead. In its first 30 months, Arrowhead cost $19.43

they said.

In 1976, the Legislature adjourned without approving a $300,000 subsidy needed to keep Arrowhead operating. But the advisory committee approved spending state

Amtrak continued on page 4B

ies 'sprint trains' set

iday and one train in
ion on Saturday,

year demonstration,
s June 5, will test sev-
ing techniques and con-
ded to speed up inter-
t delivery. The Chicago
Cities route was chosen
it has favorable grades
imum of curves, the rail-
said.

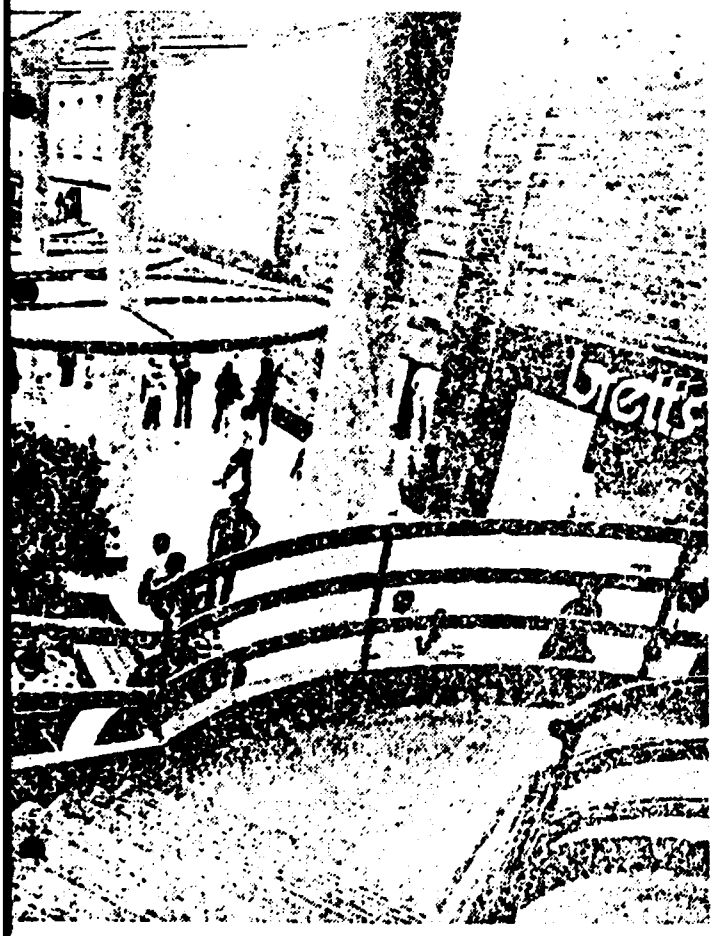
aukee Road last year re-
.3 million in federal funds
e portions of the route.

oject will combine the
s of the truck and the
f the train to provide
able and frequent ser-

vice," said FRA administrator John Sullivan. He said he hoped it would be the first of several such demonstrations in the country.

The project is being financed by the FRA and will be administered by the Association of American Railroads (AAR). The Milwaukee Road will provide the trains under an AAR subcontract. The railroad said it is establishing a marketing and operations office to supervise the demonstration.

The FRA said its funding will consist of partial payment of any operating loss up to 60 percent. It said any rembursement will be calculated on performance and marketing results.



Dayton Tribune 5-10-78

Probe: Barge spill cause unknown

Officials of the U.S. Coast Guard and the Army Corps of Engineers said Tuesday they have been unable to determine what caused a barge to rupture and spill jet fuel into the Mississippi River near Winona last week.

An informal inquiry into the accident was held at the coast guard's St. Paul office Monday. But a coast guard spokesman said yesterday that the inquiry failed to establish how the side of the barge was ruptured.

The incident resulted in the spillage of an estimated 2,500 to 3,000 gallons of jet fuel on the river and an oil slick that coated the river for more than 20 miles from above Winona to below Trempealeau, Wis. Although the spill was considered a serious, one little damage to wildlife was observed.

The barge was towed by the Alvin C. Johnson, a towboat owned by the Ingram Barge Lines of New Orleans. The pilot of the towboat told coast guard officials that the barge apparently ruptured after running aground in shallow water.

Authorities, however, said that it is unlikely that the grounding caused the barge to rupture. The hole in the barge was on the side of the vessel and looked as if it had been made by rock or concrete, they said, while the river bottom in the area consists of mud and sand.

"We feel the grounding did not cause the oil to spill," a corps of engineers spokesman said.

A coast guard spokesman added that "silt and mud wouldn't have torn a gash in the barge and certainly not five feet up on the side (of the barge). What it boils down to is that it (the cause of the spill) can't be determined."

was planted. The 1977 harvest was about 1.53 billion bushels.

Faced with large grain surpluses, sagging market prices and government acreage cutbacks ordered for 1978, wheat farmers reduced plantings sharply last fall.

The department's Crop Reporting Board said the latest survey showed that farmers will have about 39.6 million acres of winter wheat for harvest this year, compared with 48.4 million acres harvested in 1977.

Winter wheat is planted in the fall and harvested the following spring and summer. Some cutting of 197 winter wheat already is unde way in Arizona and California. I accounts for about three-fourths o the total U.S. wheat crop.

The remainder of the wheat i planted in the spring. No USD estimate of spring wheat outpu will be available until July 11.

Department experts tentativel have projected total wheat produc tion this year at between 1.61 bi lion and 1.92 billion bushels, de pending on the weather.

According to the May 1 survey, th 1978 winter wheat crop in Sout Dakota, a major producing stat will be 20,412,000 bushels, with a average per-acre yield of 27 bus els.

Minnesota appoints state tourism director

Henry R. Todd Jr., who had t backing of the state's major tour organizations, Tuesday was nam Minnesota director of tourism.

The appointment was announc in St. Paul by Mark B. Dayto acting commissioner of the D partment of Economic Develo ment.

Todd has been with the depa ment since 1973 and had been tr el and tourism representative sir 1975. Earlier he was project sup visor for an Upper Great Lak Regional Tourism program.

Todd, 27, is a graduate of Mank State University.

Dayton said a 15-member advis committee interviewed the nine nalists.

usiness

ers decided full enclosure of the two-story area would be

Tribune State News Bureaus
Minneapolis / (612) 372-4542
Rochester / 708 Marquette Bank Building

Bay Citv, Wis.
Apr. 24, 1978.

1/

APR 2 7 1978

Mr. Dan McGuiness, Coordinator
Great River Environmental Action Team

149 Main Street,
Wabasha Minnesota 55981

Dear Dan:

Sorry to have missed so manv meetings but have had to cut out most of them.

As you know I have been working with the farmers on soil and water conservation and so far that project has gone fairly well. The proposal to combine farm supports with soil conservation was approved at the National Farmers Union Convention with the hearty approval of the Secretary, Dept. Interior who happened to be present. It was taken by courier to D.C. to be sure it reached the right hands.

A recent letter from Bill Proxmire indicated it would be seriouslv considered by USDA in formulating their next farm program and as he savs, the verv fact that thev will be considering it looks good.

Thats about as far as we can go with it at this time tho I will trv to build up a little support thru Conservation Congress etc.

Thanks for Great support.

Lloyd V. Spriggle

Would appreciate results of studv.

UNIVERSITY OF MINNESOTA

AGRICULTURAL EXTENSION SERVICE

Rochester Center
2120 East Center Street
Building No. 4
Rochester, Minnesota 55901
(507) 288-4584

12

MAY 11

May 10, 1978

Dan McGuiness
Great River Environmental Action Team
Public Participation Headquarters
149 Main Street
Wabasha, Minnesota 55981

Dear Dan:

Thanks for the opportunity to comment on the GREAT I Interim Status Report. I'm doing so as an Area Extension Agent in Community Development and Public Affairs. My comments don't represent a consensus or official viewpoint of either the University or the Extension Service. In the Community Development and Public Affairs program, our major area of concern and emphasis is in public participation and process. Therefore, I found this section and the work group's activities of particular interest. It's obvious you've spent considerable time and effort in the area of public participation. I wish all of our governmental planning programs would follow your example.

As I'm sure you are well aware, there is a real problem getting interest before the crisis situation or the "knock on the front door." I guess we all need to adjust our systems and our methods to meet this, which is the real life situation, I'm afraid. Unfortunately, nobody has figured out how to do this yet. The report illustrated the problem with the low attendance at Level B studies hearings. From my work with Level B in South Dakota, I can assure you that this is nothing new.

One of the problems when agencies begin to deal with public participation is that they like to make a "neat," "clean" package. The reality of the situation is the more people become actively involved, the less "neat" the package becomes, more loose ends appear, and the more difficult final reports become to write.

The Minnesota Pollution Control Agency is struggling with this in their "208" program. An interesting sidelight of this is that the education the public is receiving is not so much on the subject matter, water quality, but on how bureaucracies work. The citizen committees have had numerous frustrations with this, and I suspect it's also been a painful process for the PCA. The first package of materials the Regional Water Quality Committee received from the Pollution Control Agency for comment was on the subject of agency priorities and program objectives. The committee sent the report back asking that it be rewritten in "English."

We, in the Extension Community Development program, have wrestled with ways of reporting public participation efforts. The measure of success is always difficult to show. Were "they" really involved or not? Often we have found ourselves reporting individual success stories on particular projects, rather than generalizing with numbers on an overall public participation effort. While it's possible to report on a series of events in a public participation process, the final product can be an elusive thing. The report makes reference to an appropriate level of participation. I can see that as a tough one to define.

As I'm sure you know from talking to Lois Mann and others, Extension has a considerable amount of reference material on public participation processes, which you are welcome to use, but you certainly have reached across a wide variety of methods and are to be congratulated on your thorough approach.

As I reviewed the remainder of the report, I can see that your study groups need to be actively involved in commenting on the non-point pollution aspects of the "208" water quality program. This should be done prior to final recommendations to the Legislature, the Governor and the Environmental Protection Agency. You list dredging and sediment control as that major issue which connects all of the work groups. The emphasis on "208" will increase now with the 1977 Water Pollution Control Act and funding for conservation practices through the Culver Amendment. All the agencies involved will be struggling with priorities and processes.

If you see things Extension can help you with, I would certainly encourage you to get in touch with us. Your work compliments our program by strengthening the commitment of government to realistically and actively involve people. I wish you success in getting full funding for future public participation efforts. As you well know, the success of the plan and its implementation depend on public understanding and support. We all know of too many plans collecting dust on shelves because they failed to recognize this important aspect. Thanks for the chance to comment.

Sincerely,

Roger Steinberg

Roger Steinberg
Area Extension Agent

RS/sw

Enclosure

cc Ed Becker
Lois Mann
Gordon Rose

APR 2 4 1978

April 23, 1978

In addition to the enclosed checklist I have two other suggestions:

1. The Recreation report makes no mention of hunters and fishermen. These people make considerable use of the river for recreation. As a fisherman I would like to have the sand which has accumulated above and below the wing dams removed. This applies to the wing dams on the edge of the main channel and the closing dams in the backwaters. Walleye and black bass fishing would be much improved if this was done.

I do not hunt ducks, but it would be helpful for hunting areas to be marked by signs. Because the duck hunting season is only a short part of the year, perhaps hunters should be given priority to some extent.

2. The Side Channel Group recommends placing water control structures in the dike works of five locks and dams. It would be helpful for <u>all</u> dike openings to be controlled by a valve so that the water flow could be shut off from September 1 to March 15. Crappies prefer quiet waters for winter habitat. The spillway cuts in the 5A and 6 concrete sections of the dikes have spoiled winter crappie fishing in the waters just downstream of the dikes.

Eugene Sweazey

TO: Dan McGuiness

FROM: Wally Thiele

RE: Comments on GREAT I Interim Report

PLAN FORMULATION WORK GROUP

This report is acceptable, but I believe the PPIWG will have to watch the results. I look for a tendency to overemphasize the commercial use of the river.

RECREATION WORK GROUP

The work group has done an exceptional job for the recreational boater. They have neglected to give equal concern to three forms of river oriented areas of recreation, namely hunting, fishing and trapping. These three forms of recreation were and have been a heritage on the river throughout the GREAT I area long before the advent of the outboard motor and pleasure boaters. Reports and statistics to these forms being prevalent are all that the reports indicate. Also, that there should be a "hunter bumper zone" because it might interfere with the boater. There are no recommendations to help the fisherman or hunter. With the increased pleasure boating and water skiing, fisherman have been forced off not only the wingdams on the main river but out of the backwaters as well. To limit water skiing from 8:00 a.m. to 8:00 p.m. would give the fisherman at least a short time in the morning and again in the evening to enjoy his recreation. Possibly restrict_ons on backwater skiing would help. The reason I use skiing here is that water skiing requires constant speed, so it is improbable that a boat pulling a skier will slow down when passing a fisherman.

It should be remembered that the GREAT I area is a National Wildlife Refuge, and as such, fish and wildlife will have priority over other uses of the area. This should be taken into acount when recommending picnic areas and trails.

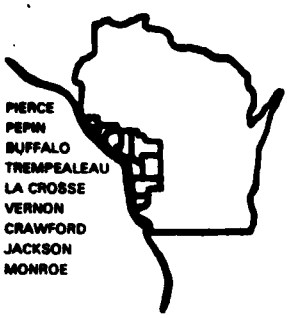
SIDE CHANNEL WORK GROUP

Paps Slough Mile 732.0 and Sam Gordys Slough Mile? Should be included on the list of slough needing sediment plugs removed.

TRANSPORTATION WORK GROUP

I have already covered my comments in a previous letter to the Work Group and to you. I did neglect to bring up that with all their concerns from shallow dredging to moving bridges, I don't read any reference to pumpout and garbage disposal as a concern.

I have no comments on the remaining work groups.



MAY - 1 1978

8

MISSISSIPPI RIVER
REGIONAL PLANNING COMMISSION
1707 Main Street, La Crosse, Wisconsin 54601
Phone: (608) 785-9396

April 27, 1978

Daniel W. McGuiness
Public Participation Coordinator
Great River Environmental Action Team
149 Main Street
Wabasha, Minnesota 55981

Dear Dan:

The Mississippi River Regional Planning Commission staff has reviewed the GREAT I Interim Status Report. We offer the following observations:

1) We're pleased that GREAT I has decided to concentrate its resources toward preparation of a workable channel maintenance plan rather than an overly ambitious river systems plan. We recognize that, while the limitations of time and budget preclude a thorough treatment, GREAT I will still have to address certain aspects of a river systems plan in its final report. The discussion concerning this decision (page 59) would be strengthened by an explanation of how this all fits in with ongoing Upper Mississippi River Basin Commission Level B and Comprehensive Coordinated Joint Planning efforts. We confess too much confusion (still) as to these relationships.

2) The discussion on page 76 of the possibility of the Corps contracting out for dredging is most interesting. We trust that subsequent GREAT I reports will explore this alternative in some detail, especially with respect to how such an operation can be coordinated with other river agencies. It seems that most GREAT I institutional recommendations are made with the implicit assumption that the Corps will be doing the dredging.

3) The schedule on page 66 should show the points at which public review of GREAT I documents is to be offered. We urge that such an opportunity be provided following completion of the draft NED and EQ plans in September 1978.

4) We are disappointed that the Water Quality Work Group has not come up with even preliminary conclusions, despite three years of work and nearly $80,000 in expenditures.

5) We concur with continued Public Information and Participation Work Group recommendations for an expanded public information role for GREAT I. Recent allocations to D. McGuiness Associates for newsletter publication is but the first step in the right direction.

Continued . . . . .

6) We feel that the Computerized Inventory Analysis project (page 102) has been oversold. Such a tool, while quite useful for inventory and education purposes, loses credence when attempts are made to use it to assign suitability ratings based on a predetermined value heirachy. Such a procedure may work in a one-owner, one-manager wildlife refuge situation, but it simply cannot work in the complex of agencies and authorities that is the Mississippi Valley. There is no mechanism by which the necessary value heirachies can be assembled. We therefore question further GREAT I expenditures on expansion of the CIA project.

Thank you for the opportunity to review and comment on this report.

Sincerely,

MISSISSIPPI RIVER REGIONAL PLANNING COMMISSION

Steven J. Taff
Area Community Development Agent

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