



**US ARMY CORPS
OF ENGINEERS
St. Louis District
Gateway to Excellence**

Public Notice

Reply To:
U.S. Army Corps of Engineers
Attn: CEMVS-OD-F
1222 Spruce Street
St. Louis, MO 63103-2833

Public Notice No.

P-2697

Public Notice Date

February 6, 2009

Expiration Date

February 26, 2009

Postmaster Please Post Conspicuously Until:

Comments on the activities described below should reference the U.S. Army Corps of Engineers Public Notice number shown above and must reach this office no later than the above expiration date of the Public Notice to become part of the record and be considered in the decision. Comments should be mailed to the following address:

U.S. Army Corps of Engineers
ATTN: CEMVS-OD-F (Charles Frerker)
1222 Spruce Street
St. Louis, Missouri 63103-2833

1. Mr. Robert Wydra, Executive Director, Tri-City Regional Port District, 1635 West First Street, Granite City, Illinois 62040, (618) 877-8444, has applied:

a. To the U.S. Army Corps of Engineers, St. Louis District Regulatory Branch for authorization under Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act to construct a public, commercial, inland navigation harbor, to be known as the River's Edge South Harbor. The approximate 63.64-acre project area is located along the left descending bank (LDB) of the Mississippi River at approximate river mile 183.5. The site is located in Section 26, Township 3 North, Range 10 West, in Madison, Madison County, Illinois. The project area is located along the banks of the Mississippi River, near the downstream entrance to the Chain of Rocks Canal and adjacent to interior lands previously known as the Charles Melvin Price Support Center (CMPSC). CMPSC is now owned by Tri-City Regional Port District.

The proposed project includes the construction of an off-channel harbor, barge loading and unloading facilities, barge mooring facilities and access roads. The applicant states the River's Edge South Harbor location is strategically significant because it is the only site in the United States which provides access to a combination of lock-free navigation on the inland waterway system from below Lock Number 27 to the Gulf of Mexico; access from six Class I rail carriers (BNSF, UP, KCS, CN, NS and CSX) through the adjacent Rail Corridor, and immediate access to four Interstate highways. All of these intermodal transportation assets provide a significant impetus for the proposed harbor.

Portions of the Mississippi River, a non-jurisdictional Corps of Engineers relief well drainageway system, an unnamed drainageway, two emergent wetlands, three forested wetlands, and a scrub-shrub wetland exist within the project area; however not all jurisdictional areas would be impacted by the proposed project. In addition to the waterways and wetlands, upland areas including the existing Metro East Levee District, CMPSC Wharf, and Wharf Road exist in the project area.

The Mississippi River exists along the western boundary of the project site. The river extends approximately 2,030 LF along the site's western boundary. The ordinary high water (OHW) elevation of the Mississippi River at this location is approximately 410.5 feet NGVD. The Mississippi River is a navigable watercourse; therefore, any activities or impacts to the river at or below elevation 410.5 feet require approval.

The Corps of Engineers Relief Well Drainageway is a non-jurisdictional, man-made drainageway that connects levee relief wells at the eastern toe of the levee. This non-jurisdictional drainageway is lined with grouted riprap and gravel. As the drainageway and relief wells are directly connected to the operations of the Metro East Levee and the Mississippi River, impacts to the drainageway and/or relief wells will require approval by the Corps of Engineers Geotechnical Branch and the Readiness Branch to ensure the proposed activities do not jeopardize the structural integrity of the flood protection system.

Portions of an unnamed drainageway exist along the southern boundary of the project site. This drainageway is approximately 10 to 12 feet wide with 2 to 3 feet high banks and has a sediment bottom containing large amounts of flood debris. The drainageway appears to have been constructed to drain Emergent Wetland 1 and discharges to the Mississippi River. Approximately 70 LF of the drainageway exist within the project boundaries. Since the drainageway is directly influenced by the Mississippi River, any proposed impacts requires authorization under Section 404 of the Clean Water Act.

The proposed project impacts to jurisdictional wetlands totals 20.13 acres, specifically consisting of 14.63 acres of forested wetland impacts and 5.50 acres of emergent wetland impacts. The proposed wetland impacts would result from excavation activities to create the open water harbor and placement of fill to support harbor related facilities and operation. The proposed wetland impacts are located on Corps of Engineers land leased to the Tri-City Port District. No formal mitigation plans have been submitted or are required at this time; however the applicant was informed forested wetland impacts would require a minimum 3:1 replacement ratio and emergent wetlands would require 1.5:1 replacement ratio.

The Metro East Levee District is part of an extensive levee system that protects Metro East, Illinois, from Mississippi River flood events. The levee transverses the eastern portion of the project area. The constructed levee is approximately 250 feet wide and peaks at an elevation of 440 feet. While the levee is not considered jurisdictional waters of the U.S., the levee has been built to protect residents and businesses of the Metro East from floodwaters. Therefore, any impacts to the levee will require approval by the Corps of Engineers Geotechnical Branch and the Readiness Branch to ensure the proposed project activities do not jeopardize the structural integrity of the flood protection system.

The CMPSC Wharf was built in the early 1940s, many of the original building materials of the CMPSC Wharf remain today. These materials include concrete remnants, riprap, gravel, and cobblestone. Sparse vegetation was observed on the banks of the Mississippi River which exists as the western boundary of the wharf, however, scattered bush honeysuckle (*Lonicera maackii*) and black willow (*Salix nigra*) were observed. While some hydrophytic species were observed to be growing on the wharf; upland vegetation dominates the relative cover. Impacts to the bank of the wharf up to and including the 410.5 feet elevation are considered river impacts and require approval by regulatory agencies.

The proposed project would be constructed in two phases.

Phase 1 includes all required excavation, fill placement riverside and landside of the existing levee protection system, bankline rock stabilization, installation of two 35 foot x 200 foot captive dock barges secured by one center sheet pile cell (30 foot diameter) and an two additional sheet pile cells (19 foot diameter) using one on each end of the two dock barges; four (4) tri-pod dolphins placed along the downstream in-harbor angle, installation of a bi-directional

conveyor to transfer product between barges and trucks or rail; mooring devices designed to safely secure barges in the harbor, and the initial phase access road. In addition, as a precedent to Phase 2, a general cargo dock fill placement is included in the Phase 1 construction.

Phase 1 Activities:

Harbor Excavation: Excavation of the harbor will be done with scrapers and bull dozers to within 2.0 feet of the water surface at the time of construction (estimated to be elevation 380.0). Remaining excavation below the *above* elevation will be accomplished using large hydraulic backhoes.

Fill Placement location and quantities: Approximately 472,211 cubic yards of dry material will be excavated *above* elevation 380.0 and approximately 288,467 cubic yards will be excavated below elevation 380.0 for total estimated quantity of 760,678 cubic yards. Placement of this material will result in 299,074 cubic yards of fill on the riverside of the levee and 461,604 cubic yards hauled to the landside of the levee. Trucks will transport the excavated material to the landside of the levee and deposit the material within containment berms or cells to allow the material to be dewatered and drained from a series of cells to meet the Illinois Environmental Protection Agency (IEPA) discharge requirements.

Erosion Control: Erosion of excavated and/or disturbed land will be controlled based on an erosion control plan submitted to the Illinois Environmental Protection Agency - Notice of Intent (NOI). Erosion control fencing and siltation basins will be constructed to keep eroded soil material areas from entering any surface water channels. Areas of final ground placement fills will be constructed in phases with control fill cells. After the final contour elevations are constructed, the land will be fertilized and seeded with erosion control matting placed on all slopes. A grass cover will be restored on all fill and excavated exposed ground surfaces.

Rip Rap: In addition to seeding and mulching, bank stabilization is planned to include approximately 29,184 square yards of rip rap on the riverside of the levee from elevations 365.0 to 410.0.

Placement for Phase 2 General Cargo Dock and Access Road: Included in the Phase 1 excavated material quantities above is placement of material which will provide the final fill placement necessary to accommodate the planned Phase 2.

General cargo dock and access road: The cargo dock is designed to include steel sheet pile cells backfilled with rock and earth fill. The access road will be a 24 foot wide rock and asphalt roadway. The estimated additional quantity of fill for Phase 2 is 112,030 cubic yards.

Structures:

Cells and Tri-pod dolphins: One thirty (30) foot diameter and two nineteen (19) foot diameter sheet pile cells are to be constructed to secure the two permanent floating dock barges in the harbor. Four (4) tri-pod dolphins are planned to be constructed along the downstream side of the harbor to temporarily dock and secure barges which have been loaded or are waiting to be loaded.

Roadways: Asphalt roadways 24 feet wide over a rock base are planned to access the bulk material and liquid loading dock facility.

Conveyor support facilities: A truss conveyor is planned to be constructed over the levee which will transport both liquid and dry bulk material by pipe and conveyor from and to the barges and from and to the train and truck terminal on the landside of the levee.

Phase 2 includes a 400 foot long sheet pile wall designed to function as a general cargo dock and an additional access road to support this phase. Future market conditions will influence implementation of the second phase. The harbor will serve as a fully operational public terminal for both liquid and dry bulk products. Transfer of products to and from barge will be supported by a public receiving station directly associated with rail and road connections and surge storage. Initially, liquid products such as ethanol, biodiesel and other compatible products will be transferred as well as dry bulk commodities including dry distillers grain and solubles (DDGS).

Phase 2 Structures: As previously noted, a sheet pile wall approximately 400 feet long with a lay down yard are planned to handle general cargo in the future as market conditions warrant. The top of the sheet pile wall and lay down yard will be constructed to elevation 430 to permit operations to continue during most river stage conditions.

Inbound and Outbound Vessel Movement: Characteristics of the proposed harbor, including its location, configuration and related design features will combine to ensure both efficiency and safety. Sufficient space is proposed to be available to maneuver all inbound and outbound barges within the overall harbor limits; thereby eliminating any need to work barges outside the harbor or infringe upon the navigation channel. As a result, operations within the proposed harbor are designed with the intent of not impeding navigation or creating any safety concerns for passing vessels.

Typical harbor operations will use the following procedures:

- a. One (1) liquid or dry bulk transient barge will be loaded/unloaded most of the time.
- b. Additional standby transient barges will be positioned and secured at the four downstream in-harbor angle tri-pod dolphins.
- c. As required, harbor tugs will be available for shifting and spotting barges. In addition, harbor tugs will be dedicated to each liquid barge initially.
- d. An auxiliary work boat will also be available in the harbor to ensure safe operations. The primary purpose of this vessel is to provide additional capability, as needed, to secure and manage barges in the harbor or for emergencies.

Estimated Daily Vessel Operations: Harbor usage is estimated based on the initial requirements generated from the ethanol plant for shipment of ethanol and dry distillers grain and soluble (DDGS); and an estimate of future public requirements for both dry and bulk tonnage. Therefore, this represents an initial need to load, on average, one (1) barge per day and a planned need to load approximately two (2) barges per day based on a six (6) day workweek. No more than two to four barges are expected to utilize the harbor at anyone time. Phase 2 of the harbor plan includes a general cargo dock designed for the upstream harbor angle; however, construction of this 400 foot long sheet pile wall will necessarily hinge on future market conditions.

The planned terminal equipment is expected to produce rates for dry and liquid bulk as follows:

a. Loading:

Dry bulk - 1,600 tons per hour

Liquid bulk - 2,000 to 2,400 gallons per minute

b. Unloading:

Dry bulk - 800 tons per hour

Liquid bulk - 2,000 to 2,400 gallons per minute

Vessels Using the Harbor:

- a. Barges: Typically, barges measuring 200 feet long and 35 feet wide will be used; occasionally, liquid barges up to 297 feet long and 54 feet wide could be needed.
- b. Towboats. Harbor tugs, typically measuring 75 feet long and 32 feet wide, will normally be operated in the harbor; however, the harbor is designed to accommodate larger towboats.

c. Auxiliary Harbor Work Boat. To ensure safe harbor operations, a standby boat will be available. This vessel is expected to be approximately 26 feet long and 12 feet wide powered by twin engines ranging from 230 to 350 total horsepower.

Permanent Barges and Structures. These permanent features include:

- a. Two (2) captive dock barges measuring 200 feet long and 35 wide secured by one sheet pile cell (30 foot diameter) in the center of the two dock barges and an additional sheet pile cell (19 foot diameter) on each end of the two dock barges; and
- b. Four (4) tri-pod dolphins (36 inch steel pipe or the primary vertical support) placed along the downstream harbor angle.

Method to secure Permanent Dock Barges: Placed within the single 30 foot diameter cell and two 19 foot diameter cells, these captive barges will be secured using a tested barge guide system which allows the dock barges to adjust to changes in river elevation.

Methods to secure barges during loading/unloading at dock barges: Due to the wave drawdown effect from passing tows, it is necessary to ensure that all barges in the harbor are adequately secured to prevent inadvertent release into the main navigation channel. Four elements, presented below, would be employed in the South Harbor design and operation.

- a. Pull cable system. The primary purpose of this device is to pull a barge along dock barges during loading/unloading, but it also provides a connection between the barge and the permanent dock barges.
- b. Breasting system. This device is designed to hold a barge against the permanent dock barges; thus keeping the barge in a secure position during load/unloading operations.
- c. Barge tie offs. The ends of the barges will be securely tied to the permanent dock barges during loading/unloading.
- d. Auxiliary Harbor Work Boat. As mentioned previously, this boat will provide backup for the pull cable system, the breasting system and the barge tie-offs. Due to its size and horsepower, this boat can be operated by unlicensed personnel; thus, contributing to its versatility and availability. The horsepower and size of this harbor safety boat is based on recommendations from persons actively involved in similar harbor operations.

Methods to secure barges positioned at downstream harbor angle tri-pod dolphins.

- a. Four (4) dolphins located along the downstream harbor angle will provide secure mooring for barges standing by for loading/unloading. Barges will be secured to each dolphin using cables attached to sliding "O" rings.
- b. The Auxiliary Harbor Work Boat will also be available.

Temporary tie-off location. This particular harbor site is situated in an area where tows have traditionally tied off or temporarily held against the bank when necessary due to circumstances such as lock delays. The opportunity to continue this practice will be maintained. Harbor operators will cooperate with the industry during these periods to ensure continued availability of this location for this purpose when necessary.

(See attached figures for additional project details.)

b. To the Illinois Environmental Protection Agency (IEPA) for water quality certification, or waiver thereof, for the proposed activity in accordance with Section 401 of the Clean Water Act. Certification or waiver indicates that IEPA believes the activity will not violate applicable water quality standards. The review by the IEPA is conducted in accordance with the Illinois water quality standards under 35 Illinois Administrative Code Subtitle C. The water quality standards provide for the IEPA to review individual projects by providing an antidegradation assessment, which includes an evaluation of alternatives to any proposed increase in pollutant loading that may result from this activity. The "Fact Sheet" containing the antidegradation assessment for this proposed project may be found on the IEPA's web site, at www.epa.state.il.us/public-notices/. In the event that the IEPA is unable to publish the "Fact Sheet" corresponding to the timeframe of this Joint Public Notice, a separate public notice and "Fact Sheet" will be published by the IEPA at the web site identified above. You may also obtain a copy of the "Fact Sheet" by contacting

the IEPA at the address or telephone number shown below. Written comments specifically concerning possible impacts to water quality should be addressed to: Illinois Environmental Protection Agency, Bureau of Water, Watershed Management Section, 1021 N. Grand Avenue East, P.O. Box 19276, Springfield, Illinois 62794-9276, with copy provided to the Corps of Engineers. (See paragraph 11 of this public notice for Corps address).

c. To the Illinois Department of Natural Resources, Office of Water Resources for state approval of the proposed work in accordance with "an Act in relation to the regulation of the rivers, lakes and streams of the State of Illinois" (Ill. Rev. Stat.; Chap. 19, par 52 et seq.). Written comments concerning possible impacts to waters of Illinois should be addressed to Mr. Mike Diedrichsen, Illinois Department of Natural Resources, One Natural Resource Way, Springfield, Illinois, 62702-1271, with copy provided to the Corps of Engineers.

2. Based on our initial processing of the applicants' proposal, the action is not expected to result in any significant adverse effects on the quality of the human environment. However, a final determination of the need for an environmental impact statement will not be made until the St. Louis District has completed its full review of this application. The review will include our evaluation of any written responses received as a result of this public notice.

3. This permit will be processed under the provisions of Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act.

4. The impact of the activity on the public interest will be evaluated in accordance with the Environmental Protection Agency guidelines pursuant to Section 404 (b)(1) of the Clean Water Act.

5. The St. Louis District will evaluate information provided by the State Historic Preservation Officer and the public in response to this public notice and we may conduct, or require a reconnaissance survey of the project area.

6. The proposed project is within the range of the federally endangered Indiana Bat (*Myotis sodalis*), Gray bat (*Myotis grisescens*), and the Pallid sturgeon (*Scaphirhynchus albus*). A preliminary determination, in compliance with the Endangered Species Act as amended, has been made that the proposed activities are not likely to adversely affect species designated as threatened or endangered, or adversely affect critical habitat. In order to complete our evaluation, this public notice solicits comments from the U.S. Fish and Wildlife Service and other interested agencies and individuals.

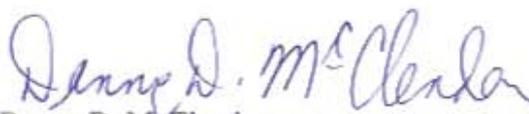
7. Any interested parties, particularly navigation interests, Federal and state agencies for the protection of environmental and cultural resources, and the officials of any state, town, or local associations whose interest may be affected by this work, are invited to submit to this office written facts, arguments, or objections on or before the public notice expiration date. The decision whether to authorize the proposed work will be based on an evaluation of the probable impact, including cumulative impacts of the proposed activity on the public interest. The decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, consideration of property ownership, and, in general, the needs and welfare of the people. Project authorization will be granted only if it is found not contrary to the public interest.

8. The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny

authorization for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are also used to determine the overall public interest of the proposed activity.

9. Any person may request that a public hearing be held to consider the applicant's proposal, provided such request identifies significant issues that would warrant additional public review and comment. All replies to this public notice must be submitted in writing and sent to the U.S. Army Corps of Engineers, St. Louis District, 1222 Spruce Street, Attn: OD-F (Frerker), St. Louis, Missouri 63103-2833, or by electronic mail to *charles.f.frerker@usace.army.mil*, on or before the public notice closing date.

10. In accordance with 33 CFR 325.3, it is presumed that all interested parties and agencies will wish to respond to public notices; therefore, a lack of response will be interpreted as meaning that there is no objection to the proposed project.

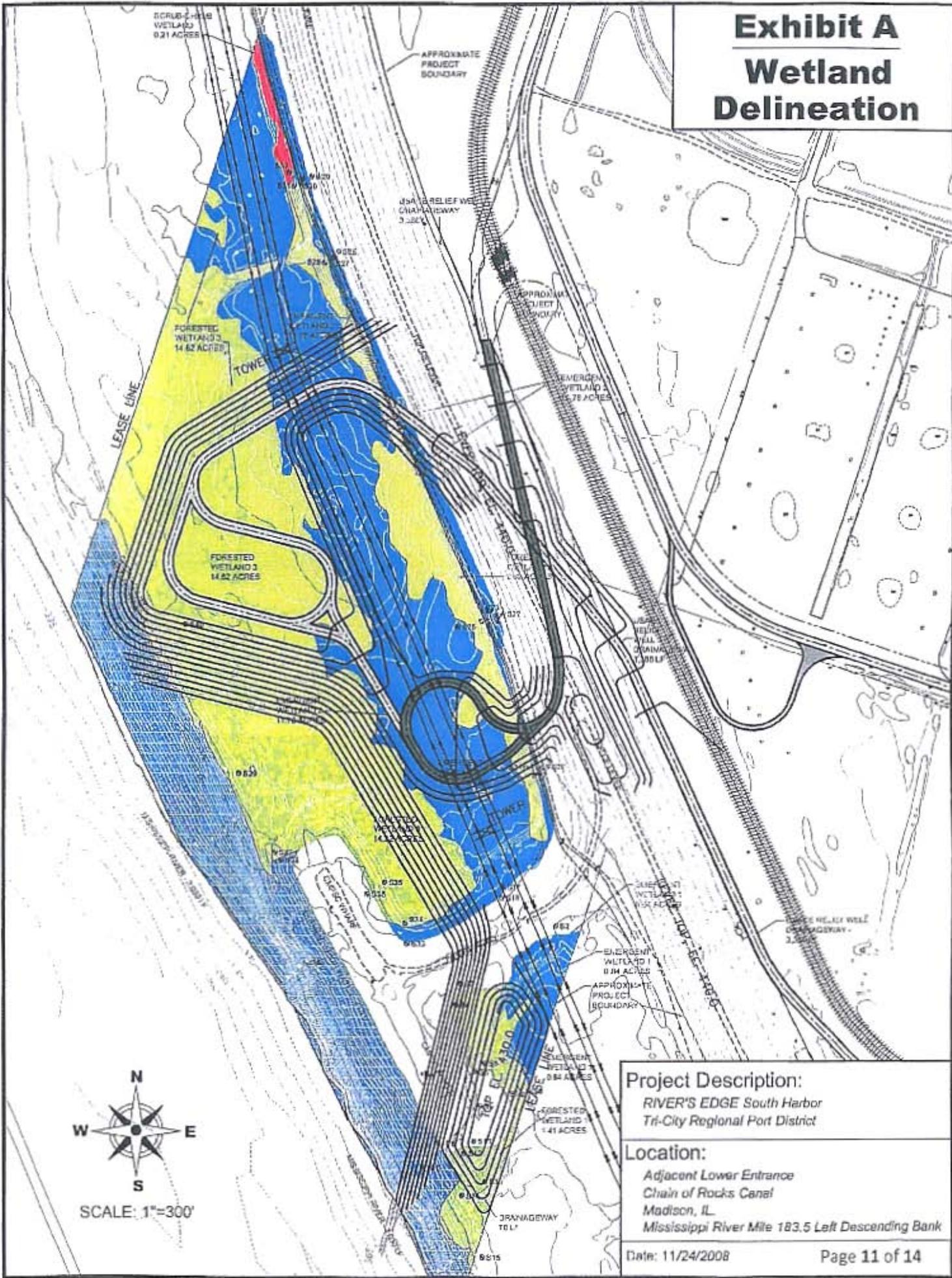

Danny D. McClendon
Chief, Regulatory Branch

Attachments

NOTICE TO POSTMASTERS:

It is requested that this notice be conspicuously and continually posted for 21 days.

Exhibit A Wetland Delineation

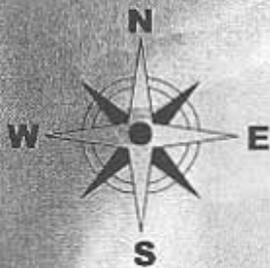


Project Description:
RIVER'S EDGE South Harbor
Tri-City Regional Port District

Location:
Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL
Mississippi River Mile 183.5 Left Descending Bank

Date: 11/24/2008 Page 11 of 14

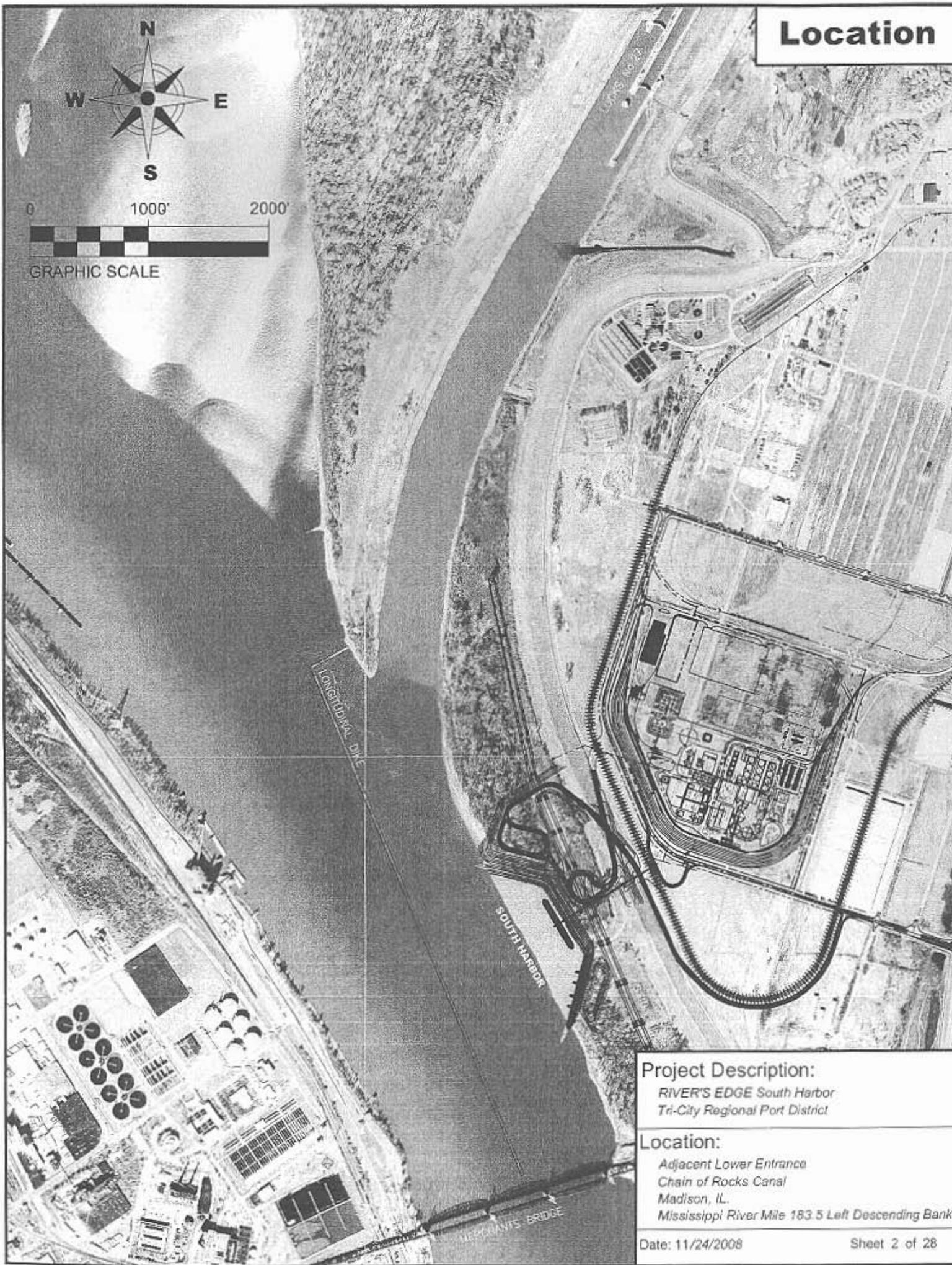
Location



0 1000' 2000'



GRAPHIC SCALE



Project Description:

*RIVER'S EDGE South Harbor
Tri-City Regional Port District*

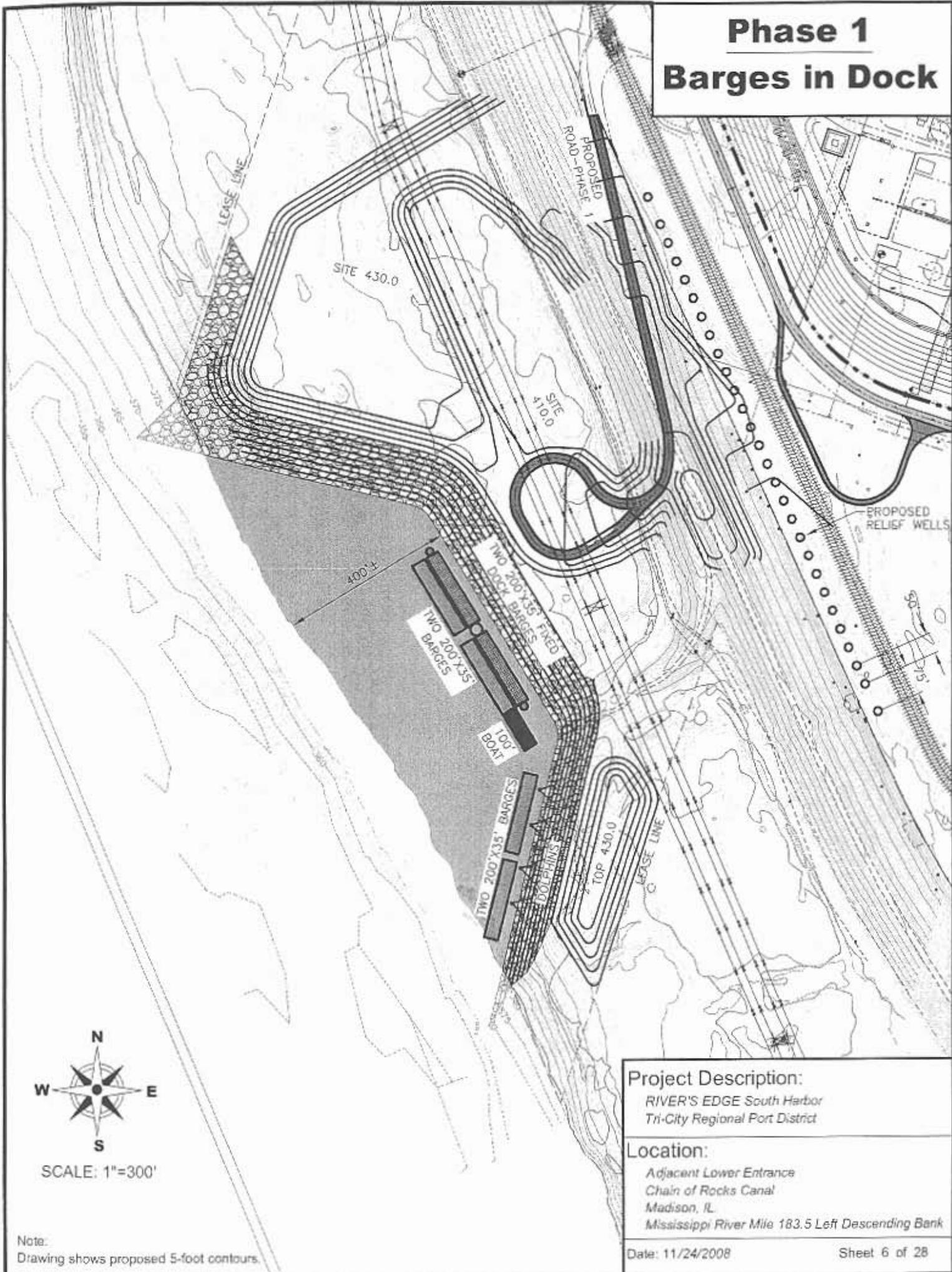
Location:

*Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL
Mississippi River Mile 183.5 Left Descending Bank*

Date: 11/24/2008

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Phase 1 Barges in Dock



SCALE: 1"=300'

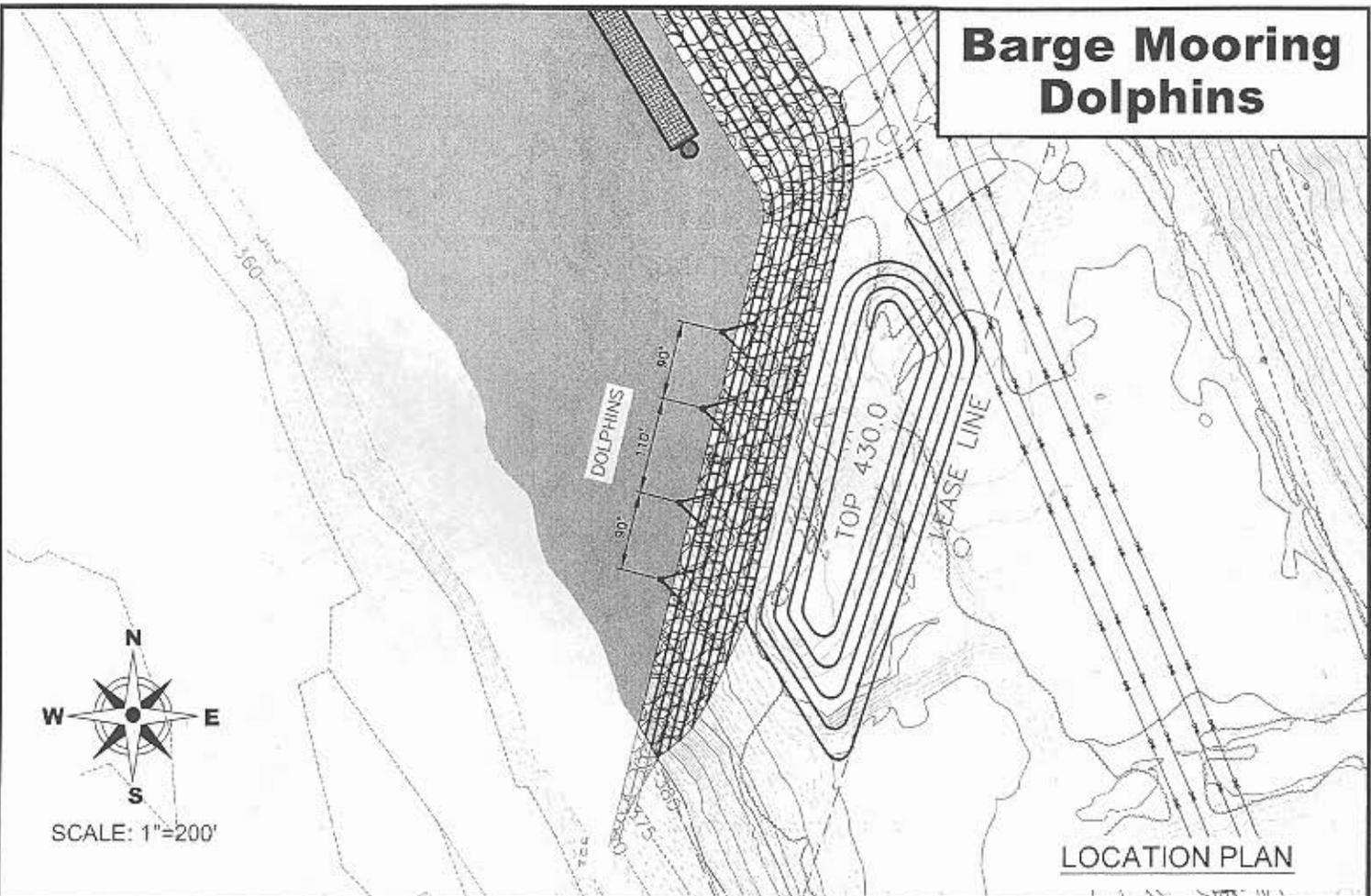
Note:
Drawing shows proposed 5-foot contours.

Project Description:
*RIVER'S EDGE South Harbor
 Tri-City Regional Port District*

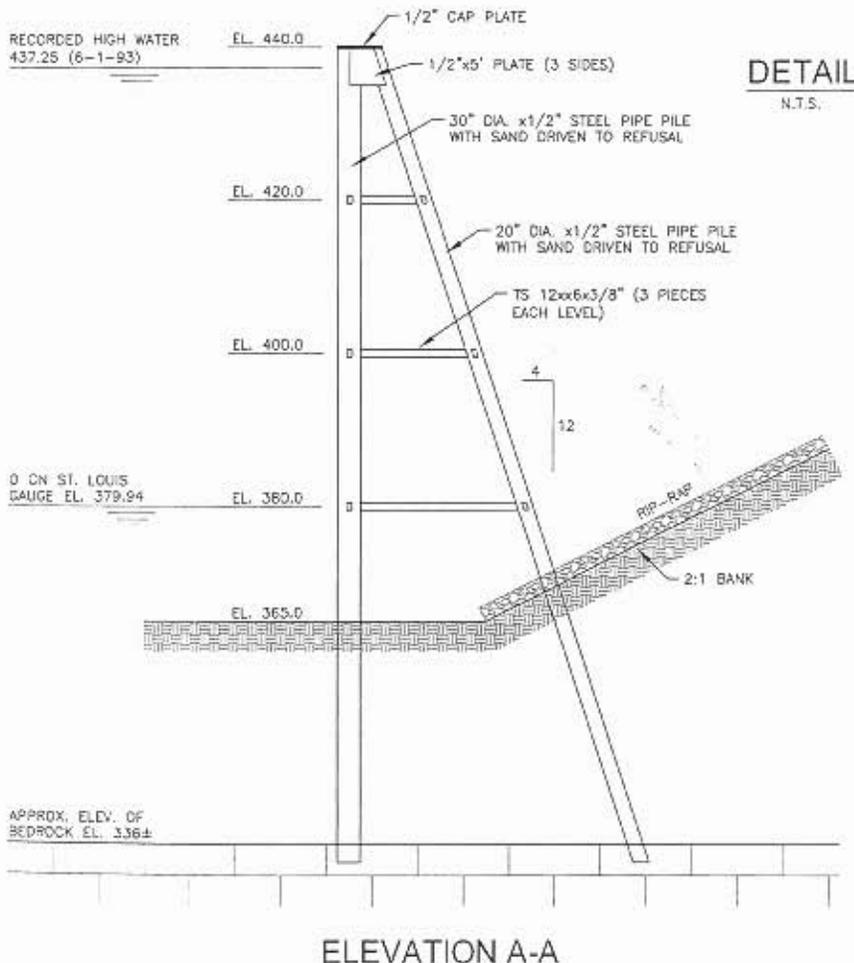
Location:
*Adjacent Lower Entrance
 Chain of Rocks Canal
 Madison, IL
 Mississippi River Mile 183.5 Left Descending Bank*

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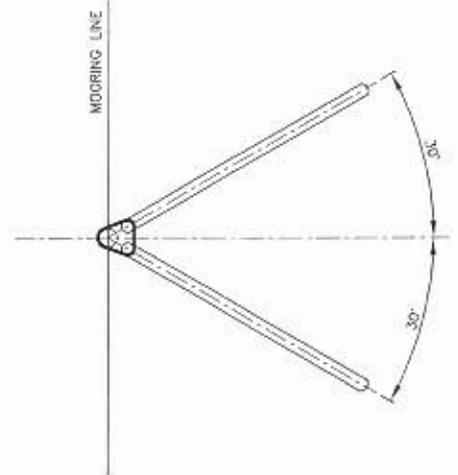
Barge Mooring Dolphins



LOCATION PLAN



DETAIL
N.T.S.



PLAN

ELEVATION A-A

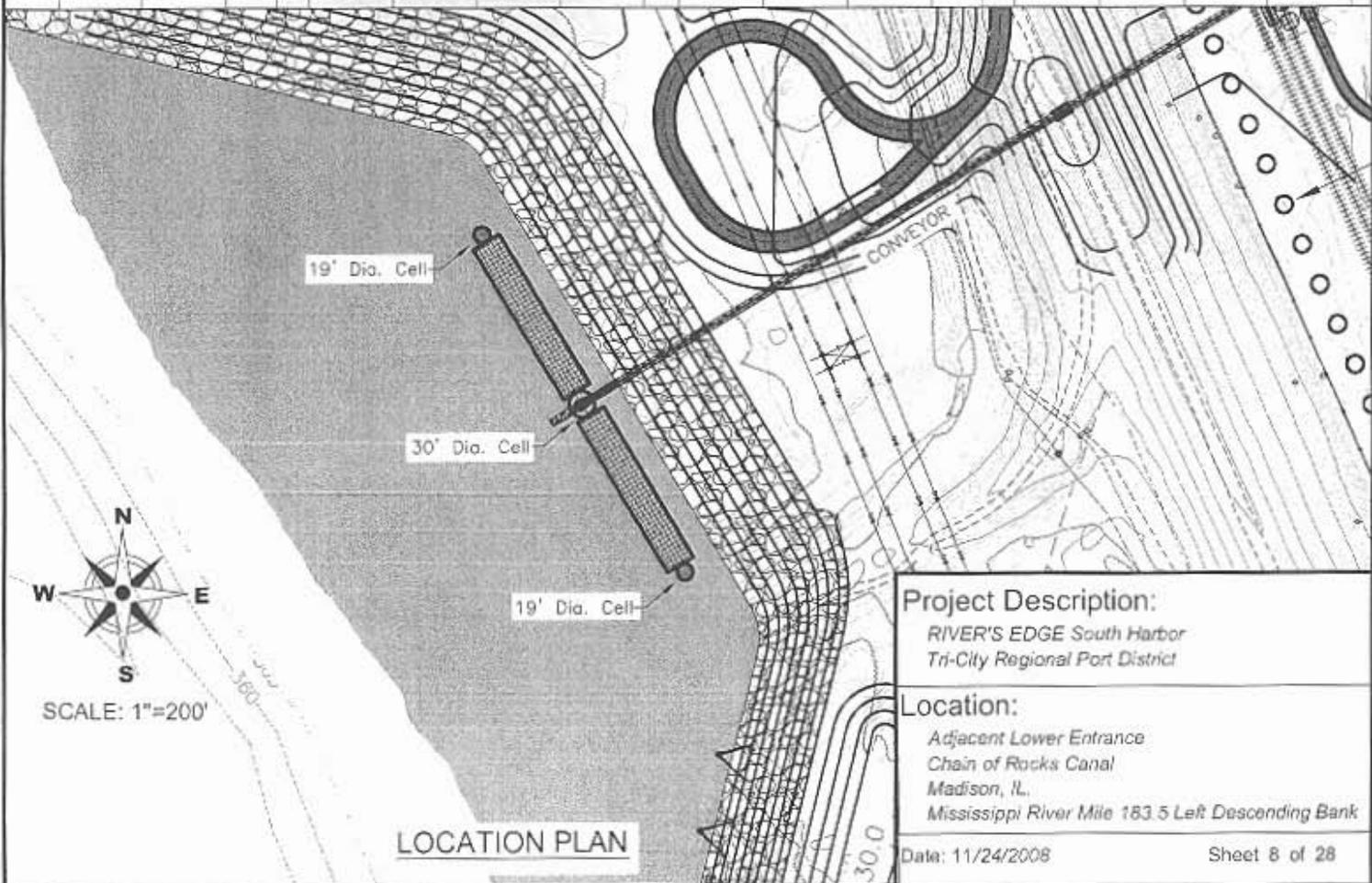
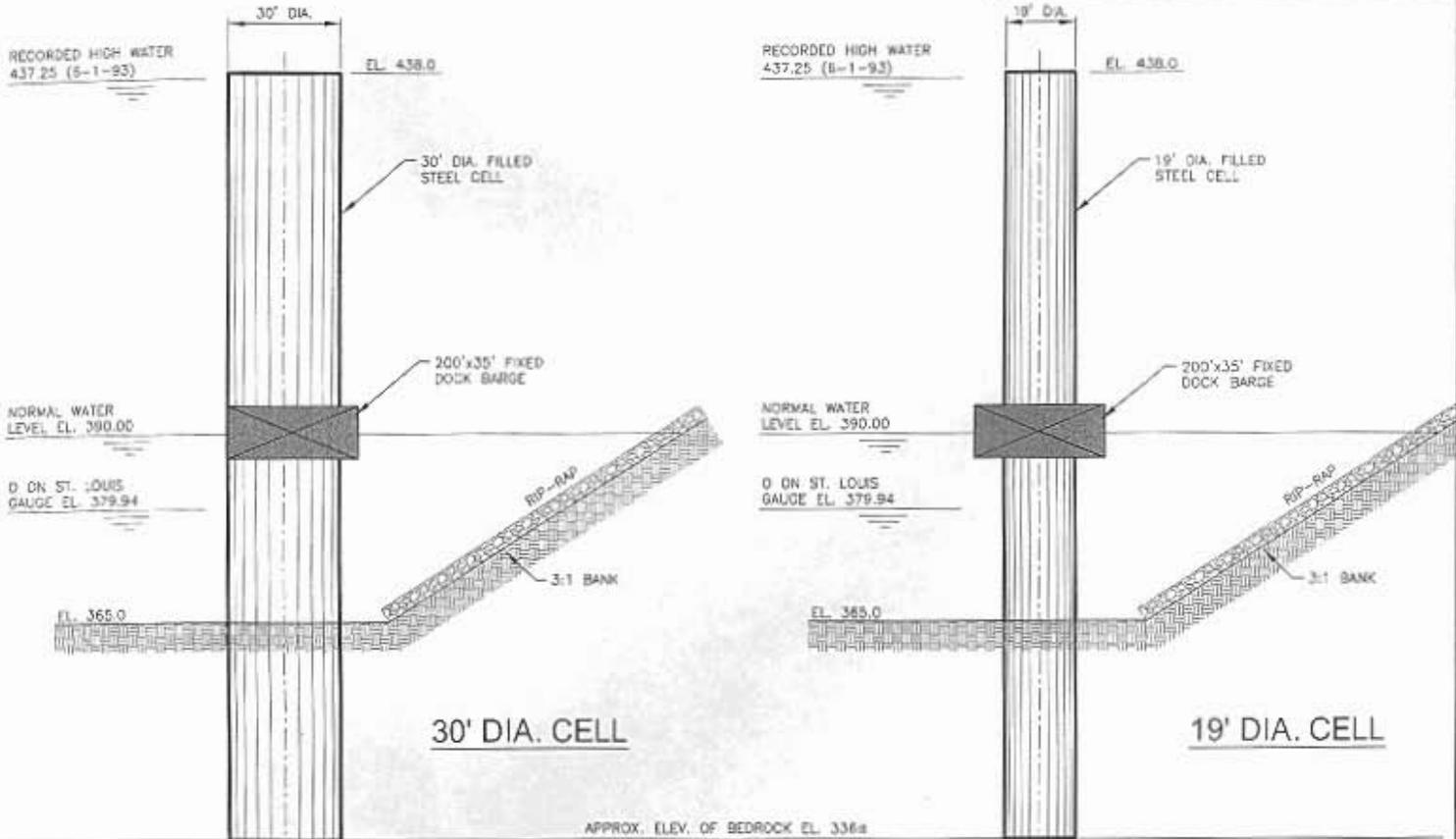
Project Description:
RIVER'S EDGE South Harbor
Tri-City Regional Port District

Location:
Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL.
Mississippi River Mile 183.5 Left Descending Bank

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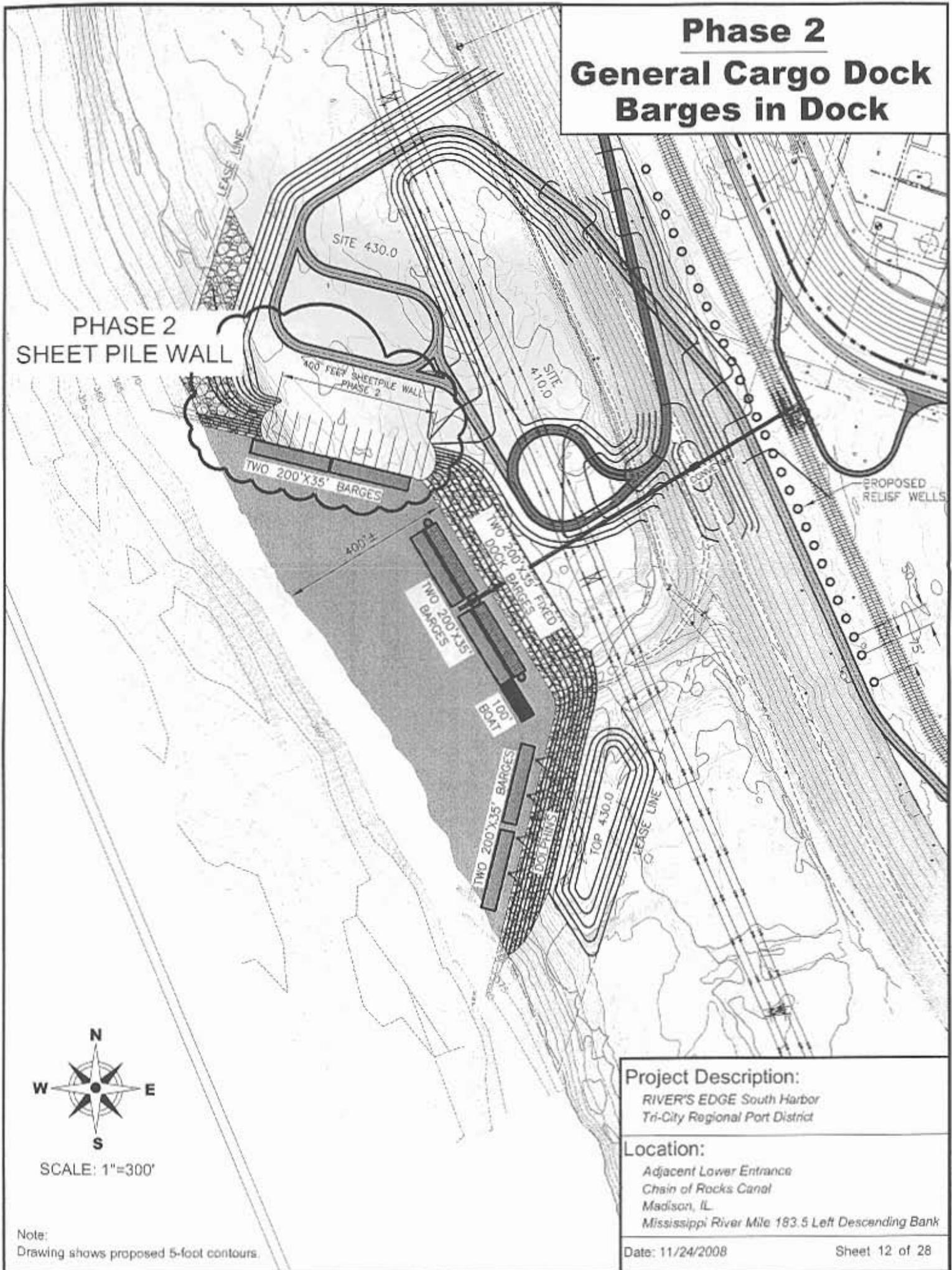
Barge Mooring Cells

DETAIL
N.T.S.



Phase 2 General Cargo Dock Barges in Dock

PHASE 2
SHEET PILE WALL



SCALE: 1"=300'

Note:
Drawing shows proposed 5-foot contours.

Project Description:

RIVER'S EDGE South Harbor
Tri-City Regional Port District

Location:

Adjacent Lower Entrance
Chain of Rocks Canal
Madison, IL
Mississippi River Mile 183.5 Left Descending Bank

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