



**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-2809

Public Notice Date

September 13, 2011

Expiration Date

October 3, 2011

Postmaster Please Post Conspicuously Until:

Interested parties are hereby notified that an application has been received for a Department of the Army Section 10 Rivers and Harbors Act permit to upgrade an existing river terminal along the right descending bank of the Mississippi River, at approximate river mile 149.9, as described below.

COMMENTS AND ADDITIONAL INFORMATION: Comments on the described work should reference the U.S. Army Corps of Engineers File 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

APPLICANT: Fred Weber Inc., c/o Mr. Steven Schulte, 2320 Creve Coeur Mill Road, P.O. Box 2501, St. Louis, Missouri 63043, (314) 344-0070.

LOCATION: The proposed upgrades would occur at Fred Weber Inc.'s (FWI) existing Crystal City Sand Barge Loading/Unloading facility. The physical address is 100 Howard Dohack Drive, near Crystal City, Missouri. The proposed river terminal upgrades would occur along the right descending bank of the Mississippi River, at approximate river mile 149.9, in Section 32, Township 41 North, Range 6 East, in Jefferson County, Missouri.

PROJECT DESCRIPTION: FWI proposes to make permanent improvements to upgrade their existing Crystal City Sand facility to allow sand loading and unloading operations to occur more efficiently and safely. The current conditions and operations at the existing plant include a land based portable conveyor, temporary sand stockpiles and staging areas. To load or unload sand at the existing site a 35-foot by 200-foot dock barge with spud anchors is temporarily moored near the bank. A 30-foot by 100-foot product barge filled with dredged river sand is then temporarily moored to the dock barge where it is unloaded with a track hoe and conveyor located in the dock barge. The conveyor on the dock barge discharges into a land based conveyor hopper that distributes the sand to temporary stockpiles prior to being loaded onto trucks for transportation off-site. In addition, 35-foot by 195-foot product barges are loaded at the site with mined sand in a similar, but reverse, operation. In this instance, the product barges are temporarily moored to the dock barge where mined sand from off-site sources is conveyed directly to the product barges either pneumatically in pipes or by using a land based conveyor. The mined sand is trucked to the site from off-site sources where it is temporarily stockpiled prior to being loaded onto barges.

The proposed improvements include installing three (3) 25-foot diameter steel sheet pile cells and one mooring dolphin with a 30-inch diameter plumb pile and a 20-inch diameter batter pile riverward of the water line. A 40-foot by 200-foot dock barge would be permanently moored between the sheet pile cells. The existing conveyor would be permanently

relocated to convey sand from land-based sources to the center of the dock barge. The conveyor would be supported at three locations, two on previously disturbed land and one in the dock barge. The layout of the sheet pile cells, dock barge and conveyor are shown on the attached figures. In terms of operations, the 35-foot by 195-foot product barges would be loaded and unloaded using methods similar to those currently used at the site. The primary difference is that two instead of one product barges could be simultaneously moored at the upgraded facility. The new sequence would first include temporarily mooring a product barge to the permanently moored dock barge. When loading, mined sand from off-site sources would still be trucked to the river terminal where it would be conveyed and deposited directly into the product barge either pneumatically or by conveyor. FWI proposes to unload 30-foot by 100-foot barges filled with dredged river sand at the site using the spud barge and trackhoe/conveyor system similar to what is currently in use.

The proposed permanent river based improvements would be at least 120 feet downstream of an existing river dike and would be designed so loading and unloading operations would not impact the dike or navigation traffic. FWI states that land based improvements would be designed to minimize any additional disturbance to surrounding areas associated with the revised operations. The primary material loaded at this site would be mined sand. Mined sand is a critical component used in the oil and gas extraction industry. The river sand that would be processed and shipped at the site has a wide variety of uses, primarily for construction related jobs.

ADDITIONAL INFORMATION: Additional information may be obtained by contacting FWI's consultant, Mr. Paul Reitz of Reitz & Jens, Inc. at 314-993-4132, or the Corps of Engineers Regulatory Project Manager, Mr. Charles Frerker at (314) 331-8583 or at electronic mail address: Charles.F.Frerker@usace.army.mil

AUTHORITY: This permit will be processed under the provisions of Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Request for public hearings shall state, with particularity, the reasons for holding the public hearing.

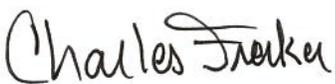
ENDANGERED SPECIES: The proposed project is within range of the Federally endangered Indiana bat (*Myotis sodalis*), Gray bat (*Myotis grisescens*), Pallid sturgeon (*Scaphirhynchus albus*), Pink mucket (*Lampsilis abrupta*) and the Scaleshell mussel (*Leptodea leptodon*). The proposed upgrades would occur in the immediate area of the existing river terminal where daily barge traffic, lights and frequent noises likely infringes on the usage of this site by any Federally endangered or threatened species. As such, we have determined that the project is not likely to adversely impact federally listed species. In order to further complete our evaluation, written comments are hereby solicited from the U.S. Fish and Wildlife Service and other interested parties to ascertain any potential impacts upon these listed species, any others species or their critical habitats.

CULTURAL RESOURCES: 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.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the described activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which may reasonably be expected to accrue from the described activity must be balanced against its reasonably foreseeable detriments. All factors, which may be relevant to the described activity will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, flood plain 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.

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

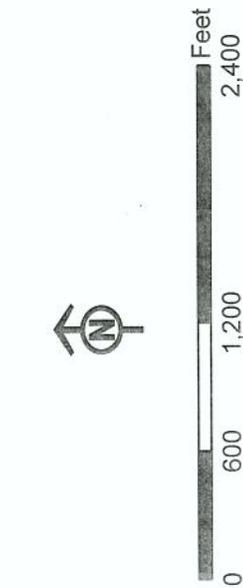
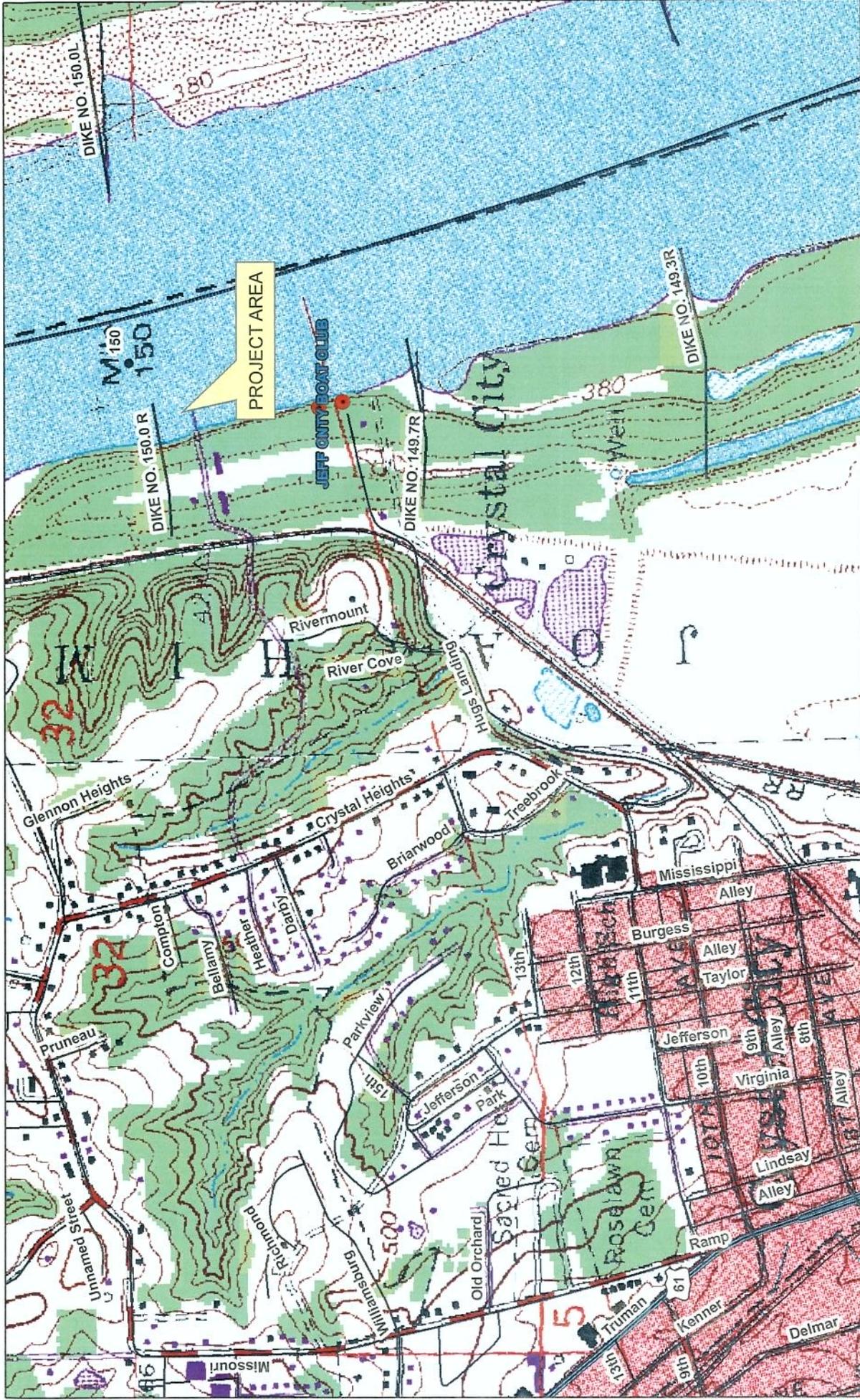
In accordance with 33 CFR 325.3, it is presumed that all interested parties and agencies will wish to respond to public notices; therefore, a lack of response will be interpreted as meaning that there is no objection to the proposed project.


/ Danny D. McClendon
Chief, Regulatory Branch

Attachments

NOTICE TO POSTMASTERS:

It is requested that this notice be conspicuously and continually placed for 21 days from the date of issuance.



P-2809
Fred Weber Inc. Crystal City Sand
River Mile 149.9, Jefferson County, Missouri
Proposed River Terminal Improvements



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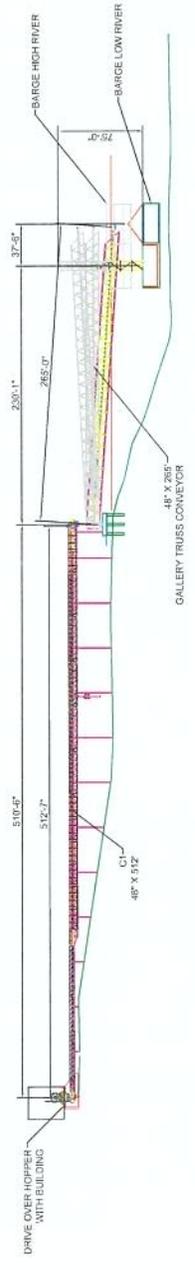
**Fred Weber Inc. Crystal City Sand
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Proposed River Terminal Improvements



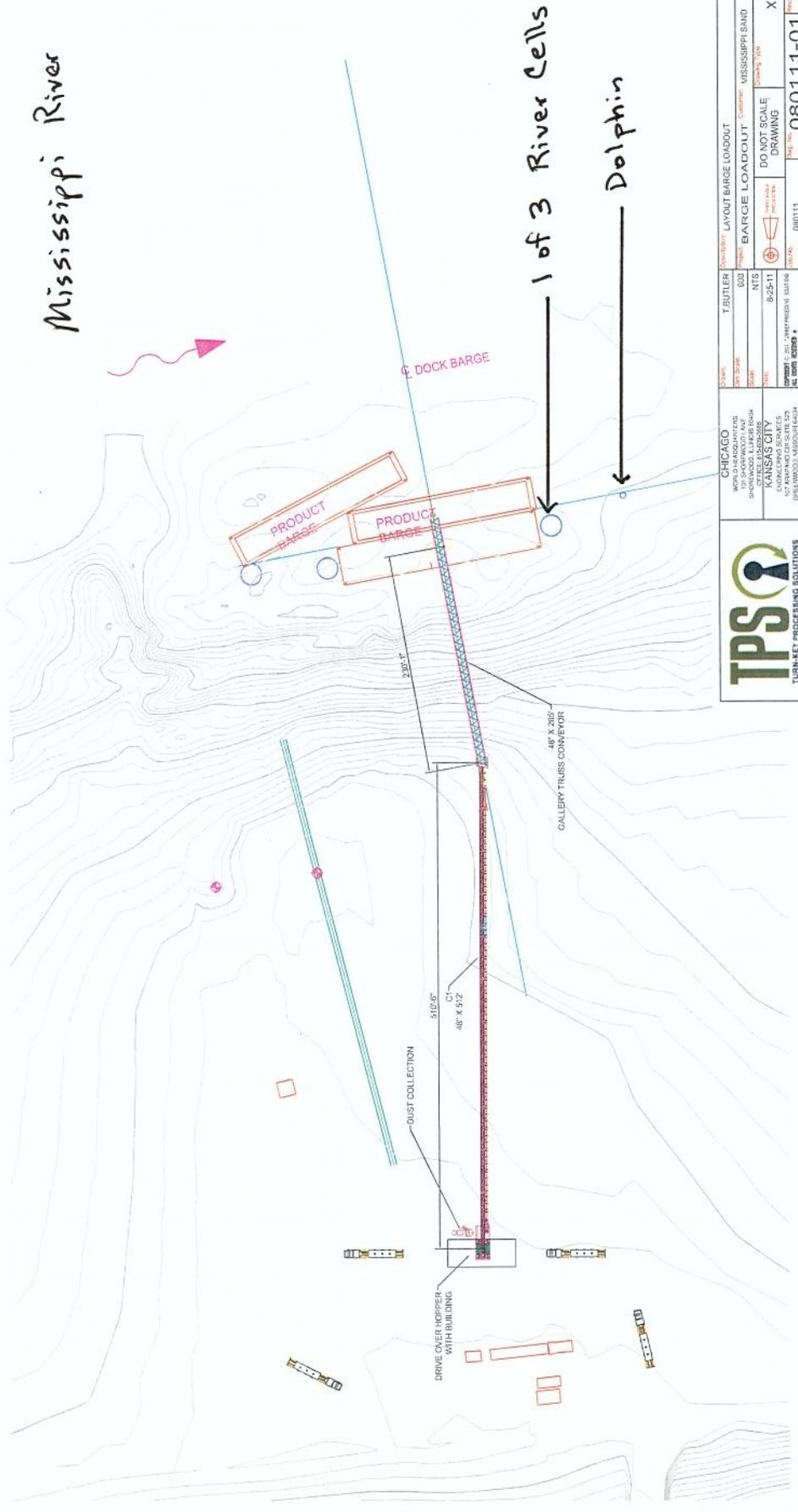
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St Louis District

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SECTION LOOKING NORTH

Mississippi River



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