



**US ARMY CORPS
OF ENGINEERS**
St. Louis District
Gateway to Excellence
St. Louis, MO 63103-2833

Public Notice

Reply To:
U.S. Army Corps of Engineers
Attn: CEMVS-OD-F
1222 Spruce Street

Public Notice No.
P-2830
Public Notice Date
July 20, 2012

Expiration Date
August 9, 2012

Postmaster Please Post Conspicuously Until:

Comments on the described work 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 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. The Kaskaskia Regional Port District (KRPD), c/o: Mr. Ed Weilbacher, 154 South Main, Red Bud, Illinois 62278 (618-282-3807) has applied:

- a. To the US Army Corps of Engineers Regulatory Branch for Section 10 Rivers and Harbors Act permit authorization to create a facility known as the Fayetteville Terminal along the Kaskaskia River. The activity site is proposed in Section 8, Township 2 South, Range 6 West, along the left (east) descending bank of the Kaskaskia River, at river mile 35.5, in Fayetteville, St. Clair County, Illinois. Proposed features include two barge fleeting areas, a grain elevator, an inbound dry bulk terminal and associated roadways. The landside development would occur in portions of an existing dredge disposal basin that is filled to capacity. Adjacent portions of the dredge disposal basin that are not filled to capacity will continue to be used by the Illinois Department of Natural Resources (IDNR), Corps of Engineers and KRPD for disposal under an existing channel maintenance dredge permit. The landside development area would occur at an elevation of 400 feet MSL. The 100-year flood level in the project area is at elevation 395 feet MSL. For landside access, a 3,500 linear foot road would be constructed from Illinois Route 4 to the proposed upland development site. The proposed upstream barge fleeting area would be configured in a 2 barge wide by 2 barge long arrangement. The upper fleet's secured mooring would be accomplished by installing three concrete deadmen structures in the upper riverbank with chains and cables emanating to the barges. The proposed lower fleet would be configured in a 2 barge wide by 3 barge long arrangement. The lower fleet's secured mooring would be accomplished by installing four concrete deadmen structures in the upper riverbank with chains and cables emanating to the barges.

The proposed landside grain elevator development includes a truck access road, scale, merchandising office, receiving pit, enclosed receiving conveyor, elevator leg, two 100,000 bushel bins, enclosed reclaim conveyors and an enclosed river belt conveyor to transport grain to the barge fleet for river shipment. Components would be sized with a 25,000-bushel per hour capacity. The grain facility's associated riverside development includes a captive deck barge with a landside anchorage system

including the deadmen structures, spars and cross wire ties. Three landside bents would support the elevated conveyor system. No discharge of fill material into the Kaskaskia River or wetlands is required to construct the proposed grain facility.

The proposed inbound dry bulk river terminal includes a captive deck barge with spuds, a hydraulic excavator, receiving hopper, and an inbound conveyor system. The proposed landside development features include a conveyor receiving tower and conveyor system to a landside stockpile area. A traveling stacker conveyor would deposit inbound aggregates to various stockpiles. Other associated project components include a truck scale, an office and an internal circulation roadway. No discharge of fill material into the Kaskaskia River or wetlands is required to construct the proposed inbound dry bulk river terminal.

A coal terminal is shown on the attached drawings, but will not be evaluated under this public notice permit review. The pending coal mine and associated river terminal are features that would be evaluated under a separate Corps of Engineers permit review if the coal company applies and receives appropriate mining and reclamation approval (SMCRA) from the Illinois Department of Natural Resources.

The proposed Fayetteville Terminal would be constructed at the uppermost reach of the designated Kaskaskia River navigation channel. An existing low water elevation headcut control structure is located immediately upstream of the proposed project area that restricts further upstream commercial navigation and most recreational navigation. Therefore, boat traffic in the Kaskaskia River shouldn't be significantly impeded by the proposed activity. The applicant states the project purpose is to create jobs and stimulate economic activity for the area. Transporting grain, stone, coal and other products by barge is the most economic, fuel efficient, ecologically friendly method to transport bulk quantities. Significant federal resources, funded through the American Recovery and Reinvestment Act (stimulus plan), was spent in recent years to re-dredge the Kaskaskia River navigation channel from New Athens to Fayetteville, Illinois. This proposed business development is being pursued as a result of the federal stimulus initiative and associated recent dredging.

- b. To the Illinois Department of Natural Resources, Office of Water Resources for state approval of the proposed work in accordance with the Rivers, Lakes and Streams Act of the State of Illinois (615 ILCS 5). Written comments concerning possible impacts to waters of Illinois should be addressed to Mike Diedrichsen, Illinois Department of Natural Resources, Office of Water Resources, One Natural Resources Way, Springfield, Illinois 62702-1271, with a 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.

4. 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.

5. The proposed project is within range of the federally endangered Indiana Bat (*Myotis sodalis*), pallid sturgeon (*Scaphirhynchus albus*), least tern (*Sterna antillarum*), Illinois cave amphipod (*Gammarus acherondytes*), the federally threatened decurrent false aster (*Boltonia decurrens*) and the eastern prairie fringed

orchid (*Platanthera leucophaea*). A preliminary determination, in compliance with the Endangered Species Act as amended, has been made that the proposed activity is 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.

6. 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 within 21 days of the posting of this public notice. The decision whether to authorize the project 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.

7. 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.

8. 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 **August 9, 2012**.

9. 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.

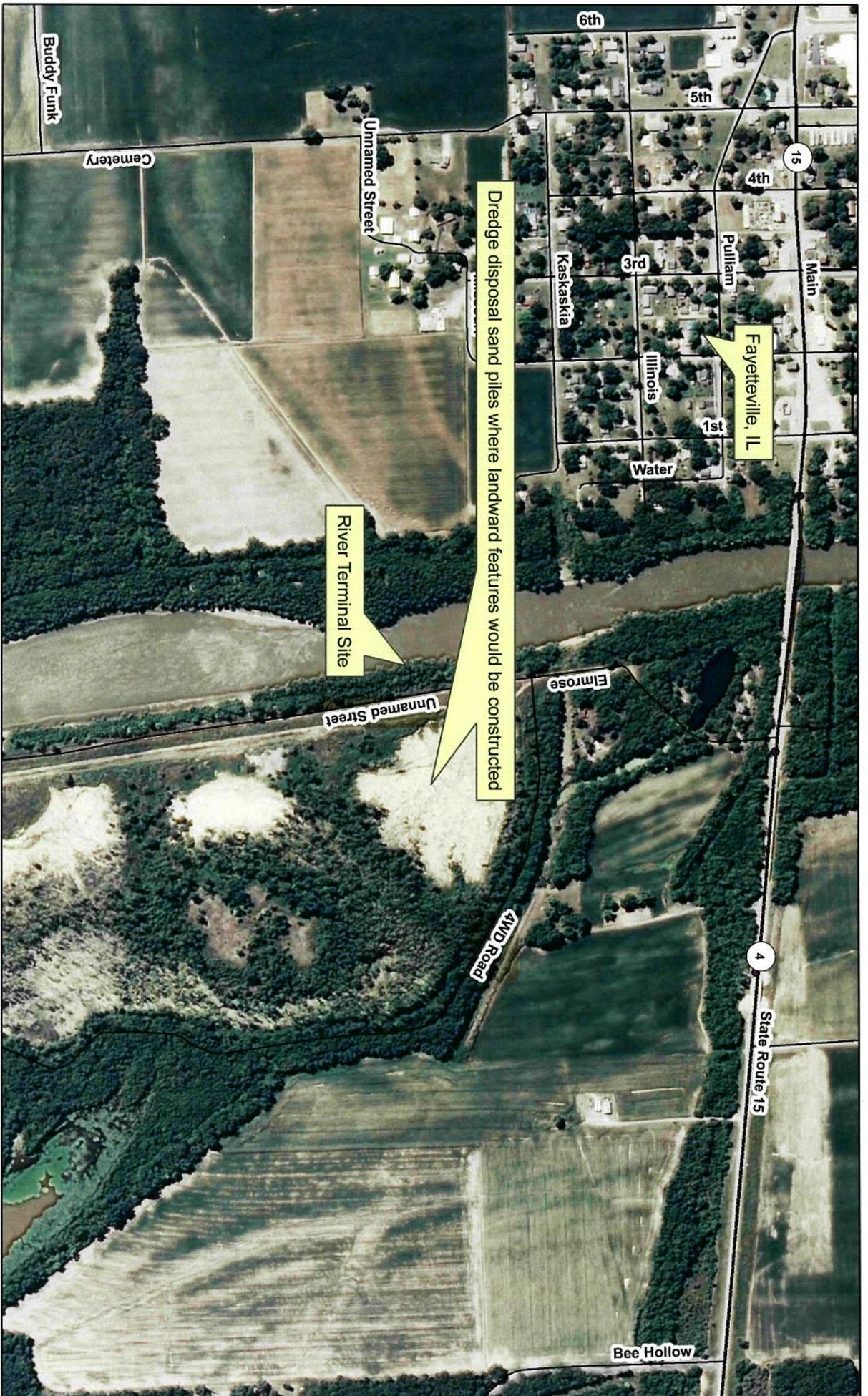


Danny D. McClendon
Chief, Regulatory Branch

Attachments

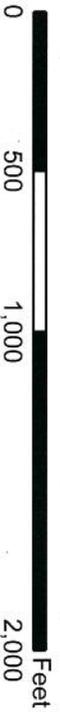
NOTICE TO POSTMASTERS:

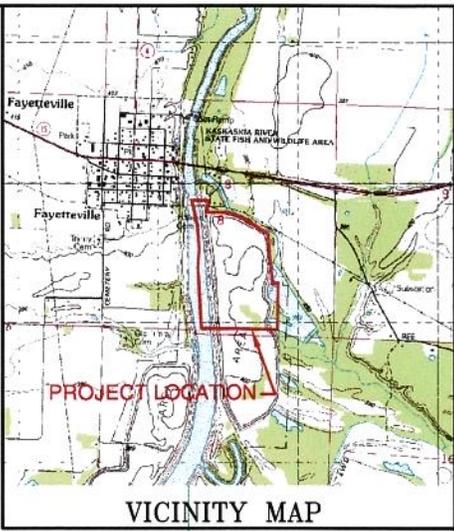
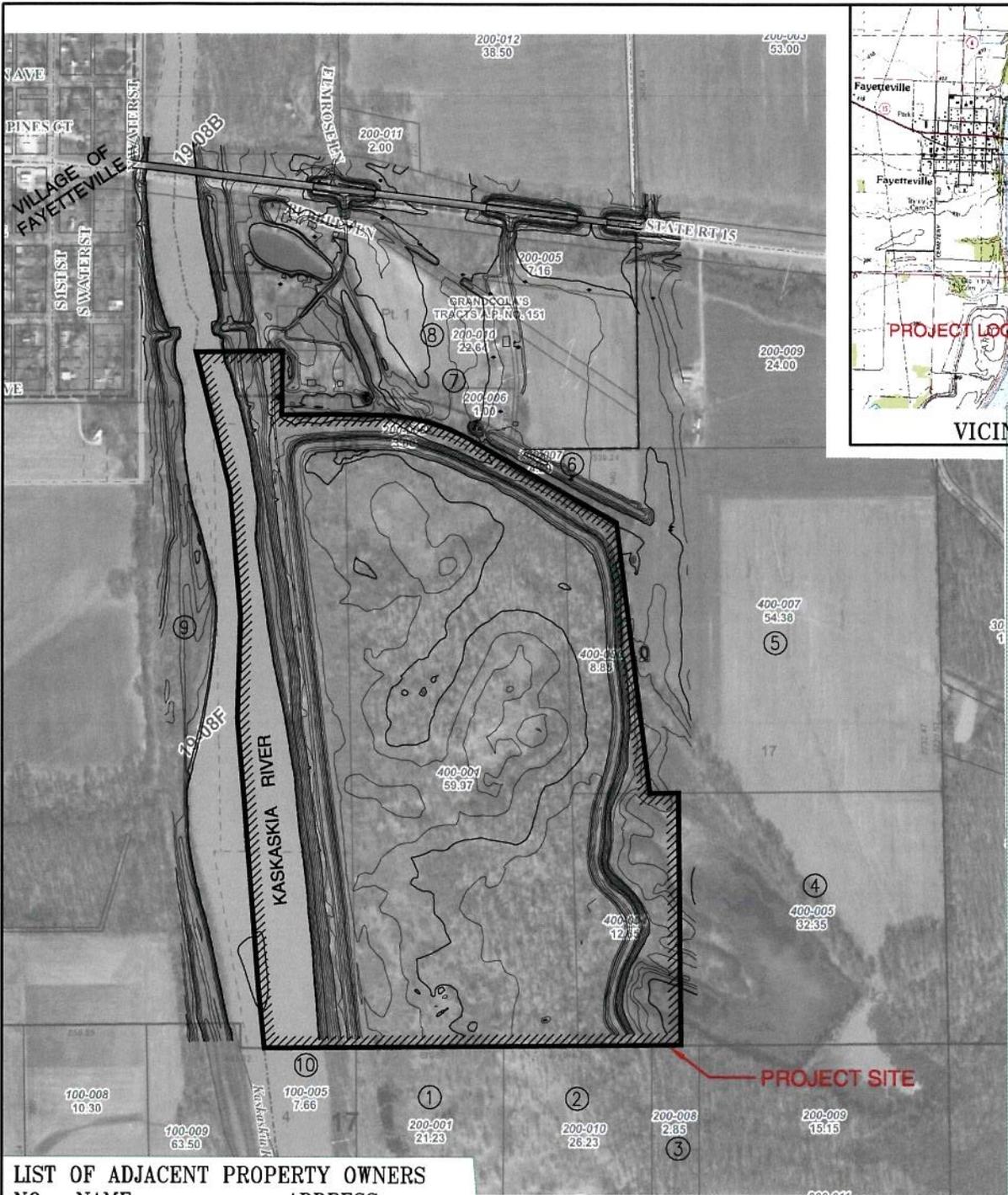
It is requested that this notice be conspicuously and continually posted for 21 days.



P-2830 Location Map

**Fayetteville Terminal, Kaskaskia River, RM 35.5
Fayetteville, St. Clair County, Illinois**



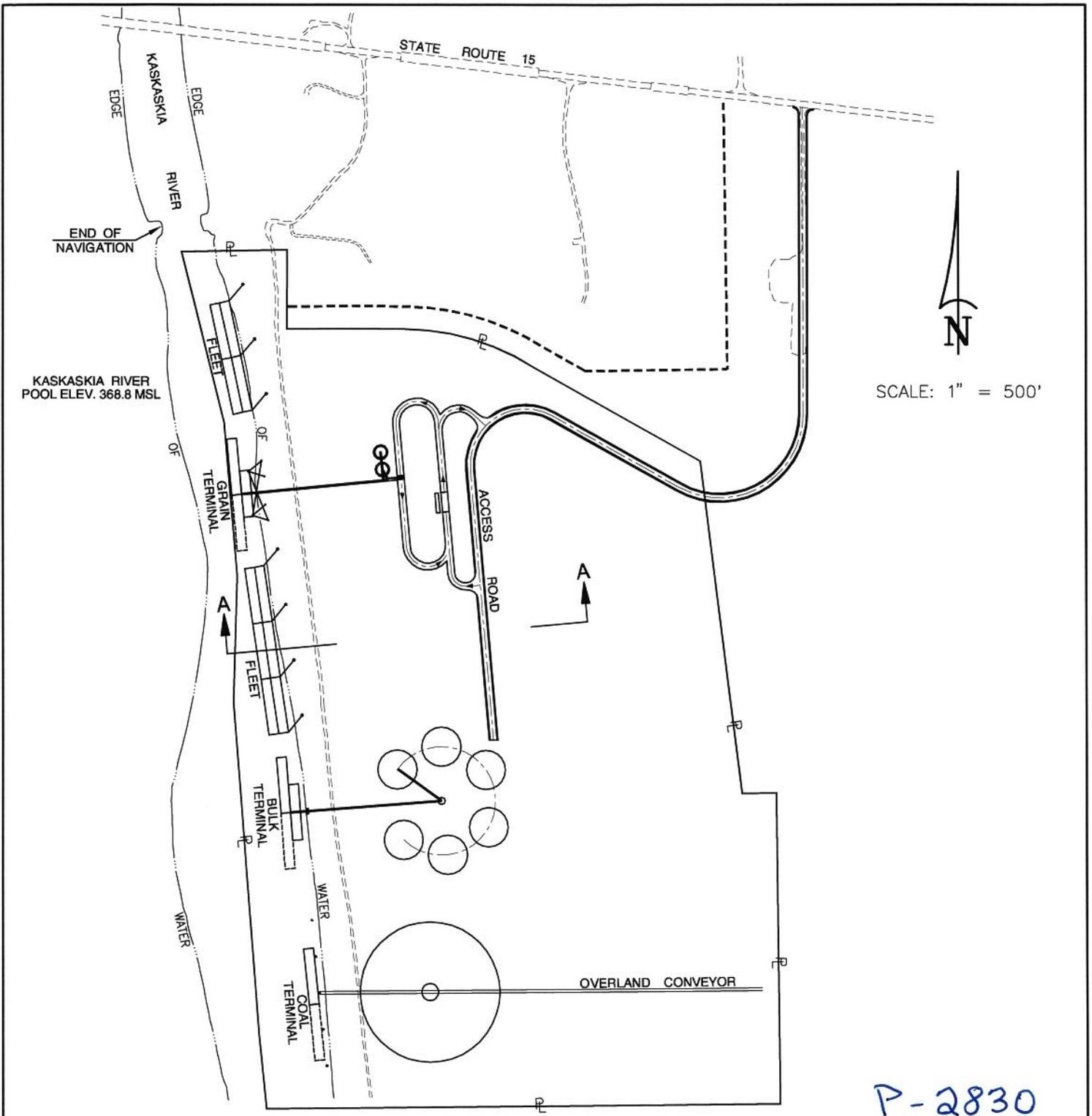


LIST OF ADJACENT PROPERTY OWNERS

NO.	NAME	ADDRESS
1.	State of Illinois	1100 Eastport Plaza, Collinsville, IL. 62234
2.	State of Illinois	1100 Eastport Plaza, Collinsville, IL. 62234
3.	State of Illinois	1100 Eastport Plaza, Collinsville, IL. 62234
4.	Central States Coal Reserves, LLC	701 Market St., Suite 700, St. Louis, Mo. 63101
5.	Central States Coal Reserves, LLC	701 Market St., Suite 700, St. Louis, Mo. 63101
6.	Central States Coal Reserves, LLC	701 Market St., Suite 700, St. Louis, Mo. 63101
7.	Robert Etling	P.O. Box 58, Tilden, IL. 62292
8.	Central States Coal Reserves, LLC	701 Market St., Suite 700, St. Louis, Mo. 63101
9.	State of Illinois	1100 Eastport Plaza, Collinsville, IL. 62234
10.	State of Illinois	1100 Eastport Plaza, Collinsville, IL. 62234

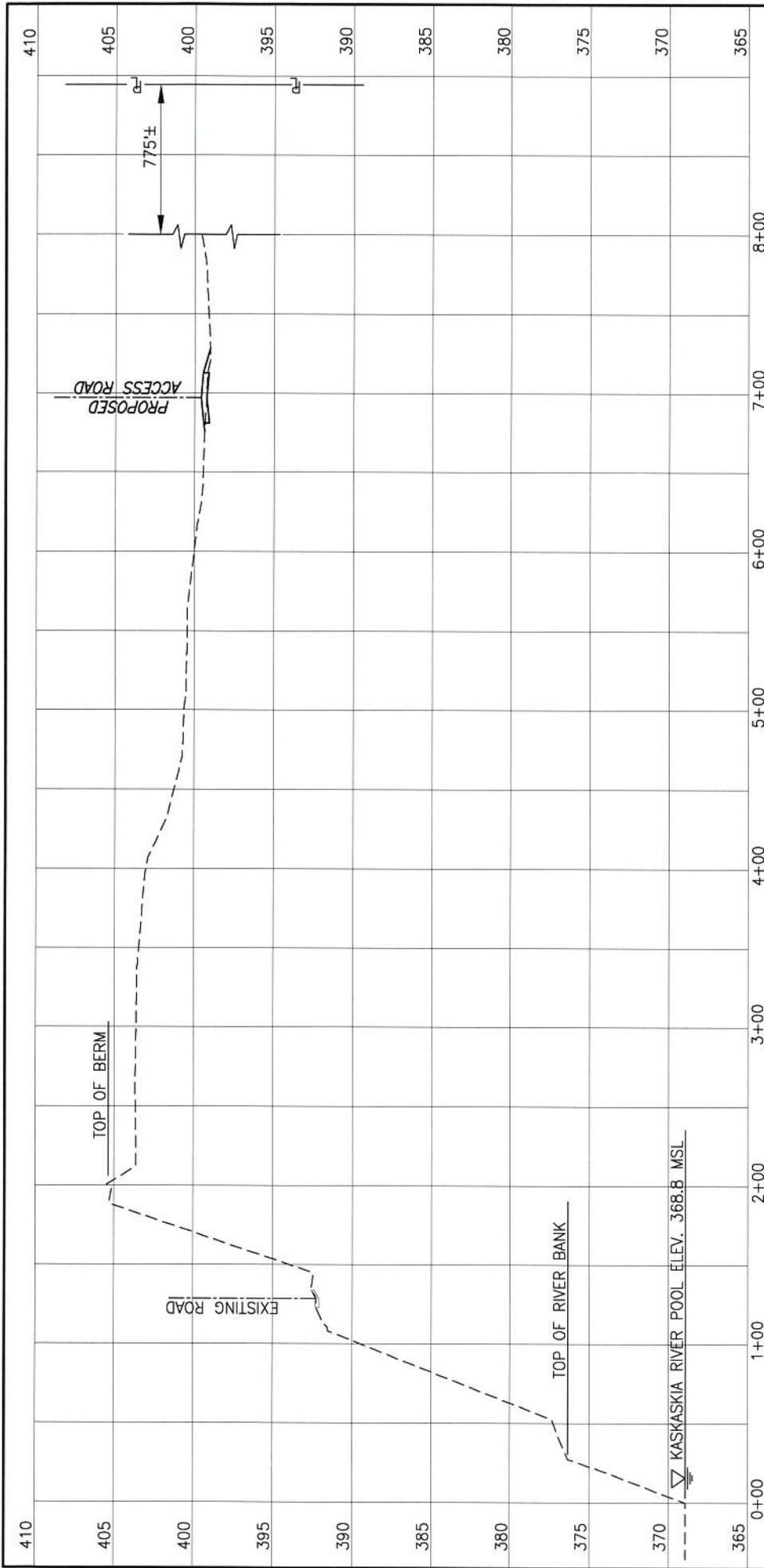
P-2830

PROJECT DESCRIPTION	KASKASKIA REGIONAL PORT DISTRICT FAYETTEVILLE HARBOR DEVELOPMENT
LOCATION:	KASKASKIA RIVER – KRM 35.5
DATE:	JUNE 18, 2012



PLAN

PROJECT DESCRIPTION
KASKASKIA REGIONAL PORT DISTRICT FAYETTEVILLE HARBOR DEVELOPMENT
LOCATION:
KASKASKIA RIVER – KRM 35.5
DATE:
JUNE 18, 2012



SECTION A-A
 SCALE: 1" = 100' HORIZ.
 1" = 10' VERT.

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