



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

Public Notice

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

Public Notice No.

P-2932

Public Notice Date

September 21, 2015

Expiration Date

October 13, 2015

Postmaster Please Post Conspicuously Until:

ORM File Number: 2015-620

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. Dave Jump, Cahokia Acres LLC, 189 American Grain Street, Cahokia, Illinois 62206 (618-337-8877), has applied to the U.S. Army Corps of Engineers, St. Louis District Regulatory Branch for Section 10 Rivers and Harbors Act authorization to expand barge fleet capacity by installing a 45 barge anchor fleet near the left descending bank of the Mississippi River, at approximate river mile 175.9, near Cahokia, in St. Clair County, Illinois. The anchor fleet would consist of two permanently moored, semi-integrated design anchor barges, measuring 35-feet by 195-feet each. The anchor barges would be breasted up and secured in place with two 20,000 pound sand type anchors attached to seven shots of 3-inch stud link anchor chain. The chain would be affixed to the barges around extra heavy walled pipe fittings, with safety holdbacks installed. There would be no dredge or fill material used to complete the proposed project. Total capacity of the anchor fleet would be 9-barges-wide by 5-barges-long. Barges would be fleeted in a breasted up manner to the anchor barges, at a maximum of five barge width on the riverward side and two barge widths on the landward side of the anchor barges for a maximum of 9 barge widths (315 feet). Barges would be staged downstream of the anchor barges for an additional 4 barge lengths, resulting in a maximum of 5 barge lengths (approximately 1,000 feet). The applicant's stated project purpose is to re-establish a capacity of fleeting space in the St. Louis Harbor, which has been diminished over the past few years, causing non-efficient circumstances and cost in vessel and river terminal operations. (See Attached Figures)
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 the range of the federally endangered Indiana bat (*Myotis sodalis*), pallid sturgeon (*Scaphirhynchus albus*), least tern (*Sterna antillarum*), the threatened northern long eared bat (*Myotis septentrionalis*) decurrent false aster (*Boltonia decurrens*) and the eastern prairie fringed orchid (*Platanthera leucophaea*). The additional anchor fleet would be constructed adjacent to nearby barge fleets in a busy setting within the established St. Louis Harbor. 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 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.

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, Attn: OD-F (Frerker), 1222 Spruce Street, St. Louis, Missouri 63103-2833, or by electronic mail to charles.f.frerker@usace.army.mil, on or before the public notice closing date.

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.

PLAN VIEW

Applicant: Cahokia Acres, LLC
Project: Upper Arsenal Island Anchor Fleet
Location: Upper Mississippi River Mile 175.9
River Elevation: Mean Stage 11.28
Dimensions of Fleet: 315' (9 barges) wide X 1,000' (5 barges) long



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Corps of Engineers

IL Dept of Natural Resources

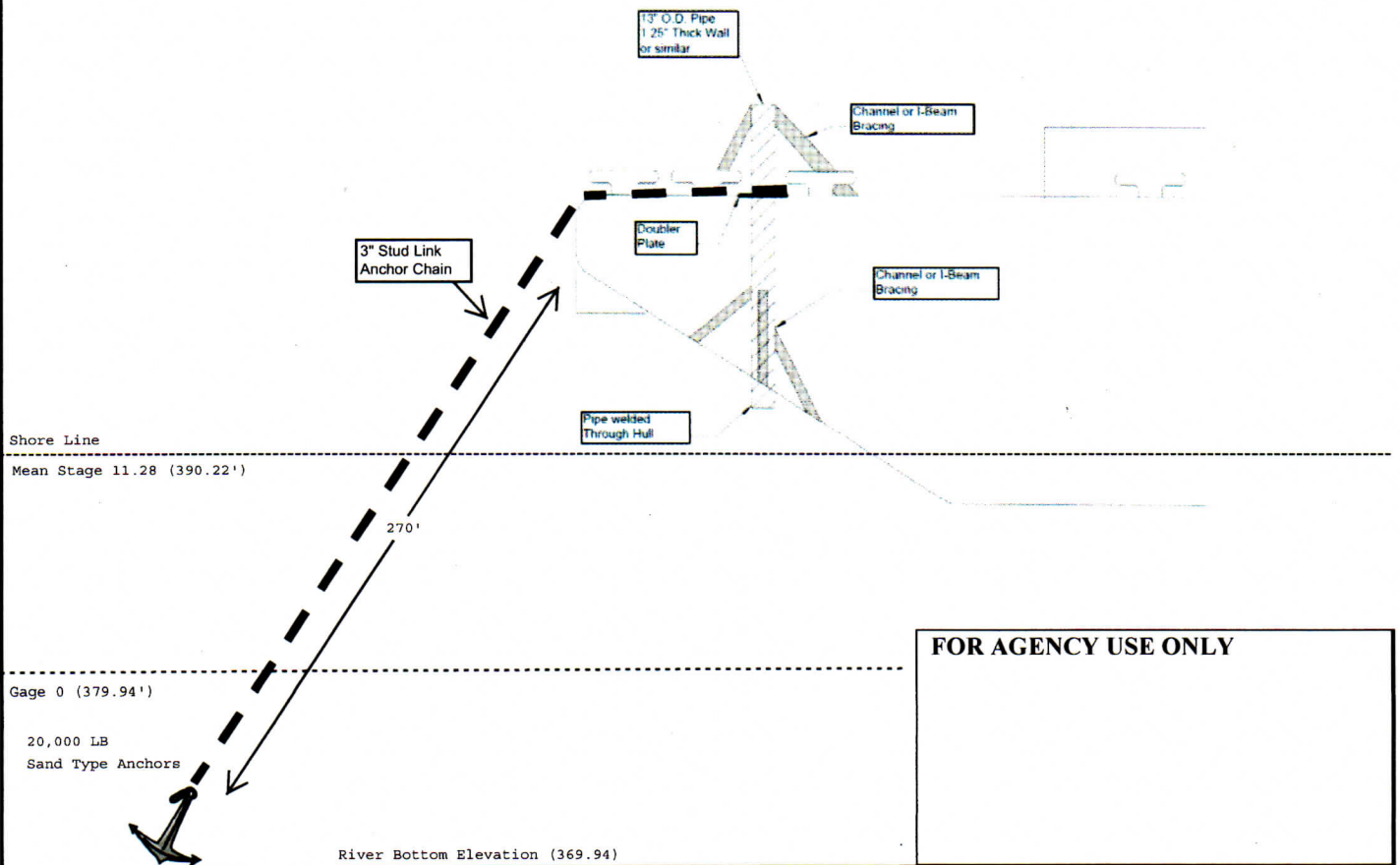
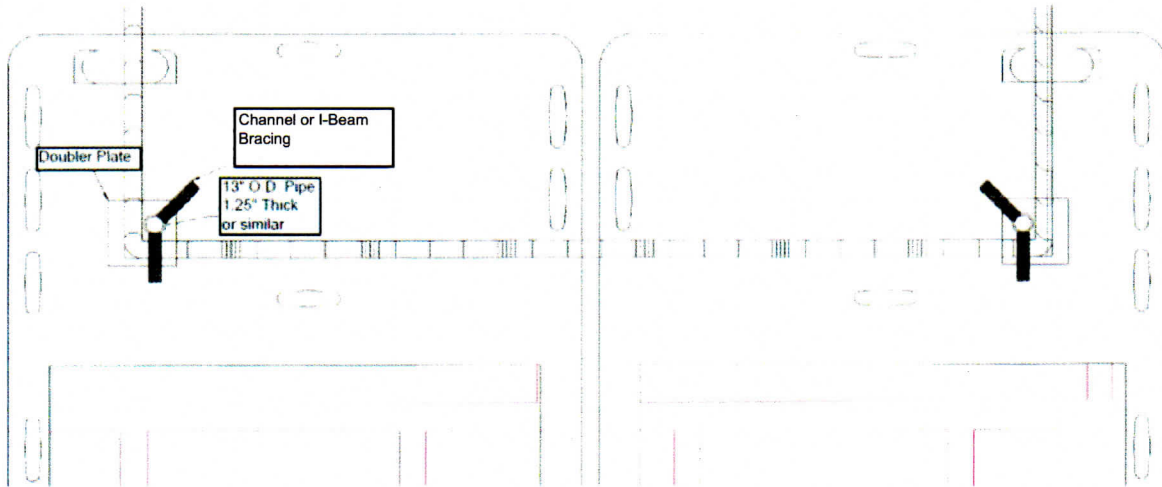
IL Environmental Protection Agency

Applicant's Copy

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Location: Upper Mississippi River Mile 175.9

Semi-Integrated Anchor "Fleet" Barges



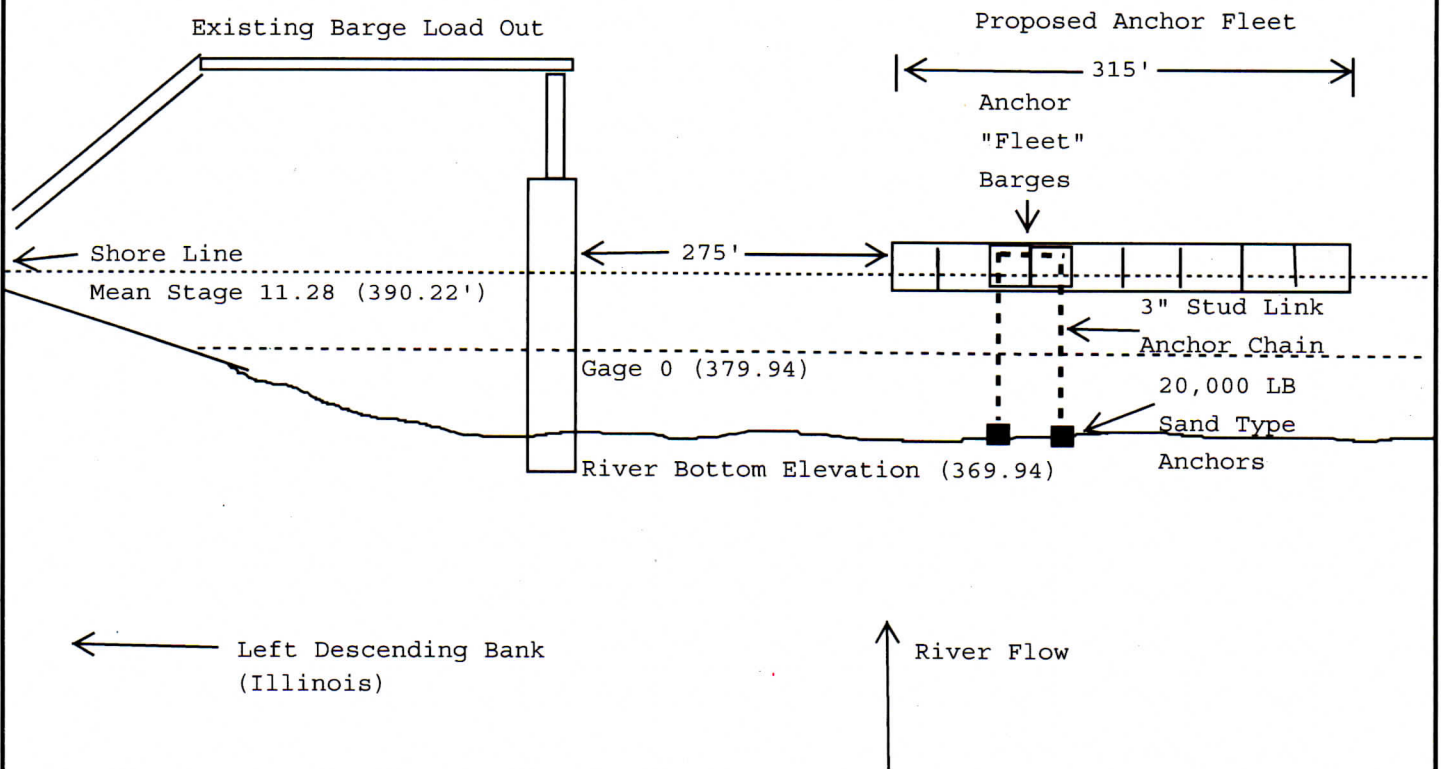
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