



# Public Notice

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

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

**Public Notice No.  
P-2934  
Public Notice Date  
November 09, 2015**

**Expiration Date  
November 30, 2015**

**Postmaster Please Post Conspicuously Until:**

File Number: MVS-2015-806

Interested parties are hereby notified that an application has been received for a Department of the Army permit for certain work in waters of the United States, as described below and shown on the attached maps.

**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  
(Regulatory Branch)  
1222 Spruce Street  
St. Louis, Missouri 63103-2833  
ATTN: Alan Edmondson

**APPLICANT:** Kinder Morgan Inc. – Cora Terminal, 262 Cora Road, Rockwood, Illinois, 62280 (ATTN: Mr. John Vogler)

**LOCATION:** The project is located on the right descending bank of Mississippi River at approximate mile 98.5, Jackson County, Missouri. Specifically, the project is located on the Rockwood USGS quadrangle map, Latitude 37.48 and Longitude -89.40, Township 08 South, Range 05 West.

**PROJECT DESCRIPTION:** The original applicant applied to construct a coal transfer facility, which was built and originally permitted in May of 1977. A special condition in the original permit stipulated that “the permittee shall limit width of the moored fleet as may be necessary to provide free and easy passage of river traffic”. Correspondence in June of 1978 clarified that the “free and safe passage” is a “width of three barges abreast when the Chester Gage is nine feet or below and no more than five barges abreast at any time”. Since the permit issuance, ownership of the site has changed multiple times. Kinder Morgan Inc., which acquired the terminal in 1997, only became aware of the original construction and fleeting aspects recently, and now requests to transfer the authorization, and alter the original permit conditions.

The applicant seeks to revise the fleeting specified in the original permit agreement, to that of the current proposal. (See attached proposals.) The attachments depict fleeting configurations for river levels both above and below 9 feet on the Chester Gage reading. The public notice is seeking comment on the changes to fleeting configurations.

**LOCATION MAPS AND DRAWINGS:** (See attached.)

**ADDITIONAL INFORMATION:** Additional information may be obtained by contacting Alan Edmondson, Project Manager, U.S. Army Corps of Engineers, at (314) 331-8811. Your inquiries may also be sent by electronic facsimile to (314) 331-8741 or by e-mail to *Alan.Edmondson@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 the applicant's proposal. Any request for a public hearing shall state, with particularity, the reason for the hearing, and must be based on issues that would warrant additional public review.

**ENDANGERED SPECIES:** A preliminary determination, in compliance with the Endangered Species Act, as amended, has been made that the work that is proposed would not affect species designated as threatened or endangered, or adversely affect critical habitat. Therefore, no formal consultation request has been made to the United States Department of Interior, Fish and Wildlife Service. In order to complete our evaluation, comments are solicited from the Fish and Wildlife Service and other interested agencies and individuals through this Public Notice.

**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 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 that 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 activity described, will be considered including the cumulative effects. Among factors considered 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.

**SOLICITATION OF COMMENTS:** 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 the proposed activity. 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.

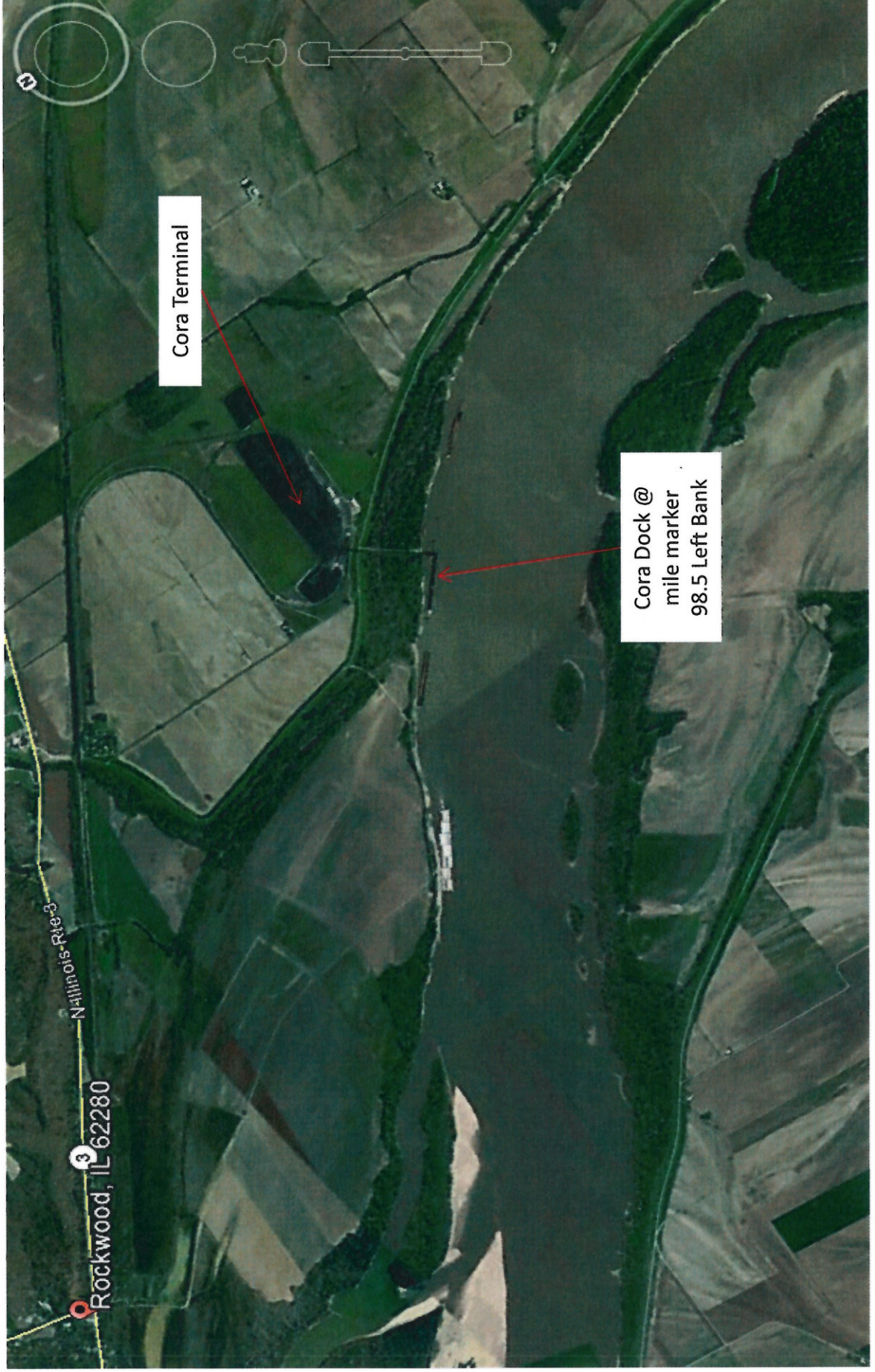
A handwritten signature in black ink that reads "Danny D. McCleendon". The signature is written in a cursive style with a large, prominent "D" at the beginning.

DANNY D. MCCLENDON  
Chief, Regulatory Branch

**NOTICE TO POSTMASTERS:**

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

# Location of Terminal & Fleeting Areas

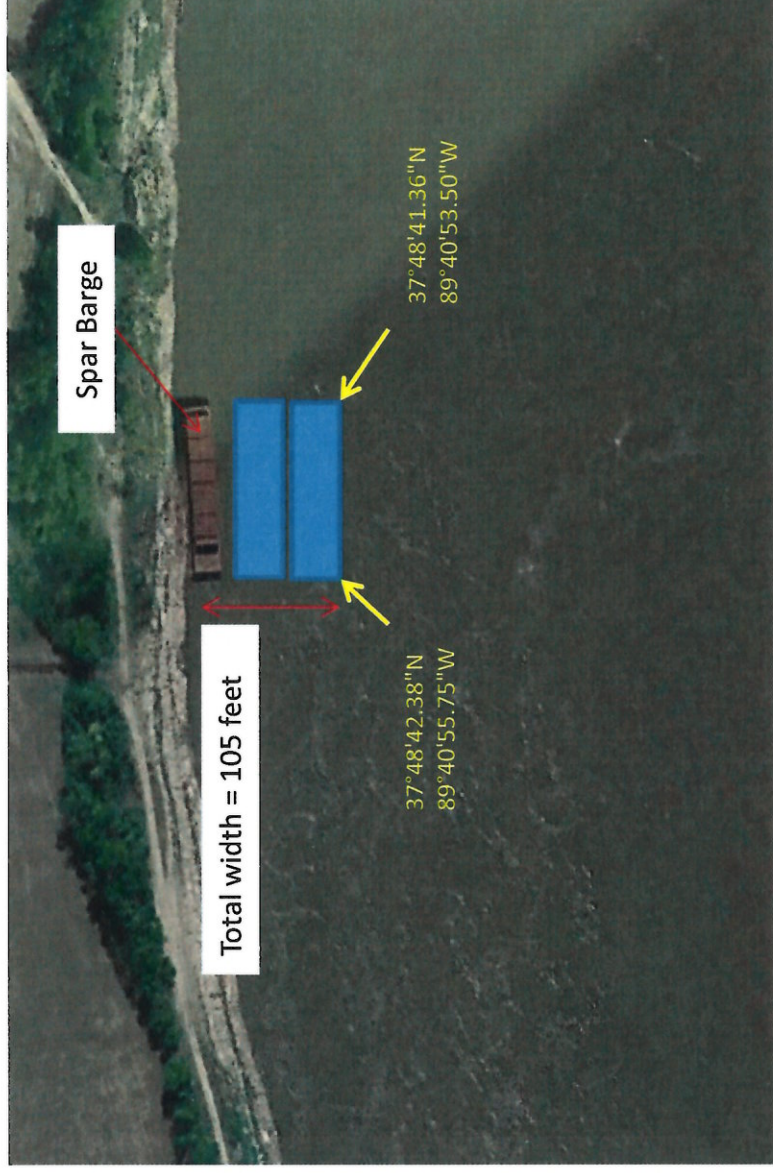


# Overall Layout of Fleeting Areas



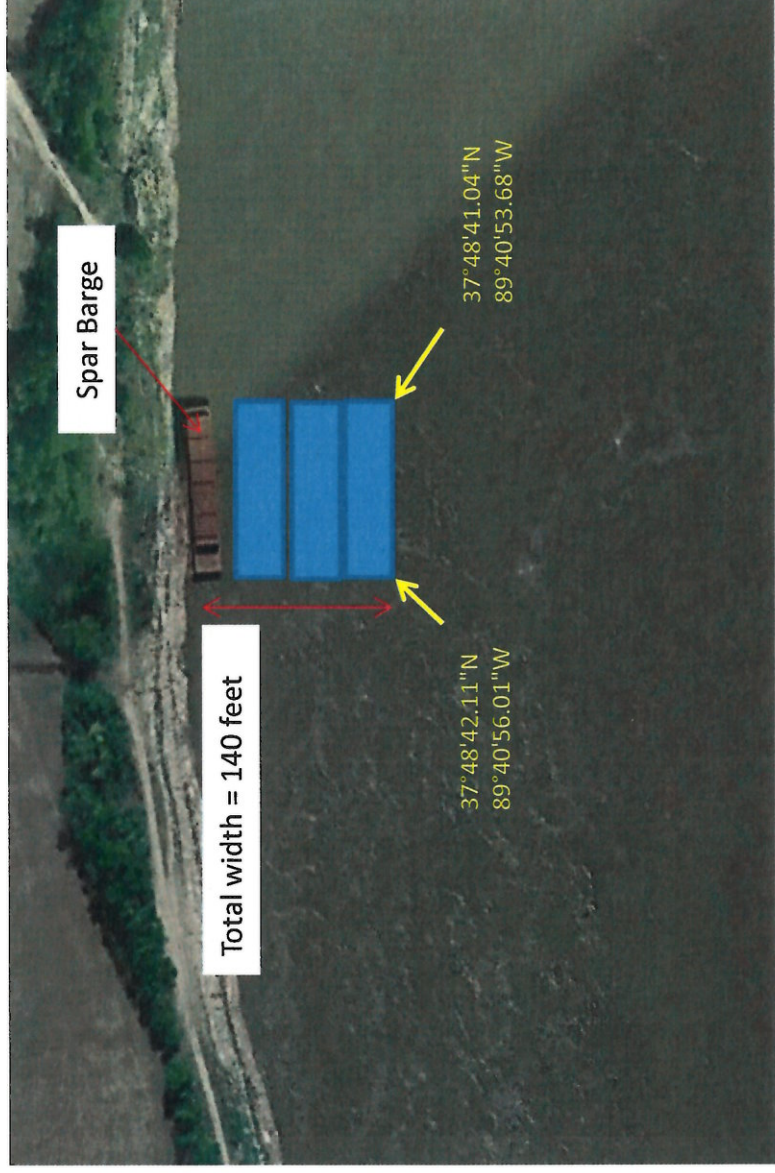
1. Pete's Fleet
2. Liberty Island Fleet
3. Dock
4. Load Fleet
5. Dike Fleet

# Proposed Maximum Fleeting Configuration Chester Gauge Below 9 Feet – Pete’s Fleet



- 2 barges wide plus spar barge. 3 barges wide total.
  - Barge width is 35 feet. Total fleet width is 105 feet.
- 1 barge in length total.
  - Barge length is 200 feet. Total fleet length is 200 feet.

# Proposed Maximum Fleeting Configuration Chester Gauge Above 9 Feet – Pete’s Fleet



- 3 barges wide plus spar barge. 4 barges wide total.
  - Barge width is 35 feet. Total fleet width is 140 feet.
- 1 barge in length total.
  - Barge length is 200 feet. Total fleet length is 200 feet.

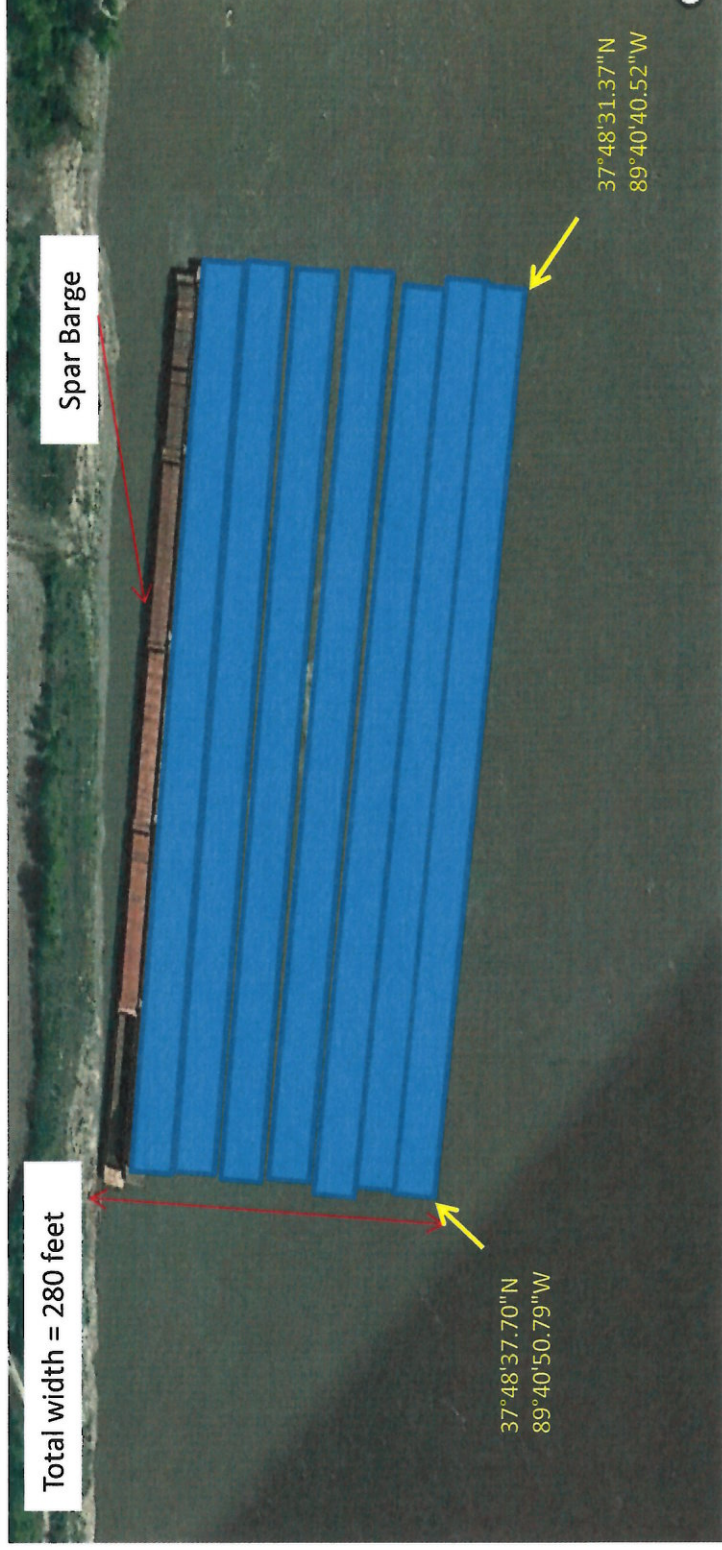
# Proposed Maximum Fleeting Configuration Chester Gauge Below 9 Feet – Liberty Island Fleet



- 6 barges wide plus spar barge. 7 barges wide total.
  - Barge width is 35 feet. Total fleet width is 245 feet.
- 5 barges in length total.
  - Barge length is 200 feet. Total fleet length is 1,000 feet.



# Proposed Maximum Fleeting Configuration Chester Gauge Above 9 Feet – Liberty Island Fleet



- 7 barges wide plus spar barge. 8 barges wide total.
  - Barge width is 35 feet. Total fleet width is 280 feet.
- 5 barges in length total.
  - Barge length is 200 feet. Total fleet length is 1,000 feet.

# Proposed Maximum Fleeting Configuration Chester Gauge Below 9 Feet – Dock



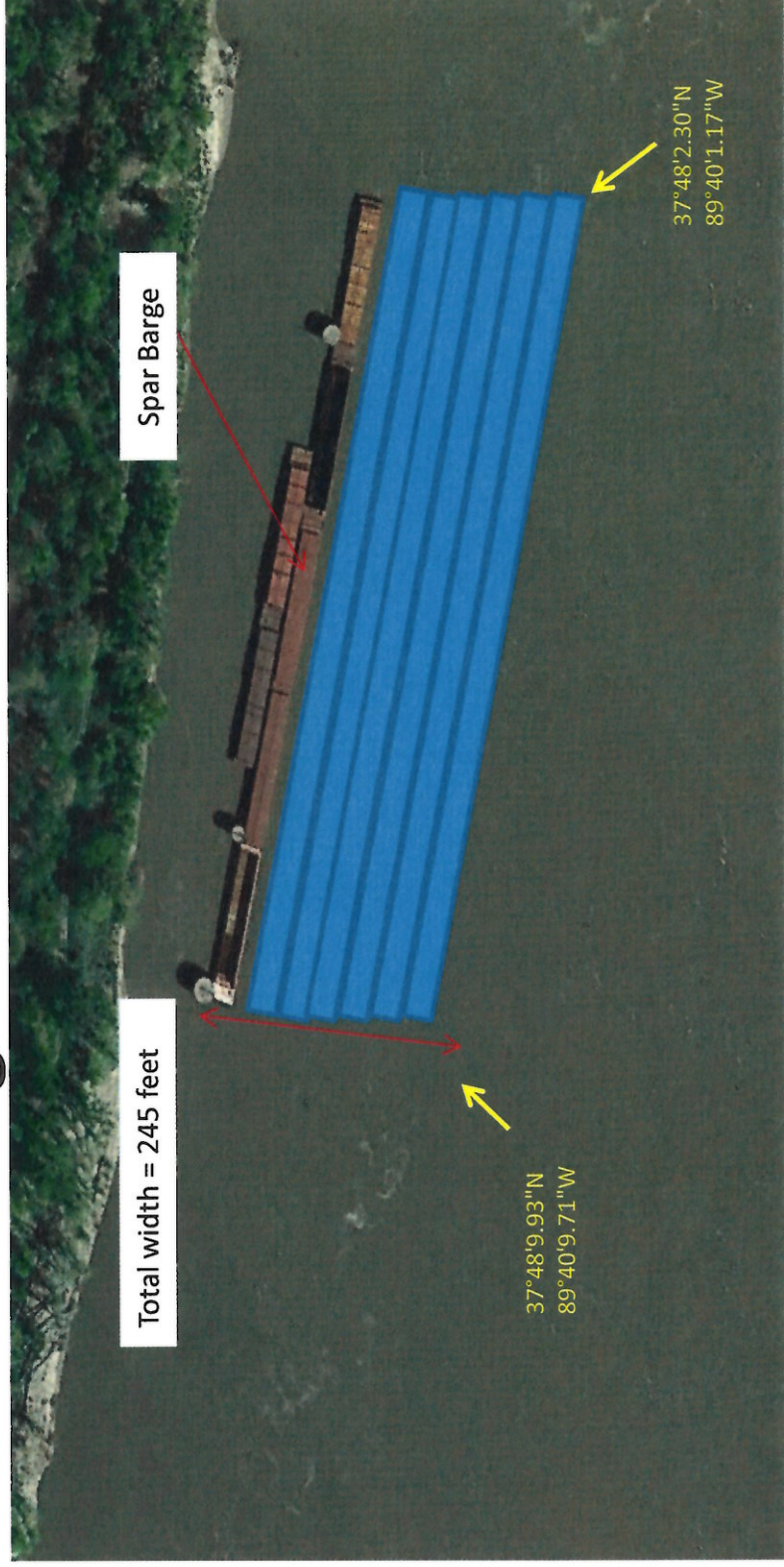
- 1 barge wide total.
  - Barge width is 35 feet. Total fleet width is 35 feet.
- 5 barges in length total.
  - Barge length is 200 feet. Total fleet length has a 2,000 foot footprint.

# Proposed Maximum Fleeting Configuration Chester Gauge Above 9 Feet – Dock



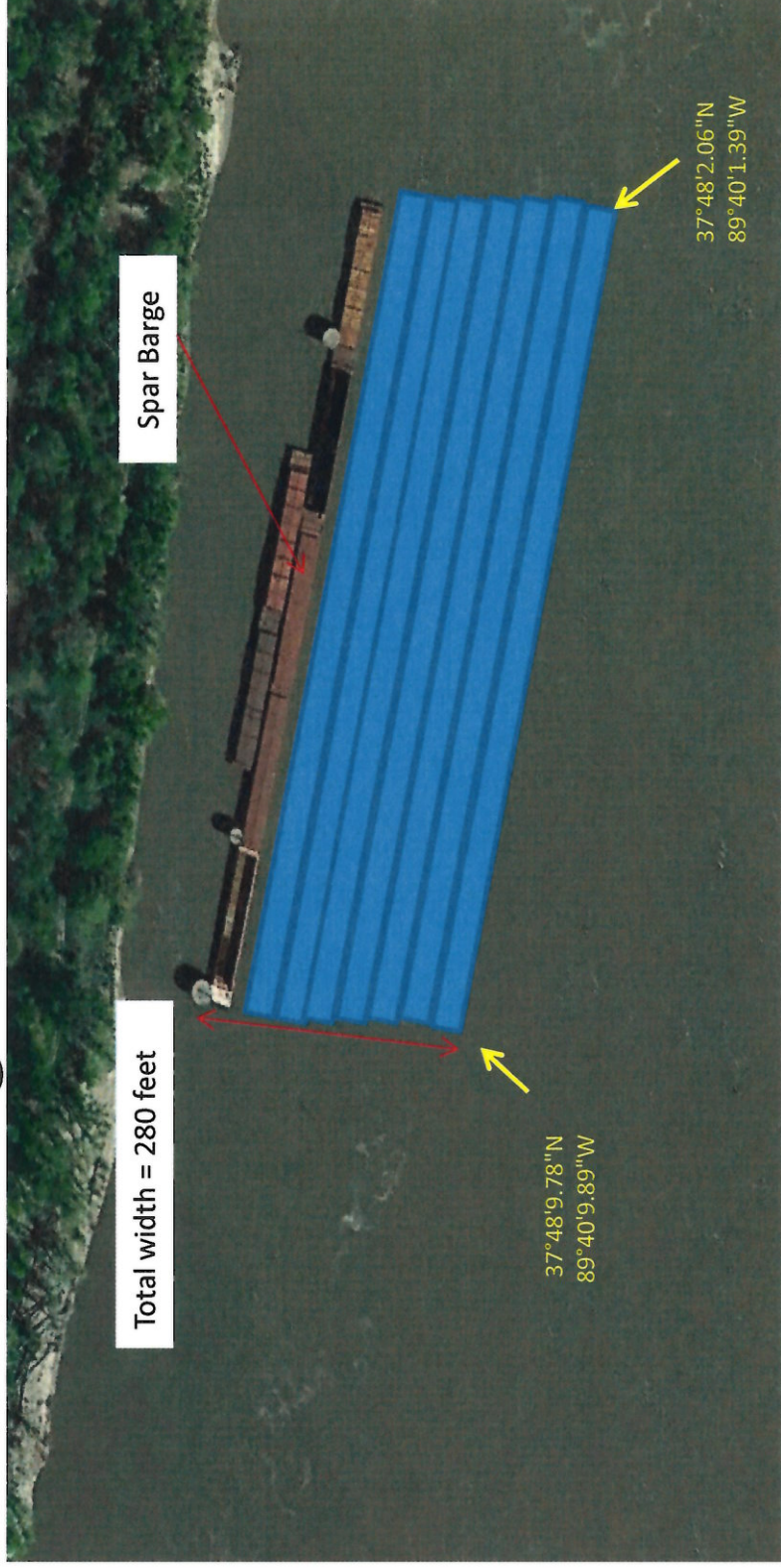
- 1 barge wide total.
  - Barge width is 35 feet. Total fleet width is 35 feet.
- 5 barges in length total.
  - Barge length is 200 feet. Total fleet length has a 2,000 foot footprint.

# Proposed Maximum Fleeting Configuration Chester Gauge Below 9 Feet – Load Fleet



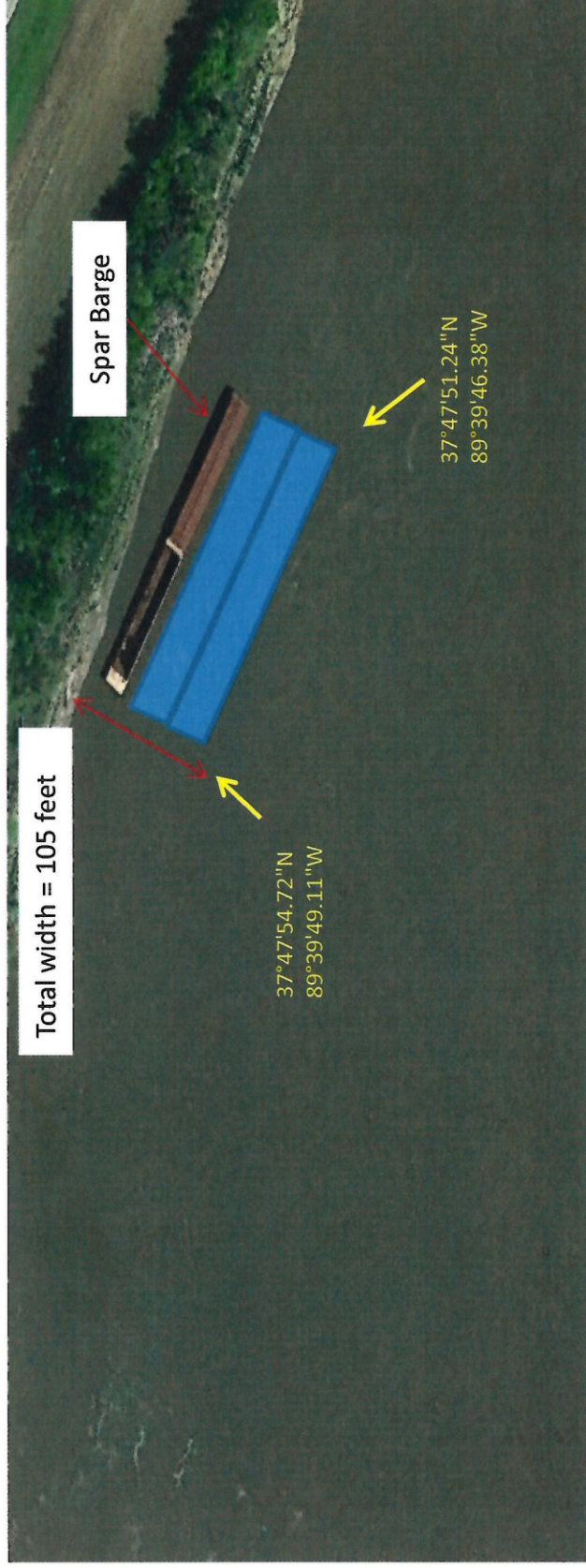
- 6 barges wide plus spar barge. 7 barges wide total.
  - Barge width is 35 feet. Total fleet width is 245 feet.
- 5 barges in length total.
  - Barge length is 200 feet. Total fleet length is 1,000 feet.

# Proposed Maximum Fleeting Configuration Chester Gauge Above 9 Feet – Load Fleet



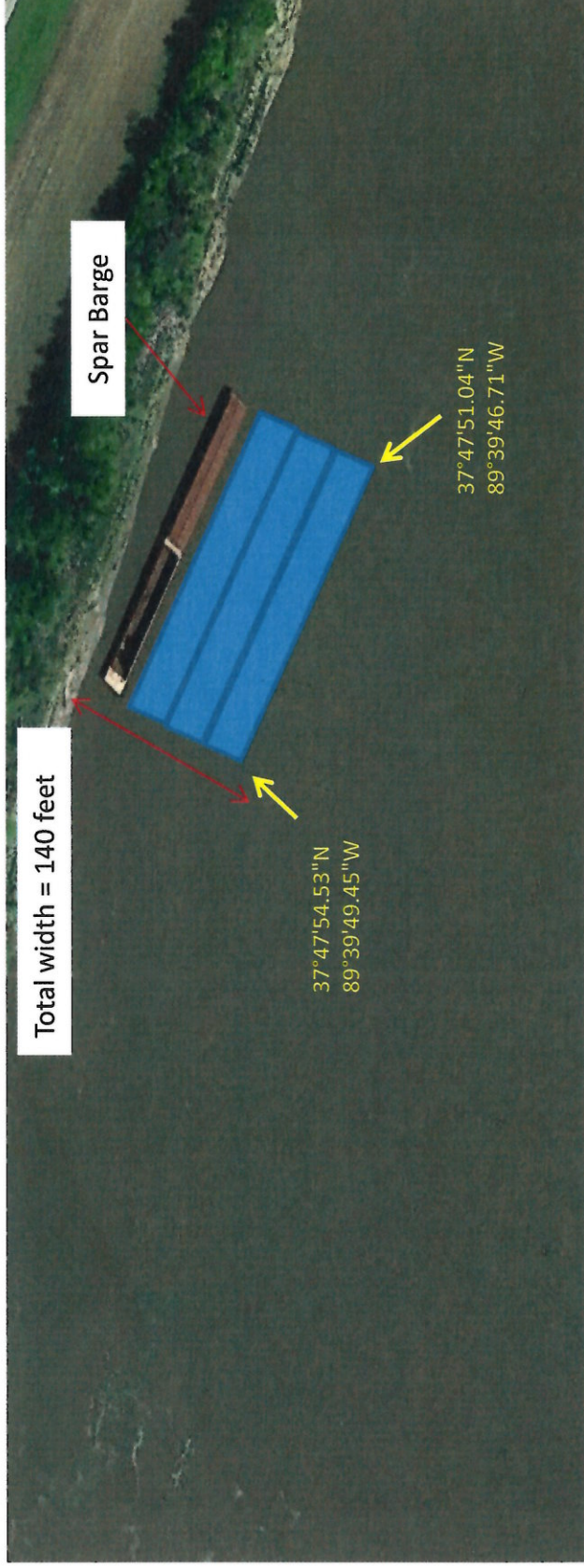
- 7 barges wide plus spar barge. 8 barges wide total.
  - Barge width is 35 feet. Total fleet width is 280 feet.
- 5 barges in length total.
  - Barge length is 200 feet. Total fleet length is 1,000 feet.

# Proposed Maximum Fleeting Configuration Chester Gauge Below 9 Feet – Dike Fleet



- 2 barges wide plus spar barge. 3 barges wide total.
  - Barge width is 35 feet. Total fleet width is 105 feet.
- 2 barges in length total.
  - Barge length is 200 feet. Total fleet length is 400 feet.

# Proposed Maximum Fleeting Configuration Chester Gauge Above 9 Feet – Dike Fleet



- 3 barges wide plus spar barge. 4 barges wide total.
  - Barge width is 35 feet. Total fleet width is 140 feet.
- 2 barges in length total.
  - Barge length is 200 feet. Total fleet length is 400 feet.