



**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, MO 63103-2833

Public Notice No:
P-2929
Public Notice Date:
July 20, 2015

Expiration Date:
August 10, 2015

Postmaster Please Post Conspicuously Until:

ORM File Number: 2015-448

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. Brian Wanzenried of the Gavillon Group LLC, 1331 Capitol Avenue, Omaha, Nebraska 68102, 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 to construct a barge loading terminal near the right descending bank of the Mississippi River, at approximate river mile 97.3, in Section 33, Township 8 South, Range 5, near Cora, Jackson County, Illinois.

The facility would consist of a truck to barge loading terminal including ten storage bins, an approximate 360-foot-diameter grain pile, an approximate 1200-square-foot office building, two above ground truck scales, an approximate 1500-foot-long conveyor system with supports, an approximate 3/4 -mile ring road, an approximate 10-15 foot-deep storm water detention pond, a center 50-foot-diameter river cell with load out tower supporting the terminus of the conveyor, and pipe pile docking structures. Grain would be trucked to the facility from local and regional farms, conditioned, blended, segregated, and stored for future deliveries. Grain would typically ship by river barge south to the Gulf of Mexico. Expected barge volume is 500 barges per year; with 50% of the volume expected in October, November, December, and January (63 barges/month). Barge fleeting and river transport service would be provided by Kinder Morgan Cora Coal Tug Services using their existing permitted fleeting area located immediately upstream. Typical barge cycling would involve a tug boat delivering 3 empty barges from Kinder Morgan's existing fleet and transporting them downstream into the north half of the proposed dock. A set of 3 additional barges at the south half of the dock, when filled, would be transported back to Kinder Morgan's facility for future shipment.

Barges delivered to the proposed dock would transition downstream along the dock structures for loading using an open-loop, two-winch barge haul system. A breasting winch system would be used to enhance river safety. Typical barge shifts would occur in early morning or afternoon, depending on river traffic. Automatic Information System (AIS) traffic patterns during recent low water events show the typical traffic path centerline approximately 400 feet riverward of the proposed facility; whereas higher water levels show the traffic path centerline approximately 800 feet riverward from the facility. Based on pre-application coordination with the U.S. Coast Guard and the River Industry Action Committee (RIAC), it was determined barge loading terminal activities shall cease when river levels reach a gage reading of 0 at Chester to avoid navigation safety and impedance issues.

Jurisdictional activities requiring Section 10 Rivers and Harbors Act authorization include the following, which are described from the upstream to downstream project reach (see attachments for corresponding information):

- Install three 60-inch-diameter pipe piles in a cluster formation to create a dolphin. Each pile would be filled with concrete. The dolphin structure would have a winch anchor attached to operate the open loop barge haul system through the grain loading process. The top elevation of the dolphin would be 389.5' NGVD.
- The barge loading facility would include fifteen quad superpile structures. Each quad structure would be composed of four, 40" diameter driven piles filled with concrete and would be connected by welded horizontal and diagonal bracing. A 30" wide walkway would be installed between each quad structure for access. The first quad docking structure (#1) would be

installed 70' downstream from the three pipe dolphin structure. Each of the first five (#1-#5) quad structures would be equally spaced 85' center to center. Between the next three quad structures, #6 to #8, the spacing would be 65' center to center to avoid an existing underwater bendway weir (Weir 97.35) and to facilitate loading of varying sized hopper barges. A 50' diameter load out mooring cell with a concrete cap would be constructed at the center of the barge loading dock. A load out tower and the end of the overland conveyor would be placed on the top of the load out mooring cell. The load out mooring cell is 65' downriver from quad structure #8.

- The next quad structure (#9) would be located 100' downstream of the load out mooring cell. The following two quad structures (#10-#11) have 85' center to center spacing. Quad structure #12 is 90' further downstream to provide additional spacing for the existing underwater bendway weir (Weir 97.3). The balance of remaining quad structures (#13 to #15) is equally spaced on 85' centers.
- The final structure is another three pipe pile cluster filled with concrete to form a dolphin structure. This downstream dolphin would have a winch anchor to link it to the upstream open loop barge haul system. The dolphin structure would be located 130' downstream of the last quad structure (#15).
- Portions of the conveyor transporting grain from the landward grain silo to the loading spout would be located in an area extending over a designated navigable waterway (the Mississippi River), which triggers the need for a Section 10 permit. The conveyor's supporting pier structures would be installed in non-jurisdictional areas further landward where no wetlands or other waters would be directly impacted. The 54" wide conveyor's support piers would be located in an existing adjacent farm field and grassy area void of trees. A temporary construction access road may be required in the 12' wide conveyor path for equipment access and to deliver construction supplies. Disturbed conveyor construction areas would be restored to pre-project elevations and revegetated with a mixture of native grass seed. It is anticipated natural successional growth would establish in the disturbed corridor within the first growing season.

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.

3. Additional information may be obtained by contacting Ms. Rosemary Hargrave with HDR at 402-399-4881, or U.S. Army Corps of Engineers Regulatory PM Charles Frerker at 314-331-8583 or by electronic mail at: charles.f.frerker@usace.army.mil

4. 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.

5. This permit will be processed under the provisions of Section 10 of the Rivers and Harbors Act.

6. 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.

7. 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

8. The proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*), Gray bat (*Myotis grisescens*), Least tern (*Sterna antillarum*), Pallid sturgeon (*Scaphirynchus albus*) and the threatened Northern long-eared bat (*Myotis septentrionalis*). 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. However, 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.

9. 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.

10. 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.

11. 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.

12. 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.

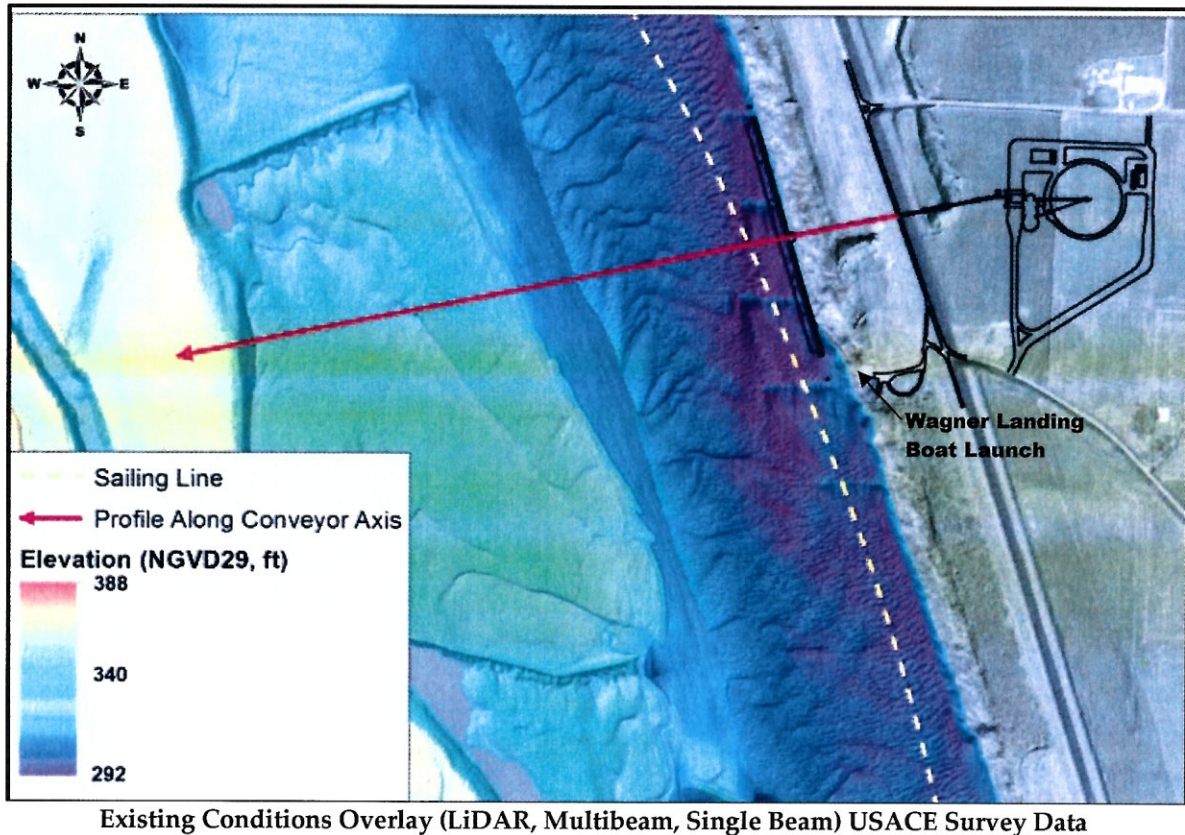

frf
Danny D. McClendon
Chief, Regulatory Branch

Attachments

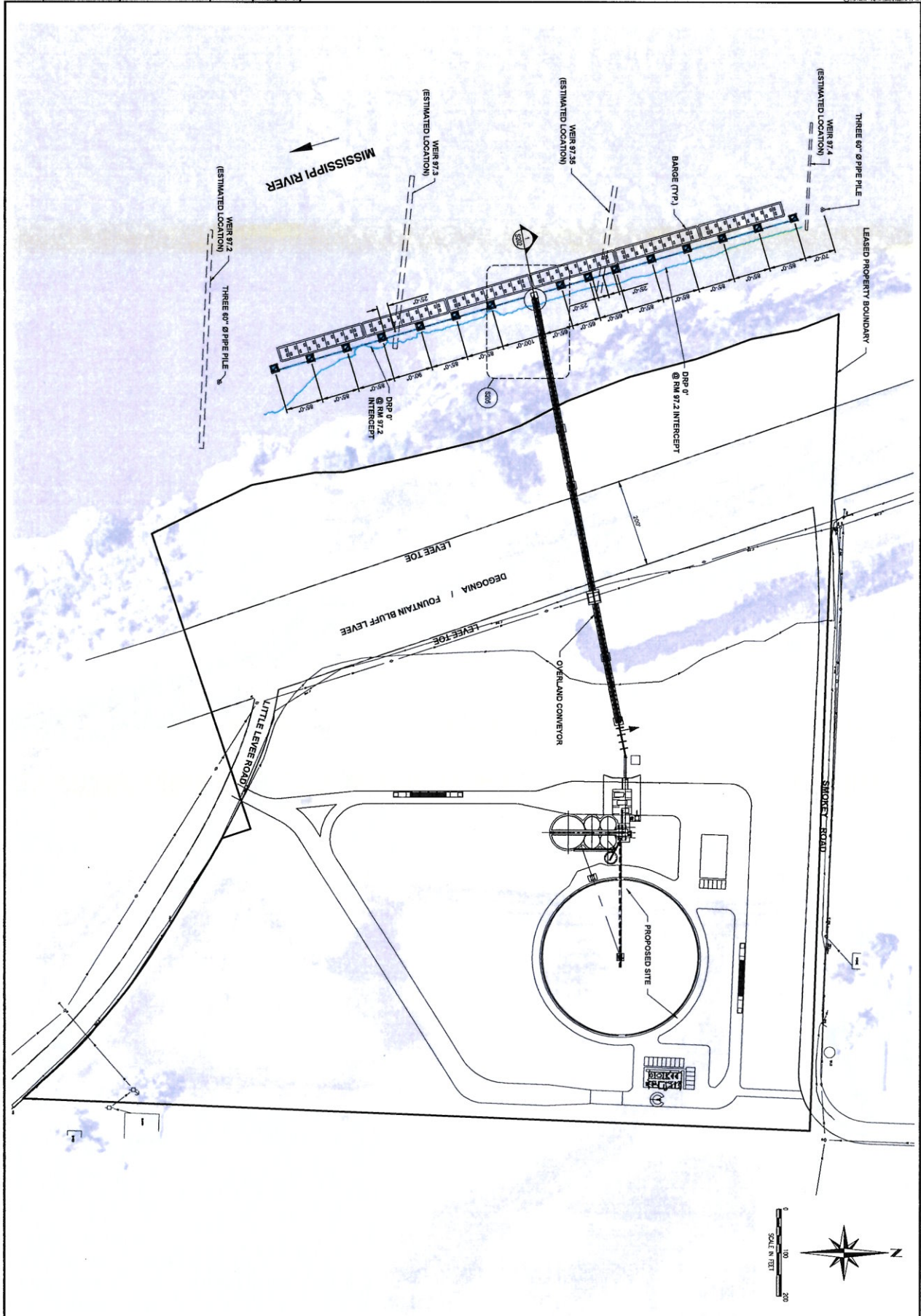
NOTICE TO POSTMASTERS:

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

RIVER BOTTOM DEPTH ELEVATIONS



The riverbank at the project site consists of stone revetment with five submerged stone weirs [97.4 (L), 97.35 (L), 97.3 (L), 97.2 (L), 97.1 (L)] to protect the riverbank from erosion. Weirs consist of graded stone nominally 5000 pounds to 1 pound. The design cross section of the recently constructed weirs have a crest elevation of approximately 318 ft above National Geodetic Vertical Datum (NGVD) of 1929, a 10 foot crest width, an upstream slope of approximately 1V:1.5H and a downstream slope of 1V:3H (or milder). The existing riverbank slope varies from 1V:2H to 1V:5.5H; a conservative value appears to be approximately 3V:1V.



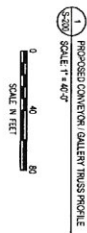
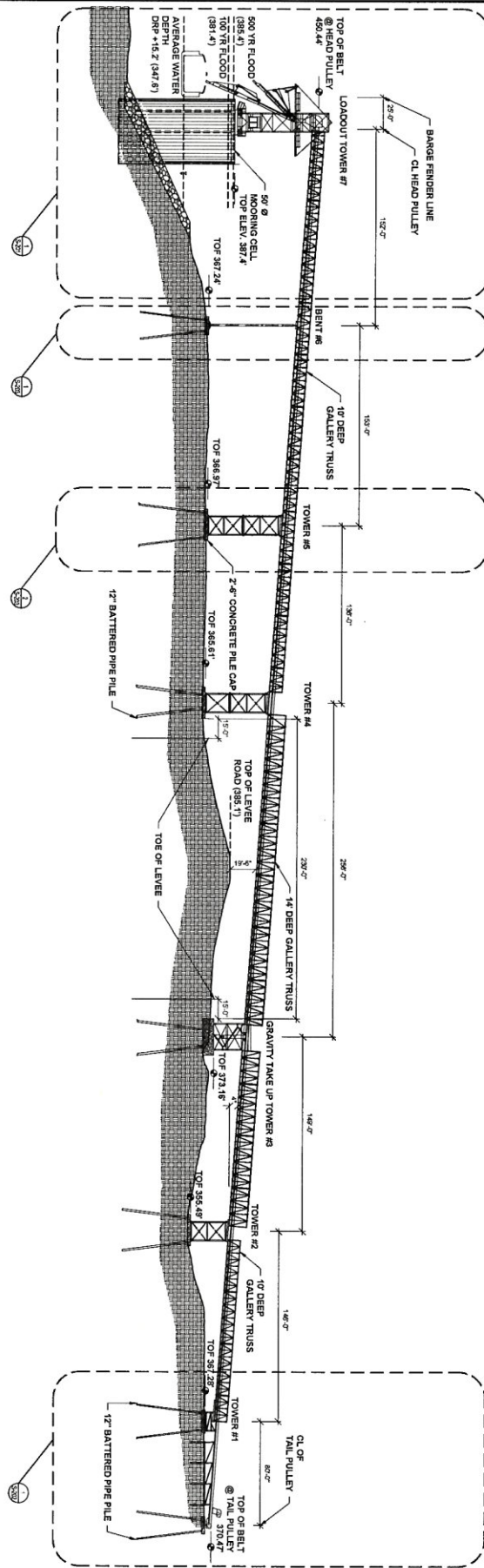
S001	GAVILON GRAIN FACILITY ALTERNATE 3	DATE	REV	DESCRIPTION	REV BY	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; transform: rotate(-5deg); font-weight: bold; font-size: 0.8em;"> PRELIMINARY NOT FOR CONSTRUCTION </div> </div>
	CORA, ILLINOIS	4-5-15	A	NORTH DOLPHIN / ADDITIONAL PILES	KMM	
	GENERAL SITE MAP					

JOHN 141203
 12/20/2014
 DRAWN BY: KMM
 CHECKED BY:

KRECH
ORD
Engineers & Architects
an ASSOCIATES, INC.

MAIN OFFICE: 227 WEST FIRST STREET, SUITE 202
 DULUTH MINNESOTA 55802
 PH 218.727.1232
 FX 218.727.1216

REGIONAL OFFICE: 804 HANBARD AVENUE
 WILKESBORO, NC 28696
 PH 715.942.4474
 FX 715.942.3358



NOTES:
 1. LONGITUDINAL RESTRAINT OF TRUSS SPANS
 ARE PROVIDED AT TOWERS #1, #4, AND #6.

SHEET S200	GAVILON GRAIN FACILITY ALTERNATE 3 CORA, ILLINOIS CONVEYOR / GALLERY TRUSS PROFILE	DATE	REV	DESCRIPTION	REV BY
DRAWN BY: KOM CHECKED BY:		GAVILON Baird			
PROJECT: 141203 DATE: 11/1/13		PRELIMINARY NOT FOR CONSTRUCTION			

KRECH OJARD Engineers & Architects
 ■ ADVOCATES, INC.

MAIN OFFICE 227 WEST FIRST STREET, SUITE 202 OLAHUA, HAWAII 96761 PH: 219.727.7030 FX: 219.727.1218 WWW.KRECHOJARD.COM	REGIONAL OFFICE 604 HAWAIIAN AVENUE SEAFORD, DE 19762 PH: 302.962.8474 FX: 302.962.5338
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