



**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-2870

Public Notice Date

March 10, 2014

Expiration Date

March 31, 2014

Postmaster Please Post Conspicuously Until:

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:

a. To the U.S. Army Corps of Engineers, St. Louis District Regulatory Branch for Section 10 Rivers and Harbors Act authorization to construct an additional barge loading dock with associated conveyor, mooring structures and a rail to conveyor dump pit at the applicant's existing river facility. The dock would primarily be used to load agriculture related products in a dry bulk, non-hazardous form, such as grain, grain by-products, fertilizer, etc. A dump pit would be constructed where railcars would discharge on the proposed conveyor to barge loading system. The barge loading conveyor would be supported on 42" diameter steel pipe piles driven to bedrock. The height of the conveyor supports would gradually increase to lift the conveyor to a maximum elevation of 490' NGVD at the barge loading tower. Four captive barges would be permanently moored in a linear arrangement with two barges measuring 54'x200' and 54'x180' located on the downstream side of the barge loading tower and two barges measuring 54'x300' and 54'x250' on the upstream side of the barge loading tower. Tripod dolphin mooring structures would be installed at the upstream and downstream ends of the captive barges to hold them in place. The tripod structures would also be constructed from 42" diameter steel pipe driven to bedrock. A pull cable system would be installed on the river terminal structures to allow barges to be loaded on both the landward and riverward side of the captive dock barges for greater efficiency. Based on the landward top of bank elevation 412' NGVD, the river bottom elevation at the barge loading area would be approximately 360' NGVD. The project purpose is to increase the capacity of the applicant's existing rail to barge transfer facility to meet increasing demand in the St. Louis Harbor. The applicant would utilize existing barge fleeting areas near his shoreline. The proposed barge loading features would be located landward of other existing anchor fleets in the surrounding project area to avoid navigation safety and impedance problems. No wetlands would be impacted by the proposed activity. The activity site can be accessed near 189 American Grain Street, near the left descending bank of the Mississippi River at approximate river mile 175.7, in Cahokia, St. Clair County, Illinois. (See Attached Figures)

b. To the Illinois Department of Natural Resources, Office of Water Resources shall evaluate the activity for state approval of the proposed work pursuant to an Act in Relation to the Regulation of the Rivers, Lakes and Streams of the State of Illinois (615 ILCS 5). Written comments concerning possible impacts to the waters of Illinois should be addressed to Illinois Department of Natural Resources, Office of Water Resources, One Natural Resources Way, Springfield, Illinois 62702-1271, with copy provided to the Corps. Inquiries may be directed to the Office of Water Resources at 217/782-3863.

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 decurrent false aster (*Boltonia decurrens*) and the eastern prairie fringed orchid (*Platanthera leucophaea*). The additional river terminal features would be constructed 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.


for/ 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-2870

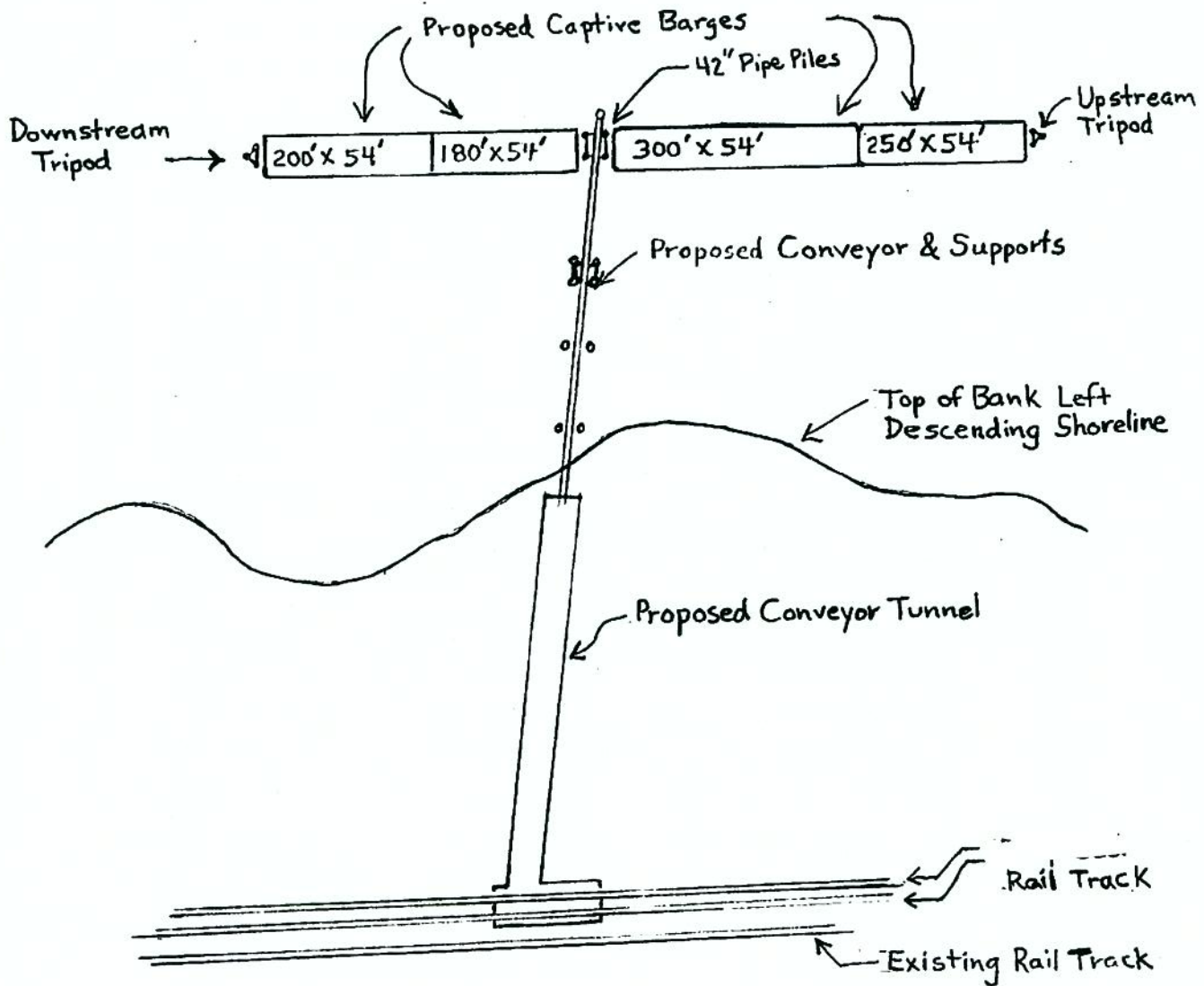


Google earth

feet 1000
meters 500



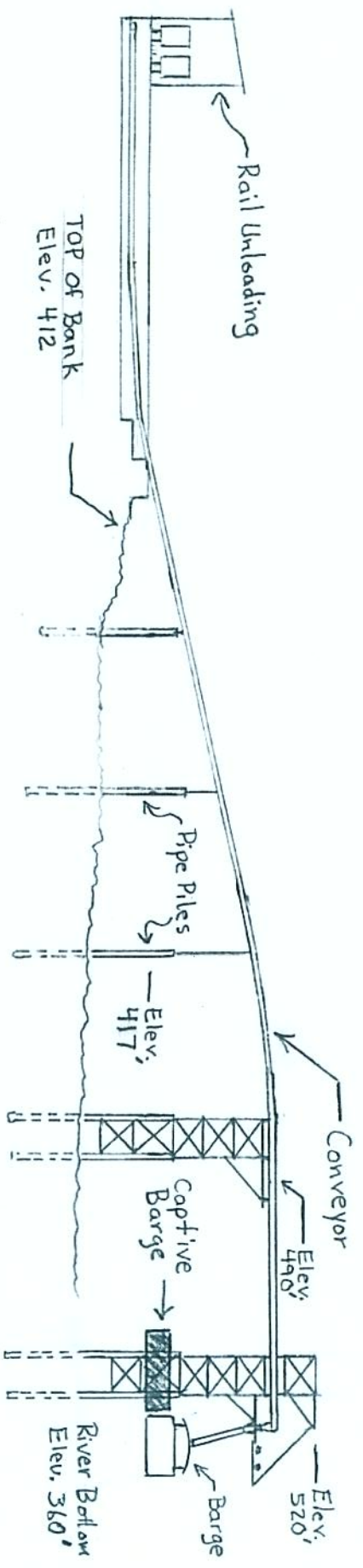
UMR Mile 175.7 Plan View



PROJECT DESCRIPTION
 American Milling Terminals
 Loading Dock 4.0

LOCATION:
 UMR Mile 175.7

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Elevation View Loading Dock 4.0