



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

# Public Notice

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

Public Notice No.  
**P-2877, P-2878 & P-2879**

Public Notice Date  
**April 16, 2014**

Expiration Date  
**May 6, 2014**

**Postmaster Please Post Conspicuously Until:**

File Number: 2013-725

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 Jefferson County Port Authority, represented by Ms. Janice Luchan, 5217 Highway B, Hillsboro, Missouri 63050, (636) 797-6048, has reapplied for Section 10 Rivers and Harbors Act permits to establish three anchor fleets to supply market demand for barge storage in the Jefferson County area. The applicant recently withdrew pending permit P-2858 for a single 60 barge fleet. The applicant modified the original fleet configuration and location to address potential navigation safety and aesthetics issues. The current proposal is to install three smaller fleets with a narrower barge configuration to reduce the distance each fleet would extend towards the navigation channel. The three fleets would be positioned as far away from the navigation channel as possible, but no closer to the bankline than the 15-foot depth contour. The specific location of each proposed fleet is depicted on the attached figures. The depths shown on each of the figures are based on the Low Water Reference Plane (LWRP), which correlates to a 0 river gage reading. Positioning the fleets adjacent to the 15-foot river depth contour provides sufficient depth for a loaded barge during low river conditions. Each fleet would be held in place by two (2) anchors and chains attached to a captive barge at the north, upstream, end. Tow boats would approach the fleets from the south, downstream, to drop off or pick up barges from the fleets. No wetlands or bankline area should be impacted by the proposed fleets. The three fleets would be positioned near the right descending bank of the Mississippi River, at the river miles described below, near Herculanum, in Jefferson County, Missouri. For easier identification and comment tracking purposes, each fleet is assigned an individual permit "P number."

The first proposed 20 barge anchor fleet is assigned pending permit number **P-2877**. This fleet would be centered near the right descending bank of the Mississippi River at approximate river mile 150.8. The fleet would be configured five-barges-long by four-barges-wide and measure approximately 140-feet-wide by 975-feet-long. The landward side of this fleet would be positioned approximately 200 feet from the 0-foot contour elevation of the river bank based on the low water reference plane at its nearest point and approximately 285 feet at the furthest point. The riverward side of the fleet, based on a 0 river gage reading, would be 135 feet from the navigation channel (buoy line) at the nearest point and approximately 380 feet from the center of the designated navigation channel.

The second proposed 20 barge anchor fleet is assigned pending permit number **P-2878**. This fleet would be centered near the right descending bank of the Mississippi River at approximate river mile 151.3. The fleet would be configured five-barges-long by four-barges-wide and measure approximately 140-feet-wide by 975-feet-long. The landward side of this fleet would be positioned approximately 245 feet from the 0-foot contour elevation of the river bank, based on the low



water reference plane at its nearest point and approximately 420 feet at the furthest point. The riverward side of the fleet, based on a 0 river gage reading, would be 75 feet from the navigation channel (buoy line) at the nearest point and approximately 340 feet from the center of the designated navigation channel.

The third proposed 15 barge anchor fleet is assigned pending permit number **P-2879**. This fleet would be centered near the right descending bank of the Mississippi River at approximate river mile 152.1. This fleet would be configured five-barges-long by three-barges-wide and measure approximately 105-feet-wide by 975-feet-long. The landward side of this fleet would be positioned approximately 190 feet from the 0-foot contour elevation of the river bank, based on the low water reference plane at its nearest point and approximately 200 feet at the furthest point. The riverward side of the fleet, based on a 0 river gage reading, would be 40 feet from the navigation channel (buoy line) at the nearest point and approximately 470 feet from the center of the designated navigation channel.

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. The consulting firm Prairie Archaeology & Research conducted a database review for potential historical and archaeological sites within the vicinity of the proposed barge fleeting facility. The consulting firm found no historic sites or structures within vicinity of the proposed fleet.

5. The proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*), gray bat (*Myotis grisescens*), Pallid Sturgeon (*Scaphirhynchus albus*), pink mucket (*Lampsilis abrupta*), Scaleshell (*Leptodea leptodon*), Sheepnose (*Plethobasus cyphus*), Snuffbox (*Epioblasma triquetra*), and the Spectaclecase (*Cumberlandia monodonta*). A preliminary determination, in compliance with the Endangered Species Act as amended, has been made that the proposed fleet activity and location is not likely to adversely affect species designated as endangered, or adversely affect critical habitat. In order to supplement our determination, this public notice solicits comments from the U.S. Fish and Wildlife Service and other interested agencies and individuals.


6. 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 **May 6, 2014**. The decision whether to authorize the activity 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](mailto:charles.f.frerker@usace.army.mil), on or before **May 6, 2014**.

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.



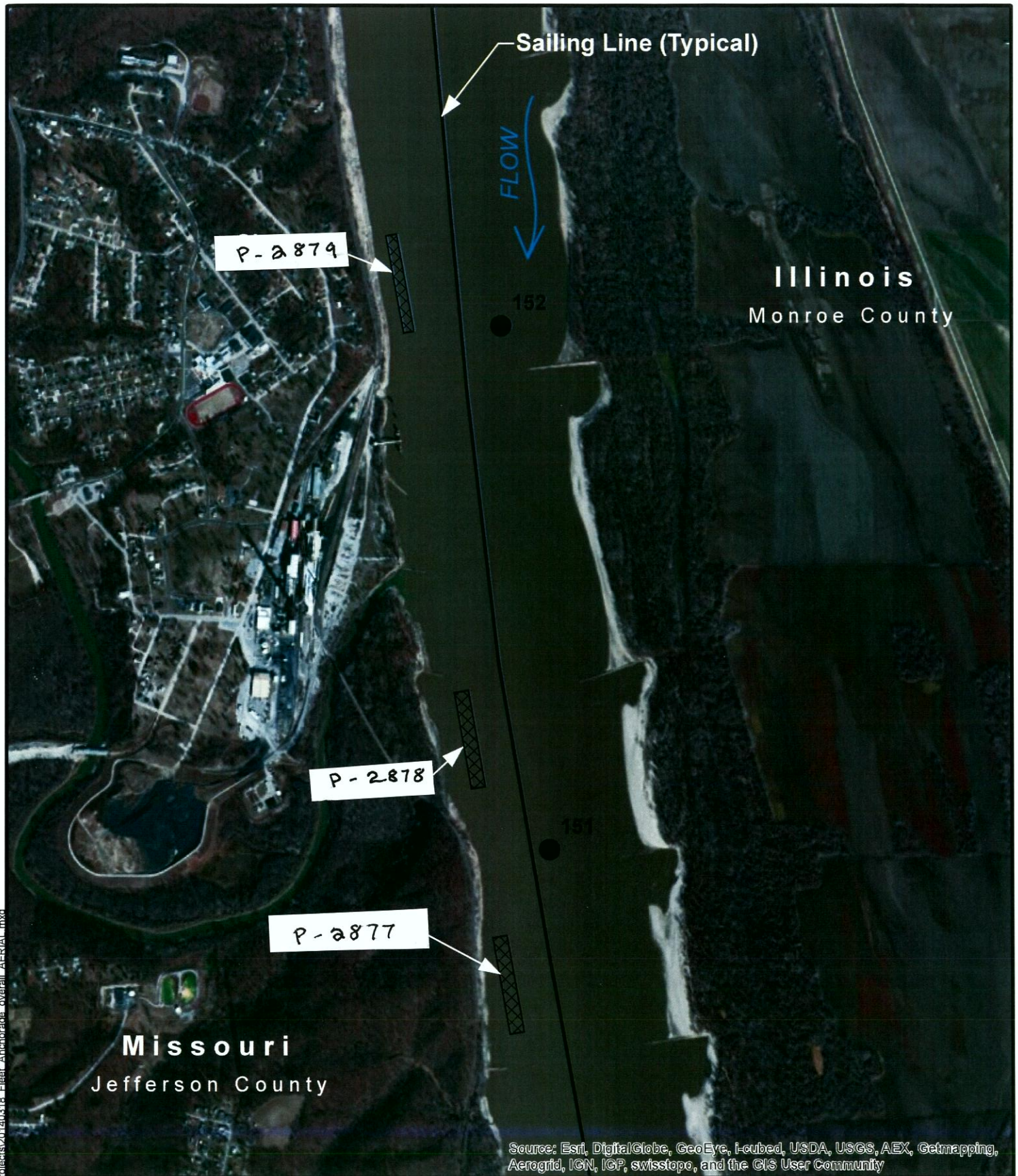
 Danny D. McClendon  
Chief, Regulatory Branch

Attachments

NOTICE TO POSTMASTERS:

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





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SCALE IN FEET



#### FLEETING LOCATIONS

JEFFERSON COUNTY PORT AUTHORITY  
BARGE FLEETING FACILITY  
JEFFERSON COUNTY, MISSOURI

12L0069

Figure 2



Channel Limits  
(Approx. Buoy Line)

Captive Barge

P-2877  
20 Barges  
5 long x 4 wide  
975' x 140'

~133'  
(Min.)

~382'

~283'

Sailing Line  
(Typical)

NOTES:

- Bathymetric data collected May 2013; depths referenced to Low Water Reference Plane (LWRP; approx. 0-gage at St. Louis).
- Distance offshore measured from 0' contour to channel side of fleet.
- Channel limits vary based on USCG placement of buoys (Nov. 2013).

Source: Esri, DigitalGlobe, GeoEye, I-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

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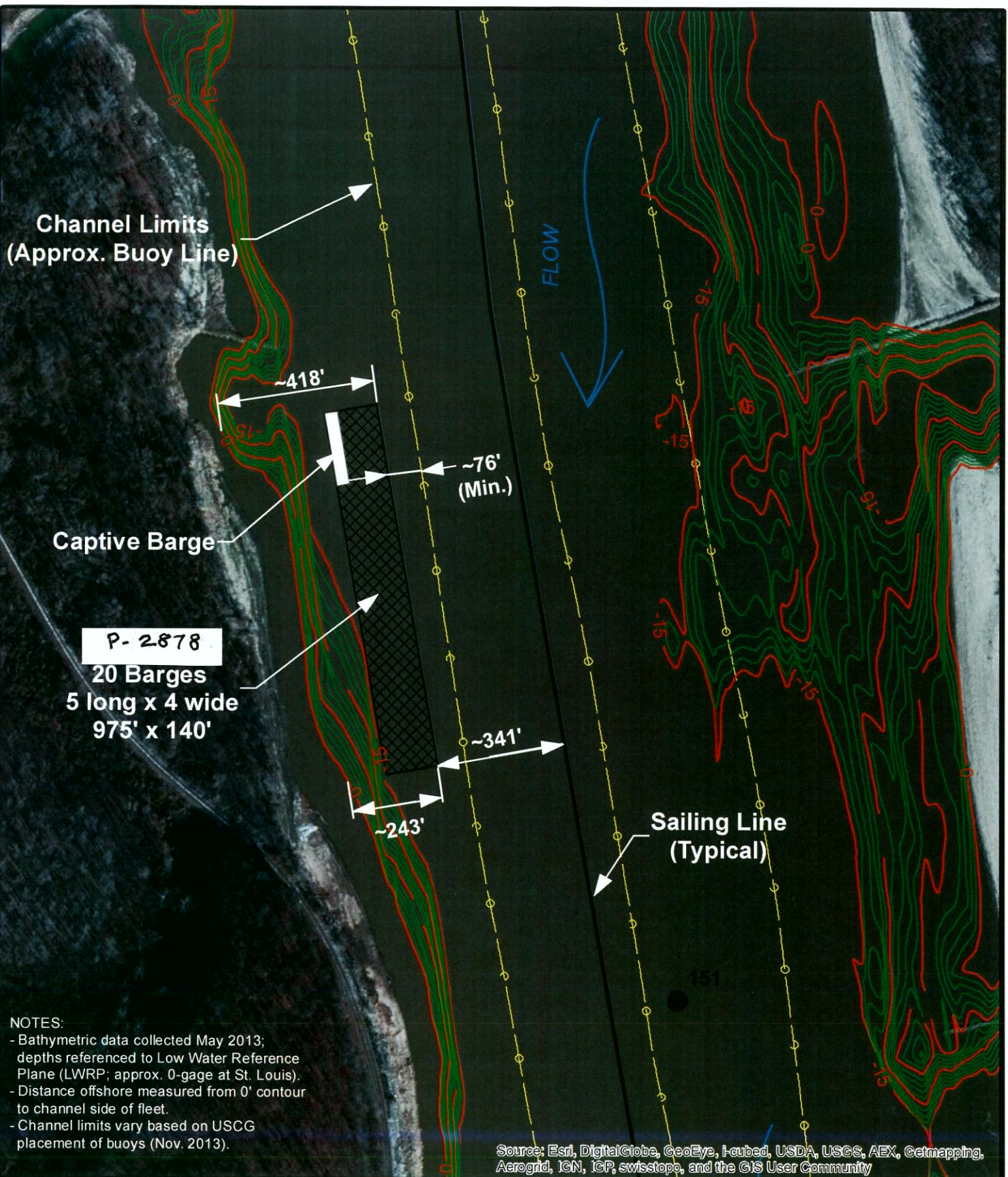
SITE A

JEFFERSON COUNTY PORT AUTHORITY  
BARGE FLEETING FACILITY  
JEFFERSON COUNTY, MISSOURI

12L0069

Figure 3



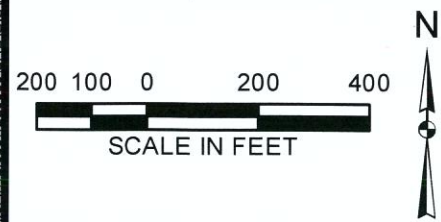
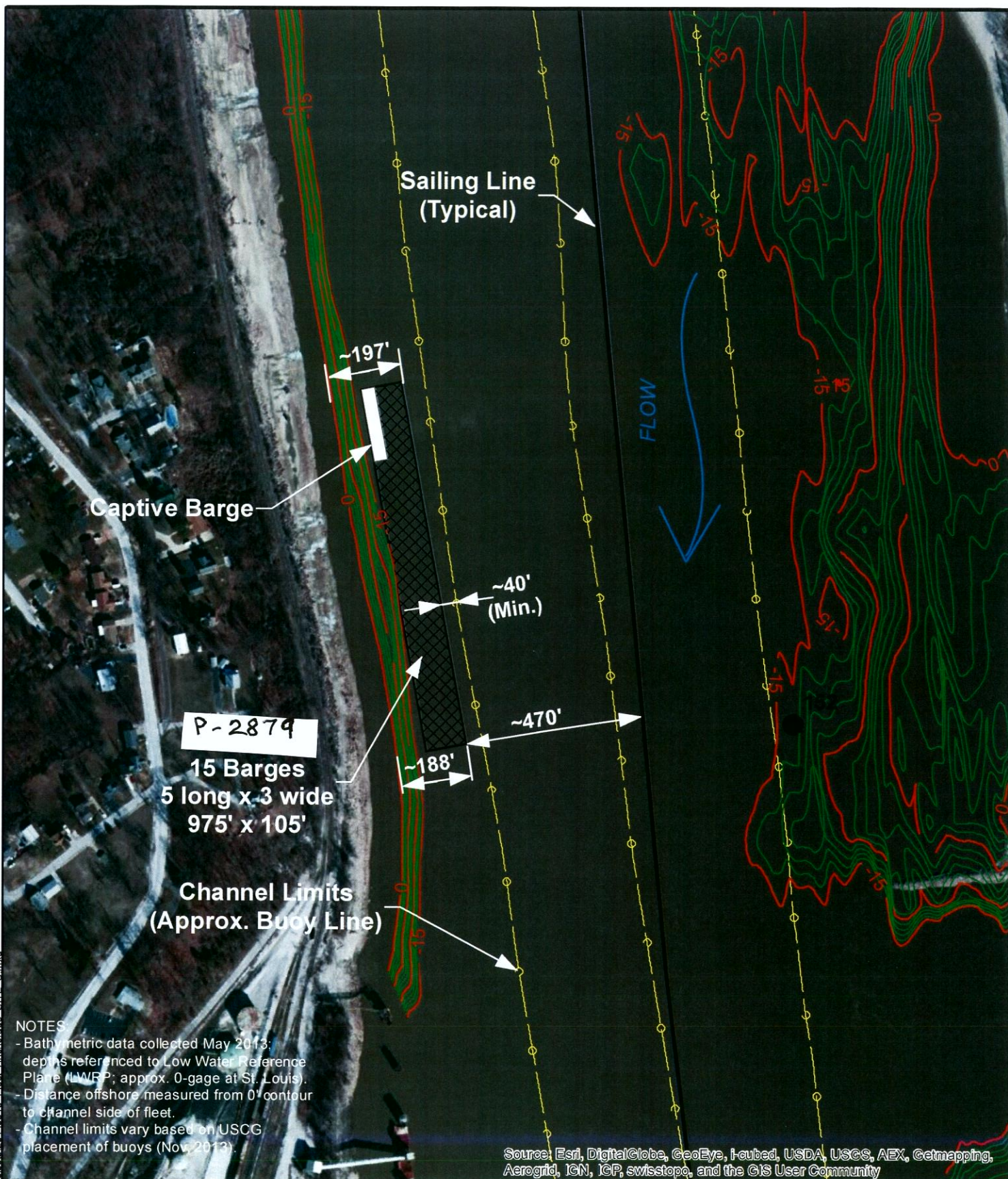


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<p>200 100 0 200 400</p> <p>SCALE IN FEET</p> <p>N</p>		<p><b>SITE B</b></p> <p><b>JEFFERSON COUNTY PORT AUTHORITY</b> <b>BARGE FLEETING FACILITY</b> <b>JEFFERSON COUNTY, MISSOURI</b></p> <p>12L0069</p> <p>Figure 4</p>
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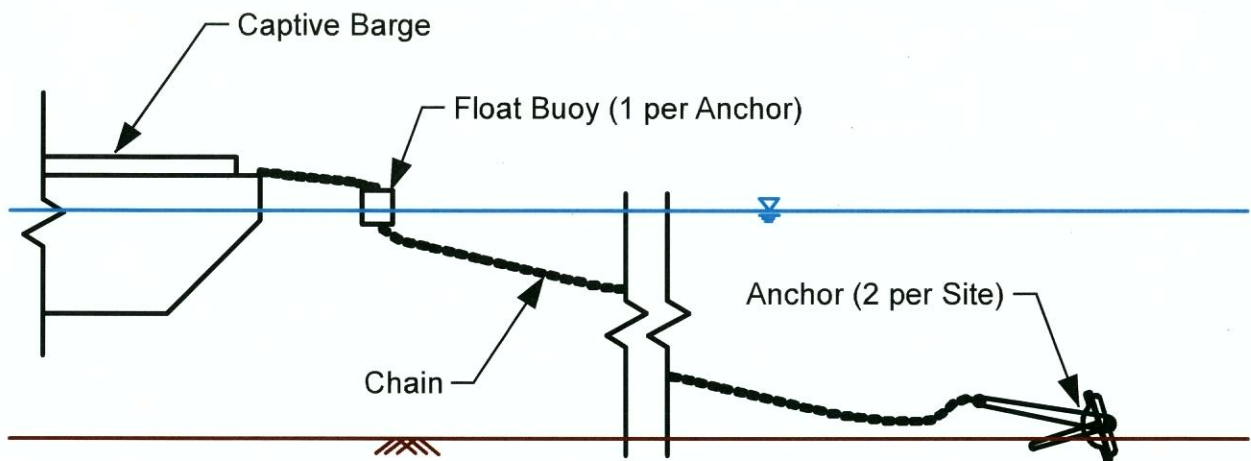


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SITE C	
JEFFERSON COUNTY PORT AUTHORITY BARGE FLEETING FACILITY JEFFERSON COUNTY, MISSOURI	
12L0069	Figure 5





Elevation View of Upstream Anchoring System (Typical All Sites)

- Not to Scale -



ANCHORING SYSTEM DETAIL

JEFFERSON COUNTY PORT AUTHORITY  
BARGE FLEETING FACILITY  
JEFFERSON COUNTY, MISSOURI

12L0069

Figure 6