

**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, Missouri 63103-2833**

**Public Notice No.**  
**P-3063 through P-3065**

**Public Notice Date**  
**September 20, 2017**

**Expiration Date**  
**October 11th, 2017**

**Postmaster Please Post Conspicuously Until:**

File Number: MVS-2017-773

Interested parties are hereby notified that an application has been received for Department of the Army Section 10 permit authorization to modify the configuration of five existing fleets, as described below and shown on the attachments.

**COMMENTS AND ADDITIONAL INFORMATION:** Comments on the described work should reference the U.S. Army Corps of Engineers File Numbers 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:** WATCO Companies, LLC – Cora Terminal, 262 Cora Road, Rockwood, Illinois, 62280

**LOCATION:** The Cora Terminal is approximately 12 miles southeast of Chester, near Illinois Route 3, in Randolph County, Illinois. Specifically, the project is located on the Rockwood USGS quadrangle map, Latitude 37.79 and Longitude -89.66, Township 06 South, Range 09 West.

**PROJECT DESCRIPTION:** In the interest of enhancing both business volume and safety, Watco Companies, LLC, seeks to establish (3) additional Barge Fleets just downstream from their current fleeting facilities at the Cora Barge Terminal. The three new fleets are referred to as Wagner Fleet, Mid Fleet and Roman Fleet. The fleets are to be located at approximate river miles 97.3 to 96.6 along the left descending bank. These fleets are proposed to be configured consistent with, and similar to, the existing upstream fleets in terms of size, clearance from passing navigation, and local switch vessel operations. They are to be secured by barge crews to a spar barge that is permanently moored by a buoy anchor system. Each respective proposed fleet will be secured at the upstream end with two Bow Anchor Piles, with additional support from Side Mooring Piles. See attachment for details. Please refer to the attached drawings for information regarding the nature of the mooring system. In the interest of improving navigation safety during low water periods, the fleet widths are proposed to be reduced as water level within the channel drops below 16 ft and 9 ft levels at the Chester Gauge. Please refer to the attached drawings for fleeting configurations at the three proposed locations. (NOTE: Each proposed fleet is given its' own public notice number designation.)

**P-3063:** This fleet, known as Wagner Fleet, is the most upstream of the three existing fleets. The fleet is located along the left descending bank of the Mississippi River, at approximate river mile 97.3. The proposed barge fleet configuration is five (5) barges long by three (3) barges wide, with an additional spar barge moored in the most upstream row closest to the bankline, when the Chester River Gage reading is below 9 feet. The barge fleet would be configured in a five (5) barges long by four (4) wide arrangement, with the additional spar



barge in the same mentioned location, when the Chester River Gage reading is between 9 and 16 feet. Lastly, the barge fleet would be configured in a five (5) barges long by five (5) wide arrangement, with the additional spar barge in the same mentioned location, when the Chester River Gage reading is above 16 feet.

**P-3064:** This fleet, known as Mid Fleet, is the middle positioned fleet of the three proposed fleets. The fleet is located along the left descending bank of the Mississippi River, at approximate river mile 96.85. The proposed barge fleet configuration is four (4) barges long by three (3) barges wide, with an additional spar barge moored in the most upstream row closest to the bankline, when the Chester River Gage reading is below 9 feet. The barge fleet would be configured in a four (4) barges long by five (5) wide arrangement, with the additional spar barge in the same mentioned location, when the Chester River Gage reading is between 9 and 16 feet. Lastly, the barge fleet would be configured in a four (4) barges long by six (6) wide arrangement, with the additional spar barge in the same mentioned location, when the Chester River Gage reading is above 16 feet.

**P-3065:** This fleet, known as Roman Fleet, is the most downstream positioned fleet of the three proposed fleets. The fleet is located along the left descending bank of the Mississippi River, at approximate river mile 96.5. The proposed barge fleet configuration is six (6) barges long by four (4) barges wide, with an additional spar barge moored in the most upstream row closest to the bankline, when the Chester River Gage reading is below 9 feet. The barge fleet would be configured in a six (6) barges long by five (5) wide arrangement, with the additional spar barge in the same mentioned location, when the Chester River Gage reading is between 9 and 16 feet. Lastly, the barge fleet would be configured in a six (6) barges long by six (6) wide arrangement, with the additional spar barge in the same mentioned location, when the Chester River Gage reading is above 16 feet.

**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. Inquiries may also be sent by facsimile at (314) 331-8741 or by e-mail to [Alan.Edmondson@usace.army.mil](mailto: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:** The proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*), least tern (*Sterna antillarum*), pallid sturgeon (*Scaphirynchus albus*) and the threatened Northern long-eared bat (*Myotis septentrionalis*) and the small whorled pogonia (*Isotria medeoloides*). 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.

**CULTURAL RESOURCES:** The St. Louis District will evaluate information provided by the State and Tribal Historic Preservation Officers, and the public, in response to this public notice. Additional reconnaissance surveys of the project area may be required if warranted.

**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.

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

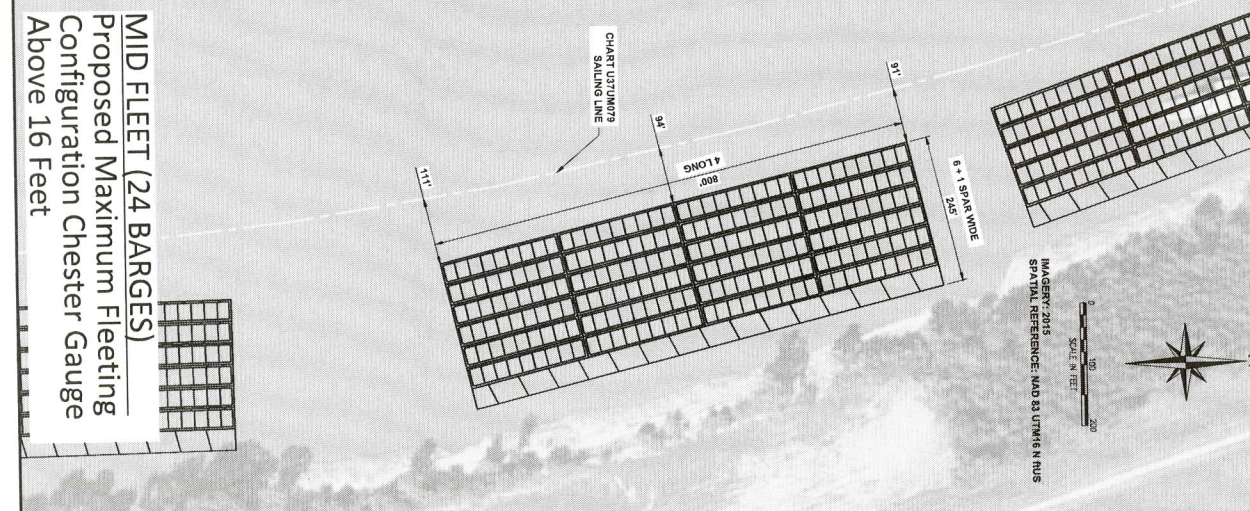
**NOTICE TO POSTMASTERS:**

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



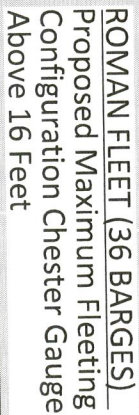
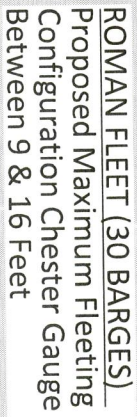
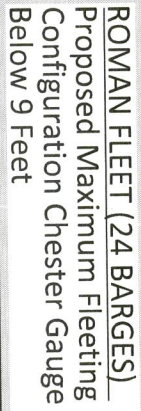




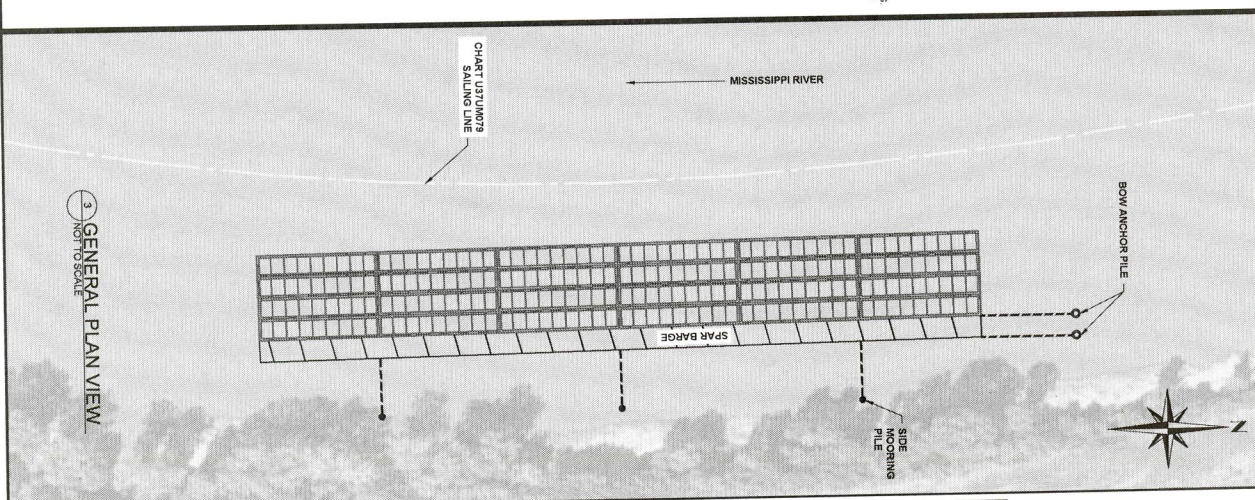


SHEET <b>EX 2</b>	JOB NO. 182065 DATE 03/16/17 DRAWN BY STS CHECKED BY LAL	WATCO CORA TERMINAL BARGE FLEETING	DATE 07/19/17	REV. 1	DESCRIPTION DIMENSIONED TO SAILING LINE	REV. BY STS		
		CORA, ILLINOIS						
		MID FLEET						



[illegible]





**KRECH OJARD** *Engineers & Architects*  
 & ASSOCIATES, INC.

MAIN OFFICE	REGIONAL OFFICE
227 WEST FIRST STREET, SUITE 302 DULUTH, MINNESOTA 55802 Ph: 218.727.3242 Fx: 218.727.3236	916 HAMDSON AVENUE SUPERIOR, WI 54080 Ph: 715.392.4474 Fx: 715.392.3338

[www.krechojard.com](http://www.krechojard.com)



