Public Notice

US Army Corps of Engineers

Louisville District ®

Public Notice No.	Open Date:	Close Date:
LRL-2019-288-jwr	26 Jun 2019	26 Jul 2019

Please address all comments and inquiries to:
U.S. Army Corps of Engineers, Louisville District
ATTN: Mr. Jason Rhoades, CELRL-RDS
P.O. Box 59, Rm 752
Louisville, KY 40201-0059 Phone: 502-315-2643

This notice announces an application submitted for a Department of the Army (DA) Permit, subject to Section 10 of the Rivers and Harbors Act of 1899.

APPLICANT: Mr. Todd Brown
Ingram Barge Company
1000 South Third Street
Paducah, KY 42003

AGENT: Mr. Jeff Schaefer
HDR, Inc.
401 West Main Street, Suite 500
Louisville, KY 40202

LOCATION: Right bank of the Ohio River between river mile 935 to 937.4 in Massac County, Section 24, Township 16S, Range 5E, Illinois.

PURPOSE: Barge Fleeting Facilities

Latitude:	37.101623
Longitude:	-88.589595
7.5 Minute Quad:	Paducah East

DESCRIPTION OF WORK: The applicant proposes to construct and maintain a barge fleeting/mooring facility on the right bank of the Ohio River near Brookport, in Massac County, Illinois. The proposed project would add six barge fleeting facilities on approximately 11,300 linear feet of the Ohio River upriver of Brookport, Illinois. The six mooring stations would be installed along the bank as depicted on the attached plans and cross sectional drawings. Each mooring station would consist of a spud barge that would be placed at either end of a spar barge that would serve as the primary anchor point. An anchor and chain would be utilized as a secondary support mechanism. Each mooring station would accommodate 72 barges (including four spar barges) running parallel to the bank approximately 1,600 linear feet and extending riverward 315 to 330 feet. No dredging would be required for the fleeting areas. Proposed commodities would include coal, red flag materials, and bulk material that would include, but not limited to, dry fertilizer, salt, sand, and stone.

REVIEW PROCEDURES: A DA Permit cannot be issued if any legally required Federal, State, or local authorization or certification is denied. A DA permit, if otherwise warranted, will not be issued until a State of Illinois Water Quality Certification or waiver is on file at this office. In order

to comply with Section 401 of the Clean Water Act, the applicant, by this notice, hereby applies for State certification from the Illinois Environmental Protection Agency (ILEPA).

Copies of this notice are sent to the appropriate Federal and State Fish and Wildlife Agencies. Their views and comments are solicited in accordance with the Fish and Wildlife Coordination Act of 1956. Based on available information, the proposed activity will not destroy or endanger any Federally-listed threatened or endangered species or their critical habitats, as identified under the Endangered Species Act, and therefore, initiation of formal consultation procedures with the U.S. Fish and Wildlife Service is not planned at this time.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. A request for a public hearing must state the specific interest which might be damaged by issuance of the DA Permit.

The National Register of Historic Places has been examined, and it has been determined that there are no properties currently listed on the Register which would be directly affected by the proposed work. If we are made aware, as a result of comments received in response to this notice, or by other means, of specific archaeological, scientific, prehistoric, or historical sites or structures which might be affected by the proposed work, the District Engineer will immediately take the appropriate action necessary pursuant to the National Historic Preservation Act of 1966 – Public Law 89-665 as amended (including Public Law 96-515).

The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That 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, aesthetic values, general environmental concerns, historic values, fish and wildlife values, flood damage prevention, land use, navigation, recreation, water supply, water quality, energy needs, safety, food production, and in general, the needs and welfare of the public.

The 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 this proposed activity. It is presumed that all interested parties and agencies will wish to respond; therefore, a lack of response will be interpreted as meaning that there is no objection to the proposed project. Any comments received will be considered by the 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 the 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.

Written statements received in this office on or before the closing date will become a part of the official record and will be considered in the determination on this permit request. Any objections

which are received during this period will be forwarded to the applicant for possible resolution before the determination is made whether to issue or deny the requested DA Permit. A permit will be granted unless its issuance is found to be contrary to the public interest.

Information pertaining to this application is available for public examination during normal business hours upon prior request. Drawings are available on Louisville District's Internet site at https://www.lrl.usace.army.mil/Missions/Regulatory/Public-Notices/. All comments regarding this proposal should be addressed to Mr. Jason Rhoades, CELRL-RDS at the address noted above and should refer to the Public Notice Number LRL-2019-288-jwr.

If you desire to submit your comments by email, you must comply with the following:

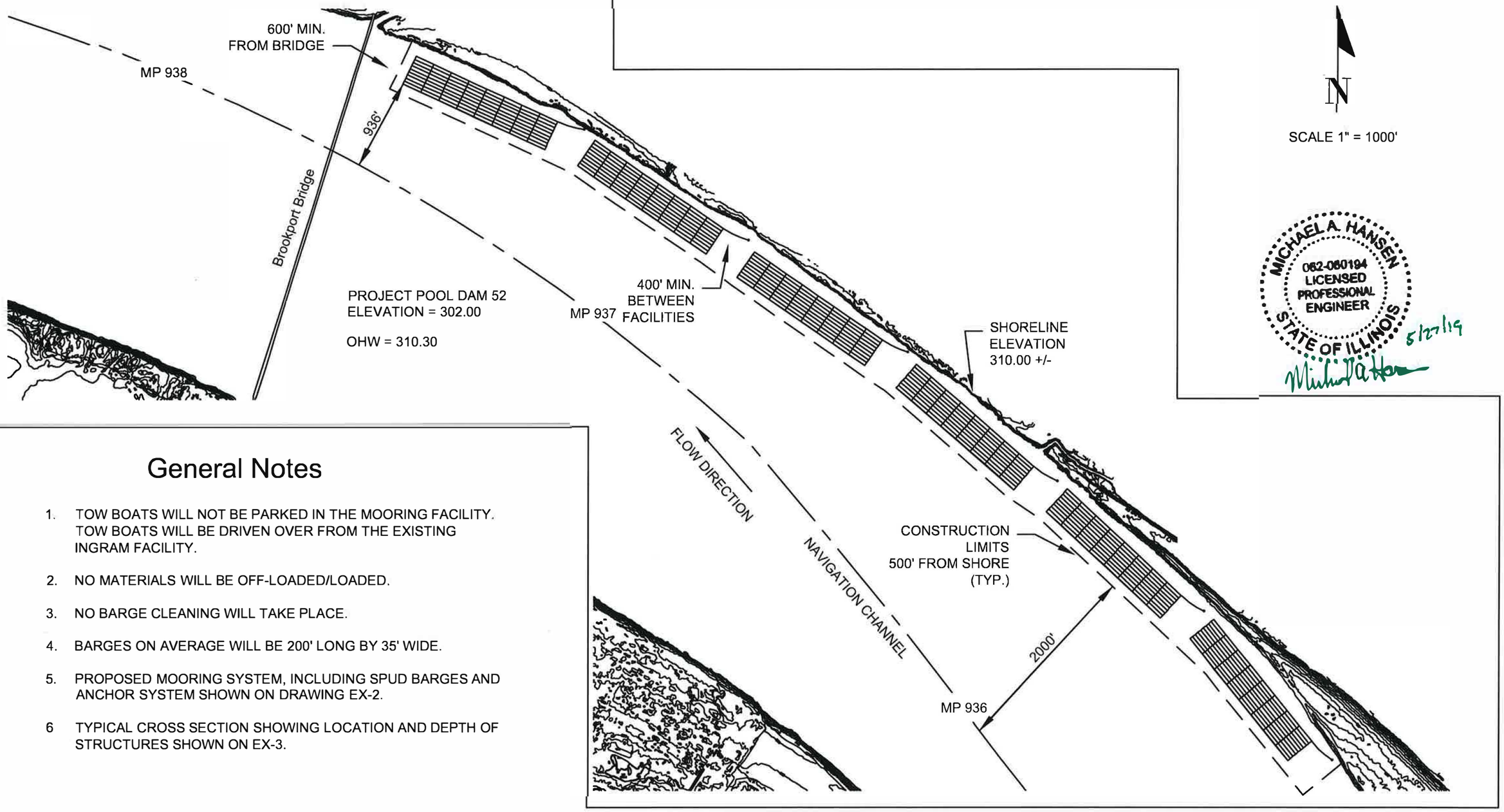
a) In the subject line of your email, type in **ONLY** the Public Notice ID No. LRL-2019-288-jwr.

Example:
Subject: LRL-2019-288-jwr

b) Provide your physical mailing address and telephone number.

c) Send your email to: lrl.regulatorypubliccomment@usace.army.mil.

d) If you are sending attachments greater than 1 Mb in size with your email, you must send a hard copy (CD or paper) to the Corps' physical address as well.



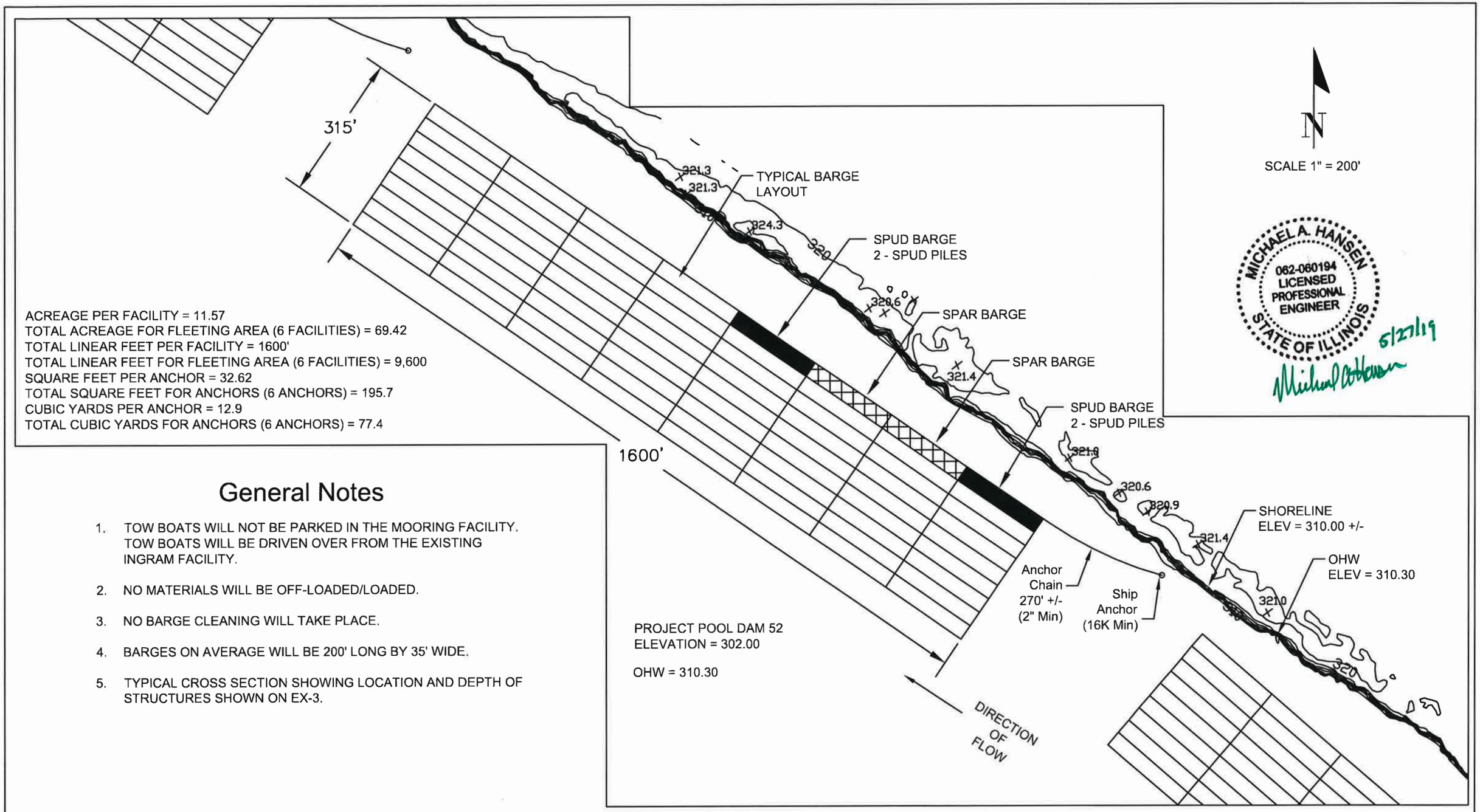
MICHAEL A HANSEN
062-060194
LICENSED
PROFESSIONAL
ENGINEER
STATE OF ILLINOIS
5/22/19

General Notes

1. TOW BOATS WILL NOT BE PARKED IN THE MOORING FACILITY. TOW BOATS WILL BE DRIVEN OVER FROM THE EXISTING INGRAM FACILITY.
2. NO MATERIALS WILL BE OFF-LOADED/LOADED.
3. NO BARGE CLEANING WILL TAKE PLACE.
4. BARGES ON AVERAGE WILL BE 200' LONG BY 35' WIDE.
5. PROPOSED MOORING SYSTEM, INCLUDING SPUD BARGES AND ANCHOR SYSTEM SHOWN ON DRAWING EX-2.
6 TYPICAL CROSS SECTION SHOWING LOCATION AND DEPTH OF STRUCTURES SHOWN ON EX-3.

HDR

PROJECT TITLE	INGRAM FLEETING FACILITY
SHEET TITLE	FLEETING FACILITY FIGURE LRL-2019-288-jwr
PROJECT NUMBER	10128498
PROJECT MANAGER	M.HANSEN
DATE	05-02-19
REFERENCE SHEET	
REFERENCE DOCUMENT	
EXHIBIT NUMBER	**EX-1**



ACREAGE PER FACILITY = 11.57
TOTAL ACREAGE FOR FLEETING AREA (6 FACILITIES) = 69.42
TOTAL LINEAR FEET PER FACILITY = 1600'
TOTAL LINEAR FEET FOR FLEETING AREA (6 FACILITIES) = 9,600
SQUARE FEET PER ANCHOR = 32.62
TOTAL SQUARE FEET FOR ANCHORS (6 ANCHORS) = 195.7
CUBIC YARDS PER ANCHOR = 12.9
TOTAL CUBIC YARDS FOR ANCHORS (6 ANCHORS) = 77.4

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2. NO MATERIALS WILL BE OFF-LOADED/LOADED.
3. NO BARGE CLEANING WILL TAKE PLACE.
4. BARGES ON AVERAGE WILL BE 200' LONG BY 35' WIDE.
5. TYPICAL CROSS SECTION SHOWING LOCATION AND DEPTH OF STRUCTURES SHOWN ON EX-3.

HDR

PROJECT TITLE	INGRAM FLEETING FACILITY
SHEET TITLE	MOORING FIGURE LRL-2019-288-jwr
PROJECT NUMBER	10128498
PROJECT MANAGER	M.HANSEN
DATE	05-02-19
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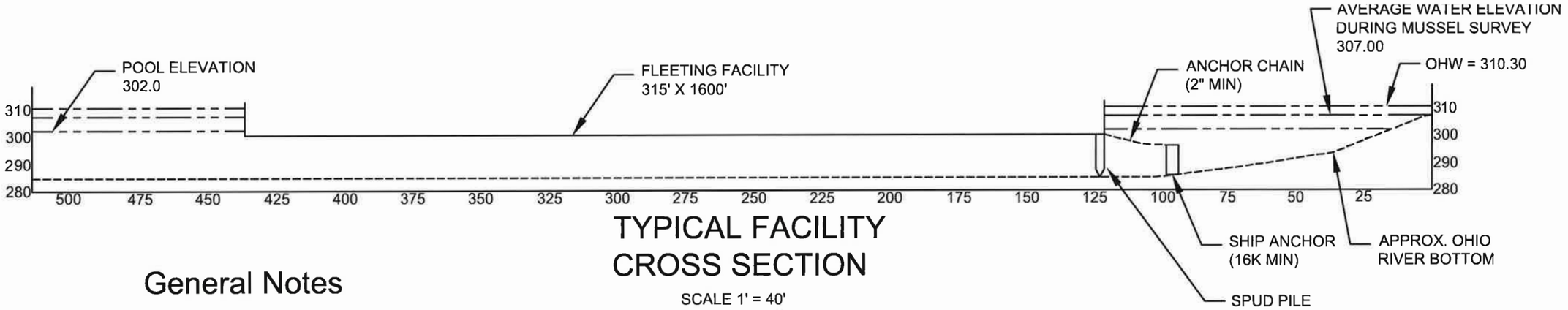
REFERENCE DOCUMENT	
EXHIBIT NUMBER	EX-2



TYPICAL FACILITY CROSS SECTION

SCALE 1' = 40'

General Notes

1. SPAR BARGES MAY REST ON THE RIVER BOTTOM DURING TIMES OF LOW FLOW.
2. BARGE DRAFT DEPTH IS APPROXIMATELY 12 FEET.
3. BATHYMETRIC SURVEY WAS NOT COMPLETED. RIVER DEPTHS ARE EXTRAPOLATED FROM THE 2018 MUSSEL SURVEY.
4. CROSS SECTION IS REPRESENTATIVE OF CONDITIONS ALONG THE FLEETING AREA.
5. THE NARROWEST POINT BETWEEN THE FLEETING FACILITY AND NAVIGATION CHANNEL IS APPROXIMATELY 936'

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SHEET TITLE	FACILITY CROSS SECTION LRL-2019-288-jwr
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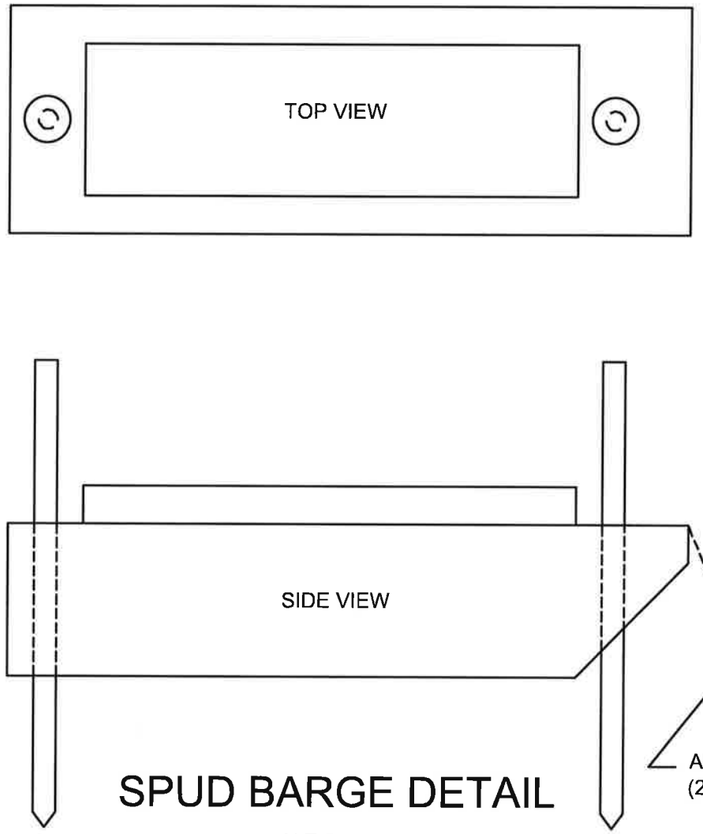
SPUD PILE INFORMATION

SPUD WELL = 36-INCH DIAMETER STEEL PIPE PILE

SPUD PILE = 30-INCH DIAMETER STEEL PIPE PILE

SPUD PILE LENGTH OVERALL = 65 FEET

SIDEWALL THICKNESS OF PIPE PILE = .75-INCH



SPUD BARGE DETAIL

N.T.S.

SQUARE FEET PER SPUD PILE = 707
TOTAL SQUARE FEET OF PILE PER SPUD BARGE (2 SPUD PILES) = 1,414
TOTAL SQUARE FEET OF PILE PER FLEETING (4 SPUD PILES) = 2,282
APPROXIMATE CUBIC YARDS BELOW OHW PER SPUD PILE = 38,885
APPROXIMATE TOTAL CUBIC YARDS BELOW OHW PER PILE PER SPUD BARGE (2 SPUD PILES) = 77,770
APPROXIMATE TOTAL CUBIC YARDS BELOW OHW OF PILE PER FLEEING (4 SPUD PILES) = 155,540

General Notes

1. THE SPUD WELLS WILL BE WELDED AND BRACED THROUGH THE BARGE HULL, AND THE SPUD PILE WILL BE PLACED IN THE SPUD WELL WITH A CRANE.
2. ONCE THE BARGE IS IN PLACE, THE SPUD PILES WILL BE LOWERED TO CONTACT THE RIVER BOTTOM AND SECURE THE BARGE IN PLACE, ALLOWING THE BARGE TO TRAVEL VERTICALLY, UP & DOWN AS THE RIVER LEVEL FLUCTUATES.
3. THE SPUDS WILL SINK INTO THE SUBSTRATE UP TO FIVE FEET. PER INDUSTRY STANDARD, THE WEIGHT OF THE SPUD PILES WILL SINK THE SPUD PILES INTO THE SUBSTRATE. NO PILE DRIVING WILL BE REQUIRED.
4. ONCE POSITIONED, THE SPUD BARGES ARE GENERALLY NOT MOVED. IF ON RARE OCCASION REPOSITIONING IS DEEMED NECESSARY DUE TO CHANGES IN RIVER CONDITIONS OR FLEETING ARRANGEMENTS, THE SPUD BARGE LOCATIONS WOULD BE ADJUSTED, BUT THIS IS NOT ANTICIPATED.
5. THE ANCHOR WILL BE POSITIONED UPRIVER FROM THE UPPER SPUD BARGE IN EACH RESPECTIVE TIER. THE CHAIN WILL BE EXTENDED, WITH ENOUGH SLACK TO ENABLE THE BARGES TO HAVE FREE VERTICAL TRAVEL TO ACCOMMODATE THE KNOWN RANGE OF LOW AND HIGH WATER ELEVATION FOR THE AREA.
6. A SPUD BARGE WILL BE PLACED AT EITHER END OF THE SPAR BARGE ARRANGEMENT AS SHOWN ON EX-2. TWO SPUD BARGES ARE INCLUDED IN EACH FLEETING. THE ANCHOR AND CHAIN IS A SECONDARY SUPPORT MECHANISM.

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SHEET TITLE	SPUD BARGE DETAIL LRL-2019-288-jwr
PROJECT NUMBER	10128498
PROJECT MANAGER	M.HANSEN
DATE	05-22-19
REFERENCE SHEET	
REFERENCE DOCUMENT	
EXHIBIT NUMBER	EX-4