



**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-2972 through P-2976

Public Notice Date
October 13, 2016

Expiration Date
November 03, 2016

Postmaster Please Post Conspicuously Until:

File Number: MVS-2015-806

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: Kinder Morgan Inc. – 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 37.48 and Longitude -89.40, Township 08 South, Range 05 West.

PROJECT DESCRIPTION: The existing Kinder Morgan Cora Terminal has been under different ownership dating back to the original permit application to construct a coal transfer facility, river terminal, mooring features and associated fleeting areas. The facility was originally permitted on May 27, 1977, by Department of the Army Permit P-1140. A special condition of P-1140 stipulates, "The permittee shall limit width of the moored fleet as may be necessary to provide free and easy passage of river traffic". Correspondence in June 1978 clarifies the "free and safe passage" is a "width of three barges abreast when the Chester Gage is nine feet or below and no more than five barges abreast at any time". The current facility owner, Kinder Morgan Inc., (applicant) acquired the property and related operations in 1997. The applicant only recently became aware of the river stage related fleet width restrictions.

The applicant applied for a permit to modify the barge configurations within the five existing fleets, as described in public notice P-2934, dated November 9, 2015. Prior to making a decision to issue or deny P-2934, the applicant determined additional changes were required. As such, the review of proposed actions under P-2934 was suspended. The applicant submitted revised fleet configuration changes, which are shown on the attachments. An individual permit "P" number is assigned to each proposed fleet to help identify the different fleeting areas and tract any submitted comments related to each specific fleet. The following described the proposed fleet configuration changes:

P-2972: This fleet, known as Pete's Fleet, is the most upstream of the five existing fleets. The fleet is located along the left descending bank of the Mississippi River, at approximate river mile 99.05. The proposed barge fleet configuration is two (2) 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) long by five (5) wide arrangement, with the additional spar barge in the same mentioned location, when the Chester River Gage reading is above 9 feet.

P-2973: This fleet, known as Liberty Island Fleet, is located along the left descending bank of the Mississippi River, at approximate river mile 98.9. The proposed barge fleet configuration is five (5) barges long by five (5) barges wide, with an additional spar barge moored near the third row of barges, closest to the bankline, when the Chester River Gage reading is below 9 feet. The barge fleet would be configured in a five (5) long by six (6) wide arrangement, with the additional spar barge in the same mentioned location, when the Chester River Gage reading is above 9 feet.

P-2974: This fleet, known as the Dock Fleet, is located along the left descending bank of the Mississippi River, at approximate river mile 98.5. The Dock Fleet is a single (1) wide row held in a five (5) barge long configuration in the same alignment with the facility's existing river cells and overland conveyor loading system. Barges within this fleet would be connected to the loading systems cable "push/pull" system. The Dock Fleet configuration would remain the same when the Chester River Gage reading is above or below 9 feet.

P-2975: This fleet, known as the Load Fleet, is located along the left descending bank of the Mississippi River, at approximate river mile 98.05. The proposed barge fleet configuration is five (5) barges long by four (4) barges wide, with an additional spar barge moored near the third row of barges and would be further held in place by existing river cells, when the Chester River Gage reading is below 9 feet. The barge fleet would be configured in a five (5) long by five (5) wide arrangement, with the additional spar barge in the same mentioned location, when the Chester River Gage reading is above 9 feet.

P-2976: This fleet, known as the Dike Fleet, is the most downstream of the five existing fleets, and is located along the left descending bank of the Mississippi River, at approximate river mile 97.65. The proposed barge fleet configuration is five (5) barges long by four (4) barges wide, with an additional spar barge moored near the most upstream row of barges closest to the riverbank, when the Chester River Gage reading is below 9 feet. The proposed barge fleet would be configured in a five (5) long by five (5) wide arrangement, with the additional spar barge in the same mentioned location when the Chester River Gage reading is above 9 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.

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.


for 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.

Overall Layout of Fleeting Areas

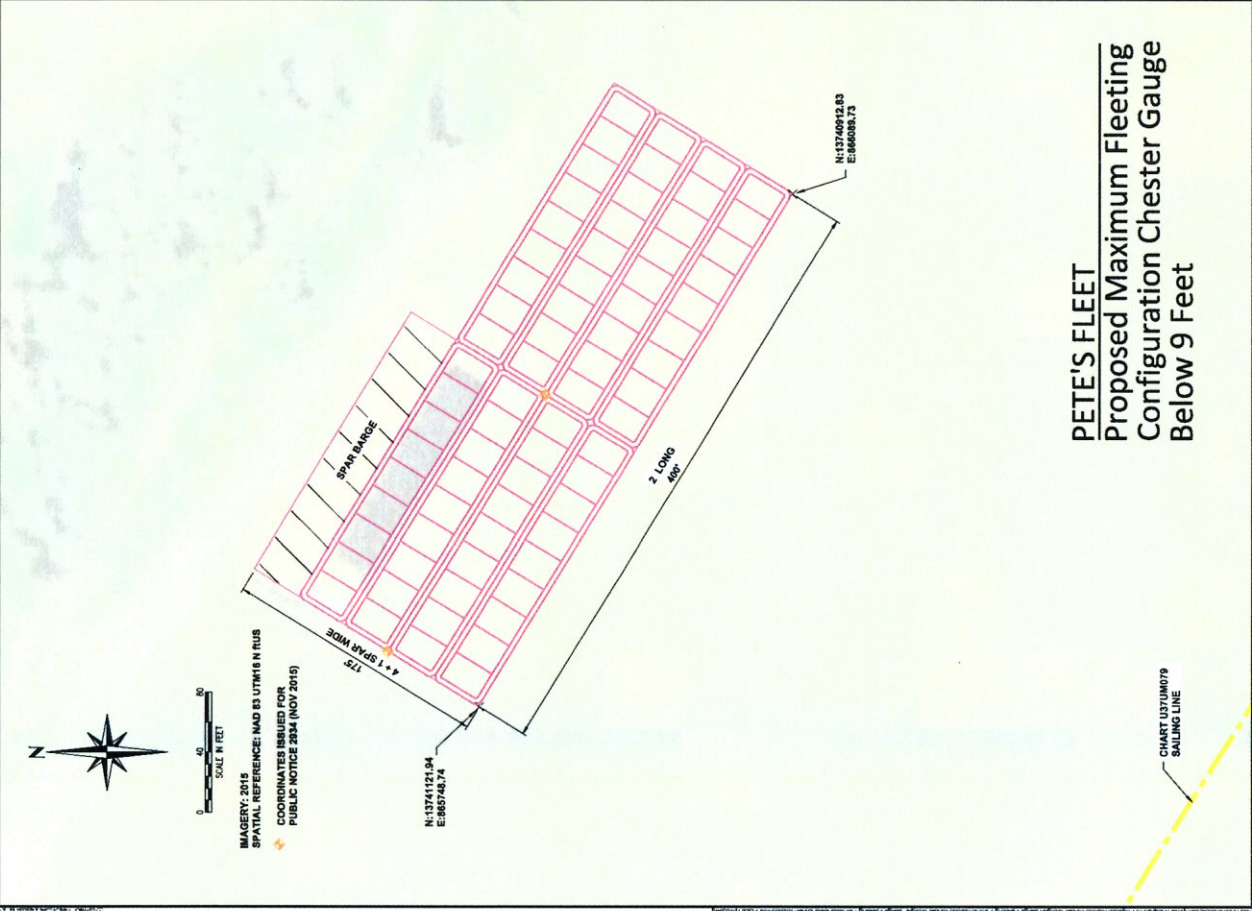
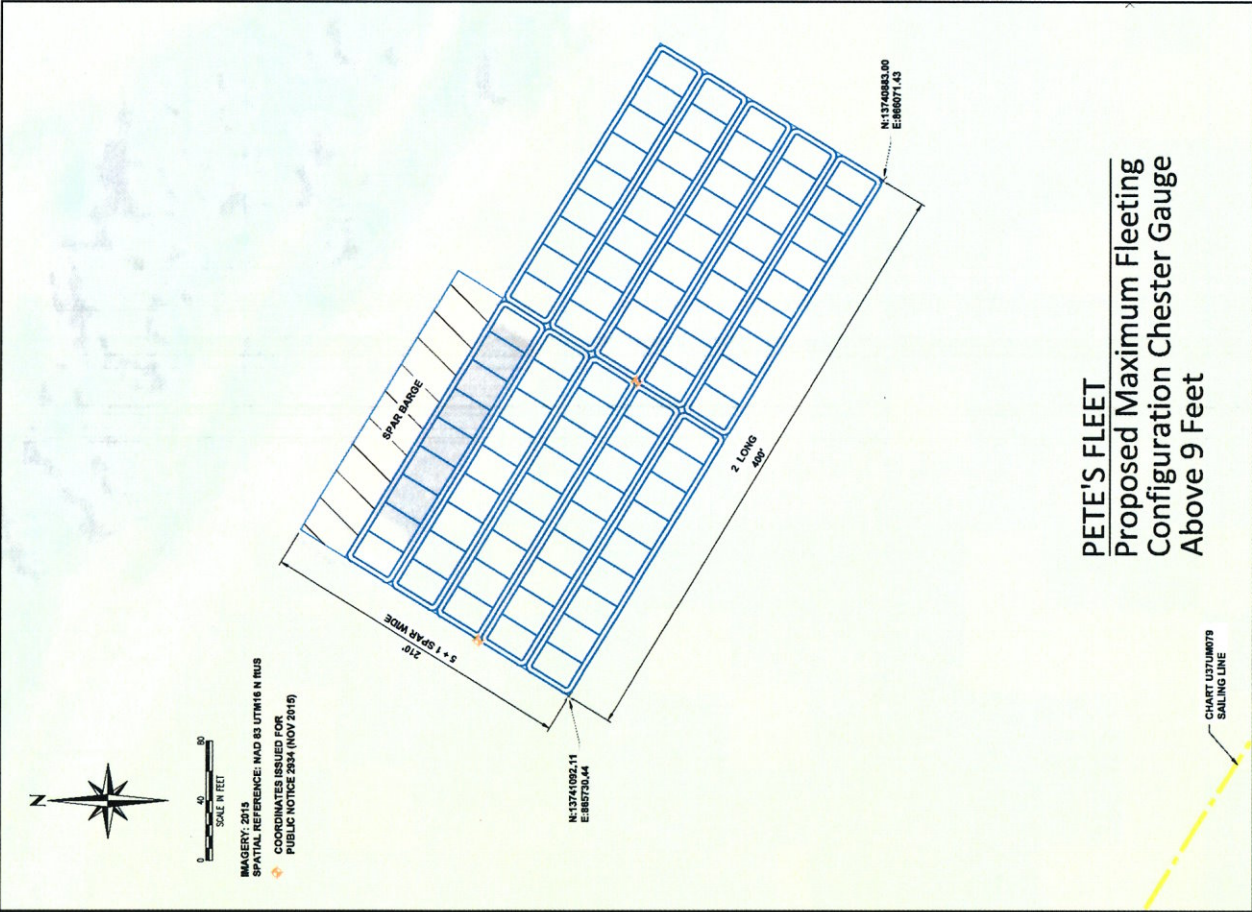


1. Pete's Fleet (P- 2972)
2. Liberty Island Fleet (P- 2973)
3. Dock (P- 2974)
4. Load Fleet (P-2975)
5. Dike Fleet (P- 2976)

DATE	REV.	DESCRIPTION	REV. BY
08/15/16	1	ADDED 2016 PUBLIC COMMENTS	SLB

KINDER MORGAN
 CORA TERMINAL BARGE FLEETING
 CORA, ILLINOIS
 PETE'S FLEET

JOB NO: 160006
 DATE: 08/15/16
 DRAWN BY: JLS
 CHECKED BY: LBL
 SHEET: **EX 1**



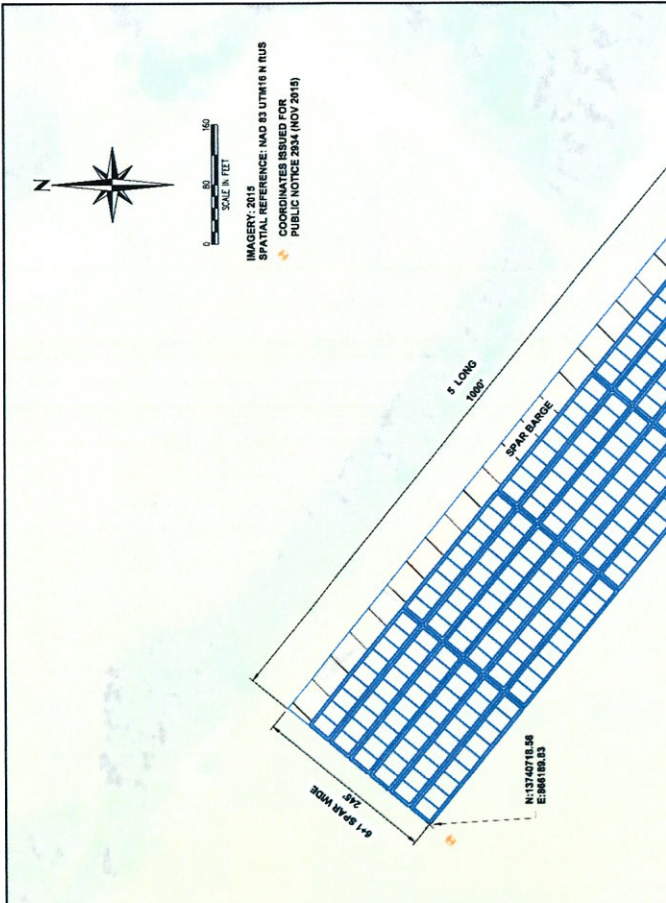
P-2972

REV.	DATE	DESCRIPTION
1	AS-BUILT	AS-BUILT
2	08/13/18	REVISIONS

KINDER MORGAN
CORA TERMINAL BARGE FLEETING
 CORA, ILLINOIS
 LIBERTY ISLAND FLEET

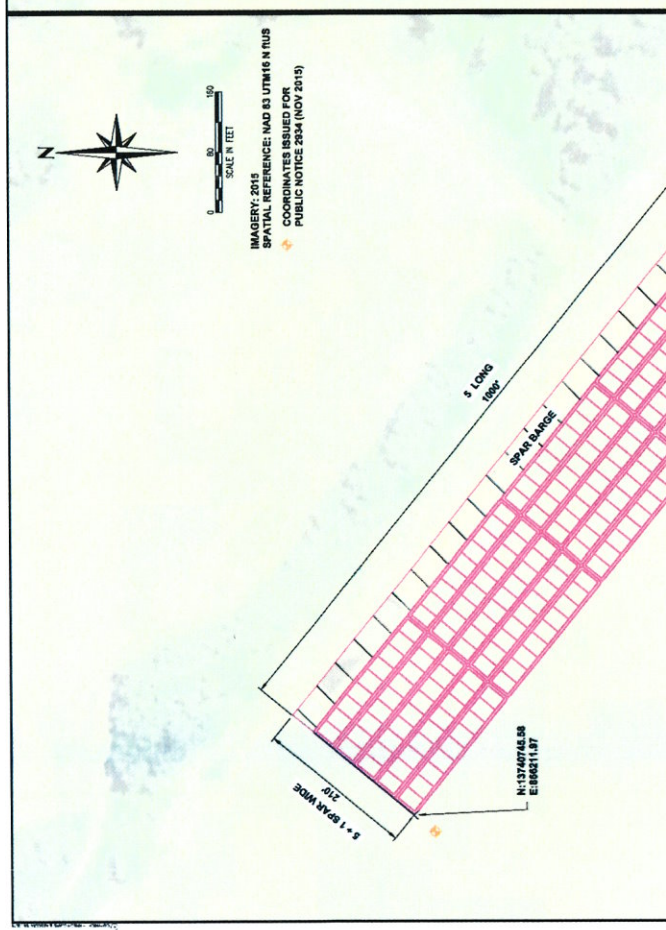
JOB NO: 182005
 DATE: 08/13/18
 DRAWN BY: JLB
 CHECKED BY: JLB

SHEET
EX 2



IMAGERY: 2015
 SPATIAL REFERENCE: NAD 83 UTM16 N IJUS
 COORDINATES ISSUED FOR
 PUBLIC NOTICE 2834 (NOV 2015)

LIBERTY ISLAND FLEET
 Proposed Maximum Fleeing
 Configuration Chester Gauge
 Above 9 Feet



IMAGERY: 2015
 SPATIAL REFERENCE: NAD 83 UTM16 N IJUS
 COORDINATES ISSUED FOR
 PUBLIC NOTICE 2834 (NOV 2015)

LIBERTY ISLAND FLEET
 Proposed Maximum Fleeing
 Configuration Chester Gauge
 Below 9 Feet

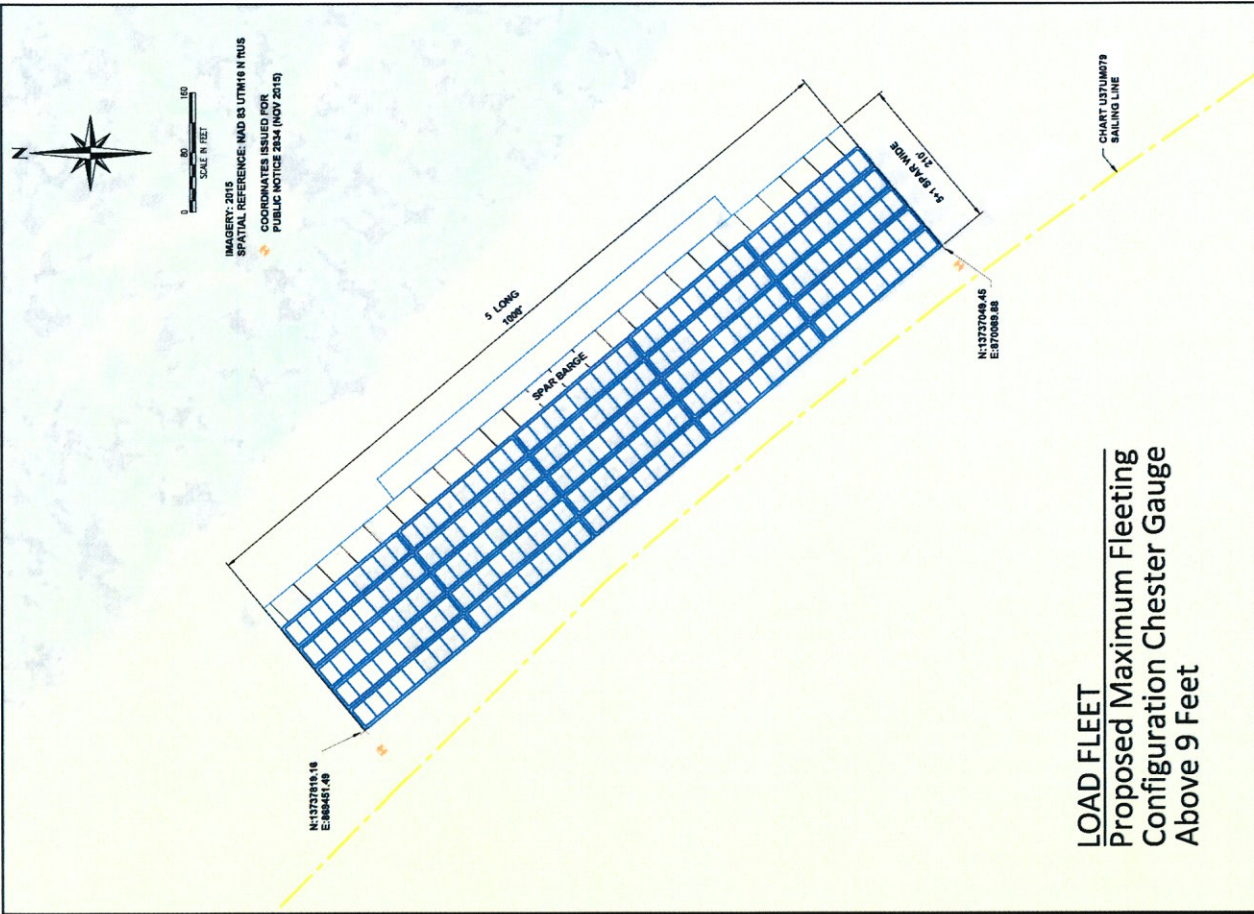
P-2973

REV. BY	DATE	DESCRIPTION
REV. 2	10/27/19	ADDED 20' PHYSICAL CONNECTION POINTS
REV. 1	10/27/19	REVISION TO CHART 13710M079
REV. 0	10/27/19	INITIAL DESIGN

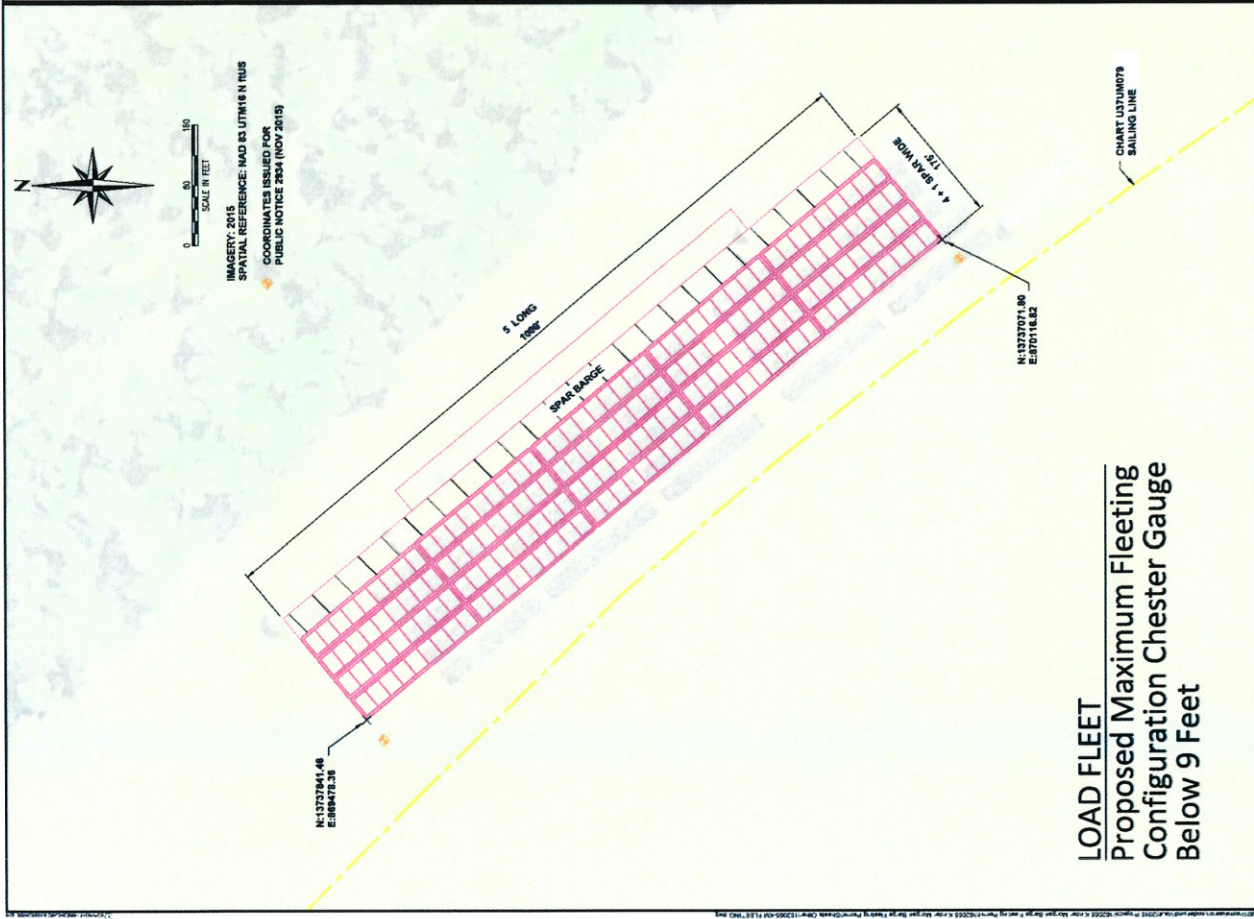
LOAD FLEET
CORA, ILLINOIS
KINDER MORGAN CORA TERMINAL BARGE FLEETING

JOB NO. 180005
DATE 08/13/19
DRAWN BY JCS
CHECKED BY LBL
SHEET

EX 4



LOAD FLEET
 Proposed Maximum Fleet
 Configuration Chester Gauge
 Above 9 Feet



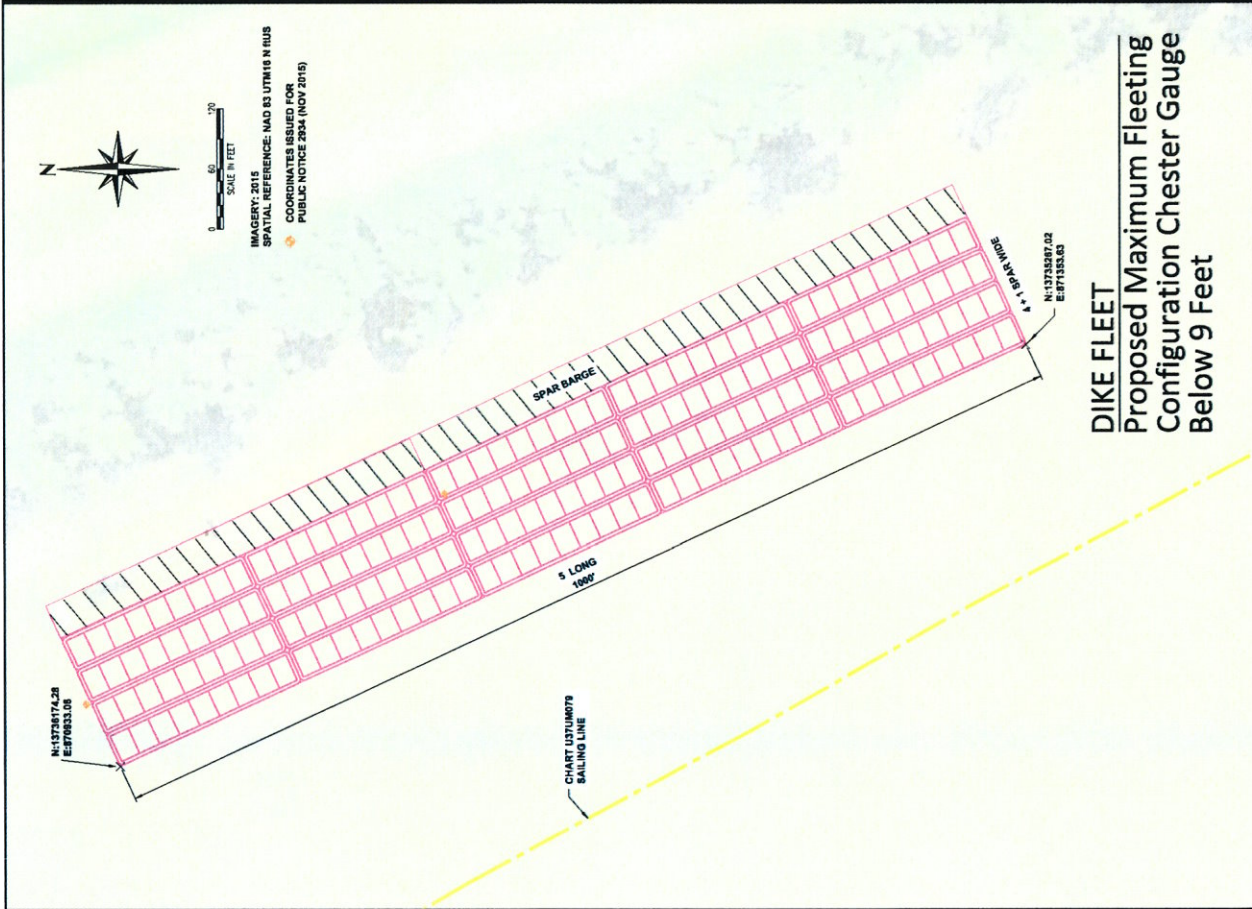
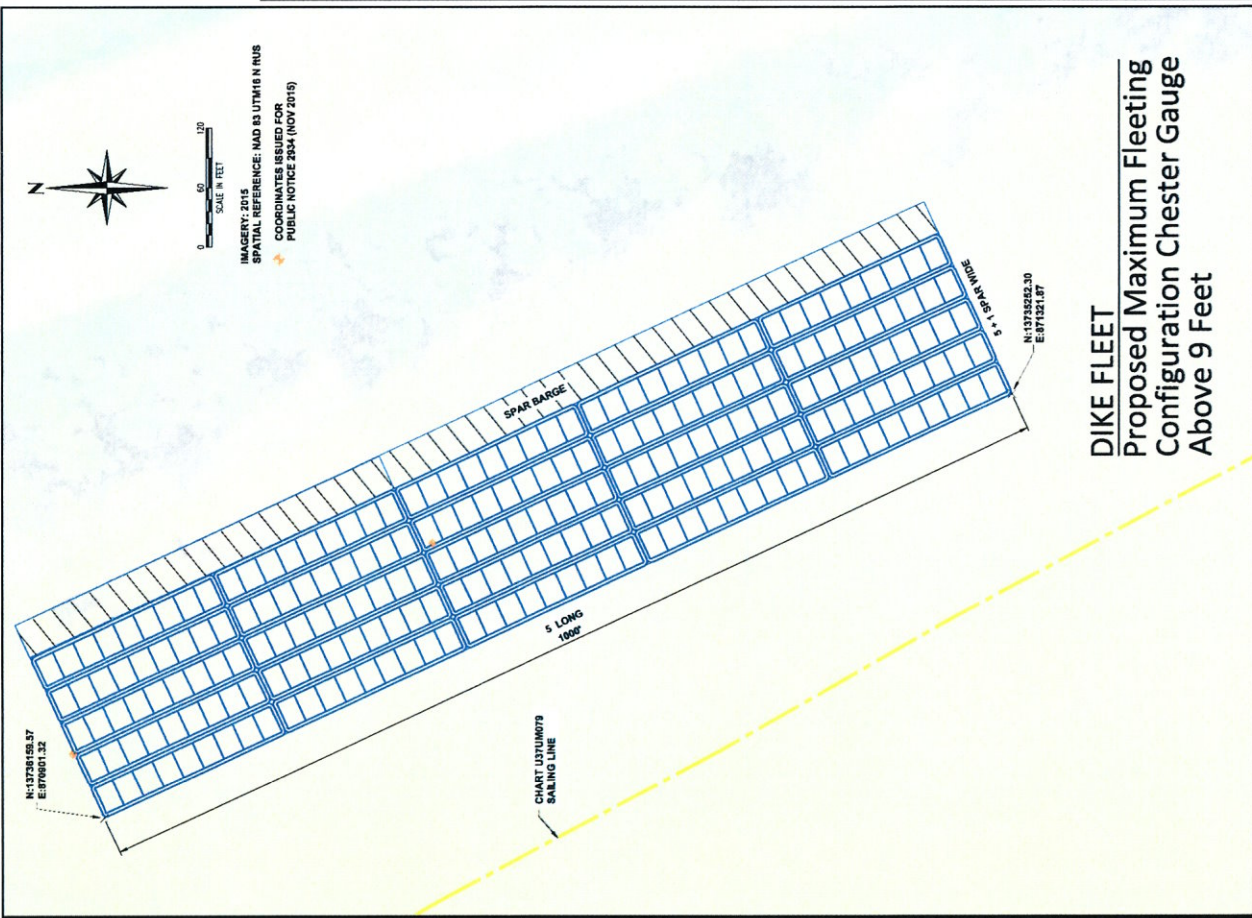
LOAD FLEET
 Proposed Maximum Fleet
 Configuration Chester Gauge
 Below 9 Feet

P-2975

DATE	REV.	DESCRIPTION	REV. BY
08/13/16	1	ADDED 2015 PUBLIC COMMENTS	SLB
08/13/16	2	REVISED FLEET	SLB
08/13/16	3	REVISED FLEET	SLB
KINDER MORGAN CORA TERMINAL BARGE FLEETING			
CORA, ILLINOIS			
DIKE FLEET			

JOB NO:	162005
DATE:	08/13/16
CHECKED BY:	SLB
DRAWN BY:	SLB

EX 5



P-2976