



**US Army Corps
of Engineers®
Memphis District**

SECTION XI

Northwest Tennessee Regional Harbor

SCOPING PROCESS AND PERTINENT CORRESPONDENCES

April 2004

Table of Contents

Public Notice	1
Site Visit – 12 October 2000	4
Teleconference – 20 December 2000	4
Interagency Meeting – 22 July 2002, Nashville, Tennessee	7
Interagency Meeting – 9 September 2003	8
Teleconference – 9 March 2004	10

Scoping Process and Pertinent Correspondences

Interagency coordination was maintained throughout the planning of the Northwest Tennessee Regional Harbor project. Public and interagency coordination included the issuance of public notices, site visits, interagency meetings, and teleconferences.

Public Notice

The NEPA scoping process began with the issuance of a public notice on 17 August 2000. The public notice was posted on the Internet and was sent to 250 individuals, companies, organizations, and governmental agencies including the following:

United States Department of Interior, U.S. Fish and Wildlife Service, Cookeville, TN
Environmental Protection Agency, Region IV, Atlanta, GA
Natural Resources Conservation Service, Nashville, TN
Tennessee Historical Commission, Department of Environment and Conservation,
Nashville, TN
Tennessee Department of Environment and Conservation, Water Pollution Control,
Nashville, TN
Tennessee Department of Environment and Conservation, Governor's Policy Office,
Nashville, TN
Tennessee Wildlife Resources Agency, Nashville, Tennessee

The notice described a 14,000-foot, 225-foot bottom width navigation channel that extended up to Cates Landing. The proposed project would have impacted approximately 125 acres of wetlands. Total construction would have required dredging 3,000,000 cubic yards of sediment and depositing it into the Mississippi River. A 1,000-acre industrial area would be developed to the south of the harbor.

Comments were received from 5 government resource agencies, 20 elected officials or municipalities, 25 businesses and corporations, and 31 private citizens. A copy of the public notice, list of recipients, and responses are found in Attachment 1.

Government Resource Agencies

Federal

The U.S. Fish and Wildlife Service responded in a letter dated September 18, 2000. They had several concerns to the proposed project. The Service opposes proposals that result in the redeposition of dredged material back into rivers. They recommend that an upland dredged spoil site be utilized and sediment testing be conducted. The Service is also strongly opposed to the net loss of approximately 125 acres of forested wetland. They believe that alternative areas located in the northwest section of Tennessee exist where a harbor could be constructed without impacting wetlands. The Service recommends that an Environmental Impact Statement be prepared for this action.

The United States Environmental Protection Agency responded with numerous concerns to the proposed project. EPA recommended that an environmental impact statement be prepared based on the degree and types of environmental impacts attendant to construction and operation of the proposed facility. EPA also suggested that the following be conducted: chemical and physical analysis of the dredged material, water quality modeling, screening for compliance with State of Tennessee water quality standards, and characterization of the proposed disposal zone for potential resources that may be impacted. Additional toxicity and bioaccumulation testing may be necessary.

State

The Tennessee Historical Commission commented in a letter dated August 28, 2000. They stated that in order to review the undertaking, they would need to receive a detailed archaeological survey report of the area of potential effect. The area of potential effect consists of the proposed 1,000-acre industrial site.

The Tennessee Department of Environment and Conservation Division of Water Pollution Control stated by telephone that a determination of State Water Quality Certification would be made when plans are finalized and are stated in the Environmental Assessment.

The Tennessee Wildlife Resources Agency commented in a letter dated September 18, 2000. They stated that the proposed project would impose significant impacts to wetland resources. They also stated that alternative analysis as well as efforts to avoid, minimize, and compensate unavoidable losses should be explored in the context of an environmental impact statement.

Government (non-resource agencies)

Federal

The Tennessee Valley Authority endorses the construction of a proposed harbor.

State

State Senator Roy Herron (24th Senatorial District) supports the proposed harbor.

Local

Dyer County, Tennessee endorses the proposed harbor construction.

Lake County, Tennessee supports the project.

Obion County, Tennessee endorses the construction of the proposed harbor

The City of Tiptonville supports the project

The City of Ridgely endorses the construction of the harbor.

The Lake County Sheriff's Office endorses the construction of the harbor.

The Lake County Highway Department endorses the proposed project.

Chamber of Commerce

The Reelfoot Area Chamber of Commerce supports the project.

The Dyersburg/Dyer County Chamber of Commerce endorses the construction of the harbor.

Non-Governmental Organizations

Letters of support were received from six non-governmental organizations including the following:

Tiptonville Main Street Association
Tiptonville Beautification Council
Lake County Historical Society
Northwest Tennessee Development District
West Tennessee Industrial Association
Obion County Industrial Development Corp.

Private Businesses

Letters of support were received from 17 private businesses including the following:

Bryants South Jewelers	Forrester White & Mathis, Inc.
Boyette's Dining Room	Centex Forcum Lannom
Bloom'n Things	Dyersburg Electric
Tiptonville Healthmart Drug	Lake County Utility District
Decker's Kwik Mart	Tigrett & Pennington, Inc.
Yate & Sons Tile & Culvert Co.	Gibson Electric Membership
Perkins Tire & Service Center	Corporation
Piggly Wiggly	Union City Electrical System
Wyatt Planting Co,	Boyette's
BBQ	

Local Citizens

Letters of support were received from 36 local citizens including the following:

Ms. Barbara Marvin	18 employees from Boyette's Dining Room
Ms. Joyce Barnes	
Ms. Deborah Beasley	Ms. Marcia Perkins Mills
Ms. Elaine Burks	Ms. Abigail Hyde
Ms. Mary W. Tipton	Mr. Willie D. Bolden
Mr. John M. Lannom	Ms. Brenda L. Crittenden
Mr. Frank Bobo	Ms. Patricia Goodlett
Mr. and Ms Tommy and Peggy Norris	Mr. Wayne Hatley
Mr. Tony White	Ms. Jo Hanna Simmons
Ms. Fran Hearn	Ms. Jeanette H. Cates

Site Visit – 12 October 2000

A site visit was conducted on 12 October 2000 with Memphis District staff, TWRA, TDEC, and the local sponsors. A report of the site visit is included as Attachment 2. Concerns were expressed over the disposal of 3,00,000 cubic yards of sediment into the Mississippi River, testing the sediment prior to dredging, the loss of 125 acres of wetlands, and the potential impacts to federally listed species.

Teleconference - 20 December 2000

A teleconference was conducted on 20 December 2000. Attendees included Memphis District staff, TN ECD, TDEC, TVA, USFWS, EPA, and TWRA. The record of telephone conversation and meeting notes (by Wilton Burnette, Jr. – TN ECD) are included as Attachment 3. The following environmental concerns were discussed:

Wetlands

Approximately 125 – 135 acres of wetlands will be impacted as a result of harbor construction. Any unavoidable impacts would have to be mitigated. TWRA and FWS stated that there is ample land located along the Obion River and Reelfoot Lake area that would be suitable for mitigation purposes.

Threatened and Endangered Species

The interior least tern, pallid sturgeon, bald eagle, and the sicklefin chub are known to occur in the project vicinity. Impacts to these species are currently being investigated under a Biological Assessment. The USFWS stated that disposal of sediment into the Mississippi River may lead to a “may affect”. This would require formal consultation with the FWS.

The TN Div. Of Natural Heritage stated that there might be threatened vegetation present in the impacted area of construction. They stated that they would like to see a complete botanical survey of the area.

The disposal of 3 million cubic yards of dredged material into the Mississippi River

EPA, TWRA, USFWS, TN Div. Of Natural Heritage and the Governor's Environmental Policy Office were opposed to the discharge of any material back into the Mississippi River. Drew Cohn (Memphis District – Project Manager) stated that the Mississippi River already has a high silt load and that the discharge of sediment over time would not have a significant effect. All of the resource agencies stated that they were aware of this but the placement of sediment back into rivers is detrimental. Drew Cohn stated that the State of Missouri reached a compromise with the Memphis District on the placement of dredged material into the Mississippi River. This involved disposing of all sediments above the water line in an upland site and the river would be used for disposal of all sediments below the water line. The resource agencies still stated that they are opposed to any sediment returning to the river.

The EPA stated that the sediment needs proper testing prior to any disposal method. PM-E staff is currently working out the details with EPA on proper testing protocols.

Concerns were also brought up over the amount of maintenance dredging that will be required in the area if a harbor is built. This will have to be addressed.

The Memphis District is currently looking at alternative disposal areas.

The possibility of an EIS

An EIS would be triggered after an environmental assessment has been completed and has concluded that significant impacts will occur. An EIS will take at a minimum of one year and would cost approximately \$300,000. The local sponsor would pay for 50% of the costs under the current authority for this project.

All of the agencies stated that construction of a harbor extending to Cates Landing would require an EIS.

Cultural Resources

Jim McNeil (Memphis District Archaeologist) stated that we are currently conducting a literature search of the area. There are several areas located in the industrial area that will need to be surveyed. Currently, the state SHPO is looking over a Memorandum of Agreement that states that a cultural resource survey will be conducted prior to any development in the area. This survey will be conducted by the private industry building in the area. All applicable laws will be followed by the industry if any cultural resources are found.

Other regulatory concerns

All of the resource agencies expressed major concerns of the possibility of a chip mill moving into the harbor area. The FWS stated that a chip mill will increase the scope and cumulative impacts to threatened and endangered species. The FWS stated that they would recommend a survey be conducted on the impacts of a chip mill within a 75-mile radius of the harbor and the area the mill is logging if the chip mill can not be excluded. CE staff responded that this will be a public harbor and we can not exclude any industry. Currently, we don't know if a chip mill will be utilizing the harbor. Therefore, PM-E staff might have to increase the scope of study on threatened and endangered species.

The FWS stated that there would most likely be cumulative impacts on Reelfoot Lake and the wildlife present there. They stated that an in depth study would have to be conducted to prove otherwise. A 1000-acre industrial site will most likely have an effect on the ecosystem of Reelfoot Lake. This will require further investigation.

EPA expressed concerns over the "Purpose and Need" of the harbor and alternative analysis. TN ECD stated that the only other public harbor located in Tennessee is in Memphis. However, it was stated that other ports exist in the vicinity in other states (i.e., Hickman, New Madrid, Osceola, and Pemiscot County). EPA expressed concerns if the Purpose and Need was a lack of harbor space in the area. This will require further investigation.

TN Div. Of Natural History stated that they would like to see some bioengineering involved as much as possible in harbor construction.

It was stated that the original Public Notice sent out in August was missing information on possible impacts. The Public Notice served as a scoping document to look at the possibility of a harbor in the area. A new public notice will be circulated when plans are finalized.

Concerns were also brought up over alternative analysis. Currently, no alternatives are being studied. FWS has stated in a prior letter that they believe alternative sites exist in northwest Tennessee that would be less environmentally destructive. Shortening the dimensions of the harbor will have to be analyzed as an alternative. A shorter alternative would have less environmental impacts. EPA stated in a prior communication that alternatives to already existing harbors in the areas need to be analyzed. For example, if they can be enlarged to adequately address the desire for industry to move into the area. These will have to be explored under the NEPA and 404(b)(1) process in deciding water quality certification. All of the agencies stated that a project of this magnitude needs to be studied under a scope of an EIS. However, EPA stated that if their concerns related to reasonable alternatives and other issues are adequately addressed in the EA than an EIS may not be needed. All of the other agencies agreed.

Interagency Meeting – 22 July 2002, Nashville, Tennessee

New alternatives were formulated because of expressed environmental concerns. An interagency meeting was conducted on 22 July 2002 in Nashville, Tennessee. The purpose of the meeting was to go over alternative analysis of the proposed harbor and discuss any remaining environmental impacts. A copy of the agenda and meeting minutes are found in Attachment 4. The following concerns were addressed:

- a. Cultural Resources: Must complete draft MOA for phased compliance and get all Federal agencies to sign MOA.
- b. Dredge Disposal & Sediment Toxicity:
 - 1) Need test results of sediment in proposed harbor.
 - 2) Need to know water quality of effluent from dredge disposal area.
 - 3) If sediment is contaminated, need to know how leach from dredge disposal area will be treated and disposed.
 - 4) Need to provide details of how dredged material is to be placed on land and how testing for contaminants will be preformed.
- c. Threatened & Endangered Species:
 - 1) Need to develop a fuller Direct Impacts for the harbor site then what is contained in the draft EA.
 - 2) Need a full botanical survey and discuss threats to endangered plants.
 - 3) Need to describe HES method and list assumptions. Include project data as an enclosure.
- d. Reelfoot Lake Impacts: No impacts were identified.
- e. Chip Mill/Forrest Impacts:
 - 1) USFWS said it is not against all forest products. It is just against chip mills.
 - 2) USFWS believes the Corps of Engineers can put a condition on its permit to exclude chip mills from using the harbor. USFWS said that without such a condition, it would require an EIS with a radius of 75 miles.
 - 3) Dodd Galbreath of Tennessee Environmental Policy Office, said his office would research to see if zoning, permits, or other means are available to control or reopen NEPA in the future if a chip mill wants to use the harbor.

Interagency Meeting – 9 September 2003

An interagency meeting was conducted in Nashville on 9 September 2003. The purpose of the meeting was to go over remaining environmental studies required to complete the

report. A copy of the agenda is found in Attachment 5. The following items were discussed:

a. Botanical Survey

Black willow predominates the harbor site. It was determined that a botanical survey would not be necessary.

b. Sediment Samples

TVA obtained surface sediment samples in the vicinity of the harbor site in the 1990's. Copper, iron, manganese, zinc, barium, arsenic, chromium and nickel were ion the "moderately polluted" to "heavily polluted" range. However, concentrations were not high enough to warrant listing the sediment as "contaminated". Additional sediment testing is warranted to determine contaminant levels and if they pose a threat to the human health and the environment.

c. Endangered and Threatened Species – A Biological Assessment will be conducted on federally listed threatened or endangered species.

- Least Tern – No least tern colonies have been detected in the proposed harbor sites. Colonies have been observed periodically on sandbars across the river in Missouri. Proposed construction would not take place during critical breeding and fledging times to ensure that there would be no affect on the least tern. On-going least tern surveys would continue along the lower Mississippi River with special attention given to the proposed harbor location.
- Pallid Sturgeon – A pallid sturgeon survey was conducted in the proposed harbor site. No pallid sturgeons were encountered. The survey revealed that the proposed site is not suitable sturgeon habitat.
- Bald Eagle – Bald eagles have been observed flying over the harbor site. No bald eagle nests have been observed within the impact area. Bald eagle and nest surveys will be conducted this winter to ensure that nest sites or vegetation suitable for nesting would not be impacted from harbor construction.

d. Aquatic Slack Water Species of Concern

Due to concerns expressed by the Division of Water Pollution Control additional biological surveys are required. The pallid sturgeon survey lists some of the species present in the harbor site and indicates that the flooded willow habitat offers suitable habitat for a wide variety of juvenile fishes.

Impacts to flooded willow areas would be minimal. The remaining portions of Old Slough Landing would be preserved to act as a buffer to the harbor. A fish survey would be conducted in the proposed harbor area this fall.

If suitable habitat is present, a freshwater mussel survey will be conducted in the shallow backwater areas where the majority of the dredging would take place. Diving in the Mississippi River proper would not take place unless there is reasonable evidence to warrant.

e. Habitat Loss (including wetlands)

All impacts to existing habitat would be mitigated accordingly. The Habitat Evaluation System (HES) was used to quantify impacts and calculate suitable mitigation requirements. Prior converted farmland immediately adjacent to the river and within the batture area of the levee system would be given priority.

f. Cumulative Impacts of Harbor Construction (excluding chip mills and cultural resources).

The cumulative impacts of harbor construction would be addressed including the likely impacts of industrial development adjacent to the harbor site. The following types of industries have expressed interest in locating to the area if harbor facilities are developed.

- Petroleum Products (Diesel)
- Calcium Carbonate
- Steel Coils
- Soybean Meal
- Natural Rubber
- Paper

g. Chip Mills

The federal and state governments can not put exclusions on certain industries and deny them access to a public harbor built with public funds. Currently no chip mill is expected to locate to the area. Additional chip mill studies are warranted due to concerns expressed by the U.S. Fish and Wildlife Service and TWRA. The study will entail the probability of a chip mill locating to the area, expected impacts to the surrounding area if a hypothetical chip mill were to locate, and any types of regulatory control over the chip mill industry.

Teleconference 9 March 2004

A teleconference was conducted on 9 March 2004 with resource agencies to discuss the conclusions of the feasibility study. A memorandum for record of the meeting is included as Attachment 6. The following items were discussed:

- a. Threatened and Endangered Species – A biological assessment has been completed and concludes that harbor construction would not affect the interior least tern, pallid sturgeon, and bald eagle. Harbor dredging would not take place during reported pallid sturgeon spawning periods (12 April to 30 June) and interior least tern nesting and fledging periods (15 June to 15 August), depending on river stages.
- b. Wetland Losses – The recommended plan would impact 60 acres of wetlands and 14 acres of farm wetlands. Black willow is the dominant species of vegetation to be impacted. Unavoidable impacts to wetlands would be mitigated by planting bottomland hardwoods and creating topography (excavating lower areas and creating higher areas with excavated material) on 134 acres of frequently flooded farm land within the Mississippi River floodplain.
- c. Possibility of Contaminated Sediments – Preliminary results from sediment testing indicated that some contaminants were above ecological risk factors (low). However, none were above ecological risk factors (medium) and all were well below preliminary remediation goal values. Results are still being evaluated. Additional testing is being conducted on PCB's.
- d. Dredged Material Disposal – 1.02 million cubic yards of dredged material would be placed in two contained areas on land adjacent to the harbor. Water would return to the Mississippi River via a drop structure. Return water would be monitored during construction to ensure that state water quality standards are not violated.
- e. Cumulative Impacts including Chip Mill Concern – Cumulative impact analysis has not been completed to date. However, preliminary analysis indicates that there would be no significant cumulative impacts.

ATTACHMENT 1

1. Public Notice, dated 17 August 2000
2. List of recipients
3. United States Department of Interior, Fish and Wildlife Service letter, dated 18 September 2000
4. United States Environmental Protection Agency letter, dated 13 September 2000
5. United States Environmental Protection Agency letter, dated 5 October 2000
6. Tennessee Historical Commission letter, dated 28 August 2000
7. Tennessee Wildlife Resources Agency letter, dated 18 September 2000
8. Tennessee Valley Authority letter, dated 12 September 2000
9. Dyer County, Tennessee letter, dated 22 September 2000
10. Lake County, Tennessee letter, dated 7 September 2000
11. Obion County, Tennessee letter, dated 8 September 2000
12. City of Tiptonville, Tennessee letter, dated 13 September 2000
13. City of Ridgely, Tennessee letter, dated 6 September 2000
14. City of Ridgely, Tennessee letter, dated 7 September 2000
15. Lake County Sheriff's Office letter, dated 7 September 2000
16. Lake County Highway Department letter, dated 12 September 2000
17. Reelfoot Lake Area Chamber of Commerce letter, dated 12 September 2000
18. Dyersburg/Dyer County Chamber of Commerce letter, dated 12 September 2000
19. Tiptonville Main Street Associations letters, dated 8 and 12 September 2000
20. Tiptonville Beautification Council letter, dated 11 September 2000
21. Lake County Historical Society letter, dated 10 September 2000
22. Northwest Tennessee Development District letter, dated 7 September 2000
23. West Tennessee Industrial Association letter, dated 11 September 2000
24. Obion County Industrial Development Corp. letter, dated 14 September 2000
25. Bryants South Jewelers letter, dated 11 September 2000
26. Boyette's Dining Room letter, dated 11 September 2000
27. Bloom'n Things letter, dated 9 September 2000
28. Tiptonville Healthmart Drug letter, dated 10 September 2000
29. Decker's Kwik Mart letter, dated 11 September 2000
30. Yate & Sons Tile & Culvert Co. letter, dated 9 September 2000
31. Perkins Tire & Service Center letter, dated 10 September 2000
32. Piggly Wiggly letter, dated 10 September 2000
33. Wyatt Planting Co. letter, dated 12 September 2000
34. Forrester White & Mathis, Inc. letter, dated 6 September 2000
35. Centex Forcum Lannom letters, dated 7 and 12 September 2000
36. Dyersburg Electric letter, dated 7 September 2000
37. Lake County Utility District letter, dated 11 September 2000
38. Tigrett & Pennington, Inc. letter, dated 12 September 2000
39. Gibson Electric Membership Corporation letters, dated 12 September 2000
40. Union City Electrical System letter, dated 15 September 2000
41. Boyette's BBQ letter, dated 7 September 2000
42. Ms. Barbara Marvin letter, dated 7 September 2000
43. Ms. Joyce Barnes letter, dated 7 September 2000

44. Ms. Deborah Beasley letter, dated 7 September 2000
45. Ms. Elaine Burks letter, dated 6 September 2000
46. Ms. Mary W. Tipton letter, dated 9 September 2000
47. Mr. John M. Lannom letter, dated 15 September 2000
48. Mr. Frank Bobo letter, dated 15 September 2000
49. Mr. and Ms Tommy and Peggy Norris letter, dated 13 September 2000
50. Mr. Tony White letter, dated 10 September 2000
51. Ms. Fran Hearn, letter, dated 7 September 2000
52. 18 employees from Boyette's Dining Room, letter dated 10 September 2000
53. Ms. Marcia Perkins Mills letter, dated 11 September 2000
54. Ms. Abigail Hyde letter, dated 7 September 2000
55. Mr. Willie D. Bolden letter, dated 12 September 2000
56. Ms. Brenda L. Crittenden letter, dated 7 September 2000
57. Ms. Patricia Goodlett letter, dated 7 September 2000
58. Mr. Wayne Hatley letter, dated 9 September 2000
59. Ms. Jo Hanna Simmons letter, dated 11 September 2000
60. Ms. Jeanette H. Cates letter, dated 6 September 2000



**US Army Corps
of Engineers.**
Memphis District

PUBLIC NOTICE

ISSUE DATE: 17 August 2000

EXPIRATION DATE: 18 September 2000

JOINT PUBLIC NOTICE
U.S. ARMY CORPS OF ENGINEERS
AND STATE OF TENNESSEE

REPLY TO:

Attn: Danny Ward
Environmental and Economic Analysis Branch
U.S. ARMY CORPS OF ENGINEERS
167 North Main Street, Room B-202
Memphis, Tennessee 38103-1894
Tele: (901) 544-0709
Fax: (901) 544-3955
Email: daniel.d.ward@mvm02.usace.army.mil

TITLE: Northwest Tennessee Regional Harbor

AUTHORITY: This project is authorized under the continuing authority of Section 107 of the River and Harbor Act of 1960. This authority authorizes construction, operation, and maintenance of small river and harbor improvement projects.

LOCATION: The project is located on the Mississippi River at approximate river mile 900.6, north of Tiptonville, Lake County, Tennessee. The location is found on the Reelfoot Lake, Tenn.-MO.-KY. 1:62,500 Quadrangle map. A vicinity map is included as Figure 1.

TO WHOM IT MAY CONCERN: Pursuant to 33 CFR 325, as published in the Federal Register, dated November 13, 1986 and Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act; the U.S. Army Corps of Engineers, Memphis District, and the State of Tennessee on behalf of Lake County, Tennessee, are issuing this notice of the intention to construct a new slackwater harbor on the Mississippi River near Tiptonville, TN

PURPOSE: The project is intended to provide a harbor to the area. Industry has expressed interest in the area if adequate harbor facilities are made available.

DESCRIPTION OF WORK: The proposed harbor would be located on the Mississippi River at mile 900.6 at Cates Landing (Figure 2). A Corps of Engineers concrete mat casting field was once located at this site. The proposed work will consist of dredging a channel approximately 10,000 feet long and 225 feet wide (bottom width) and cover an area of approximately 125 acres. Approximately 3,000,000 cubic yards of material will be excavated. The excavated material would be disposed of in the Mississippi

River. Stone protection will be placed on the landside of the harbor from the upstream end of the harbor to the Slough Landing revetment to stabilize the bank. This will require approximately 240,000 tons of riprap and 72,000 tons of crushed stone as filter material

The proposed harbor channel and industrial sites will cover an area of approximately 1,000 acres. Fill will not be required on the proposed industrial sites. The harbor channel will impact approximately 125 acres of forested wetland. Willow (*Salix*) is the dominant species present. A wetland determination will be made and mitigation will be coordinated with the U.S. Fish and Wildlife Service and appropriate state agencies.

WATER QUALITY CERTIFICATION: By copy of this public notice, the Corps of Engineers is requesting water quality certification from the Tennessee Department of Environment and Conservation, Division of Water Pollution Control that the activity will comply with applicable requirements set forth in 33 U.S.C. and 1341 (a) (1) of the Clean Water Act and all State laws and regulations promulgated pursuant thereto. **Commentors are requested to also furnish a copy of their comments to the Tennessee Department of Environment and Conservation, Division of Water Pollution Control (TDEC), at (615) 532-0713 or in writing at TDEC 7th Floor L & C Annex Building, 401 Church Street, Nashville, Tennessee 37243-1534. The Department will consider all relative comments in the decision to grant or deny water quality certification for the proposed activity.** Upon completion of the comment period a determination relative to water quality certification will be made. A determination concerning deposition of material will not be made, nor will deposition commence, until water quality certification or waiver of the right to certify is obtained. The Corps of Engineers' evaluation of the impact of the activity on the public interest will include application of the guidelines promulgated by the administrator, EPA, under authority of Section 404 (b)(1) of the Clean Water Act.

ENDANGERED SPECIES: No endangered or threatened species, or their critical habitat, are known to exist in the project area. Interior least tern has been documented nesting on the sandbars across the river from the proposed harbor. No impacts on them would be anticipated. This project is being coordinated with the U.S. Fish and Wildlife Service. Any comments they may have regarding general impacts to wildlife and endangered or threatened wildlife or plants, or their critical habitat, will be considered in our evaluation of the described work.

CULTURAL RESOURCES: A cultural resources literature and records search will be conducted as part of the environmental assessment. An intensive cultural resource survey would be completed prior to any construction. Copies of this public notice are being sent to the State Archeologist & State Historic Preservation Officer.

PUBLIC INTEREST REVIEW: The purpose of this public notice is to advise all interested parties of the proposed activities and to solicit comments and information necessary to evaluate the probable impact on the public interest. This notice is being circulated to Federal, State and local environmental agencies.

The decision to construct this project will be based on an evaluation of the probable impact, including cumulative impacts, of the activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The potential benefits of the activity must be balanced against its reasonably foreseeable detriments. All potential direct, indirect and cumulative affects of the activity will be considered, including: economics, aesthetics, general environmental

concerns, wetlands, cultural values, fish and wildlife, 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, considerations of property ownership and, in general, the needs and welfare of the people.

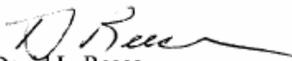
The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of the proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to proceed with the proposed action. 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 preparation of an Environmental Assessment pursuant to the National Environmental Policy Act. Comments are also used to determine the overall public interest of the proposed activity. The Draft Environmental Assessment will be circulated to agencies and any other party that responds to this notice requesting a copy. Reasonable alternatives to the proposed design will be considered.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this proposed project. Requests for a public hearing shall clearly state the reason for holding a public hearing. The District Engineer will determine if the issues raised are substantial and whether a hearing is needed in order to reach a decision on the project. Failure of any agency or individual to comment on this notice will be interpreted to mean that there is no objection to the proposed work.

COMMENTS OR REQUEST FOR ADDITIONAL INFORMATION: If you wish to obtain additional information or to submit comments on this proposal, please contact Danny Ward at the U.S. Army Corps of Engineers, 167 North Main Street RM B-202, Memphis, Tennessee 38103-1894, at 901/544-0709.

Comments should be forwarded to reach this office by September 18, 2000.

Sincerely,


David L. Reece
Chief, Environmental & Economics
Analysis Branch

Enclosures

195 labels tn
ID#611
NO COMPANY
NRCS
400 COMMUNITY ROAD
DYERSBURG, TN 38024

ID#794
NO COMPANY
STATE CONSERVATIONIST
NATIONAL RESOURCES CONSERVATION
SERVICE
675 U.S. COURTHOUSE
NASHVILLE, TN 37203

ID#1069
NO COMPANY
MISSISSIPPI RIVER COALITION INC
P O BOX 3663
MEMPHIS, TN 38173

ID#1093
NO COMPANY
EASTERN SHAWNEE TRIBE OF OKLAHOMA
PO BOX 350
SENECA, MO 64865

ID#1122
NO COMPANY
DREDGE AMERICA INC.
9555 NW HIGHWAY N
KANSAS CITY, MO 64153

ID#1249
HUGH ADAMS
2298 LOWER SHARON RD
DRESDEN, TN 38225-1734

ID#1060
MR. GREG ALFORD
2924 MISSFIELD HWY
DYERSBURG, TN 38024

ID#512
DR. JERRY ANDERSON
2288 SLEEPY HOLLOW LN
GERMANTOWN, TN 38138-4819

ID#513
GOVERNOR BILL ANOATUBBY
THE CHICKASAW NATION
PO BOX 1548
ADA, OK 74821-1548

ID#597
HONORABLE JOHN ASHCROFT (MO)
UNITED STATES SENATE
WASHINGTON, DC 20510-0001

ID#1114
HONORABLE MARION BERRY
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615 SOUTH MAIN ST SUITE 211
JONESBORO, AR 72401

ID#1231
GEORGE BROUSSARD
ADVISORY BOARD MEMBER
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PO 7
SHARON, TN 38255

ID#1255
MIKE BRUNDIGE
ADVISORY BOARD MEMBER
430 RUTHVILLE ROAD
MARTIN, TN 38237

ID#1256
MALCOLM BURCHFIEL
ADVISORY BOARD MEMBER
462 BURCHFIEL ROAD
NEWBERN, TN 38059

ID#1236
WALTER BUTLER
ADVISORY BOARD MEMBER
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ID#523
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5103 EDMONDSON PIKE
NASHVILLE, TN 37211

ID#791
HONORABLE MARION BERRY (AR-1)
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515-0001

ID#532
HONORABLE CHARLES BLACKWELL
THE CHICKASAW NATION
230 E. CAPITOL ST NE
WASHINGTON, DC 20003-1036

ID#534
HONORABLE CHRISTOPHER BOND (MO)
UNITED STATES SENATE
WASHINGTON, DC 20510-0001

ID#544
GERALD W. BROWN
CARGO CARRIERS, INC.
PO BOX 9300
MINNEAPOLIS, MN 55440-9300

ID#547
C. H. BRUNDIGE
NORTH FORK-OBION RIVER DRAINAGE
DISTRICT
NO 2
COUNTY EXECUTIVE COURTHOUSE, ROOM 106
DRESDEN, TN 38225

ID#548
BRUNSWICK MARINE, INC.
205 BLISS ST
BRUNSWICK, GA 31520-2602

ID#1103
HONORABLE ED BRYANT (TN-8)
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515-0001

ID#553
BUNGE CORPORATION
PO BOX 28500
SAINT LOUIS, MO 63146-1000

ID#558
CHARLES BUSH
TDOT ENV PLANNING OFFICE
JAMES K. POLK BUILDING
505 DEADERICK ST STE 900
NASHVILLE, TN 37219-1402

ID#559
MIKE BUTLER
44 COUNTRY CLUB COVE
JACKSON, TN 38305-3909

ID#1247
DEAN JAMES BYFORD
BOARD OF DIRECTORS
UNIVERSITY OF TN AT MARTIN
MARTIN, TN 38238

ID#1230
ROBERT C CANTRELL
WEAKLEY COUNTY
ADVISORY BOARD MEMBER
HWY 89
PALMERSVILLE, TN 38241

ID#1100
MELBURN CONNOR
ADVISORY BOARD MEMBERS
528 JOHNSON CIRCLE
HENDERSON, TN 38340

ID#1220
AL CRESWELL
ADVISORY BOARD MEMBER
MADISON COUNTY
8 COUNTRY CLUB COVE
JACKSON, TN 38301

ID#1257
TALMAGE CRIHFIELD
ADVISORY BOARD MEMBER

6886 EDITH
RIPLEY, TN 38063

ID#1240
TOM CALLERY
L & C TOWER, 9TH FLOOR
401 CHURCH STREET
NASHVILLE, TN 37243

ID#568
RUSSEL CARLOCK
900 WALKER HILL ROAD
HUNTINGDON, TN 38344-9724

ID#1253
SENATOR BOBBY CARTER
305 WAR MEMORIAL BLDG
NASHVILLE, TN 37243-0027

ID#573
CENTRAL STATES DREDGING
PO BOX 13348
MEMPHIS, TN 38113-0348

ID#574
CENTRAL STATES UNDERWATER CONTRACTING
PO BOX 6249
KANSAS CITY, KS 66106-0249

ID#575
TOM CHARLIER
THE COMMERCIAL APPEAL
495 UNION AVE
MEMPHIS, TN 38103-3242

ID#578
RUTH CIANCIOLA
MEMPHIS STATE UNIVERSITY
BUREAU OF BUSINESS AND ECONOMIC
RESEARCH
FOGELMAN EXECUTIVE CENTER, SUITE 220
MEMPHIS, TN 38152-0001

ID#1216
DON CLIFFET
COUNTY EXECUTIVE
P O BOX 250
BOLIVAR, TN 38008

ID#581
HONORABLE THAD COCHRAN (MS-96)
UNITED STATES SENATE
WASHINGTON, DC 20510-0001

ID#1275
MR. JIM COLLINS
FIRST AMERICAN MEDIA
441 SLOCUM ROAD
HERNANDO, MS 38632

ID#892
JERRY M. CONLEY
MISSOURI DEPARTMENT OF CONSERVATION
PO BOX 180
JEFFERSON CITY, MO 65102-0180

ID#582
JOHN CONROY
CITY OF MEMPHIS PUBLIC WORKS DIVISION
125 N MAIN ST RM 644
MEMPHIS, TN 38103-2017

ID#1222
ROZELLA CRINER
LAUDERDALE COUNTY
COURTHOUSE
RIPLEY, TN 38063

ID#604
HONORABLE JAY DICKEY (AR-4)
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515-0001

ID#607
DISTRICT CONSERVATIONIST
152 W MAIN ST
HUNTINGDON, TN 38344-3404

ID#608
DISTRICT CONSERVATIONIST
COUNTY OFFICE BUILDING
159 E MAIN ST
HENDERSON, TN 38340-2305

ID#613

DISTRICT CONSERVATIONIST
1252 S MANUFACTURERS ROW
TRENTON, TN 38382-3637

ID#615
DISTRICT CONSERVATIONIST
80G S BROAD ST
LEXINGTON, TN 38351-2044

ID#616
DISTRICT CONSERVATIONIST
408 N MARKET ST
PARIS, TN 38242-3405

ID#621
DISTRICT CONSERVATIONIST
1216 B STAD AVENUE
UNION CITY, TN 38261

ID#623
DISTRICT CONSERVATIONIST
SUITE QM5, BOX 22
7777 WALNUT GROVE RD
MEMPHIS, TN 38120-2100

ID#609
DISTRICT CONSERVATIONIST
344 SOUTH BELLS STREET
ALAMO, TN 38001-0303

ID#612
DISTRICT CONSERVATIONIST
18080 HWY 64
SOMERVILLE, TN 38068-1650

ID#614
DISTRICT CONSERVATIONIST
791 B TENNESSEE STREET
BOLIVAR, TN 38008

ID#617
DISTRICT CONSERVATIONIST
NRCS
301 LAKE DRIVE SUITE A
RIPLEY, TN 38063

ID#618
DISTRICT CONSERVATIONIST
313 N PARKWAY
JACKSON, TN 38305-2713

ID#620
DISTRICT CONSERVATIONIST
512 MULBERRY AVE.
SELMER, TN 38375

ID#670
DOCK HARDWARE AND MARINE FABRICATION
PO BOX 257
WATERBURY, CT 06720-0257

ID#677
DRAINAGE DISTRICT NO 48 OF
DUNKLIN COUNTY
DUNKLIN COUNTY COMMISSION
PO BOX 188
KENNETT, MO 63857-0188

ID#937
HONORABLE RICHARD J. DURBIN (IL)
UNITED STATES SENATE
WASHINGTON, DC 20510-0001

ID#685
DUROCHER DOCK AND DREDGE, INC.
PO BOX 8
CHEBOYGAN, MI 49721-0008

ID#686
DYER COUNTY LEVEE AND DRAINAGE
DISTRICT
NO 1
PO BOX 1360
DYERSBURG, TN 38025-1360

ID#689
ECONOMY BOAT STORE
PO BOX 56
MEMPHIS, TN 38101-0056

ID#1106
HONORABLE JO ANN EMMERSON (MO-8)
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515-0001

ID#669
MR. BOB ENGLERT
TN DEPT. OF ENV. AND CONSERVATION
DIVISION OF WATER POLLUTION CONTROL
362 CARRIAGE HOUSE DRIVE
JACKSON, TN 38305-2222

ID#695
REGION IV ENVIRONMENTAL PROTECTION
AGENCY
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GA 30303-3104

ID#696
ERCON INC.
13120 HEMPSTEAD RD
HOUSTON, TX 77040-6512

ID#697
JAMES M. EVERETT
COUNTY JUDGE/EXECUTIVE
FULTON COUNTY KENTUCKY
2004 BY-PASS
HICKMAN, KY 42050

ID#1227
PAUL FORRESTER
OBION COUNTY
ADVISORY BOARD MEMBER
647 STOVALL ROAD
RIVES, TN 38253

ID#699
ANTONIO BOLOGNA FAIA
HARBOR TOWN
65 UNION AVE STE 1200
MEMPHIS, TN 38103-5144

ID#1296
MR. KENT FORD JR.
P O BOX 585
DYERSBURG, TN 38025

ID#711
HONORABLE HAROLD FORD, JR (TN-9)
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515-0001

ID#921
HONORABLE BILL FRIST (TN-94)
UNITED STATES SENATE
WASHINGTON, DC 20510-0001

ID#974
MS. AMY FRITZ
TN DEPT. OF ENV. AND CONSERVATION
DIVISION OF WATER POLLUTION CONTROL
362 CARRIAGE HOUSE DR.
JACKSON, TN 38305-2222

ID#1094
JOE GARDINSKI
MS BAND OF CHOCTAW INDIANS
PO BOX 6010
PHILADELPHIA, MS 39350

ID#1205
KEN GODDARD
HENRY COUNTY
ADVISORY BOARD MEMBER
PO BOX 188
PARIS, TN 38242

ID#1237
RON GIFFORD
WEAKLEY COUNTY
COURTHOUSE
DRESDEN, TN 38225

ID#738
GREENVILLE PORT COMMISSION
PO BOX 446
GREENVILLE, MS 38702-0446

ID#739
GEORGE C. GRUETT
LOWER MISSISSIPPI VALLEY
FLOOD CONTROL ASSOCIATION
2602 CORPORATE AVE E STE 1
MEMPHIS, TN 38132-1720

ID#1202
SUE HILL
ADVISORY BOARD MEMBER

4856 TIBBS-FORKED DEER ROAD
GATES, TN 38037

ID#1229
BILL DAN HUGGINS
ADVISORY BOARD MEMBER
TIPTON COUNTY
PO BOX 1048
COVINGTON, TN 38019

ID#744
JACK HALL
COUNTY BUILDING COMMISSION
MADISON COUNTY COURTHOUSE
JACKSON, TN 38301

ID#966
KEN HARRIS
BUNGE CORPORATION
PO BOX 527
OSCEOLA, AR 72370-0527

ID#1281
EX. DIR. TONY HEAPE
TENNESSEE COMMISSION OF INDIAN
AFFAIRS
7TH FLOOR, L&C ANNEX
401 CHURCH STREET
NASHVILLE, TN 37243-0459

ID#1308
MR. EDWARD HEISEL
4937 LACLEDE AVENUE
SUITE 3-W
SAINT LOUIS, MO 63108

ID#755
DENNIS M. HILL
AMERICAN COMMERCIAL BARGE LINE
COMPANY
DIRECTOR OF FLEET OPERATIONS
PO BOX 610
JEFFERSONVILLE, IN 47131-0610

ID#1064
MICHELLE HILLIER
AR DEMOCRAT GAZETTE
P O BOX 2221
LITTLE ROCK, AR 72203

ID#756
LOU HOFFMAN
MEMPHIS FILED OFFICE TDEC
SUITE E - 645 PERIMETER PARK
2510 MT. MORIAH ROAD
2500 MOUNT MORIAH RD
MEMPHIS, TN 38115-1520

ID#1234
JEFF HUFFMAN
TIPTON COUNTY
P O BOX 686
COVINGTON, TN 38019

ID#896
HONORABLE TIM HUTCHINSON (AR)
UNITED STATES SENATE
WASHINGTON, DC 20510-0001

ID#766
INGRAM BARGE COMPANY
PO BOX 2756
PADUCAH, KY 42002-2756

ID#1197
MRS. C.C. JAMES
ADVISORY BOARD MEMBER
ROUTE 1
HUMBOLDT, TN 38343

ID#1111
JAMIE JENKINS
ADVISORY BOARD MEMBER
PO BOX 8
SOMERVILLE, TN 38068

ID#1193
DR. HOWARD JOHNS
ADVISORY BOARD MEMBER
197 OAKDALE DRIVE
HUNTINGDON, TN 38344

ID#1250
JIM JOHNSON
ADVISORY BOARD MEMBER

282 MAPLE CIRCLE
DYERSBURG, TN 38024

ID#1198
LESLIE JORDAN JR
ADVISORY BOARD MEMBER
276 STATE ROUTE 186
HUMBOLDT, TN 38343

ID#1212
JIM JERMAN
COUNTY EXECUTIVE
COURTHOUSE
ALAMO, TN 38001

ID#778
WILLIAM KEISER
LAKE COUNTY LEVEE AND DRAINAGE
DISTRICT
124 LAKE STREET, BOX 7
RIDGLEY, TN 38080

ID#783
KERRY S. KILLEBREW
MIDDLE FORK DRAINAGE DISTRICT NO 7
COUNTY EXECUTIVE
WEAKLEY COUNTY COURTHOUSE, ROOM 106
DRESDEN, TN 38225

ID#754
KATHY KRONE
STATE GAZETTE
PO BOX 808
DYERSBURG, TN 38025-0808

ID#1252
DAVID LINGO
ADVISORY BOARD MEMBER
USDA ANIMAL DAMAGE COM WLDLF BIOL
36 BRENTSHIRE SQUARE SUITE A-2
JACKSON, TN 38305

ID#1254
JIMMY LUMPKINS
ADVISORY BOARD MEMBER
BENTON COUNTY EXTENSION AGENT
PO BOX 428
CAMDEN, TN 38320

ID#802
HONORABLE TRENT LOTT (MS)
UNITED STATES SENATE
WASHINGTON, DC 20510-0001

ID#804
LUHR BROTHERS, INC.
PO BOX 50
COLUMBIA, IL 62236-0050

ID#806
BARBARA A. LYNN
MADRID BEND LEVEE DISTRICT OF
FULTON COUNTY
RR 2 BOX 101F
TIPTONVILLE, TN 38079-9402

ID#1223
PAT MONTGOMERY
ADVISORY BOARD MEMBER
MCNALRY COUNTY
ROUTE 1 BOX 116
RAMER, TN 38367

ID#836
TOM MURPHREE
MID SOUTH TERMINAL COMPANY
PO BOX 13286
MEMPHIS, TN 38113

ID#808
MADRID BEND LEVEE DISTRICT LAKE
COUNTY
BOX 229, COURTHOUSE
TIPTONVILLE, TN 38079

ID#814
MARATHON ASHLAND PETROLEUM LLC
ATTN: PORT CAPTAIN
MARINE TRANSPORTATION
13TH & CENTER STREET
CATLETTSBURG, KY 41129

ID#810
HARVEY MARCUM
REAVES AND SWEENEY, INC.

5118 PARK AVE STE 400
MEMPHIS, TN 38117-5712

ID#811
PEPPER MARCUS
PO BOX 659
MEMPHIS, TN 38101-0659

ID#858
DICK MAXWELL
CONSOLIDATED GRAIN & BARGE
P O BOX 849
CARUTHERSVILLE, MO 63830-0849

ID#893
DARRELL MAY
SHELBY COUNTY CONSERVATION BOARD
2599 AVERY AVE
MEMPHIS, TN 38112-4818

ID#823
JESSE MCCABE
9660 TROTTER DR
ARLINGTON, TN 38002-9631

ID#825
CHESTER A. MCCONNELL
WILDLIFE MANAGEMENT INSTITUTE
110 WILDWOODS LANE
LAWRENCEBURG, TN 38464-9806

ID#826
HONORABLE MITCH MCCONNELL (KY)
UNITED STATES SENATE
WASHINGTON, DC 20510-0001

ID#1213
JAMES MCCORD
COUNTY EXECUTIVE
COURTHOUSE
DYERSBURG, TN 38024

ID#827
DONALD C. MCCRORY
MEMPHIS & SHELBY COUNTY PORT
COMMISSION
1115 RIVERSIDE BLVD.
MEMPHIS, TN 38106-2504

ID#1218
DENNIS MCDANIEL
COUNTY EXECUTIVE
COURTHOUSE
LEXINGTON, TN 38351

ID#828
MCDONOUGH MARINE SERVICE
2200 WEST FORT PLAZA DRIVE, SUITE 305
MARYLAND HEIGHTS, MO 63146-3201

ID#1232
L. M. MCGURIE
OBION COUNTY
4065 FROG LEVEL ROAD
OBION, TN 38240

ID#831
MEMPHIS AND SHELBY COUNTY DIVISION OF
PLANNING AND DEVELOPMENT
ROOM 468
125 N MAIN ST
MEMPHIS, TN 38103-2017

ID#832
MEMPHIS AND SHELBY COUNTY HEALTH
DEPT.
POLLUTION CONTROL SECTION
814 JEFFERSON AVE
MEMPHIS, TN 38105-5026

ID#839
DR. NEIL MILLER
6898 TROW BRIDGE
GERMANTOWN, TN 38138

ID#843
MISSISSIPPI VALLEY FLOOD CONTROL
BOARD
ASSOC. GENERAL CONTRACTORS OF AMERICA
2600 NONCONNAH BLVD STE 144
MEMPHIS, TN 38132-2122

ID#1268
VYRON MITCHELL
NEWS TENNESSEAN

PO BOX 40
1385 FLOWERING DOGWOOD LANE STE B
DYERSBURG, TN 38025-0040

ID#850
JIM MOHEAD
CHOCTAW TRANSPORTATION COMPANY
PO BOX 527
DYERSBURG, TN 38025-0527

ID#851
HAROLD MOOK
FULLEN DOCK AND WHAREHOUSE
382 KLINE
MEMPHIS, TN 38127

ID#854
ED MOORE
RICELAND FOODS
PO BOX 927
STUTTGART, AR 72160-0927

ID#853
LUKE MOORE
WESTERN KENTUCKY NAVIGATION
5059 REIDLAND RD
PADUCAH, KY 42003-0944

ID#1099
PAM MOORE
1037 HEATHER LAKE DRIVE
COLLIERSVILLE, TN 38017

ID#1207
BILLY MURPHY
COUNTY EXECUTIVE
COURTHOUSE
HUNTINGDON, TN 38344

ID#1243
JAMES B. NANCE
ADVISORY BOARD MEMBER
ELLINGTON AG CTR
MELROSE STATION BOX 40627
MELROSE, TN 37204

ID#750
NATIONAL RESOURCES CONSERVATION
SERVICE
USDA SERVICE CENTER
1179 SOUTH DUPREE STREET
BROWNSVILLE, TN 38012-3235

ID#790
NATIONAL RESOURCES CONSERVATION
SERVICE
LAKE COUNTY COURTHOUSE
229 CHURCH ST STE 4
TIPTONVILLE, TN 38079-1162

ID#947
NATURAL RESOURCES CONSERVATION
SERVICE
9360 HIGHWAY 22
DRESDEN, TN 38225-1802

ID#1206
O. J. MUNN
LAUDERDALE COUNTY
ADVISORY BOARD MEMBER
535 WEST MAIN STREET
HALLS, TN 38040

ID#859
NATIONAL PARK SERVICE
SOUTHWEST REGION
PO BOX 728
SANTA FE, NM 87504-0728

ID#1307
MR. MARK NELSON
FBS & J
1575 NORTHSIDE DRIVE N.W., SUITE 350
ATLANTA, GA 30318-4203

ID#867
JERRY O'DONLEY
O'DONLEY DREDGING COMPANY, INC.
4710 CLARKS RIVER RD
PADUCAH, KY 42003-0936

ID#1076
OHIO RIVER DREDGE & DOCK
PO BOX 4298
PLANT CITY, FL 33564-4298

ID#1204
DAN PASCHALL
ADVISORY BOARD MEMBER
HENRY COUNTY
2150 CENTER SCHOOL RD
COTTAGE GROVE, TN 38224-5317

ID#1079
MR. JERRY PARKER
P O BOX 27
RIPLEY, TN 38063

ID#1201
WALTER POWELL
ADVISORY BOARD MEMBER
HAYWOOD COUNTY
807 WEST MAIN
BROWNSVILLE, TN 38012

ID#875
PATTON-TULLY TRANSPORTATION COMPANY
PO BOX 28
MEMPHIS, TN 38101-0028

ID#876
RICHARD PEARCE
75 W VIRGINIA AVE
MEMPHIS, TN 38106-1635

ID#880
PENTZIEN, INC.
MARK 70 BLDG
6969 GROVER ST
OMAHA, NE 68106-3569

ID#1251
PAUL PHELAN
REPRESENTATIVE
23 LEGISLATIVE PLAZA
NASHVILLE, TN 37243

ID#884
DAVID R. FITTS
4391 CHAPEL CV
ARLINGTON, TN 38002-9774

ID#1052
MAX REED
501 NEWIT VICK DRIVE
VICKSBURG, MS 39180

ID#901
REELFOOT LEVEE DISTRICT OF
LAKE AND OBION COUNTIES
10000 ROBERTSON RD
TIPTONVILLE, TN 38079

ID#904
REGULATORY BRANCH
MEMPHIS DISTRICT CORPS OF ENGINEERS
167 N MAIN ST STE B202
MEMPHIS, TN 38103-1816

ID#906
JOE D. RICHARDSON
TENNESSEE DEPARTMENT OF AGRICULTURE
PO BOX 40627
NASHVILLE, TN 37204-0627

ID#1215
RONNIE RILEY
COUNTY EXECUTIVE
COURTHOUSE
TRENTON, TN 38382

ID#1221
MACIE M. ROBERSON
LAKE COUNTY
229 CHURCH STREET
RIDGELY, TN 38080

ID#909
WILMA ROBINSON
CHOCTAW INDIAN NATION
PO BOX 1210
DURANT, OK 74702-1210

ID#1238
RICK SINCLAIR
ADVISORY BOARD MEMBER
21ST FLOOR L&C TOWER
401 CHURCH STREET
NASHVILLE, TN 37243

ID#1235
DAVID SMITH
ADVISORY BOARD MEMBER
PO BOX 94
SOMERVILLE, TN 38068

ID#1063
MR. DAVID SALYERS
WEST TN RIVER BASIN AUTHORITY
LOWELL THOMAS STATE OFFICE BUILDING
SUITE 305A BOX 34
JACKSON, TN 38301

ID#1217
CHAIRMAN A. FRANKLIN SMITH
COURTHOUSE
BROWNSVILLE, TN 38012

ID#938
DR. JOHN W. SMITH
CENTER FOR RIVER STUDIES
104 ENGINEERING SCIENCE BUILDING
MEMPHIS STATE UNIVERSITY
MEMPHIS, TN 38152

ID#940
LARRY SMITH
4819 BARFIELD RD
MEMPHIS, TN 38117-2601

ID#1226
MIKE SMITH
MCNAIRY COUNTY
COURTHOUSE
SELMER, TN 38375

ID#942
G. W. SMITHEAL
BARRETT ASHELY ATTORNEY
PO BOX H
DYERSBURG, TN 38025-2008

ID#1116
HONORABLE VICTOR SNYDER
1527 FEDERAL BLDG
700 W CAPITOL
LITTLE ROCK, AR 72201

ID#992
HONORABLE VICTOR F. SNYDER (AR-2)
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515-0001

ID#949
SOUTHEAST MISSOURI PORT
#10 BILL BESS DRIVE
SCOTT CITY, MO 63780

ID#950
SOUTHEAST MISSOURI STONE COMPANY
PO BOX 838
CAPE GIRARDEAU, MO 63702-0838

ID#952
JOE SPARKS
CONTINENTAL GRAIN COMPANY
BOX 7155
MEMPHIS, TN 38107-0155

ID#957
ST. FRANCIS LEVEE DISTRICT
PO BOX 77
CARUTHERSVILLE, MO 63830-0077

ID#973
TDEC-DWPC
NATURAL RESOURCES SECTION
6TH FLOOR L AND C ANNEX BUILDING
401 CHURCH ST
NASHVILLE, TN 37219-2200

ID#978
HONORABLE JOHN TANNER (TN-8)
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515-0001

ID#984
THE AMERICAN WATERWAYS OPERATORS,
INC.
601 FOYDRAS ST STE 1621
NEW ORLEANS, LA 70130-6016

ID#986
THE WATERWAYS JOURNAL
ATTN: EDITOR

666 SECURITY BUILDING
319 N 4TH ST
SAINT LOUIS, MO 63102-1994

ID#821
HONORABLE FRED THOMPSON (TN-96)
UNITED STATES SENATE
WASHINGTON, DC 20510-0001

ID#989
HONORABLE BENNIE THOMPSON (MS-2)
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515-0001

ID#1032
DAVISON TODD
FEMA, REGION IV
REGIONAL ENVIRONMENTAL OFFICER
3003 CHAMBLEE TUCKER ROAD
ATLANTA, GA 30341-4148

ID#993
U.S. ARMY CORPS OF ENGINEERS
NASHVILLE DISTRICT
ATTN: ORNOR-F
PO BOX 1070
NASHVILLE, TN 37202-1070

ID#1003
U.S. FISH AND WILDLIFE SERVICE
446 NEAL ST
COOKEVILLE, TN 38501-4083

ID#1199
MAC VAUGHN
ADVISORY BOARD MEMBER
HARDEMAN COUNTY
PO BOX 31
MIDDLETON, TN 38052

ID#1214
JIM VOSS
COUNTY MAYOR
P O BOX 218
SOMERVILLE, TN 38068

ID#1192
TROY WARREN
ADVISORY BOARD MEMBER
3210 OAK GROVE ROAD
TREZEVANT, TN 38258

ID#1241
COMM DAN WHEELER
ADVISORY BOARD MEMBER
MELROSE STATION BOX 40627
ELLINGTON AG CTR
MELROSE, TN 37204

ID#1129
DEPUTY JUSTIN WILSON
DEPT OF ENV & CONS
21ST FLOOR L&C TOWER
401 CHURCH STREET
NASHVILLE, TN 37243-1530

ID#1065
DON WALLER
DIRECTOR OF LOCAL PLANNING
DEPARTMENT OF ECONOMIC AND COMMUNITY
DEV
RACEHL JACKSON BLD 6TH FLOOR
NASHVILLE, TN 37243

ID#1012
WATERWAYS MARINE OF MEMPHIS
PO BOX 382490
GERMANTOWN, TN 38183-2490

ID#1016
WAXLER TOWING COMPANY, INC.
PO BOX 253
MEMPHIS, TN 38101-0253

ID#1018
KENNETH L. WEILAND
YMD LEVEE BOARD
PO BOX 610
CLARKSDALE, MS 38614-0610

ID#524
HONORABLE EDWARD WHITFIELD (KY-1)
HOUSE OF REPRESENTATIVES
1408 LONGWOOD HOUSE OFFICE BLDG.
WASHINGTON, DC 20515-1701

ID#1024
HONORABLE ROGER WICKER (MS-1)
HOUSE OF REPRESENTATIVES
WASHINGTON, DC 20515-0001

ID#1301
CARRIE WILSON
QUAPAW TRIBE
223 E. LAFAYETTE STREET
FAYETTEVILLE, AR 72701

ID#1029
LARRY WILSON
MEMPHIS PINK PALACE MUSEUM
3050 CENTRAL AVE
MEMPHIS, TN 38111-3316

ID#1031
JIMMY WOOD
FULLEN DOCK AND WHAREHOUSE
382 KLINE
MEMPHIS, TN 38127

□



United States Department of the Interior

FISH AND WILDLIFE SERVICE

446 Neal Street
Cookeville, TN 38501

September 18, 2000

Colonel Daniel Krueger
District Engineer
U.S. Army Corps of Engineers
167 North Mid America Mall
Room B202
Memphis, Tennessee 38103-1894

Attention: Mr. Danny Ward, Environmental and Economic Analysis Branch

Subject: Public Notice for the Memphis District to construct a Northwest Tennessee Regional Harbor on the Mississippi River, north of Tiptonville, Lake County, Tennessee. (August 17, 2000)

Dear Colonel Krueger:

The Fish and Wildlife Service (Service) has reviewed the subject public notice. The Memphis District proposes to dredge 3,000,000 cubic yards of material to create a harbor at Mississippi River Mile 900.6 at Cates Landing. The dredged material would be disposed of in the Mississippi River. Approximately 240,000 tons of riprap and 72,000 tons of crushed stone would be placed on the landside of the proposed harbor from the upstream end to the Slough Landing revetment to stabilize the bank. The proposed harbor channel and industrial site would cover an area of approximately 1000 acres. Fill would not be required on the proposed industrial sites. However, the proposed harbor channel would adversely impact approximately 125 acres of forested wetlands. No wetland mitigation has been offered.

The Service has consistently opposed proposals that result in the redeposition of dredged material back into rivers. We are especially concerned regarding the large amount (3,000,000 cubic yards) of material from this project that would be dredged and redeposited in the Mississippi River. Information provided does not indicate that the Memphis District has conducted any sediment testing to determine if contaminants exist in the area proposed for dredging. The resuspension of silt in the river, especially if contaminants are present, would degrade water quality and cause problems further downstream when it settles out again. We believe that a viable alternative exists that would not result in these problems. We recommend that an upland dredged spoil disposal site be utilized. The dredged spoil should be contained at the upland site so that it would not reenter any waterway. We recommend that sediment testing be conducted regardless of the method of disposal.

We are also concerned about the lack of adequate information in the Public Notice. The Memphis District has estimated the amount (125 acres) of wetland impacts and has stated in the Public Notice that a wetland determination would be made and wetland mitigation would be coordinated with the Service and the appropriate State agencies. Without sufficient information on the amount of wetland impacts and the proposed mitigation, we are unable to provide adequate comments. We are strongly opposed to the net loss of approximately 125 acres of forested wetlands. We believe that there are adequate areas along the Mississippi River in the northwest section of Tennessee where a harbor could be constructed without impacting wetlands. Due to the significant potential impacts associated with this proposal, we recommend that an Environmental Impact Statement be prepared for this major federal action.

Our evaluation of this project has also included a review for threatened and endangered species. According to our records, the federally listed interior least tern (*Sterna antillarum athalassos*), pallid sturgeon (*Scaphirhynchus albus*), and bald eagle (*Haliaeetus leucocephalus*) may occur in the vicinity of the proposed project. You should assess potential impacts to these species and determine if the proposed project may affect them. A finding of "may affect" could require initiation of formal consultation. We recommend that you submit a copy of your assessment and findings to this office for review and concurrence.

In addition to the listed species, the sicklefin chub (*Macrhybopsis meeki*) is a candidate for listing and may occur in the project impact area. Although this species is not currently protected under the Endangered Species Act, it is under consideration by the Service for possible listing in the future. We would appreciate anything you might do to avoid impacting it.

These constitute the comments of the U.S. Department of the Interior in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.). We appreciate the opportunity to comment on this proposal and wish to be advised of your action regarding this Public Notice. Please contact Timothy Merritt of my staff at telephone 931/528-6481, ext. 211, or via e-mail at timothy_merritt@fws.gov if you have questions regarding the information provided in this letter.

Sincerely,



Lee A. Barclay, Ph.D.
Field Supervisor

xc: Mr. Dan Sherry, TWRA
Mr. Eric Somerville, EPA
Mr. Dan Eagar, TDEC



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

SEP 13 2000

4WMD/WCNPSB/ES

Colonel Daniel W. Krueger
District Engineer
ATTN: Mr. Danny Ward
U.S. Army Corps of Engineers
Environmental and Economic Analysis Branch
167 North Main Street, Room B-202
Memphis, TN 38103-1894

SUBJ: Northwest Tennessee Regional Harbor- Lake County, TN

Dear Colonel Krueger:

Thank you for the opportunity to comment on the above referenced project. The U.S. Army Corps of Engineers proposes to construct a new slackwater harbor on the Mississippi River near the Town of Tiptonville, Tennessee. The U.S. Environmental Protection Agency (EPA) has reviewed the public notice and respectfully submits the following comments.

According to the public notice, dated August 17, 2000, the proposed work will consist of dredging approximately 3,000,000 cubic yards of material to form a channel approximately 10,000 feet long and 225 feet wide (bottom width). The excavated material will be deposited at an undisclosed location in the Mississippi River. The harbor channel and associated industrial sites will cover approximately 1,000 acres, and approximately 125 acres of forested wetlands will be impacted during construction. However, the public notice also states that "a wetland determination and mitigation will be coordinated with the U.S. Fish and Wildlife Service and appropriate state agencies," thus, implying that a formal wetland delineation in accordance with the 1987 Manual (Environmental Laboratory, 1987) has not been completed. EPA has a number of concerns with this project, including programmatic, regulatory, and technical issues as described below.

EPA's Office of Environmental Assessment has not received any documentation pertaining to this project commensurate with the National Environmental Policy Act (NEPA) (42 U.S.C. 4321-4347) and recommends that an environmental impact statement be prepared based on the degree and types of environmental impacts attendant to construction and operation of the proposed facility. EPA believes that it is premature, and in fact impossible, to fully evaluate and provide defensible comments on the proposed project in the absence of a comprehensive NEPA review.

Section 404 of the Clean Water Act (CWA) (33 U.S.C. 1344) provides the fundamental federal legislative mechanism by which permit applications for the discharge of dredged or fill

material into waters of the United States are evaluated, and the 404(b)(1) Guidelines are the substantive criteria used in evaluating such applications. The purpose of the Guidelines is to restore and maintain the chemical, physical, and biological integrity of waters of the U.S. through the control of discharges of dredged or fill material (40 CFR 230). The Guidelines provide a basic procedure to be utilized during the evaluation of permit applications proposing to discharge dredged or fill material into waters of the U.S. The Guidelines themselves include three basic tenets, commonly summarized as avoidance, minimization, and compensation.

The Guidelines indicate that all special aquatic sites, which include wetlands (40 CFR 230.41) and vegetated shallows (40 CFR 230.43), should be delineated prior to evaluation of a particular discharge site. However, the public notice suggests that a formal delineation of wetlands has not yet been conducted. The Guidelines also state that the permitting authority must conduct a demonstrable evaluation indicating that no practicable alternative exists to avoid discharging dredged or fill material into waters of the U.S. The public notice for the proposed harbor in northwestern Tennessee does not contain any information indicative of such an effort. Furthermore, the Guidelines state that all efforts must be made to identify practicable changes to the project plan that will minimize the discharge into aquatic ecosystems for those discharges that can not be entirely avoided. Again, there is no evidence of such an effort in the public notice. Finally, a plan to compensate for the adverse impacts due to any placement of dredged or fill material into aquatic resources must be compiled and reviewed by the permitting authority. As stated in the public notice and referenced previously in the second paragraph of this letter, no such plan has been compiled.

EPA also contends that the proposed disposal of 3,000,000 cubic yards of material into the Mississippi River requires evaluation in accordance with the inland testing manual (EPA/USACE, 1998). At a minimum, the following investigations should be undertaken: chemical and physical analysis of the proposed dredged material, water quality modeling, screening for compliance with State of Tennessee water quality standards, and characterization of the proposed disposal zone for potential resources that may be impacted. A complete report with all supporting documentation, including QA/QC, should be provided to EPA for concurrence. In addition, depending on the quality of the material, toxicity and bioaccumulation testing may be necessary. EPA requests involvement with the development of the Sampling and Analysis plan.

For the reasons cited above, EPA has determined that this project does not comply with the Section 404(b)(1) Guidelines, and we recommend that a permit for this project, as proposed, be denied. EPA has also determined that the project may impact aquatic resources of national importance, and thus, we retain the option to refer this project through the procedures outlined in the 1992 Memorandum of Agreement between EPA and the Department of Army, Part IV, Elevation of Individual Permits, paragraph 3(a), regarding Section 404(q) of the Clean Water Act.

EPA appreciates the opportunity to review this proposed project, and looks forward to working with the Corps of Engineers to address the concerns outlined herein. EPA will review all additional information submitted to this office in as expedient a manner as possible. If you have any questions regarding the contents of this letter, please contact Mr. Eric Somerville at (404) 562-9414.

Sincerely,



William L. Cox, Chief
Wetlands Section

References

- Environmental Laboratory. 1987. *Corps of Engineers Wetland Delineation Manual*, Technical Report Y-87-1, U.S. Army Engineer Waterways Experiment Station, Vicksburg, MS.
- EPA/USACE. 1998. *Evaluation of dredged material proposed for discharge in waters of the U.S.- Testing Manual*. EPA-823-B-98-004. Washington, D.C.

Cc: Dr. Lee Barclay
U.S. Fish and Wildlife Service
446 Neal Street
Cookeville, TN 38501

Mr. Dan Eagar
Tennessee Department of Environment
and Conservation
Division of Water Pollution Control
7th Floor, L&C Annex
401 Church Street
Nashville, TN 37243-1534

Mr. Dan Sherry
Tennessee Wildlife Resources Agency
Ellington Agricultural Center
P.O. Box 40747
Nashville, TN 37204

Mr. Larry Watson
U.S. Army Corps of Engineers
Regulatory Branch
167 North Main Street, Room B-202
Memphis, TN 38103-1894



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4

ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

OCT 05 2000

4WMD/WCNPSB/ES

Colonel Daniel W. Krueger
District Engineer
ATTN: Mr. Danny Ward
U.S. Army Corps of Engineers
Environmental and Economic Analysis Branch
167 North Main Street, Room B-202
Memphis, TN 38103-1894

SUBJ: Northwest Tennessee Regional Harbor- Lake County, TN

Dear Colonel Krueger:

The U.S. Environmental Protection Agency (EPA) submitted comments on September 13, 2000, to the U.S. Army Corps of Engineers (Corps), Memphis District in response to the Corps' public notice dated August 17, 2000, which announcing the above referenced project. EPA's letter outlined a number of programmatic, regulatory, and technical concerns with the proposed project, as it was described in the public notice.

Subsequent to EPA's letter, Mr. Danny Ward, Corps Environmental and Economic Analysis Branch, telephoned Mr. Eric Somerville of my staff to indicate that the public notice was essentially a scoping notice associated with preparation of a National Environmental Policy Act document for the project. EPA did not recognize such intentions in the public notice itself, and submitted comments under the assumption that the Corps was pursuing Section 404 authorization and concomitant Section 401 water quality certification from the State of Tennessee. To this end, EPA opposed the project as it was proposed in the notice, and referenced our option to refer this project through the procedures outlined in the 1992 Memorandum of Agreement (MOA) between EPA and the Department of Army, Part IV, Elevation of Individual Permits, paragraph 3(a), regarding Section 404(q) of the Clean Water Act.

Given that the Corps is not currently pursuing federal and state authorization for construction of the harbor, the elevation procedures outlined in the 1992 MOA are moot. However, EPA remains keenly interested in the ongoing development of the Corps' project plans in Lake County, and will consider all of its options at such time as a formal project proposal is made to the applicable federal and state regulatory agencies.

Thank you for your consideration of our September 13, 2000, comments during the planning process for the harbor. EPA looks forward to working with the Corps and our federal

and state partners on this project. If you have any questions about the comments made herein, please contact Mr. Eric Somerville at (404) 562-9414.

Sincerely,

A handwritten signature in black ink, appearing to read "William L. Cox". The signature is fluid and cursive, with the first name "William" being the most prominent.

William L. Cox, Chief
Wetlands Section

Cc: Dr. Lee Barclay
U.S. Fish and Wildlife Service
446 Neal Street
Cookeville, TN 38501

Mr. Dan Eagar
Tennessee Department of Environment
and Conservation
Division of Water Pollution Control
7th Floor, L&C Annex
401 Church Street
Nashville, TN 37243-1534

Mr. Dan Sherry
Tennessee Wildlife Resources Agency
Ellington Agricultural Center
P.O. Box 40747
Nashville, TN 37204

Mr. Larry Watson
U.S. Army Corps of Engineers
Regulatory Branch
167 North Main Street, Room B-202
Memphis, TN 38103-1894



TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2941 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 532-1550

August 28, 2000

Mr. Danny Ward
United States Army Corps of Engineers
Clifford Davis Federal Building
Environmental Planning Division
167 North Main Street, Room B-202
Memphis, Tennessee 38103-1894

RE: COE-M, NORTHWEST TN REGIONAL HARBOR, TIPTONVILLE, LAKE COUNTY

Dear Mr. Ward:

The above-referenced undertaking has been reviewed with regard to National Historic Preservation Act compliance by the participating federal agency or its designated representative. Procedures for implementing Section 106 of the Act are codified at 36 CFR 800 (64 FR 27044, May 18, 1999).

In order to complete our review of this undertaking, this office will need to receive from you a detailed archaeological survey report on the area of potential effect. Enclosed please find a list of individuals and organizations which have indicated a desire to work in Tennessee. This list is solely for the convenience of persons or firms seeking archaeological services. It does not indicate nor imply any sanction, certification, or approval by the State of Tennessee.

Upon receipt of the survey report, we will complete our review of this undertaking as expeditiously as possible. Until such time as this office has rendered a final comment on this project, your Section 106 obligation under federal law has not been met. Please inform this office if this project is canceled or not funded by the federal agency. Questions and comments may be directed to Jennifer Bartlett (615) 741-1588, ext. 17.

Your cooperation is appreciated.

Sincerely,

Herbert L. Harper
Executive Director and
Deputy State Historic
Preservation Officer

HLH/jmb



TENNESSEE WILDLIFE RESOURCES AGENCY

ELLINGTON AGRICULTURAL CENTER
P. O. BOX 40747
NASHVILLE, TENNESSEE 37204

September 18, 2000

Mr. Danny Ward
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

re: Northwest Tennessee Regional Harbor, Mississippi River approximate mile
900.6, Lake County

Dear Mr. Ward:

The Tennessee Wildlife Resources Agency has inspected the area proposed for development of a harbor facility on the Mississippi River. The public notice estimates a total development surface area at 1,000 acres including 125 acres of forested wetlands to be excavated for the harbor channel.

For several reasons, we were unable to specifically locate the proposed channel and associated development site. The drawing and maps supplied in the public notice do not delineate the excavation channel nor indicate the industrial area to be associated with it. Further, the location of islands associated with the Mississippi River streambank in the project area at the time of inspection do not appear to match what is presented in the maps provided in the notice. Perhaps there has been shifting and redevelopment of islands in this area since the provided mapping was prepared.

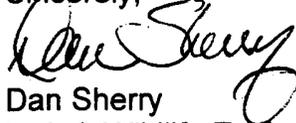
This project would impose significant impacts to wetland resources and should be carefully scrutinized under the Corps 494(b)(1) Guidelines. An alternatives analysis, as well as efforts to avoid, minimize, and compensate unavoidable losses of wetlands should be explored, probably in the context of an Environmental Impact Statement. Although this notice only addresses the harbor itself, secondary impacts associated with the 1,000 acre industrial site development should also be addressed especially as it affects wetlands. Our site investigation leads us to deduct that the industrial site might largely take place on Old Slough Log island which is forested with primarily mature cottonwood and maple. If this island is delineated as wet and the industrial development takes place here, wetland impacts associated with this harbor application would dramatically increase.

The State of Tennessee

AN EQUAL OPPORTUNITY EMPLOYER

This incomplete application leads us to believe that this proposal is preliminary. We request that no permit issuance be made at this time and remain available for future consultation regarding environmental study and obligations associated with permit application.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan Sherry". The signature is fluid and cursive, with the first name "Dan" and last name "Sherry" clearly distinguishable.

Dan Sherry
Fish & Wildlife Environmentalist

DS/bjs

cc: Steve Seymour
Gary Cook
USFWS, EPA, WPC
Mr. Gary T. Myers



Tennessee Valley Authority, 11 Murray Guard Drive, Suite 200, Jackson, Tennessee 38305

September 12, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 North Main Street, Room B-202
Memphis, Tennessee 38103-1894

Dear Mr. Ward:

I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. The proposed harbor is a much-needed project which will be a catalyst to economic growth in the region. A recently completed economic impact survey indicates a tremendous need and benefit for access to the Mississippi River for business and industrial use. New jobs will be created and infrastructure improvements will be made.

Please consider this letter my personal endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I fully support its development.

Sincerely,

A handwritten signature in black ink that reads "Kerry L. Brannon".

Kerry L. Brannon, Regional Manager
West Tennessee Economic Development
Customer Service and Economic Development

cc: The Honorable Bill Frist
United States Senate
Washington, DC 20510

The Honorable Fred Thompson
United States Senate
Washington, DC 20510

The Honorable John Tanner
House of Representatives
Washington, DC 20515



ROY HERRON
STATE SENATOR

P. O. BOX 5
DRESDEN, TENNESSEE 38225
(901) 364-5415

11A LEGISLATIVE PLAZA
NASHVILLE, TENNESSEE 37243-0024
(615) 741-4576

Senate Chamber
State of Tennessee

JOSEPHINE BINKLEY
LEGISLATIVE ASSISTANT

24TH SENATORIAL DISTRICT
Benton, Dyer, Henry, Lake, Obion
and Weakley Counties

September 14, 2000

Mr. Danny Ward
Environmental and Economic and Analysis Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

TDEC
Division of Water Pollution Control
7th Floor L & C Annex Building
401 Church Street
Nashville, TN 37243-1534

Dear Sirs:

I write in support of the proposed harbor to be constructed in Lake County, Tennessee. The harbor will be very useful for Northwest Tennessee. I understand that a recent survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

The harbor facility will be of great benefit to the economy in this region. This will create new jobs and infrastructure improvements will be made.

fully support the development of this project.

Grace and peace,

Roy B. Herron

jb

xc: Congressman John Tanner
Senator Bill Frist
Senator Fred Thompson



Dyer County Tennessee

James O. McCord, County Executive

September 22, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 North Main Street, Room B-202
Memphis, TN 38103-1894

Re: Harbor for Lake County, Tennessee

Dear Mr. Ward:

Please accept this letter as a sincere endorsement for the proposed harbor construction in Northwest Tennessee's Lake County.

With the previous industrial growth and the forecasted industrial and commercial growth during the new century, the port would be a tremendous asset in attracting prospects to this area of Tennessee. The rail access is available and with the addition of a viable river port, the attraction and economic growth potential become even stronger.

Your serious consideration of this proposed river port will be sincerely appreciated.

In looking forward to a progressive and prosperous 21st Century for Northwest Tennessee and our state as a whole, I remain,

Sincerely,

JAMES O. McCORD
DYER COUNTY EXECUTIVE

c: Congressman John Tanner
Senator Bill Frist
Senator Fred Thompson

JOM:bgp

MACIE M. ROBERSON

County Executive, Lake County
Box 1 • Court House
229 Church Street
Tiptonville, Tennessee 38079



TELEPHONE
/253-7382

September 07, 2000

Mr. Danny Ward
Environmental & Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894

Dear Mr. Ward:

I am writing on behalf of the proposed harbor to be constructed in Lake County. The harbor would be a big shot in the arm to Lake County but not only Lake County but also the surrounding counties.

The economic factors related to the harbor would benefit possibly the surrounding counties more than Lake County in the port of construction. There would definitely be a great number of construction jobs in the beginning but Lake County and the region hopes to realize a substantial amount of employment in industry locating in the industrial park that has to have a port facility.

Consider this my personal support of the project and anything I can do to make this a reality, I will.

Sincerely

A handwritten signature in black ink, appearing to read "Macie Roberson", written in a cursive style.

Macie Roberson
Lake County Executive

cc: Senator Bill Frist
Senator Fred Thompson
Congressman John Tanner
Ms. Elaine Burks

Obion County, Tennessee

P.O. Box 236
Union City, TN 38281-0236

Norris Cranford
Obion County Executive

Phone: (901) 885-9611
Fax: (901) 885-7515

September 8, 2000

U. S. Army Corps of Engineers
Environmental and Economic Analysis Branch
ATTN: Mr. Danny Ward
167 North Main Street, Room B-202
Memphis, Tennessee 38103-1894

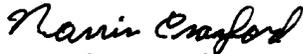
Dear Mr. Ward:

I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. The proposed harbor is a much needed project for Northwest Tennessee. A recently completed survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

The construction of a harbor facility on the Mississippi River will greatly benefit the economy of the Northwest Tennessee region. New jobs will be created and infrastructure improvements will be made.

Please consider this letter my personal endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I fully support the development of this project.

Respectfully,



Norris Cranford
Obion County Executive

NC:rkc

c: Senator Bill Frist
Senator Fred Thompson
Representative John Tanner

Danny Cook
Mayor



CITY OF TIPTONVILLE

James Robert Woods, Vice Mayor
John F. Fields
Jack Haynes, Jr.
Charles F. LeDuke
Daisy Parks
Paul Roberts

130 South Court Street
Tiptonville, Tennessee 38079
901-253-9922

September 13, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room b 202
Memphis, Tennessee 38103-1894

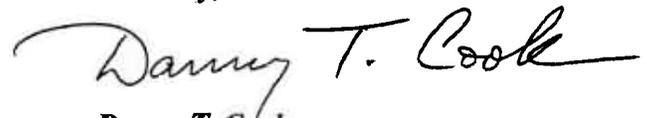
Dear Sirs:

I am writing to you in regard to the Cates Landing harbor project in Lake County, Tennessee. I truly believe that the proposed harbor provides the greatest opportunity for economic growth that this area has ever seen.

The entire northwest Tennessee region will be enhanced by the construction of this facility. I have been extremely pleased by the cooperation and support that has been shown by the many different individuals, organizations, and government agencies who realize the potential of this port.

On behalf of the citizens of Tiptonville, I want to assure you of our total support for the project. We are looking forward to the unlimited opportunities that will be in our future when this project becomes a reality. If the city can be of any assistance to you, please let me know. We are looking forward to working with you.

Sincerely,


Danny T. Cook
Mayor

cc: Congressman John Tanner
cc: Senator William Frist
cc: Senator Fred Thompson

CITY OF RIDGELY



RIDGELY, TENNESSEE 38080

Office of The Mayor

September 6, 2000

TDEC
Division of Water Pollution Control
7th Floor L-C Annex Building
401 Church St.
Nashville, TN 37243-1534

Dear Sir:

The City of Ridgely is writing on behalf of the harbor proposed to be constructed in Lake County which is in Northwest Tennessee. Our county is very small and this harbor is a much needed project for Northwest Tennessee. A survey that has recently been completed has indicated a tremendous need for access to the Mississippi River in Northwest Tennessee for our business and industrial use.

The city feels that the construction of a harbor on the Mississippi River would greatly benefit the economy for the West Tennessee Area. This would also create more jobs and infrastructure improvements will be made.

I speak on behalf of the city and the board of aldermen for support on the proposed Mississippi River Harbor in Lake County, Tennessee and would like to thank you in advance for making this a reality.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Patrick Johnson'.

Patrick Johnson/Mayor

cc: Congressman/John Tanner
cc: Chamber of Commerce/Elaine Burks

CITY OF RIDGELY



RIDGELY, TENNESSEE 38080

Office of The Mayor

September 07,2000

Mr. Danny Ward
Environmental & Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894

Dear Sirs:

I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. I am Mayor of Ridgely, a store owner and a rental property owner. The proposed harbor is a much needed project for Northwest Tennessee. A recently completed survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

The construction of a harbor facility on the Mississippi River will greatly benefit the economy of the Northwest Tennessee Region. New jobs will be created and infrastructure improvements will be made.

Please consider this letter my personal endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I fully support the development of this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Patrick Denny Johnson', written in a cursive style.

Patrick Denny Johnson
Mayor

LAKE COUNTY SHERIFF'S OFFICE
109 SOUTH COURT
TIPTONVILLE TENNESSEE 38079
(901)253-7791
DANNY L. TIPPIT, SHERIFF

September 07,2000

Mr. Danny Ward
Environmental & Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894

Dear Sirs:

As Sheriff of Lake County, I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. The proposed harbor is a much needed project for Northwest Tennessee. A recently completed survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

The construction of a harbor facility on the Mississippi River will greatly benefit the economy of the Northwest Tennessee Region. New jobs will be created and infrastructure improvements will be made.

Please consider this letter my personal endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I fully support the development of this project.

Sincerely,



Danny L. Tippit
Sheriff

LAKE COUNTY HIGHWAY DEPARTMENT

129 HEADDEN DRIVE
RIDGELY, TENNESSEE 38080

Phone 901-264-5822 901-264-5641
Fax 901-264-9003

September 12, 2000

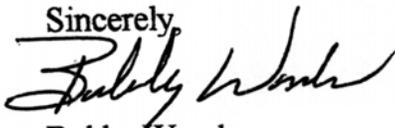
Mr. Danny Ward
Environmental & Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, Tennessee 38103-1894

Dear Mr. Ward:

I am writing on behalf of the proposed river port harbor to be constructed at Cates Landing near Tiptonville, Tennessee. I am presently chairman of the Lake County Highway Commission and also the Vice Mayor of the City of Tiptonville. I feel that this port would greatly benefit the economy of Lake County and the Northwest Tennessee Region as well.

Please consider this letter my personal endorsement on this project and fully support its development.

Sincerely,



Bobby Woods

cc: Honorable John Tanner
cc: Honorable William Frist
cc: Honorable Fred Thompson

LAKE COUNTY HIGHWAY DEPARTMENT

129 HEADDEN DRIVE
RIDGELY, TENNESSEE 38080

Phone 901-264-5822 901-264-5641
Fax 901-264-9003

September 12, 2000

Mr. Danny Ward
Environmental & Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street., Room B-202
Memphis, Tennessee 38103-1894

Dear Mr. Ward:

I am writing in regard to the proposed river port to be located in Lake County. A harbor facility located on the Mississippi River would greatly benefit the economy of Lake County and surrounding counties. Many jobs will be created from this project.

I fully support this much needed project.

Sincerely,



Willie Cantrell
Highway Superintendent

cc: Honorable John Tanner
cc: Honorable William Frist
cc: Honorable Fred Thompson



Reelfoot Area Chamber of Commerce

Route 1, Box 140-B
TIPTONVILLE, TENNESSEE 38079
Phone (901) 253-8144

MARJORIE DAVIS
Executive Director

September 12, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

For many years the Reelfoot Area Chamber of Commerce has realized the value of Cates Landing. This is the reason we worked with the Lake County Industrial Board to acquire the land several years ago.

Several of our members participate have been working with the Northwest Tennessee Port Coalition which consists of members for a Lake, Dyer, and Obion counties. For the last several years, we have realized that we all have to work together to realize a dream.

The river port at Cates Landing will be the salvation of this community. For so many years, businesses have had to close their doors and our young people have had to move to other areas — not by choice, but out of necessity.

The Reelfoot Area Chamber of Commerce values Lake County's association with the U. S. Army Corps of Engineers. We put our full support behind the port project and we hope the Corps will do likewise.

Sincerely,

Marjorie D. Corkran
MD/mpm

cc Congressman John Tanner
cc Senator William Frist
cc Fred Thompson



DYERSBURG/DYER COUNTY
CHAMBER of COMMERCE

2000 Commerce Ave.
Dyersburg, TN 38024
www.dyercountychamber.com

Telephone: 901-285-3433
FAX: 901-286-4926
E-mail: chamber@ecsis.net

September 12, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. The proposed harbor is a much-needed project for Northwest Tennessee. A recently completed survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

The construction of a harbor facility on the Mississippi River will greatly benefit the economy of the Northwest Tennessee Region. New jobs will be created and infrastructure improvements will be made.

Please consider this letter my personal endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I fully support the development of this project.

Sincerely,

Elaine Burks
President/CEO

Cc: Congressman John Tanner
Senator Bill Frist
Senator Fred Thompson



September 12, 2000

U.S. Corps of Engineers
Environmental and Economic Analysis Branch
167 N. Main St., Room B-202
Memphis, Tennessee 38103-1894

Dear Mr. Ward,

This letter is in support of the proposed Mississippi River Harbor north of Tiptonville. Northwest Tennessee would greatly benefit from this investment. Our particular organization supports development for Tiptonville and Lake County as we currently experience a severely depressed economy. This project would mean a better quality of life for all the residents of our region.

Understanding there are some environmental issues to be dealt with, we trust the corps has the ability to perform their tasks while being friendly to our waters. We believe investment now will only strengthen our commitment to the river that has been such a large part of our lives. Main Street truly appreciates the opportunity to pass on these comments and wish to once again state that we are in support of this harbor project.

Sincerely,

A handwritten signature in black ink, appearing to read "James R. Seals".

James R. Seals
Executive Director



**Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tn. 38103-1894**

Dear Sirs:

I am writing to urge your support of the proposed harbor to be constructed in Lake County, Tennessee. As a member of the Board of Advisors for Tiptonville Main Street Association, I fully support the development of this project. The economic impact on the community and surrounding counties would be tremendous. New jobs will be created and infrastructure improvements will be made. A recent completed survey indicates a need for access to the river for business and industrial use.

Please consider this letter an endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee.

Sincerely,

A handwritten signature in cursive script that reads "Suzanne R. Davis".

**Suzanne R. Davis
Board of Advisors**

**CC: Congressman John Tanner
Senator Fred Thompson
Senator Bill Frist**

Tiptonville Beautification Council

A Committee of the Tiptonville Main Street Association

130 S. Court Street

Tiptonville, TN 38079

901-253-9922

September 11, 2000

Mr. Danny Ward

Environmental and Economic Analysis Branch

U. S. Army Corps of Engineers

167 N. Main Street, Room B-202

Memphis, TN 38103-1894

Dear Mr. Ward:

The Tiptonville Beautification Council was formed in hopes of revitalizing our downtown which is very dear to all of us. Since that time, we have formed a plan to achieve our goal. We have achieved Tennessee Main Street status and we have become the main fund raising committee of that organization. Saving Lake County, particularly downtown Tiptonville, is our main goal

We have been the main catalyst behind many city projects. One such project is the recently developed Marijac Memorial River Park at the Mississippi near Tiptonville. In fact, the Corps of Engineers vessel docked there for their recent meeting at Tiptonville.

Lake County exports a wealth of young adults to other areas due to a lack of employment here. We have a desire to see the river port built at Cates Landing. This is the most exciting project ever planned for our area.

We value what the Corps of Engineers does for Lake County. We are that you will continue to strive to bring the river port dream to reality.

Sincerely,



Fran Hearn, Chairman

cc Congressman John Canner

cc Senator Bill Frist

cc Senator Fred Thompson

Lake County Historical Society

123 Cherry Street
Tiptonville, TN 38079

September 10, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

The Lake County Historical Society is very interested in the future well-being of Lake County. We want to extend our full support to the river port project at Cates Landing.

We are the keepers of the Carl Perkins Boyhood Homeplace. This is the home where Carl lived as a small child. Carl is famous for his style of rockabilly music and is most famous for writing "Blue Suede Shoes."

We want to see a future for Lake County so there will be those to protect its past. With increased development, there will be more people in Lake County to become members of our group to preserve the past.

We thank the Corps of Engineers for all they do to protect this area with its rich history. We would like to see the Corps continue to pursue a river port on the Cates Landing property.

Sincerely,



Hubert E. Perkins
President

cc Congressman John Tanner
cc Senator Bill Frist
cc Senator Fred Thompson



P.O. Box 963
124 Weldon Dr.
Martin, TN 38237-0963
901.587.4213
Fax 587.4587

Chairman
Macie Roberson

Vice-Chairman
Jim McCord

Secretary/Treasurer
Brent Greer

Executive Director
John A. Bucy

September 7, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894

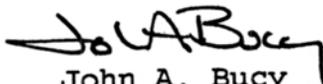
Dear Mr. Ward:

This letter is in support of the proposed harbor to be constructed in Lake County Tennessee. This much needed project will make a significant contribution to our region; as confirmed by a recently completed economic impact analysis.

As you deliberate and seek public comment as to whether to continue, I hope you will give credence to what appears to be a tremendous amount of local support. The large attendance at the August 21 meeting of the Mississippi River Commission confirms to me that the Port Coalition has the support and determination to make this project a reality.

Please contact me should you need additional information

Sincerely,


John A. Bucy
Executive Director

JAB/jb

copy: Senator Bill Frist
Senator Fred Thompson
Representative John Tanner

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26 Conrad Drive
Jackson, TN 38305
901-668-4300
800-336-2036
901-668-7554 fax

September , 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

TDEC
Division of Water Pollution Control
7th Floor L&C Annex Building
401 Church Street
Nashville, TN 37243-1534

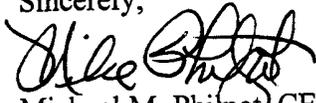
Dear Mr. Ward:

Please accept this letter as a full endorsement of the proposed Mississippi River Lake County, Tennessee harbor and port facility. I have been involved with this much-needed project for nearly three years. As a regional economic development entity, the West Tennessee Industrial Association (WTIA) has invested time, money and effort to support this project.

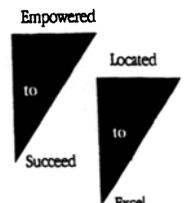
Even with the completion of the very promising market surveys and potential user data collection, I am convinced that the benefits of the port will far exceed the projections that the studies revealed. In light of the multiple projects that West Tennessee has missed (*at least \$1 Billion in new investments*) over the last seven years and the assistance that our existing industries will gain from this investment, we are certain that great opportunities and success lie ahead. I do not believe that it is an overstatement that this port facility and harbor can be one of the largest economic catalysts that West Tennessee has seen in recent history.

Please know that WTIA will continue to support this effort and asks for your assistance in bringing economic prosperity to West Tennessee. Please let me know if I can answer any questions or be of service to you in any way.

Sincerely,


Michael M. Philpot, CED
Executive Director

Cc: Congressman John Tanner
Senator Bill Frist
Senator Fred Thompson
Director Glenn L. McCullough Jr.





September 14, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

TDEC
Division of Water Pollution Control
7th Floor L&C Annex Building
401 Church St.
Nashville, TN 37243-1534

Dear Sirs:

I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. The proposed harbor is a much needed project for Northwest Tennessee. A recently completed survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

The construction of a harbor facility on the Mississippi River will greatly benefit the economy of the Northwest Tennessee Region. New jobs will be created and infrastructure improvements will be made.

Please consider this letter my personal endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I fully support the development of this project.

Yours truly,

Allen Searcy
President

Cc: Congressman John Tanner
Senator Bill Frist
Senator Fred Thompson

Bryants South Jewelers

416 Cherry Street
Tiptonville, Tn. 38079
Lake

Phone 901-253-7284
Fax 901-253-7294
Email CACork@aol.com

September 11, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main St. Room B-202
Memphis, Tn. 38103-1894
Dear Sirs:

TDEC
Division of Water Pollution Control
7th Floor L & C Annex Building
401 Church St.
Nashville, Tn. 37243-1534

I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. I am 71 years old and have lived in Lake County most all my life. I have seen a lot of people and business come and go including mine. Some of my kids and grandkids have had to move to other cities to make a decent living. This county is just hanging on by a thread.

If it wasn't for the State Prison I believe the thread would have already broke. The proposed harbor is a much needed project for Northwest Tennessee and the surrounded area. A recently completed survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

Please consider this letter my personal endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I and all my friends fully support the development of this project.

Sincerely,



Charles A. Corkran

Boyette's Dining Room

Route #2

Tiptonville, TN 38079

September 11, 2000

*Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894*

Dear Mr. Ward:

Boyette's Dining Room has been a landmark in Lake County for more than seventy-five years. After being operated for many years by our parents, it is now owned and operated by my sister and me. We are a family-oriented business serving the southern style foods for which Reelfoot Lake is well known.

Along with my sister and me, Boyette's also employs my husband and nephew in our family business. Hopefully, one day my son will even have a future with Boyette's if he so desires. To be able to support all of us, we will need to sustain our sales over the coming years. To do this, Lake County will have to grow in the future.

We want to put our full support behind the Mississippi River Port Harbor at Cates Landing. The adjacent industrial park will provide opportunities such as Lake County has never seen before.

We extend our appreciation to the U. S. Army Corps of Engineers for all they do for Lake County. We are asking you to again support this county in a project that will not only help Lake County, but all of the surrounding area.

Sincerely,



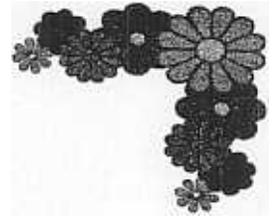
Jan Boyd, Owner

*cc Congressman John Tanner
cc Senator William Frist
cc Senator Fred Thompson*



Bloom 'n Things

321 Church Street
Tiptonville, TN 38079
901-253-6299



September 9, 2000

*Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894*

Dear Mr. Ward:

Several years ago we acquired the florist business in downtown Tiptonville. We are the only florist in Tiptonville. We also purchased the building which is adjacent to ours.

We have invested a lot of our future in downtown Tiptonville. We have also just recently purchased a home here. We are very interested in the welfare of Lake County.

We are urging the Corps of Engineers to pursue the river port project at Cates Landing. This project will save the county we chose to live and raise our children in. We fully support the Northwest Harbor in Lake County.

Sincerely,

Amy Clements

*Amy Clements
Owner*

*cc Congressman John Tanner
cc Senator William Frist
cc Senator Fred Thompson*

Tiptonville Healthmart Drug
139 Church Street
Tiptonville, TN 38079
901-253-7411

September 10, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

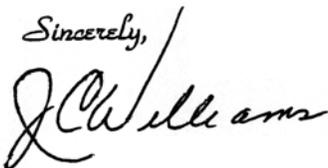
Dear Mr. Ward:

My family and I work and live in Lake County. I own a pharmacy in downtown Tiptonville.

It is hard to keep a business open in Lake County. Since we are located downtown, we will receive many benefits from being a Tennessee Main Street community.

We need industry with good paying jobs to bring people into Lake County. We want them to be able to live and work here. We also want all those who had to leave Lake County to find employment to be able to return.

I am putting my full support behind the river port. Please let the Corps of Engineers continue to pursue the Northwest Harbor project. The people of Lake County appreciate all you do to help this community.

Sincerely,


J. C. Williams

cc Congressman John Tanner
cc Senator William Frist
cc Senator Fred Thompson

DECKER'S KINK MART

100 HIGHWAY 78 S
TIPTONVILLE, TN 38079
901-253-7023

September 11, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

My wife and I run a business which is located at the main intersection as you come into Tiptonville. We have been in business in Lake County for many years.

We are very interested in the harbor to be constructed in Lake County at Cates Landing. The harbor will greatly benefit Lake County and have a impact on the whole economy in the Northwest Tennessee region. We will see new jobs created, people will move into Lake County, and many improvements will be made in the county.

Please consider this letter as my personal endorsement of the river port project.

Sincerely,



John Decker, Owner

cc Congressman John Tanner
cc Senator William Frist
cc Senator Fred Thompson

Yates & Sons Tile & Culvert Co.

515 Highway 78 S
Tiptonville, TN 38079
901-253-7426

September 9, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

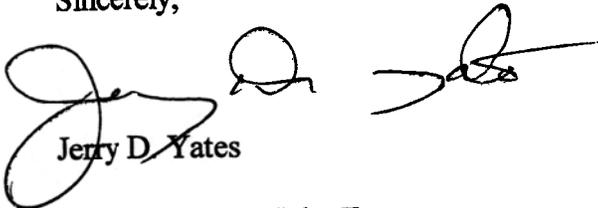
Yates and Sons Tile and Culvert Co. is a family-owned business. My three sons and I were all born and raised in Lake County.

We are very interested in the river port at Cates Landing. Although, our business is in good, others in our area have had to close their doors over the years.

This area once depended solely upon farming, but even our farmers have become interested in other occupations. This area desperately needs the river port and the surrounding industrial site.

The development of the river port at Cates Landing will seal the future of Lake County. We hope that the U. S. Army Corps of Engineers will lend their full support to this project as we all do.

Sincerely,



Jerry D. Yates

cc Congressman John Tanner
cc Senator William Frist
cc Senator Fred Thompson

Perkins Tire & Service Center

1441 Church Street & Carl Perkins Parkway

Tiptonville, TN 38079

901-253-7653

September 10, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

We are very concerned about the future of Lake County. Our family has been in business here nearly fifty years. It has become increasingly more difficult to make a living here due to the decrease in our population and the mobility of consumers.

Our daddy turned the business over to us in 1995. Our brother and sister team are both college graduates who would like to continue to work and live in Tiptonville, the town where we were born and raised. If something does not happen to help our economy here, this may be impossible in the near future. There is no way for us to compete with the larger communities.

We are very interested in the development of a river port at Cates Landing. Several years ago, we even loaned money to the Lake County Industrial Board to secure the land because we were sure of its potential.

We want to see others be able to live and work in Lake County if they wish. We appreciate everything the Corps of Engineers does for our community. We would like to see the Corps continue to lend their support to the development of the Northwest Tennessee Mississippi River harbor.

Sincerely,



David W. Perkins



Marcia Perkins Mills

cc Congressman John Tanner
cc Senator William Frist
cc Senator Fred Thompson

PIGGLY WIGGLY

**Industrial Drive
Tiptonville, TN 38079
901-253-7338**

September 10, 2000

**Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894**

Dear Mr. Ward:

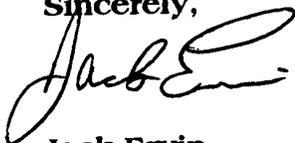
We are very interested in the outcome of Lake County. We are located near the Tiptonville city limits.

Piggly Wiggly is always willing to support the community as best we can. We are home-owned and we live in Lake County. We are not only interested in the river port at Cates Landing for business purposes, but also for personal reasons.

Our daughter moved to Nashville with her family, but we are lucky enough to have our son and his family living in Lake County and working in the family business. It would be so nice to give all children an opportunity to live and work where they were born and raised.

We are putting our earnest support behind the Northwest Mississippi River Harbor. We appreciate everything the Corps does for Lake County.

Sincerely,



**Jack Ervin
Owner**

**cc Congressman John Tanner
cc Senator William Frist
cc Senator Fred Thompson**

WYATT PLANTING CO.
WYNNBURG, TENNESSEE 38077

September 12, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894

Dear Mr. Ward:

This letter is to show my support for a proposed river port to be located at Cates Landing near Tiptonville, Tennessee.

Being a former Mayor of Ridgely, Tennessee and a farmer, I realize what the economical impact would do for our small county if this port should become a reality.

I fully support the development of this project and appreciate the Corps of Engineers for helping with it.

Sincerely,


Bruce D. Wyatt, Jr.

cc: Honorable John Tanner
cc: Honorable William Frist
cc: Honorable Fred Thompson



**FORRESTER
WHITE
& MATHIS, INC.**
Complete Insurance Service

329 CHURCH ST., TIPTONVILLE, TN 38079
(901) 253-7367 FAX: (901) 253-7412

September 6, 2000

**Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis TN 38103-1894**

Dear Sir:

I am writing in response to your notice in our local paper seeking comments about the proposed harbor in Lake County. I endorse this project with great enthusiasm. This will have a great economic impact on Lake County and all of Northwest Tennessee.

I understand recent surveys indicate it to be a viable project and a tremendous need within a wide area by industry. The new jobs created and other improvements in highways and railroads will have so much positive impact on this area.

I fully support the project.

Yours very truly,

Mack Forrester

c/c Congressman John Tanner



CENTEX FORCUM LANNOM

CONTRACTORS-ENGINEERS

September 7, 2000

P.O. Box 768
Dyersburg, Tennessee 38025

350 Jere Ford Highway
Dyersburg, Tennessee 38025

Phone: 901 285-6503

Fax: 901 287-4701

Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Gentlemen:

I am writing to express my support for the proposed harbor and port currently considered for Lake County, Tennessee.

This facility in conjunction with the planned I-69 corridor thru our area will provide a much needed boost to our regional development.

Your assistance and support in helping move this project to reality will long be appreciated by the citizens and work force of Northwest Tennessee.

Yours truly,

CENTEX FORCUM LANNOM, INC.


David R. Taylor, P. E.
President

DRT/brr

cc: Congressman John Tanner
Senator Bill Frist
Senator Fred Thompson

CENTEX FORCUM LANNOM
CONTRACTORS-ENGINEERS

September 12, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

P.O. Box 768
Dyersburg, Tennessee 38025

350 Jere Ford Highway
Dyersburg, Tennessee 38024

Phone: 901 285-6503

Fax: 901 287-4701

Dr. Mr. Ward:

I am writing in response to notice in local newspaper that the U. S. Army Corps of Engineers is seeking public comments on a proposed Mississippi River harbor north of Tiptonville.

The proposed harbor is a much needed project for Northwest Tennessee. A recently completed survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

This harbor facility on the Mississippi River will create much needed jobs and improve the economy of Northwest Tennessee.

Please accept this letter as my support for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I am committed and will support this project until it becomes a reality.

Yours truly,

CENTEX FORCUM LANNOM, INC.


L. D. Pennington
Chairman - Emeritus

LDP/bas

cc: Congressman John Tanner
Senator Bill Frist
Senator Fred Thompson



The Service That Empowers

September 7, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, Tennessee 38103-1894

Subject: Proposed Harbor at Cates Landing

Dear Mr. Ward:

I am writing to express support for the proposed harbor to be constructed at the Cates Landing site located in Lake County in Northwest Tennessee. A recent economic study commissioned by a coalition comprised of the counties of Dyer, Lake and Obion among existing Northwest Tennessee industries indicated high interest in having access to a port facility.

Construction of a harbor facility will give Northwest Tennessee industries access to another economical and reliable transportation outlet for their raw materials and finished products. The port with its access to rail and truck transportation will also provide a much needed outlet for intermodal transportation for Northwest Tennessee.

The port is a key piece of infrastructure for the continued economic development of our area. Your support and help with making this project a reality for Northwest Tennessee will be appreciated.

Sincerely,
Dyersburg Electric System

A handwritten signature in cursive script that reads "J.E. Williamson, Jr." is written over the typed name.

J.E. Williamson, Jr.
Manager

CC: John Tanner, United States Congress
Bill Frist, United States Senate
Fred Thompson, United States Senate

LAKE COUNTY UTILITY DISTRICT

123 N. COURT STREET
P.O. BOX 376
MADISONVILLE, TN 38079

PHONE: 901/253-6203
PHONE: 901/538-2148

FAX: 901-253-6259

YOUR *Natural Gas* COMPANY



September 11, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Sirs:

I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. The proposed harbor is a much-needed project for Northwest Tennessee. A recently completed survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

The construction of a harbor facility on the Mississippi River will greatly benefit the economy of the Northwest Tennessee Region. New jobs will be created and infrastructure improvements will be made.

Please consider this letter my personal endorsement for the construction of the proposed Mississippi River harbor in Lake County, Tennessee. I fully support the development of this project.

Sincerely,

David L. Gooch, Manager
Lake County Utility District



COMPLETE INSURANCE SERVICE WITH CONFIDENCE

September 12, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. The proposed harbor is a much needed project for Northwest Tennessee. A recently completed survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

The construction of a harbor facility on the Mississippi River will greatly benefit the economy of the Northwest Tennessee Region. New jobs will be created and infrastructure improvements will be made.

Please consider this letter my personal endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I fully support the development of the project.

Sincerely,

Paul T. Carson
Chairman: Dyersburg/Dyer County
Chamber of Commerce.

Cc: Congressman John Tanner
Senator Bill Frist
Senator Fred Thompson





Gibson Electric Membership Corporation

1207 S. College St.
P.O. Box 47
Trenton, TN 38382
(901) 855-4740
www.gibsonemc.com

September 12, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

This letter is in support of the construction of the proposed Mississippi River Harbor at Cates Landing, north of Tiptonville, Tennessee. Northwest Tennessee needs good jobs for its people and economic development for the area, and I believe the proposed harbor would facilitate this.

Commercial and industrial development of the harbor would be an economic boost to Lake, Obion and Dyer counties, and surrounding areas. A recently completed economic impact study projected an annual impact to the areas of \$206 million, a \$4 million boost to local tax revenues, and creation of 3,000 jobs directly and another 2,604 indirectly.

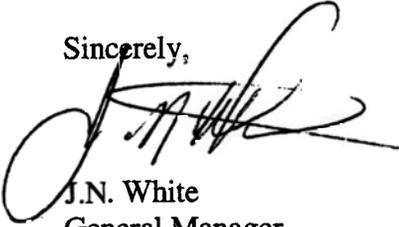
The study also indicated that there is a real need for access to the Mississippi River and that industries would support the construction of the proposed Mississippi River Harbor in Lake County. At least 13 companies have already signed non-binding letters of support, and have estimated that they would ship about 960,000 tons of freight through the port once it is established.

The area would further benefit from infrastructure improvements facilitated by this harbor project. Access roads, railroads, terminal equipment and other infrastructure will be affected.

Several upgrades to the electric system in Lake County have been completed over the past several years. Gibson EMC and the Tennessee Valley Authority have worked together to improve service reliability and increase capacity to allow for future growth. And Gibson EMC is committed to providing the level of electric service that will support industrial development of the harbor.

On behalf of Gibson EMC, and as a concerned citizen of Northwest Tennessee, I fully support the construction and development of the proposed Mississippi River Harbor in Lake County, Tennessee.

Sincerely,

A handwritten signature in black ink, appearing to be 'J.N. White', written in a cursive style.

J.N. White
General Manager

Cc: Congressman John Tanner
Senator Bill Frist
Senator Fred Thompson



Gibson Electric Membership Corporation

1207 S. College St.
P.O. Box 47
Trenton, TN 38382
(901) 855-4740
www.gibsonemc.com

September 12, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

On behalf of Gibson EMC, and as a concerned citizen of Northwest Tennessee, I fully support the construction and development of the proposed Mississippi River Harbor in Lake County, Tennessee.

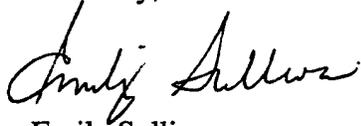
Industries would welcome additional access to the Mississippi River as indicated by recently completed economic impact study results. In fact, at least 13 companies have already indicated a serious interest as evidenced by their signing non-binding letters of support.

Area residents would welcome the economic boost that the harbor development would bring to Northwest Tennessee. Lake, Obion and Dyer counties, as well as surrounding areas would benefit from the creation of jobs, increased tax revenues, and infrastructure improvements, all facilitated by the harbor project.

We at Gibson EMC have worked to provide the level of electric service that will support industrial development of the harbor. We have worked with TVA to complete several upgrades to the electric system in Lake County, resulting in improved service reliability and increased capacity for future growth.

The Mississippi River Harbor could be the catalyst for industrial development that the area so badly needs. I support the harbor project and the positive change that it would bring to Northwest Tennessee.

Sincerely,

A handwritten signature in black ink that reads "Emily Sullivan". The signature is written in a cursive, flowing style.

Emily Sullivan
Director of Energy Services and Economic Development

Cc: Congressman John Tanner
Senator Bill Frist
Senator Fred Thompson



Union City Electric System

September 15, 2000

Mr. Danny Ward
Environmental & Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Sir:

I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. I feel that the proposed harbor is a much-needed project for the northwest part of Tennessee. I have discussed this matter with local industries. They feel that this project would definitely be a benefit to their businesses and their ability to provide raw materials and finished products would be enhanced by using this harbor. I also believe that new industries and new jobs would be created in this area of Tennessee with the addition of this harbor.

Please consider this letter my endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I fully support the development of this project.

Sincerely,

Jerry Bailev
Manager

JB/pp

Cc: Congressman John Tanner
Senator Bill Frist
Senator Fred Thompson

**BOYETTE'S BBQ
ROUTE 1
BOX 1212
TIPTONVILLE, TENNESSEE**

September 7, 2000

**Mr. Danny Ward
Environmental & Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894**

Dear Mr. Ward:

I am writing in regard to the proposed harbor to be constructed in Lake County, Tennessee. A riverport as well as industries around the port would be a big economic boost to our area.

I am in full support of this project and appreciate all the efforts of the Corps of Engineers in helping make this a reality.

Sincerely,



**Bobby Boyd
Owner**

**CC: Honorable John Tanner
Honorable William Frist
Honorable Fred Thompson**

**MRS. BARBARA MARVIN
DEPUTY CLERK
LAKE COUNTY CIRCUIT COURT
227 CHURCH STREET BOX 11
TIPTONVILLE, TENNESSEE 38079**

September 07,2000

*Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room-B 202
Memphis, Tennessee 38103-1894*

Dear Sirs:

I am a Deputy Clerk in the Circuit Court Clerk's office in the Lake County Courthouse in Tiptonville, Tennessee, and I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. The proposed harbor is a much needed project for Northwest Tennessee. A recently completed survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

The construction of a harbor facility on the Mississippi River will greatly benefit the economy of the Northwest Tennessee Region. New jobs will be created and infrastructure improvements will be made.

Please consider this letter my personal endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I fully support the development of this project.

Sincerely,


Barbara Marvin

Barbara Marvin

**MRS. JOYCE BARNES
DEPUTY CLERK
LAKE COUNTY CIRCUIT COURT
227 CHURCH STREET BOX 11
TIPTONVILLE, TENNESSEE 38079**

September 07,2000

*Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room-B 202
Memphis, Tennessee 38103-1894*

Dear Sirs:

I am a Deputy Clerk in the Circuit Court Clerk's office in the Lake County Courthouse in Tiptonville, Tennessee, and I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. The proposed harbor is a much needed project for Northwest Tennessee. A recently completed survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

The construction of a harbor facility on the Mississippi River will greatly benefit the economy of the Northwest Tennessee Region. New jobs will be created and infrastructure improvements will be made.

Please consider this letter my personal endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I fully support the development of this project.

Sincerely,



Joyce Barnes

MRS. DEBORAH BEASLEY

CIRCUIT COURT CLERK
General Sessions Court Clerk
Lake County
227 Church Street—Box 11
Tiptonville, Tennessee 38079

Telephone (901) 253-7137

FAX (901) 253-9815

September 07,2000

*Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room-B 202
Memphis, Tennessee 38103-1894*

Dear Sirs:

I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. As Circuit Court Clerk of Lake County, I am very much aware of the need and desire for new developments in our area. The proposed harbor is a much needed project for Northwest Tennessee. A recently completed survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

The construction of a harbor facility on the Mississippi River will greatly benefit the economy of the Northwest Tennessee Region. New jobs will be created and infrastructure improvements will be made.

Please consider this letter my personal endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I fully support the development of this project.

Sincerely,



*Deborah A. Beasley
Circuit Court Clerk*

September 6, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

TDEC
Division of Water Pollution Control
7th Floor L& C Annex Building
401 Church St.
Nashville, TN 37243-1534

Dear Sirs:

I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. The proposed harbor is a much needed project for Northwest Tennessee. A recently completed survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

The construction of a harbor facility on the Mississippi River will greatly benefit the economy of the Northwest Tennessee Region. New jobs will be created and infrastructure improvements will be made.

Please consider this letter my personal endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I fully support the development of this project.

Sincerely,

Elaine Burks
President/CEO

Cc: Congressman John Tanner
Senator Bill Frist
Senator Fred Thompson

Mrs. R. R. Tipton, Jr.
Rt. 1, Box ¹⁸⁷⁰ 475-A
Tiptonville, Tennessee 38079

7-9-2000

Dear Mr. Ward, & TREC

Several years before my husband's death in 1984, he worked on plans for a river port south of Tiptonville. He felt it was needed in this area and also it was the best location. I also am of this opinion and am delighted with the proposed plan.

Sincerely
Mrs. W. Tipton

JOHN M. LANNOM

ATTORNEY AT LAW

422 MCGAUGHEY STREET

P. O. BOX 1729

DYERSBURG, TENNESSEE 38024

ASSOCIATES:

ERIC R. MCLENNAN

HAL J. BOYD

TELEPHONE (901) 285-0374

TELECOPIER (901) 285-0376

September 15, 2000

Mr. Danny Ward
Environmental and Economic
Analysis Branch
U.S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, Tennessee 38103-1894

TDEC
Division of Water Pollution Control
7th Floor L & C Annex Building
401 Church Street
Nashville, Tennessee 37243-1534

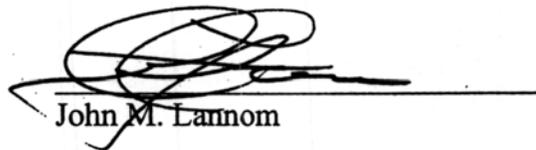
Dear Sirs:

Please note my enthusiastic support for the much needed port and harbor to be constructed at the Cates Landing Site north of Tiptonville.

The development of this port and harbor is critical to the economic development of rural, northwest Tennessee. Numerous inquiries have been received in past years regarding the development of the port and billions of dollars in capital investment have been lost. Recent surveys indicate a significant existing demand for harbor facilities. The development of the harbor is required to satisfy this current need and to provide the catalyst for substantial future investment.

Your assistance in making the port a reality would be appreciated.

Yours truly,



John M. Lannom

JML/ab

cc: Congressman John Tanner
Senator Bill Frist
Senator Fred Thompson

September 15, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Sirs:

There is a proposed harbor facility to be constructed on the Mississippi River in Lake County, Tennessee. This harbor would help develop all of Northwest Tennessee into a great commercial, industrial and shipping area with many new jobs, taxes, and a better way of life for our citizens.

Many surveys have been made and all indicate there is a great need for this harbor facility.

Anything you can do to help us make this proposed harbor a reality would be greatly appreciated.

Sincerely,



Frank Bobo

CC: Congressman John Tanner
Senator Bill Frist
Senator Fred Thompson
Elaine Burks - Dyersburg/Dyer County
Chamber of Commerce

Tiptonville, Tn.
September 13, 2000
Attn: Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
1678 N. Main St. Room B-202
Memphis, Tenn. 38103-1894

Dear Sirs:

We want to offer our support for the construction of the proposed Mississippi River harbor north of Tiptonville. This would be a great help to our County and the surrounding area. Really this is our only hope for any economical help anywhere in the future. This Would really open up our area. All of the organizations and governments of this County are working together to try and bring it about. You have always been good To Lake County and we really appreciate all the Corp has done in the past. We know you will do all you can to bring this about. Thank you for all you have Done and your interest here.

Sincerely, Peggy and Tommy Norris
545 Church Street
Tiptonville, Tn. 38079

Tony White
Highway 78
Wynnborg, TN 38077

September 10, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

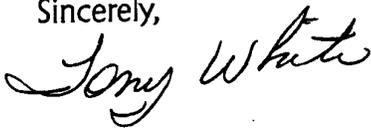
Dear Mr. Ward:

I am writing you to lend my support to the harbor to be constructed at Cates Landing near Tiptonville. I am a Lake County farmer and a owner of Cypress Point Resort on Reelfoot Lake. I also serve as a Lake County commissioner.

Lake County is in dire need of employment for our young people. I have two daughters myself and I would like to see them live and work in Lake County if they desire.

Please consider this letter as my endorsement for the construction of the proposed Mississippi River harbor in Lake County, Tennessee. I fully support this much needed development.

Sincerely,

A handwritten signature in cursive script that reads "Tony White". The signature is written in black ink and is positioned below the word "Sincerely,".

Tony White

cc Congressman John Tanner
cc Senator William Frist
cc Senator Fred Thompson

Fran R. Hearn
Treasurer/City Clerk

September 7, 2000

Mr. Danny Ward
Environmental & Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894

Re: Proposed Riverport at Cates Landing, Tiptonville, Tennessee

Dear Mr. Ward:

A riverport located at Cates Landing would be a great economic boost to our county. It is my understanding that industries would follow. This would provide employment for a lot of Lake Countians who have to find work in neighboring cities. It would also be a much needed economic boost for businesses in our area.

If there is anything I might do to help in obtaining this riverport, please call upon me at (901) 253-9922. I really appreciate the efforts of the Corps of Engineers on this project.

Sincerely,



Fran Hearn
Treasurer

cc: Honorable John Tanner
Honorable William Frist
Honorable Fred Thompson

September 10, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894

Dear Mr. Ward:

We the undersigned employees of Boyette's Dining Room at Reelfoot Lake, Tennessee do hereby express our sincere interest in the proposed riverport project at Tiptonville. This project would have a tremendous economic impact on our community.

So many of our families who live in Tiptonville have to go to neighboring counties to find work. We appreciate the efforts of the Corps of Engineers on this project and hope to see it become a reality.

Sincerely,

Frankie Ann Lan Boyd
Michelle Morgan
Judy Moore
Linda Pope
Donna Ciddress
Katherine Jones
Jewell Fay Hays
Mona Seaton
Kristin X Barnes

Jeremy Jones
Christy L. Barger
Vicki Franklin
Sara Smet
Ruth Straphorn
Henry See Johnson
Pamela Caines
Ginger Jones

Marcia Perkins Mills
431 Wynn Street
Tiptonville, TN 38079
901-253-7203

September 11, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I am very interested in the future of downtown Lake County. My brother and I operate the business our daddy started after serving in World War 11.

I am president of the Reelfoot Area Chamber of Commerce and past president and secretary of the Lake County Historical Society. I serve on the board of directors of the Reelfoot Lake Tourism Council and the Tiptonville Main Street Association. I am a member of the Tiptonville Beautification Council, a committee of Main Street.

I am very interested in the river port being located at Cates Landing. I would like to see others stay in the area they love and be able to make a living here. As local businesses are closing regularly, I feel that the river port will be the salvation of Lake County.

My family appreciates all the Corps does for our area. Please continue to help us to pursue the river port project.

Sincerely,

Marcia Perkins Mills

Marcia Perkins Mills

cc Congressman John Canner
cc Senator Bill Frist
cc Senator Fred Thompson

Abigail Hyde
303 Lake Street
Ridgely, TN 38080

September 7, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Mr. Danny Ward:

I serve as county historian for Lake County, Tennessee. I am very interested in things of historical value. I am a charter member of the Lake County Historical Society. I also serve on the executive committee of the Carl Perkins Boyhood Homeplace.

I am very interested in anything we can do to save this county. At my age, I have seen it deteriorate over the years. We need help. The river port at Cates Landing will be the best thing that has ever happened to us.

I would appreciate anything the Corps of Engineers can do to expedite the river port here.

Sincerely,



Abigail Hyde

cc Congressman John Tanner
cc Senator Bill Frist
cc Senator Fred Thompson

Willie D. Bolden
102 Mooring Drive
Tiptonville, TN 38079

September 12, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I am writing you to lend my support the harbor to be constructed in Lake County. I serve as a county commissioner. Lake County is very small and this project will be the saving of it.

I would like to see jobs created in this county. I feel that the proposed harbor will provide those jobs.

I appreciate everything the Corps of Engineers does to help Lake County. That is why I again call upon you to help us with the harbor.

Sincerely,



Willie D. Bolden

cc Congressman John Tanner
cc Senator William Frist
cc Senator Fred Thompson



**MRS. BRENDA CRITTENDEN
455 BEDFORD FORREST LANE
RIDGELY, TENNESSEE 38080
901 264 5040**

September 07,2000

**Mr. Danny Ward
Environmental and Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room-B 202
Memphis, Tennessee 38103-1894**

Dear Sirs:

I am a Deputy Clerk in the Chancery Court office in the Lake County Courthouse in Tiptonville, Tennessee and also on the Board of Alderman in Ridgely, and I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. The proposed harbor is a much needed project for Northwest Tennessee. A recently completed survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

The construction of a harbor facility on the Mississippi River will greatly benefit the economy of the Northwest Tennessee Region. New jobs will be created and infrastructure improvements will be made.

Please consider this letter my personal endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I fully support the development of this project.

Sincerely,



Brenda L. Crittenden

September 07,2000

*Mr. Danny Ward
Environmental & Economic Analysis Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894*

Dear Sirs:

I am writing on behalf of the proposed harbor to be constructed in Lake County in Northwest Tennessee. I am a store owner and a member of the Board of Alderman in Ridgely, Tennessee. The proposed harbor is a much needed project for Northwest Tennessee. A recently completed survey indicates a tremendous need for access to the Mississippi River in Northwest Tennessee for business and industrial use.

The construction of a harbor facility on the Mississippi River will greatly benefit the economy of the Northwest Tennessee Region. New jobs will be created and infrastructure improvements will be made.

Please consider this letter my personal endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee. I fully support the development of this project.

Sincerely,

A handwritten signature in cursive script that reads "Patricia Goodlett". The signature is written in black ink and is positioned above the printed name.

Patricia Goodlett

*Wayne Hatley
137 Walnut Street
Tiptonville, TN 38079*

September 9, 2000

*Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894*

Dear Mr. Ward:

I want to extend my full support to the location of a river port at the Cates Landing site near Tiptonville, Tennessee. Lake County is desperate need of a project like this one.

I serve as a county commissioner. I am a contractor by profession. My family consists of me, my wife, and our three daughters. One daughter and her family are able to live and work here.

I would hope that this project will be pursued by the Corps of Engineers and Lake County. I would like to see my grandchildren and future generations be able to live and work here if they wish.

Please consider this letter as my personal recommendation to build the river port. I feel it will be the salvation of this small county.

Sincerely,

Wayne Hatley

Wayne Hatley

*cc Congressman John Tanner
cc Senator William Frist
cc Senator Fred Thompson*

September 11, 2000

Mr. Danny Ward
Environmental and Economic Analysis Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B 202
Memphis, TN 38103-1894

TDEC
Division of Water Pollution Control
7th Floor L & C Annex Building
401 Church St.
Nashville, TN. 37243-1534

Dear Sirs:

I am writing in regard of the proposed harbor to be constructed in Lake County. As we are in the very northwest corner of the state there is no through traffic; you have to be going to Lake County, because you do not pass through on your way to another place.

A harbor facility on the Mississippi River would help the economy of our county greatly. Maybe the youth of Lake County would not have to leave to find financial security.

I fully support the development of this project. Please consider this letter my personal endorsement for the construction of the proposed Mississippi River Harbor in Lake County, Tennessee.

Sincerely,

A handwritten signature in cursive script that reads "Jo Hanna Simmons".

Jo Hanna Simmons
Tiptonville Dairy Queen

JEANETTE H. CATES

(Mrs. C. C. Cates) Jr.

3 Keystone Drive — P.O. Box 418

Phone 901-253-6872

Tiptonville, Tennessee 38079

Sept 6, 2000

Dear Sirs'

I am for the Cates Landing Project -
Have been doing business with the Corp. for many years for Reetment maintenace through John McCormick whom I know well (my husband who is deceased use to help John with the maps, C. C. Cates Jr. was a Civil Engineer - we (my sister-in-law) Helen Cates Neary resides in Bay City, Texas we own land behind the levee and land at Cates Landing, ^{or less} 1/4 mile from where the property that the County is interested -

Also in 1956 we lived at Cates Landing C. C. lived in Tiptonville until he was 12, then moved to Texas. Came back after World War II and Korean War - He tried then to get the people interested in a Port, his Grandfather & his Brothers shipped their Cotton from there -
The Cates lived there at one time -
(over)

Hope before I die, that something will
be done -

Sincerely
Janette H. Cates

ATTACHMENT 2

Site Visit: October 12, 2000

On Thursday October 12, 2000, members of the Corps of Engineers, Memphis District met with Steve Seymour (TWRA), Robert Baker (TDEC-WPC), and the local sponsors of the Northwest Tennessee Regional Harbor project. Environmental concerns of the proposed project were discussed.

A Public Notice of the proposed project was issued on August 17, 2000. The expiration date was September 18, 2000. EPA, FWS, TDEC, and TWRA responded. The major areas of concern were as follows:

1. The disposal of 3,000,000 cubic yards of dredged material into the Mississippi River.
2. Testing of sediment prior to disposal.
3. The loss of approximately 125 acres of wetland.
4. Potential impacts on federally listed species (interior least tern, pallid sturgeon, and bald eagle) and the sicklefin chub (candidate for listing) which may occur in the vicinity.

The upper, middle, and lower sections of the harbor were viewed.



Photo 1. Upper section of harbor, looking north.



Photo 2. Middle section of harbor, looking east.



Photo 3. Middle section of harbor, looking west.



Photo 4. Lower end of harbor, facing east.

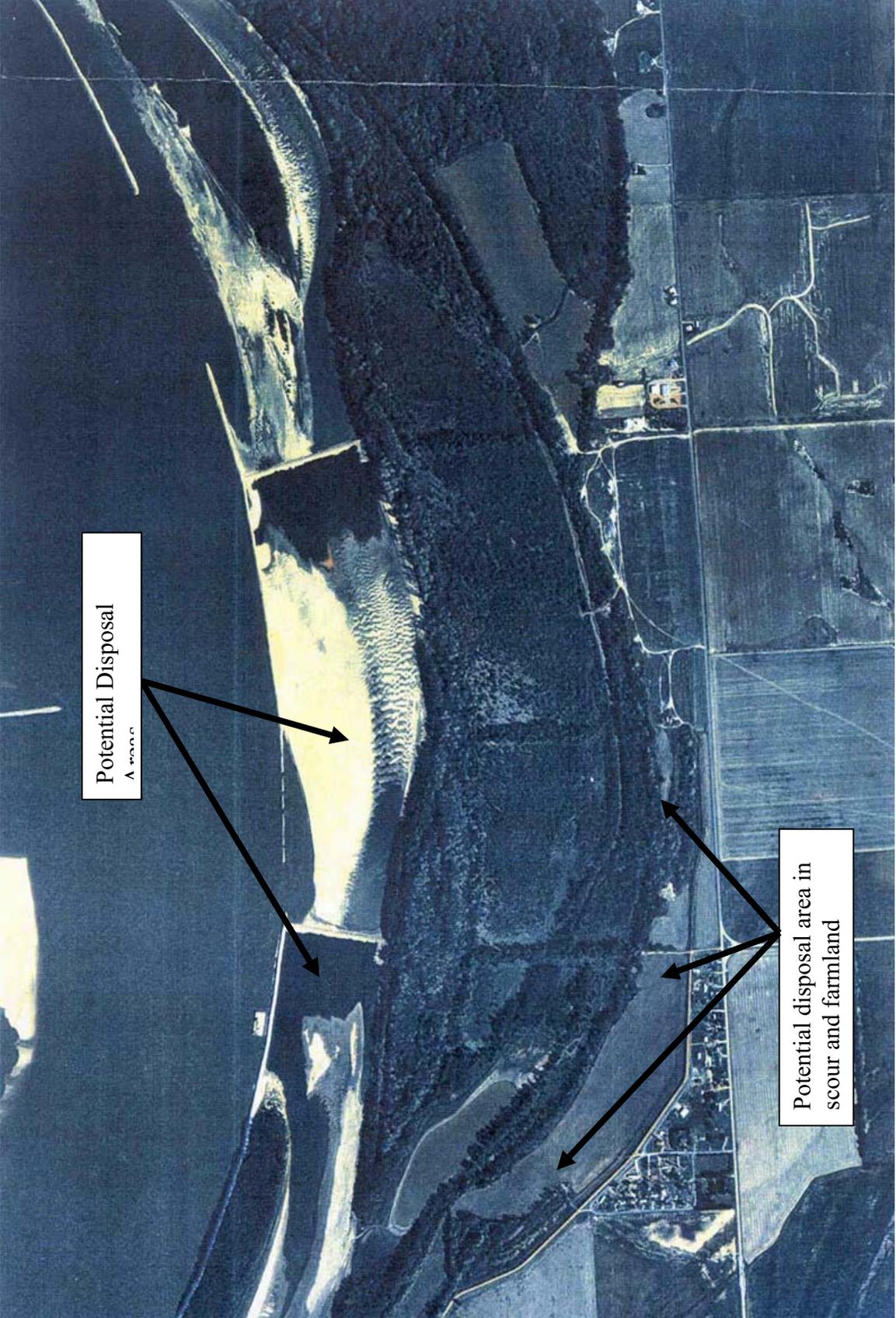
The major area of concern that was addressed at the site visit was the impact of 3,000,000 cubic yards of dredged material being disposed of in the river. Several alternatives were discussed. Pumping the material into an upland site might be economically impractical.

The local sponsor expressed an interest into using the dredged material to fill a scour near the levee (see map). Material would also be placed along the levee in agricultural fields and other low areas. Black willow, silver maple, and cottonwood were the dominant vegetation in the low areas. These areas appeared to be wetlands. The status (i.e., prior converted or farmed wetland) of the agricultural fields is currently unknown. A retaining wall would have to be built in these areas to keep the sediment from reentering the river. This alternative would alleviate the concern of disposal into the river. The local sponsor was informed that the placement of dredged material into these areas could require additional mitigation.

A second alternative discussed was the disposal of material behind the dike field. A construction time limit would be placed to prevent any impacts to the least tern or pallid sturgeon. No discharge would occur between 12 April and 1 August, depending on Mississippi River stages. This alternative needs to be discussed in greater detail.

An alternative was also discussed of making a smaller harbor. This would result in lower amounts of dredged material and wetland losses. The local sponsor wants the harbor extended up to Cates Landing. A narrower harbor with a turning basin is being considered.

Mitigation requirements were discussed. I stated that mitigation would be based on habitat evaluation. FWS will determine if they would like a HEP or a HES performed on the area. A HEP would require a Scope of Work and a transfer of funds to the FWS.



Potential Disposal Area

Potential disposal area in scour and farmland

ATTACHMENT 3

1. Record of Telephone Conversation, dated 20 December 2000
2. Cates Landing Conference Call Notes, email with attachments, dated 4 January 2001.

Record of Telephone Conversation

Date: December 20, 2000

Subject: Northwest Tennessee Regional Harbor

Participants:

Wilton Burnett, Jr.	TN, ECD Office of Special Projects
Mike Atchison	TN, ECD Office of Special Projects
Kerry Brannon	TVA, Economic Development Specialist
Bob Buchanan	TVA, Navigation
Dodd Galbreath	Governor's Environmental Policy Office (TN)
Dr. Andrew Barass	TN Div. Of Natural Heritage
Dan Sherry	TWRA
Steve Seymour	TWRA
Tim Merritt	USFWS
Randy Cook	USFWS, Reelfoot Lake National Wildlife Refuge Manager
Eric Somerville	EPA, Region IV
Drew Cohn	PM-P
Mike Knipple	ED-D
Melissa Mullen	ED-G
Dave Reece	PM-E
Richard Hite	PM-E
Jim McNeil	PM-E
Ian McDevitt	PM-E
Danny Ward	PM-E

The purpose of this teleconference was to discuss the study being conducted by the Memphis District, Corps of Engineers on the proposed Northwest Tennessee Harbor located at Cates Landing. Environmental and cultural resource impacts were primarily discussed.

The Tennessee Department of Economic and Community Development (TN ECD) initiated the conference call. The ECD stated that they wanted to work through some of the environmental issues to avoid an EIS.

The project discussed involved a potential harbor located at Mississippi River Mile 900. The proposed work will consist of dredging a channel approximately 10,000 feet long and 225 feet wide (bottom width) and cover an area of approximately 125 acres. Approximately 3,000,000 cubic yards of material will be excavated. Stone protection consisting of 240,000 tons of riprap and 72,000 tons of crushed stone as filter material will be placed landside of the harbor. The exact location of the disposal area is not known at this time.

A 1,000-acre industrial area will be located to the south of the harbor. The cumulative impacts of this area are being studied per NEPA and U.S. Army Corps of Engineers Regulations.

Environmental Concerns:

Impacted Wetlands

Approximately 125 – 135 acres of wetlands will be impacted as a result of harbor construction. Any unavoidable impacts would have to be mitigated. TWRA and FWS stated that there is ample land located along the Obion River and Reelfoot Lake area that would be suitable for mitigation purposes.

Threatened and Endangered Species

The interior least tern, pallid sturgeon, bald eagle, and the sicklefin chub are known to occur in the project vicinity. Impacts to these species are currently being investigated under a Biological Assessment. The USFWS stated that disposal of sediment into the Mississippi River may lead to a “may affect”. This would require formal consultation with the FWS.

The TN Div. Of Natural Heritage stated that there might be threatened vegetation present in the impacted area of construction. They stated that they would like to see a complete botanical survey of the area.

The disposal of 3 million cubic yards of dredged material into the Mississippi River

EPA, TWRA, USFWS, TN Div. Of Natural Heritage and the Governor’s Environmental Policy Office were opposed to the discharge of any material back into the Mississippi River. Drew Cohn stated that the Mississippi River already has a high silt load and that the discharge of sediment over time would not have a significant effect. All of the resource agencies stated that they were aware of this but the placement of sediment back into rivers is detrimental. Drew Cohn stated that the State of Missouri reached a compromise with the Memphis District on the placement of dredged material into the Mississippi River. This involved disposing of all sediments above the water line in an upland site and the river would be used for disposal of all sediments below the water line. The resource agencies still stated that they are opposed to any sediment returning to the river.

The EPA stated that the sediment needs proper testing prior to any disposal method. PM-E staff is currently working out the details with EPA on proper testing protocols.

Concerns were also brought up over the amount of maintenance dredging that will be required in the area if a harbor is built. This will have to be addressed.

The Memphis District is currently looking at alternative disposal areas.

The possibility of an EIS

An EIS will be triggered after a complete Environmental Assessment has been conducted and has concluded that significant impacts will occur. An EIS will take at a minimum of one year and would cost approximately \$300,000. The local sponsor would pay for 50% of the costs under the current authority for this project.

All of the agencies stated that construction of a harbor extending to Cates Landing would require an EIS.

Cultural Resources

Jim McNeil stated that we are currently conducting a literature search of the area. There are several areas located in the industrial area that will need to be surveyed. Currently, the state SHPO is looking over a Memorandum of Agreement that states that a cultural resource survey will be conducted prior to any development in the area. This survey will be conducted by the private industry building in the area. All applicable laws will be followed by the industry if any cultural resources are found.

Other regulatory concerns

The TN ECD asked what would have to be done to perform geo-tech investigations on the industrial site. Drew Cohn stated that this falls outside the Corps authority for this project. Different authorization would have to be required. (Note: The TN ECD seemed to be under the impression that the CE is performing engineering feasibility studies to the industrial area. The local sponsor needs to be aware of this to avoid any confusion.)

All of the resource agencies expressed major concerns for the possibility of a chip mill moving into the harbor area. The FWS stated that a chip mill will increase the scope and cumulative impacts to threatened and endangered species. The FWS stated that they would recommend a survey be conducted on the impacts of a chip mill within a 75-mile radius of the harbor and the area the mill is logging if the chip mill can not be excluded. CE staff responded that this will be a public harbor and we can not exclude any industry. Currently, we don't know if a chip mill will be utilizing the harbor. Therefore, PM-E staff might have to increase the scope of study on threatened and endangered species.

The FWS stated that there would most likely be cumulative impacts on Reelfoot Lake and the wildlife present there. They stated that an in depth study would have to be conducted to prove otherwise. A 1000-acre industrial site will most likely have an effect on the ecosystem of Reelfoot Lake. This will require further investigation.

EPA expressed concerns over the "Purpose and Need" of the harbor and alternative analysis. TN ECD stated that the only other public harbor located in Tennessee is in Memphis. However, it was stated that other ports exist in the vicinity in other states (i.e., Hickman, New Madrid, Osceola, Pemiscot County). EPA expressed concerns if the Purpose and Need was a lack of harbor space in the area. This will require further investigation.

TN Div. Of Natural History stated that they would like to see some bioengineering involved as much as possible in harbor construction.

It was stated that the original Public Notice sent out in August was missing information on possible impacts. The Public Notice served as a scoping document to look at the possibility of a harbor in the area. A new public notice will be circulated when plans are finalized.

Concerns were also brought up over alternative analysis. Currently, no alternatives are being studied. FWS has stated in a prior letter that they believe alternative sites exist in northwest Tennessee that would be less environmentally destructive. These alternative sites (Ridgely and Wynnburg) might need to be studied in depth. Shortening the dimensions of the harbor will have to be analyzed as an alternative. This alternative will have less environmental impacts. EPA stated in a prior communication that alternatives to already existing harbors in the areas need to be analyzed. For example, if they can be enlarged to adequately address the desire for industry to move into the area. These will have to be explored under the NEPA and 404(b)(1) process in deciding water quality certification. All of the agencies stated that a project of this magnitude needs to be studied under a scope of an EIS. However, EPA stated that if their concerns related to reasonable alternatives and other issues are adequately addressed in the EA than an EIS may not be needed. All of the other agencies agreed.

Recommendations:

1. Explore reasonable alternatives to the project including alternative sites in NW TN and smaller harbor sizes that will still meet the local sponsor's wishes. Address if there is a lack of harbor facilities in the area (There are no other harbors in Tennessee other than Memphis on the Mississippi.)
2. Test sediments for contaminants.
3. Identify any environmental and cultural impacts associated with each alternative.
4. Finalize plans including disposal areas.
5. Circulate a public notice. Request water quality certification from the State of Tennessee. Any additional comments need to be incorporated into the preliminary Draft Environmental Assessment.
6. Complete a Biological Assessment on threatened and endangered species in the area and submit it to FWS for concurrence. The BA will have to address the chip mill concern and the botanical survey of the area. Placing the sediment into the Mississippi River may result in a finding of "may effect". This will require formal consultation with the Service.
7. A more detailed sediment testing may be required on the recommended plan.
8. Complete a preliminary Draft Environmental Assessment and circulate to appropriate agencies. This "working document" will insure that all concerns will be addressed before a Draft EA is circulated. Incorporate comments from the preliminary assessment into the Draft Environmental Assessment.
9. Finalize the Draft Environmental Assessment. Circulate to appropriate agencies and individuals.

MEMORANDUM

TO: Cates Landing Conference Call Participants - 12/20/00
FROM: Wilton Burnett, Jr.
DATE: January 4, 2001
SUBJECT: Conference Call Notes

Please find attached:

Conference call meeting notes,
List of conference call attendees,
Cates Landing Environmental & Cultural Agencies Group
contact list,
Corps of Engineers Project Study Plan for Cates Landing -
This is being forwarded by mail to our non-Corps participants.

Many thanks to all of you who participated in our call. I hope that we have made a good beginning in integrating our environmental regulatory community into a regional effort of great significance to Northwest Tennessee. The Northwest Tennessee Port Authority Coalition has a goal of achieving a port facility/industrial park project that represents an enhancement not only to the regional economy but also to the unique ecology that makes the Reelfoot Lake/Mississippi River area what it is. This cannot be achieved without your integration into and participation in this overall effort. The members of the coalition live, work, hunt, fish and recreate in this unique area. It's their backyard and they mean to preserve and enhance those assets which keep them choosing to live there.

Our call was about all parties being fully informed regarding what is going on, identifying information gaps and specifying issues. The completion of the Corps' Project Study will make available a great deal of needed data and clarification. In the meantime, my call notes seek to identify some areas in which we may try to achieve some resolution of questions and issues. I hope that we can maintain an effective interaction in order that we may informally, efficiently and objectively address all the environmental issues possible and then proceed along the regulatory/public input route with an abundance of good information available to all concerned.

p.s. The three file attachments are Microsoft Word97 documents.

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CATES LANDING CONFERENCE CALL

December 20, 2000

ATTENDEES

Mike Atchison, TN ECD

Robbie Baker, TDEC, WPC (Last 30 minutes)

Andrew Barrass, TDEC, Natural Heritage

Kerry Brannon, TVA, Economic Development

Bob Buchanan, TVA, Navigation

Wilton Burnett, Jr., TN ECD

Drew Cohn, USACOE, Project Manager

Randy Cook, USF&WL, Reelfoot Lake National Wildlife Refuge Manager

Dodd Galbreath, Governor's Office for Environmental Policy

Richard Hite, USACOE, Environmental Team Leader

Michael Knipple, USACOE, Civil Engineer

Ian McDevitt, USACOE, Economist

Jimmy McNeil, USACOE, District Archaeologist

Tim Merritt, USF&WL, Cookeville

Melissa Mullen, USACOE, Civil Engineer

David Reece, USACOE, Chief, Environmental & Economic Analysis Branch

Steve Seymour, TWRA, Jackson

Dan Sherry, TWRA, Nashville

Eric Somerville, EPA Region IV

Danny Ward, USACOE, Fishery & Wildlife Biologist

Jimmy Williamson, Dyersburg Chamber of Commerce & Manager, Dyersburg Electric System

CATES LANDING - CONFERENCE CALL

December 20, 2000

MEETING NOTES

By: Wilton Burnett, Jr., TN ECD
January 4, 2001

ATTENDEES

I have attached a list of those who participated and also an updated Cates Landing Environmental and Cultural Agencies Group contact list. As suggested by Eric Somerville, Larry Watson has been added to that list. Please let me know if any corrections are needed in said list.

PRELIMINARY

This document contains my summary of the conversation as taken off tapes of the call. I have broken these notes down more by topics than by the chronological order of the conversation. There will be some points wherein I have injected my later thoughts. *These will be in italics.* Where I have left out or misstated relevant points, I would appreciate your corrections. The call began about 9:05 a.m. (cst) and ended at 10:05 a.m. (cst).

I very much appreciate the time and cooperation of all the participants in this call. My position in this matter is that of a state agency which has a departmental interest in the Northwest Tennessee Port Authority Project at Cates Landing and which is seeking to be sure that state economic and environmental policy is on the same sheet of music with both the coalition and our federal agencies. I recognize that the Corps is in charge of the harbor project study now ongoing and that the Northwest Tennessee Port Authority Coalition is in charge of the overall Cates Landing project.

CORPS OF ENGINEERS PROJECT STUDY PLAN (PSP) - NORTHWEST, TENNESSEE

REGIONAL HARBOR - CATES LANDING, TENNESSEE

I am forwarding by mail the above PSP dated January 18, 2000. This document describes in detail just what the Corps is about, i.e., "This study will evaluate the economic feasibility of constructing a harbor in Northwest Tennessee at Cates Landing." My apologies for not having forwarded it prior to our conference call. This study is due to be complete on or about March 1, 2001.

NOTES

1. NORTHWEST TENNESSEE PORT AUTHORITY PROJECT

- See PSP Sections 1.0 @ page 1 and 2.0.1.2 @ page 3.

- All in the group appeared to understand the effort underway by the coalition to investigate the feasibility of and effectuate a port facility/industrial park at Cates Landing.

2. AREA OF CORPS STUDY AND PORT FACILITY/INDUSTRIAL PARK CLARIFIED

- *See PSP Sections 1.0 @ page 1 and 1.2 @ page 2.*
- The forested island to the north of the proposed channel will not be included in the industrial park or harbor. There is no name for this island.
- The Lake County Industrial Development Board owns a 52 acre rectangular tract rather than the 57 acre tract shown in the graphics. A five acre trapezoid was sold off of the northeast corner.
- All port facility development will be on the south side of the proposed channel.
- Proposed port facility items (preliminary version) will be shown in the Corps study due in March.

3. TVA CO-PRODUCTION PROJECT STUDY OF 1992-93

- Said study was not coordinated with EPA but was part of a preliminary study of five sites for a Clean Coal project for which funds were being sought. Had the site been successful, interagency coordination would have been initiated. TVA did compile the information collected into a document for further use if needed.
- TVA is not undertaking any further pursuit of such a co-production project for the Cates Landing site.

4. SCOPE OF THE CORPS STUDY AT CATES LANDING

- *See PSP document.*
- *\$300,000 has been budgeted for a study to be completed on or about March 1, 2001.*
- The Corps is conducting fairly detailed studies in the proposed channel and port facilities area for the purpose of assessing feasibilities. It is not studying the proposed 1,000 acre industrial park area in such detail but is addressing estimated impacts/cumulative impacts of the development of such a park.

5. STATUS OF CORPS STUDY

- Still shooting for March 1, 2001 to produce finished study.
- Geotechnical – *See PSP Section 4.0 @ page 7.*
Feasibility portion complete. Will do more work if/when get to point of design plans and specs for channel and facilities.
- Survey – *See PSP Section 4.1 @ page 7.*
Topographic survey (ground/GPS – not flown) of channel/harbor area complete.
- Engineering design – *See PSP Section 4.3 @ page 8.*
Preliminary design of channel/harbor complete. Preliminary quantities complete. Looking at areas for placement of dredge/excavation materials.
- Environmental – *See PSP Sections 2.0.1.5 @ page 4 and 3.1 @ page 6.*
Not yet complete.
- Cultural – *See PSP Sections 3.0 @ page 6 and 11 @ page 12.*
Literature and records search to be completed shortly. Drafted MOA among Corps, state and Lake County regarding survey requirements for areas to be used now with Jennifer Bartlett @ TN Division of Archaeology.
- Real Estate – *See PSP Section 10 @ page 12.*
Study on-going and should be finished by first or second week in January. This deals only with channel/harbor areas and lands needed for mitigation.
- Economics – *See PSP Section 3.4 @ page 7.*
Study will be finished about end of January.
- *Schedule – See PSP cover and Section 6.0 @ pages 9 & 10.*
- *Costs – See PSP Section 4.4 @ Page 8.*

6. PUBLIC NOTICE OF AUGUST 1, 2000 – RESPONSES

- The only responses were those contained in the conference call notebook. There were no requests for a public hearing.

7. ADEQUACY OF PUBLIC NOTICE OF AUGUST 1, 2000

- *See PSP Section 2.1 @ page 5.*
- Agencies consensus was that the notice did not contain near enough information about the project for commentors to make adequate responses and that, given advertisement and adequate information, many groups would want to comment. Some felt that the notice should be withdrawn and reissued, possibly as a scoping document.
- Corps stated that public notice was a scoping document to look at a potential harbor site. When plans are in a more finalized state, the Corps will probably put out another public notice and retract the previous notice.

8. NEED FOR EIS

- *See PSP Section 3.1 @ page 6.*
- Several agencies felt that an EIS was definitely needed but this was primarily due to the lack of information presently on the table.
- Corps estimate for an EIS was minimum of \$300,000 and one year.
- Corps study will include an EA in compliance with NEPA.
- Consensus appeared to be that we need to look at the EA produced, continue an effective interaction among the agencies, thoroughly address all environmental issues possible on the front end and then decide whether it is needed or appropriate to go to an EIS.

9. INDUSTRIAL PARK USER CONCERNS – AREA OF PROJECT IMPACT ISSUES

- A major concern expressed was whether the proposed port facility/industrial park would attract a chip mill. Missouri has banned chip mills and this could make Cates Landing more attractive to one. Some relevant points/issues:
 - A. This will be a public park and port.
 - B. Potential availability for facilities such as a chip mill would result in the environmental agencies requiring that a much larger area of project impact (sourcing areas up to 75 mile radius) be reviewed for environmental impact consideration.

C. Do you seek to restrict the use of the port and park or restrict its size and capacity in exchange for an easier, more expedited environmental review and permitting process?

D. A major economic justification of the project is agribusiness and forest products.

E. Restricting forest products from the project would significantly cut into shipping tonnage which will impact the economic feasibility aspect of the Corps study.

F. No one can accurately predict what type industries might use the project. The coalition group does have letters of intent available from existing industries.

G In the Corps' present study, it is looking at direct and cumulative impacts of the construction of a harbor and any cumulative impacts of the associated industrial park. *I do not believe that this yet includes any assumptions that a chip mill may locate at Cates Landing.*

- *Wilton Burnett needs to quickly coordinate among the Corps, Dodd Galbreath and the steering committee of the NW TN Port Authority coalition on issues such as:*

A. Any restrictions on port/park future uses;

B. Public policies on public ports,

C. Governor's Environmental Policy Office position on chip mills.

10. NEED FOR A PORT/INDUSTRIAL PARK

- The issue was raised as to whether such a port was needed.
- Burnett and Brannon noted that, due to the unique nature of Cates Landing, it has been shown to two steel mills and ConAgra, been considered for TVA's Co-Production project and was presently a site of interest. Over \$1.0 billion of potential investment had walked away from it because it was not developed. The present initiative was in place due to past and present interest in the site and much support including county executives, Mayor Jim Rout of Shelby County, Don McCrory of the Memphis/Shelby County Port Commission, etc.
- The Corps noted that there were port sites on the other side of the Mississippi but that they were limited in their use due to access problems. Also that, with the market given further options for moving raw materials and products, there was an identified need that could be fulfilled by the project.

11. ALTERNATE SITE ISSUE

- Issue raised as to whether Cates Landing was the only and best site available for the project.
- Burnett noted that Cates Landing was the only West Tennessee site on the Mississippi River, other than Memphis, which was above the 100 year floodplain yet on the main channel and close to road and rail transportation and that the Corps had reviewed alternates area sites.
- The Corps noted that it had conducted a reconnaissance level analysis of alternate sites and that its present study would include the resulting analysis.

12. WETLANDS

- *See PSP Section 3.1 @ page 6.*
- While island to the north of the proposed channel will not be impacted, the channel and harbor facility will impact at least 125 acres of existing wetlands and possibly more.
- Corps is not delineating wetlands in the 1,000 acre industrial park area due to limitations in its Project Study Plan and associated budget.
- Corps is looking at the wetlands impact of the channel/port project and, under NEPA, the potential wetlands impacts of the development of the industrial park. The Corps' study will include an estimate of the wetlands to be impacted in the industrial park.
- It was recommended that the Regulatory Branch of the Corps (Larry Watson) be involved in this process as the coalition will have to obtain permitting for wetland work.
- State water quality certification will be required and it was recommended that it would be more efficient if such was applied for as a singular project (channel, port and industrial park). Also, such a combined application would make establishing mitigation cheaper and more efficient.
- The Lake County Industrial Development Board formerly held a Corps permit for a channel/port at Cates Landing in 1992-93 that expired. There was a reapplication in 1998 but, due to a project fading, no permit was either issued or denied.

- Concern was expressed over the hydrological affect (headcutting) of the channel on a wetland located east of the east end of the channel. It was noted that the sale of the five acres at that location would make the channel further away. The Corps stated that it would look into this issue.

13. THREATENED AND ENDANGERED SPECIES

- *See PSP Sections 3.1 @ page 6 and 3.2 @ page 7.*
- Interior least tern – Corps does an annual survey and knows that they are on the island to the north.
- Palid sturgeon – Impact may depend upon the issue of returning dredge material to the river.
- Bald eagle – Corps looking at where nesting is occurring in the area.
- Sicklefin Chub – Not yet protected but USF & WL requests that it be given protection.
- No showstoppers are seen given the use of appropriate construction methods, protective measures and mitigation.
- Dr. Barrass expressed that several state listed botanical species are in the area and asked that a survey be done. *I ask that Dr. Barrass contact the Corps with specifics on this issue.*

14. MITIGATION

- *See PSP Sections 3.1 and 3.1.1 @ page 6.*
- The Obion River and Reelfoot Lake area present many opportunities for mitigation projects.
- *Burnett will seek to conference with Larry Watson, Dan Sherry, Eric Somerville, Tim Merritt Andrew Barrass and Robbie Baker as regards establishing some specifics on possible mitigation projects.*

- Burnett noted that it will be important to the NW TN Harbor project to have a handle on what sort of cost might be involved in mitigation. Sherry stated that a beginning point might be \$12,000 per acre at 2:1 mitigation.
- Dr. Barrass expressed an interest in working with TWRA on mitigating site botanical species by adding buffer areas to the state designated natural areas within the TWRA managed area at Reelfoot.
- Dr. Barrass inquired as to the potential for the island to the north for habitat enhancement. No such work is presently planned and there is also a question as to the actual ownership of said island. *Burnett may look into this issue further.*
- Dr. Barrass asked/suggested about the Corps using bioengineering techniques for the design schemes for harbor construction.

15. DISPOSITION OF DREDGED MATERIALS

- The Corps proposes to return an estimated 3 MCY of dredged material to the Mississippi River or at least follow their plan used in Missouri which is to return water dredged material to water and land excavated materials to land. The Corps estimates the ratio of water dredged to land excavated materials to be 60/40 to 50/50.
- EPA, TWRA, USF & WL and Dr. Barrass were in uniform disfavor of returning said materials to the river.
- *My perception is that there is a dredged materials disposal issue here which needs to be resolved of a certainty in a relatively short time. I will seek to see if such a resolution can be pursued among the appropriate agencies.*

- Land areas for the disposal of dredged material are available on the Keiser tract and a tract further west. The Corps is analyzing the potential disposal sites issue in its report.
- The question was raised as to whether the Mississippi River meets water quality standards at Cates Landing. Somerville will be checking this.
- The issue of toxicity tests on the dredge material was raised. The Corps noted that such tests were quite expensive but that they were being done on a preliminary basis for the study and that more would be done should the project proceed. Somerville asked that contact with Doug Johnson at EPA be established on this issue.
- Melissa Mullen stated that high clay content in the dredged materials could mean that drying, if land applied, could take from one to five or ten years but that potential sands which may be present could shorten this time.

16. CULTURAL RESOURCES

- *See PSP Sections 3.0 @ page 6 and 11 @ page 12.*
- There should be no problem with the relocation of the historical marker referencing the battle at Island #Ten.
- The Corps is doing a literature search of the area. The Cronanville Cemetery is the only recorded area site. More detail on the Cronanville site than is contained in the Memphis State Phase I Archaeological Survey of 1993 will be needed.
- The Corps MOA to be signed by the state and county will require future site users to first conduct surveys in the areas of construction.
- No cultural showstoppers are foreseen at this time.

17. GEOTECHNICAL

- *See PSP Section 4.0 @ page 7.*

- Corps work for the present study is limited to the channel/port area and does not include the industrial park area.
- *Burnett will do some checking on potential costs for preliminary geotechnical work in the industrial park area.*

18. SILTATION/MAINTENANCE

- *See PSP Sections 4.2, 4.3, 4.4 @ page 2 and 12 @ page 13.*
- The issue was raised of whether there would be any problem with siltation of the potential channel around the island to the north.
- The Corps study will address the annual maintenance needed including estimated amounts of materials and costs.

RESULTING ACTION ITEMS AS SEEN BY BURNETT

1. *I will coordinate among the Corps, Dodd Galbreath and the steering committee of the NW Port Authority coalition some resolution of issues such as:*

- A. *Any restriction on port/park future uses (chip mills),*
- B. *Public policies on public ports,*
- C. *Governor's Environmental Policy office position on chip mills.*

I will seek to do this early in January so as to give the Corps a better feel for the scope of coverage which might be expected in looking at cumulative project impacts.

- 2. *For my own clarification, I will contact the appropriate agencies to see what is involved in combining any efforts for achieving water quality certification to include proposed work in the industrial park area rather than the channel/port area only.*
- 3. *I asked that Dr. Andrew Barrass contact the Corps directly regarding his concerns about state listed botanical species in the project area and, to the extent consistent with the demands of his own program, provide such assistance as he can.*
- 4. *I will conference with Larry Watson, Eric Somerville, Dan Sherry, Tim Merritt, Robbie Baker and Andrew Barrass about specifics on wetland mitigation issues.*

5. *I may check further into the matter of the ownership of the island to the north and its suitability for mitigation purposes.*
6. *I will seek to encourage a dialogue among the appropriate agencies to resolve ASAP the issue of the disposition of the dredged material involved in the project.*
7. *I will seek to obtain some estimates of what costs may be involved for preliminary geotechnical work in the industrial park area.*

ATTACHMENT 4

1. Agenda, Cates Landing Meeting
2. Meeting minutes, Cates Landing meeting 22 July 2002.

NORTHWEST TENNESSEE HARBOR PROJECT
22 JULY 2002
MEETING IN NASHVILLE, TN

1. On 22 July 2002, the Sponsor, Tennessee EDC, the Memphis District, US Fish and Wildlife, US EPA, and others met to discuss the newest alternative for the NW Tennessee Harbor project. Attached is an agenda and a list of participants.

2. The following are the major points developed from this meeting:

a. Cultural Resources: Must complete draft MOA for phased compliance and get all Federal agencies to sign MOA.

b. Dredge Disposal & Sediment Toxicity: (1) Need test results of sediment in proposed harbor.

(2) Need to know water quality of effluent from dredge disposal area.

(3) If sediment is contaminated, Need to know how leach from dredge disposal area will be treated and disposed.

(4) Need to provide details of how dredged material is to be placed on land and how testing for contaminants will be performed.

c. Threatened & Endangered Species: (1) Need to develop a fuller Direct Impacts for the harbor site then what is contained in the draft EA.

(2) Need a full botanical survey and discuss threats to endangered plants.

(3) Need to describe HESS method and list assumptions. Include project data as an enclosure.

d. Reelfoot Lake Impacts: No impacts were identified.

e. Chip Mill/Forrest Impacts: (1) USFWS said it is not against all forest products. It is just against Chip Mills.

(2) USFWS believes the Corps of Engineers can put a condition on its permit to exclude chip mills from using the harbor. USFWS said that without such a condition, it would require a EIS with a radius of 75 miles.

(3) Dodd Galbreath of Tennessee Environmental Policy Office, said his office would research to see if zoning, permits, or other means are available to control or reopen NEPA in the future if a chip mill wants to use the harbor.

3. USFWS said that the need for additional information on most of the areas on the agenda clearly shows that the project EA needs to be developed into an EIS.

4. Wilton Burnett of TN EDC closed the meeting and said he would get minutes of the meeting out to the participants.

ATTACHMENT 5

**NORTHWEST TENNESSEE HARBOR
INTERAGENCY MEETING
9 SEPTEMBER 2003**

AGENDA

1. Introductions
2. Study Summary (Ward)
3. Additional Environmental Studies (Open Discussion)

- a. Botanical Survey

Black willow predominates the harbor site. Due to concerns expressed from Natural Heritage a full botanical survey of the impact area is warranted. The survey will most likely be contracted out (see Botanical Survey Scope of Work).

- b. Sediment Samples

TVA obtained surface sediment samples in the vicinity of the harbor site in the 1990's. Copper, iron, manganese, zinc, barium, arsenic, chromium and nickel were ion the "moderately polluted" to "heavily polluted" range. However, concentrations were not high enough to warrant listing the sediment as "contaminated". Additional sediment testing is warranted to determine contaminant levels and if they pose a threat to the human health and the environment. Sediment sampling and testing would most likely be contracted out (see Sediment Analysis Scope of Work).

- c. Endangered and Threatened Species – A Biological Assessment will be conducted on federally listed threatened or endangered species.

- Least Tern – No least tern colonies have been detected in the proposed harbor sites. Colonies have been observed periodically on sandbars across the river in Missouri. Proposed construction would not take place during critical breeding and fledging times to ensure that there would be no affect on the least tern. On-going least tern surveys would continue along the lower Mississippi River with special attention given to the proposed harbor location.
- Pallid Sturgeon – A pallid sturgeon survey was conducted in the proposed harbor site (see Survey Report). No pallid sturgeons were encountered. The survey revealed that the proposed site is not suitable sturgeon habitat.

- Bald Eagle – Bald eagles have been observed flying over the harbor site (proximity to Reelfoot Lake). No bald eagle nests have been observed within the impact area. Bald eagle and nest surveys will be conducted this winter to ensure that nest sites or vegetation suitable for nesting would not be impacted from harbor construction (see Bald Eagle Survey Methodology).

d. Aquatic Slack Water Species of Concern

Due to concerns expressed by the Division of Water Pollution Control additional biological surveys are required. The pallid sturgeon survey lists some of the species present in the harbor site and indicates that the flooded willow habitat offers suitable habitat for a wide variety of juvenile fishes. Impacts to flooded willow areas would be minimal. The remaining portions of Old Slough Landing would be preserved to act as a buffer to the harbor.

A fishery survey would be conducted in the proposed harbor area this fall (see Fish Survey Scope of Work).

If suitable habitat is present, a freshwater mussel survey will be conducted in the shallow backwater areas where the majority of the dredging would take place. Diving in the Mississippi River proper would not take place unless there is reasonable evidence to warrant (see Mussel Survey Methodology).

e. Habitat Loss (including wetlands)

All impacts to existing habitat would be mitigated accordingly. The Habitat Evaluation System (HES) was used to quantify impacts and calculate suitable mitigation requirements. Prior converted farmland immediately adjacent to the river and within the batture area of the levee system would be given priority.

f. Cumulative Impacts of Harbor Construction (excluding chip mills and cultural resources).

The cumulative impacts of harbor construction would be addressed including the likely impacts of industrial development adjacent to the harbor site (see Cumulative Impact Methodology). The following types of industries have expressed interest in locating to the area if harbor facilities are developed.

- Petroleum Products (Diesel)
- Calcium Carbonate
- Steel Coils
- Soybean Meal
- Natural Rubber

- Paper

g. Chip Mills

The federal and state governments can not put exclusions on certain industries and deny them access to a public harbor built with public funds. Currently no chip mill is expected to locate to the area. Additional chip mill studies are warranted due to concerns expressed by the U.S. Fish and Wildlife Service and TWRA. The study will entail the probability of a chip mill locating to the area, expected impacts to the surrounding area if a hypothetical chip mill were to locate, and any types of regulatory control over the chip mill industry (see Chip Mill Study Methodology).

4. Other Environmental Concerns

- a. Environmental Protection Agency
- b. Fish and Wildlife Service
- c. TWRA
- d. TDEC – Water Pollution Control
- e. TDEC – Natural Heritage

5. Partnering Agreement

ATTACHMENT 6

SUBJECT: NW TN Harbor, interagency conference call.

1. An interagency conference call was conducted on 3/9/2004 at 1330 to discuss the status of the study and remaining environmental concerns for the NW TN Harbor Project.
2. Participants included:
 - Jim Lloyd, MVM PM-P
 - Dave Reece, MVM PM-E
 - Danny Ward, MVM PM-E
 - Dan Eagar, TDEC, WPC
 - Robbie Baker, TDEC, WPC
 - Rob Todd, TWRA, Fisheries Division
 - Bill Reeves, TWRA, Fisheries Division
 - Doug Winford, USFWS
 - Robbie Sykes, USFWS
3. The following items were discussed:
 - a. Threatened and Endangered Species – A biological assessment has been completed and concludes that harbor construction would not affect the interior least tern, pallid sturgeon, and bald eagle. Harbor dredging would not take place during reported pallid sturgeon spawning periods (12 April to 30 June) and interior least tern nesting and fledging periods (15 June to 15 August), depending on river stages.
 - b. Wetland Losses – The recommended plan would impact 60 acres of wetlands and 14 acres of farm wetlands. Black willow is the dominant species of vegetation to be impacted. Unavoidable impacts to wetlands would be mitigated by planting bottomland hardwoods and creating topography (excavating lower areas and creating higher areas with excavated material) on 134 acres of prior converted farm land within the Mississippi River 2-year floodplain.
 - c. Possibility of Contaminated Sediments – Preliminary results from sediment testing indicated that some contaminants were above ecological risk factors (low). However, none were above ecological risk factors (medium) and all were well below preliminary remediation goal values. Results are still being evaluated. Additional testing is being conducted on PCB's.
 - d. Dredged Material Disposal – 1.02 million cubic yards of dredged material would be placed in two contained areas on land adjacent to the harbor. Water would return to the Mississippi River via a drop structure. Return water would be monitored during construction to ensure that state water quality standards are not violated.

- e. Cumulative Impacts including Chip Mill Concern – Cumulative impact analysis has not been completed to date. However, preliminary analysis indicates that there would be no significant cumulative impacts from harbor construction or industrial development.
4. All participants agreed that there were no environmental impacts of such significance that would prevent the project from moving forward. Dan Eagar stated that he would brief his commissioner (Betsy Child) accordingly. All parties agreed that if anyone perceived any showstopper issue between now and the 22 March meeting with the Governor, we would have an additional teleconference to discuss the new issue.
 5. There were several minor concerns that need to be addressed prior to the completion of the draft report. The following concerns were discussed:
 - a. Maintenance Dredging – The average annual amounts of maintenance dredging and disposal areas need to be calculated and identified.
 - b. Construction Methods – Construction methods need to be explained including clearing activities, dredging, and disposal methods. Specific details concerning controlling sediments during construction needs to be explained.
 - c. Section 404 and Section 10 Permits – The non-federal sponsor would have to obtain Section 404 and Section 10 permits to fill the area adjacent to the harbor for site development. They are proposing to dredge sand out of the Mississippi River for fill. Specific dredge locations need to be identified to ensure that there would be no impacts to pallid sturgeon that inhabit the deeper, main channel areas. Likely sites for sand dredging from the river and potential impacts need to be addressed in the EA.

Danny Ward
Project Biologist