



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, MOBILE DISTRICT
P.O. BOX 2288
MOBILE, ALABAMA 36628-0001

CESAM-RD-C

**JOINT PUBLIC NOTICE SAM-2008-0414-JBM
U.S. ARMY CORPS OF ENGINEERS**

MAR 17 2008

**MISSISSIPPI DEPARTMENT OF ENVIRONMENTAL QUALITY
OFFICE OF POLLUTION CONTROL**

MISSISSIPPI DEPARTMENT OF MARINE RESOURCES

**Dredging for Dry Dock,
Signal International, LLC
Pascagoula, Jackson County, Mississippi**

TO WHOM IT MAY CONCERN:

This District has received an application for a Department of the Army permit pursuant to Section 10 of the River and Harbor Act of 1899 (33 USC 403), and Section 404 of the Clean Water Act (33 USC 1344). Please communicate this information to interested parties.

APPLICANT: Jackson County Port Authority
P.O. Box 70
Pascagoula, Mississippi 39568-0070

LOCATION OF WORK: 601 Bayou Casotte Parkway, Pascagoula, Mississippi on the west bank of the Bayou Casotte (Lat.30°-20'-19.2" North; Long. 88 °-30'-42.6" West / Section 19, Township 8S, Range 5W).

WORK DESCRIPTION: See the attached project description and drawings for details.

The applicant has applied for certification from the State of Mississippi in accordance with Section 401(a)(1) of the Clean Water Act, and upon completion of the required advertising, a determination relative to certification will be made.

Also, the applicant has applied for certification from the State that the proposed activity complies with and will be conducted in a manner that is consistent with the State Coastal Zone Management Program. A determination relative to consistency will be made by the Mississippi Department of Marine Resources.

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Public Notice Number SAM-2008-0414-JBM

This public notice is being distributed to all known interested persons in order to assist in developing facts on which a decision by the U.S. Army Corps of Engineers (Corps) can be based. For accuracy and completeness of the record, all data in support of or in opposition to the proposed work should be submitted in writing setting forth sufficient detail to furnish a clear understanding of the reasons for support or opposition. The decision whether to issue a permit will be based on an evaluation of the probable impact, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources.

The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production, and in general, the needs and welfare of the people.

The Corps is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state with particularity, the reasons for holding a public hearing.

Evaluation of the probable impacts involving deposits of dredged or fill material into waters of the United States will include the application of guidelines established by the Administrator of the U.S. Environmental Protection Agency.

In accordance with Section 106 of the National Historic Preservation Act, and Appendix C of 33 CFR 325, the undertaking defined in this notice is being considered for the potential to effect cultural and historic properties within the permit area. Although the extent of federal control and responsibility for these considerations are confined to the limits of the permit area for this particular

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project, the potential indirect effects that may occur to historic properties as a result of this undertaking are also being considered. We are seeking comment from the State Historic Preservation Officer, federally-recognized American Indian tribes, local historical societies, museums, universities, the National Park Service, and concerned citizens regarding the existence or the potential for existence of significant cultural and historic properties within the permit area. Historic architectural or archaeological investigations may be necessary to ascertain the existence of such resources. Efforts will be made through the consultation process to avoid, minimize, or mitigate any adverse effects to significant cultural and historic properties that may occur as a result of this undertaking. The district engineer remains the final decision authority.

Preliminary review of this application and the U.S. Department of the Interior List of Endangered and Threatened Wildlife and Plants indicate that the proposed activity will not affect listed endangered or threatened species. The U.S. Fish and Wildlife Service and National Marine Fisheries Service will be consulted regarding potential effects on listed marine species and adverse modification of critical habitat.

This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. The proposal would impact approximately 4 acres of estuarine substrate utilized by various life stages of red drum, Spanish mackerel, and shrimp. Our initial determination is that the proposed action would not have a substantial adverse impact on EFH or Federally managed fisheries.

Correspondence concerning this Public Notice should refer to Public Notice Number SAM-2008-0414-JBM and should be directed to:

District Engineer
U.S. Army Engineer District, Mobile
Attention: Regulatory Division, Coastal Branch
Post Office Box 2288
Mobile, Alabama 36628-0001

With a Copy to:

Mississippi Department of Environmental Quality
Office of Pollution Control
Post Office Box 10385
Jackson, Mississippi 39289

And to:

Mississippi Department of Marine Resources
1141 Bayview Avenue, Suite 101
Biloxi, Mississippi 39530

Comments should be received no later than **21 days** from the date of this Public notice.

If you have any questions concerning this publication, you may contact the project manager via e-mail at john.b.mcfadyen@sam.usace.army.mil or telephone number **(251) 690-3222**. Please refer to the above Public Notice number.

For additional information about our Regulatory Program, please visit our web site at www.sam.usace.army.mil/RD/reg, and please take a moment to complete our customer satisfaction survey while you're there. Your responses are appreciated and will allow us to improve our services.

Encls

MOBILE DISTRICT
U.S. Army Corps of Engineer

2.0 PROJECT DESCRIPTION

It is proposed to dredge a 300 foot by 500 foot (3.5-acre) dry-dock basin within Bayou Casotte Harbor immediately adjacent to the Signal International, LLC. facilities as shown in Figures 4A-C. The site to be dredged consists entirely of water bottoms. The proposed project will be constructed with funds provided by the State of Mississippi Community Development Block Grant Program.

The proposed dry-dock basin is necessary for the efficient use of Signal International's *Dual Carrier*. The *Dual Carrier* is a submersible barge that functions as a dry dock by lifting offshore oil and gas drilling rigs out of the water so that the underwater portion of the rigs can be accessed and repaired or modified.

The dredge material excavated from the dry-dock basin will be transported to the former International Paper Moss Point Mill to provide cover for the closure of two units of the mill's wastewater treatment system.

Placement of the excavated materials at the former Moss Point Mill site represents a beneficial use of dredged materials. The two units of the former wastewater treatment system into which the dredged materials will be placed are the 80-acre Aerated Stabilization Basin (ASB) and 16-acre Crescent Lake. While the amount of dredged material to be removed from the dry dock basin is not sufficient to completely fill these two wastewater system units, the materials will make a significant contribution to their eventual closure. Following acceptance of the dredged materials from the dry dock basin project, these wastewater units will continue to be used to receive acceptable dredged material from other projects in the area over time until the units are completely filled.

From an environmental evaluation standpoint the project has three main components:

Dry-dock Basin Construction:

Approximately 200,000 cubic yards (in-place) of material will be mechanically removed by clam shell or bucket dredge to construct the dry-dock basin. The dry-dock basin will be 300 feet wide by 500 feet long and 60 feet deep. Design side slopes of the basin are 2 (horizontal): 1 (vertical). Two "H-piles" located along the outboard edge of the proposed dry-dock basin will be used to secure mooring lines. These lines will be connected to winches located along the starboard side of the *Dual Carrier*. The "H-piles" will be around 100 feet from the toe of the Federal channel. Two additional mooring structures will be located on the dock and connected to another pair of winches located on the port side of the *Dual Carrier*. The winches, a total of four, will be controlled from the *Dual Carrier* and will be used to position the carrier into the proposed dry-dock basin during docking/undocking operations.

The project will also include periodic maintenance dredging for the dry-dock basin to maintain the 60-foot depth. It is estimated that maintenance dredging would need to be performed every four (4) to five (5) years, with 10,000 to 20,000 cubic yards of sediment

to be dredged during each event. Disposal of maintenance material is proposed at the former Moss Point Mill site or other approved upland dredged material disposal area.

Transport of Dredged Materials:

The material dredged from the dry-dock basin will be placed in hopper barges for transport to the disposal site. The barge route will begin at the Signal International site, and move through Mississippi Sound, and then up the Pascagoula to the confluence of the Escatawpa River for the final leg of the trip to former Moss Point Mill site. The total transport distance is greater than 13 miles. The loaded barges will be docked at the former mill dock for offloading of the dredged material (Figure 2). Two fleeting areas will be established to variously manage empty and loaded barges used in the operation. One fleeting area will be designated within Bayou Casotte Harbor, while a second fleeting area will be used in the Escatawpa River downstream of the State Highway 613 Bridge.

Wastewater Treatment Unit Closure:

The dredged material will be used to close the ASB and the Crescent Lake wastewater system units. The two units encompass an area of approximately 96 acres and are continually inundated with water. Closure of the units would involve using dredge materials to create a one-foot layer of cover material over the residual process waste materials that remain in these units as outlined by the Wastewater Treatment Unit Closure Plan. The purpose of the Closure Plan is to physically isolate "the residual materials from ecological receptors and hold the residual solids in place, thus preventing re-suspension into the water column due to wave action, tidal fluctuations, flooding, or other waterborne disturbances."

The dredged material will be removed from barges by either hydraulic or mechanical methods.

- The hydraulic removal method will pump the material directly from the barge via a pipeline to the wastewater treatment units. This will require that water be withdrawn from the Escatawpa River to increase the water content of the dredged material to facilitate pumping. To enable an even distribution of the pumped materials in the wastewater units, a floating pipeline will be used. A diffuser may be added to the end of the pipeline and the material may be sprayed upward into the air to avoid creating excessive discharge velocities that could re-suspend the process wastes to be covered. The end of the pipeline will be gradually moved within the two wastewater units to encourage a uniform coverage by the materials, with the pipeline movement being accomplished by either a motor driven work barge or by cables and winches anchored on the perimeter dikes.
- The mechanical removal method will employ a track hoe located at the dock. The material will be removed from the barges and placed in dump trucks for transport to an approximately 40-acre stockpile site. Once deposited in the stockpile area,

the material will be allowed to dry after which it will be placed in the two wastewater units at a later date. All water that drains from the stockpile area during the drying process will be contained on site by appropriate Best Management Practices (BMPs) and directed into the Crescent Lake and the ASB to prevent accidental discharges into the Escatawpa River.

An essential requirement of the operation to cap the two wastewater units is the repair and improvement of the existing water control structure in the ASB dike. The water control structure empties into a small tributary of the Escatawpa River. The improved water control structure will increase the detention time within the ASB which will promote settling of the dredged materials while reducing the turbidity concentrations of the water exiting the ASB. It is also possible that additional BMP methods (such as turbidity curtains, diversion screens) may also be used inside the ASB to further increase the detention time.

3.0 PROJECT PURPOSE AND NEED

3.1 Basic Project Purpose

The basic project purpose is to provide expanded and more efficient dry docking capabilities for Signal International, LLC.

3.2 Overall Project Purpose

The proposed dry-dock basin will benefit the existing dry-docking facilities at Signal International, LLC by increasing both the number and size of offshore drilling rigs that can be serviced at its Bayou Casotte Harbor operation. Also of great benefit will be the elimination of conflicts with other navigation traffic utilizing the harbor channel that occurs under present operations that creates delays during dry docking.

3.3 Project Need

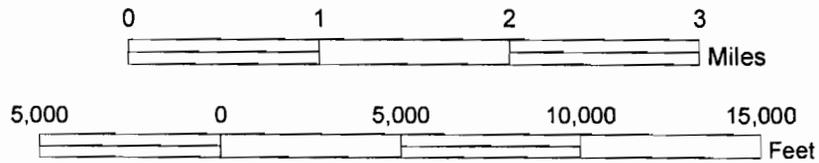
To dry dock offshore drilling rigs, water depth requirements range from 40 to 60 feet. The nominal water depth in the Signal International, LLC site is 35 feet (Figures 4A-C). This depth is too shallow to facilitate the dry-docking of oil rigs.

At present, Signal International uses the East Bayou Casotte turning basin at the north end of the channel where water depths are approximately 42 feet for dry-docking. To use the turning basin, Signal International must schedule its activities to prevent conflicts with other navigation traffic.

Even with the 42-foot depth of the turning basin, only rigs with a 13- to 14-foot draft can be dry docked. Rigs having drafts exceeding 14 feet require deeper water to be dry-docked. Signal estimates that roughly 50 percent of Mobile Offshore Drilling and Production Units (MODUs) have a draft of more than 14 feet. Recently awarded deep water leases off the coast of Florida will bring in larger rigs to drill and explore for oil and natural gas. This will result in an increase in the demand for maintenance facilities near the sites of offshore exploration and provide greater opportunities for Signal to service this need.



1:60,000



(NOTE: EXTRACTED FROM JACKSON COUNTY, MISSISSIPPI NATIONAL AG. IMAGERY PROGRAM MOSAIC, 2006.)

SIGNAL INTERNATIONAL, LLC
 PROPOSED DRY DOCK BASIN
 BAYOU CASOTTE
 JACKSON COUNTY, MISSISSIPPI

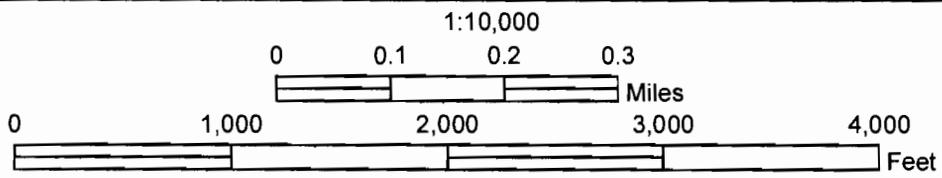


FIGURE 1
 SITE VICINITY MAP

PROJECT NO.:	DATE:
07-2116-0031	FEBRUARY 2008



DREDGING SITE



(NOTE: EXTRACTED FROM BAY ST. LOUIS, MISSISSIPPI AS40 HURRICANE RESPONSE 7.5 MINUTE QUADRANGLE MOSAICS.)

SIGNAL INTERNATIONAL, LLC
 PROPOSED DRY DOCK BASIN
 BAYOU CASOTTE
 JACKSON COUNTY, MISSISSIPPI

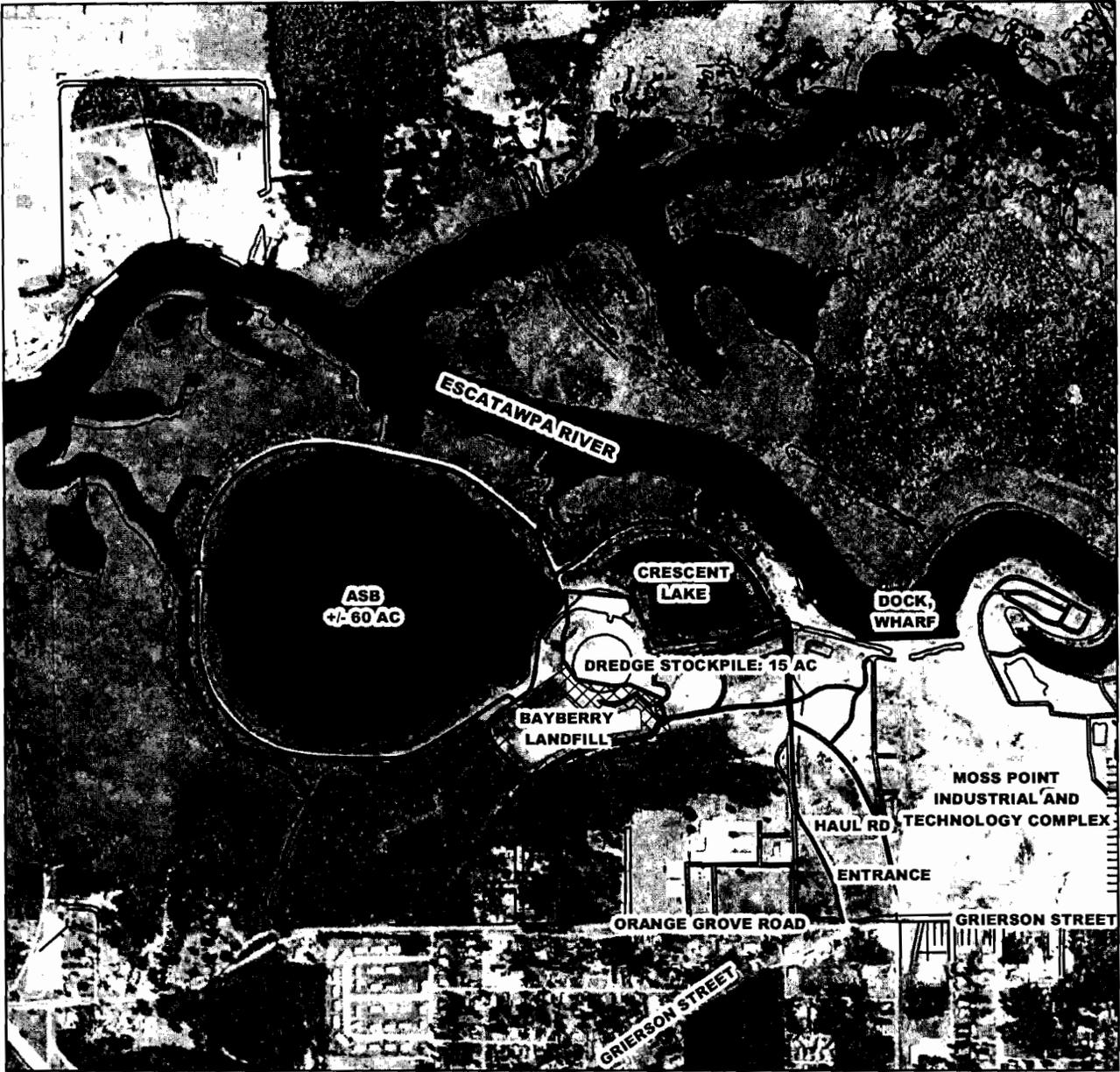


FIGURE 2
 SIGNAL INTERNATIONAL
 DRY DOCK BASIN SITE

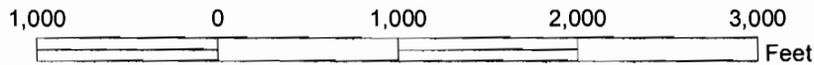
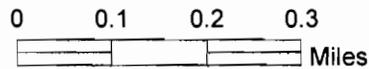
PROJECT NO.:
 07-2116-0031

DATE:
 FEBRUARY 2008

P:\2007\2116\0031\DRAWINGS\FIG2_DEC.mxd



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(NOTE: AERIAL EXTRACTED FROM BAY ST. LOUIS, MISSISSIPPI AS40 HURRICANE RESPONSE 7.5 MINUTE QUADRANGLE MOSAICS, 2005 AND CAD DRAWING PROVIDED BY COMPTON ENGINEERING, INC.)

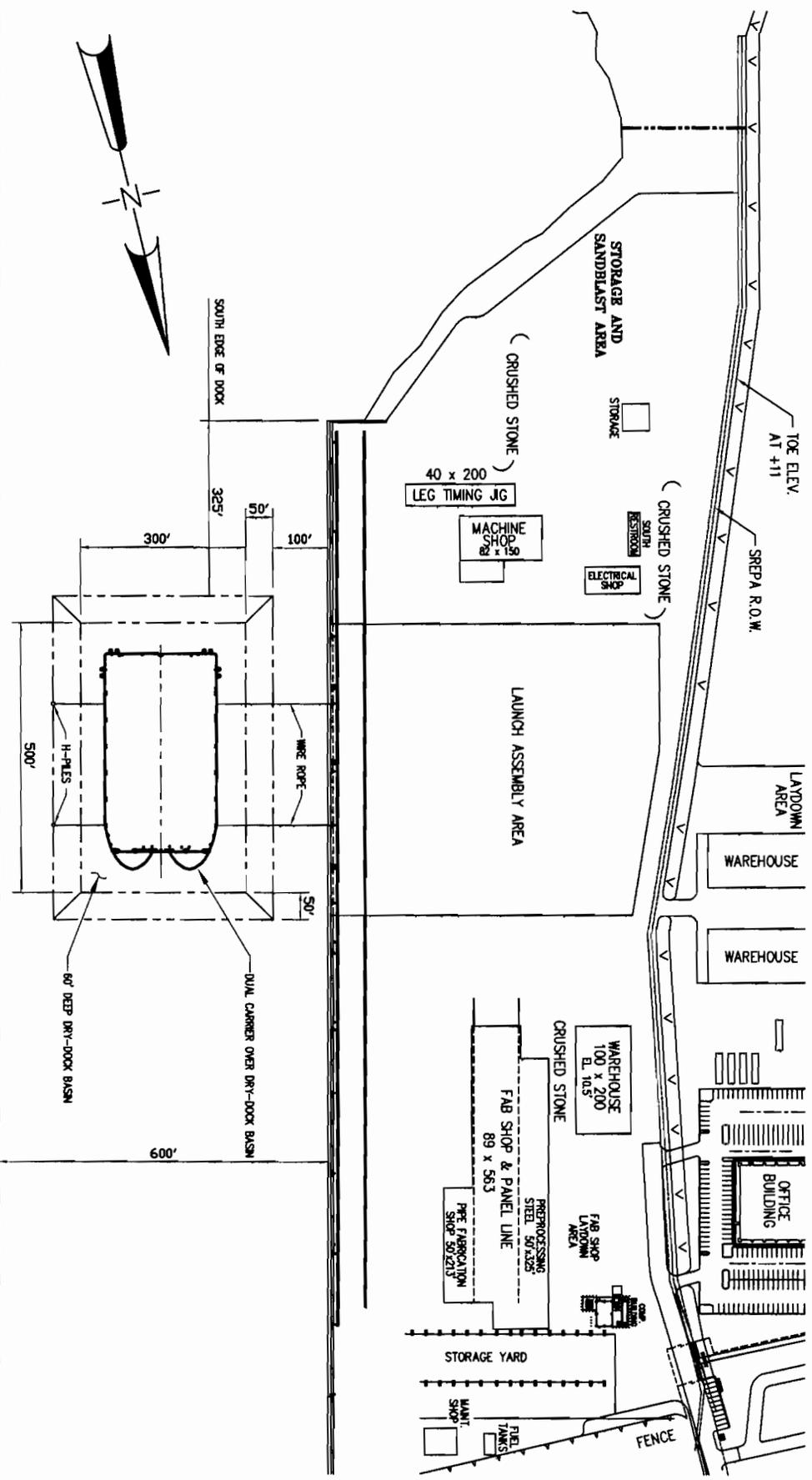
SIGNAL INTERNATIONAL, LLC
 PROPOSED DRY DOCK BASIN
 BAYOU CASOTTE
 JACKSON COUNTY, MISSISSIPPI



FIGURE 3
 FORMER INTERNATIONAL PAPER
 MOSS POINT MILL

PROJECT NO.:
 07-2116-0031

DATE:
 FEBRUARY 2008

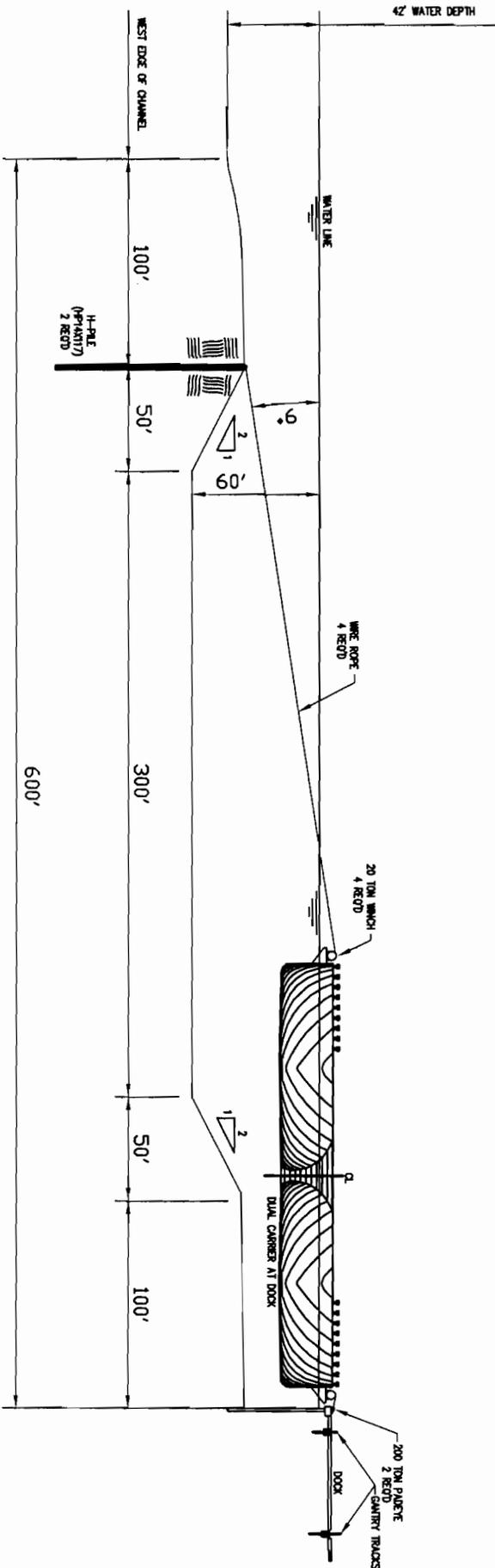


NOTE: MODIFIED FROM SIGNAL INTERNATIONAL DRAWING NO. 001-12-18-07, SH. 1 OF 3 (REV.1)

SIGNAL INTERNATIONAL, LLC
 PROPOSED DRY DOCK BASIN
 BAYOU CASOTTE
 JACKSON COUNTY, MISSISSIPPI



PROJECT NO: 07-2116-0031
 DATE: FEBRUARY 2008
 FIGURE 4A
 DREDGING PLAN



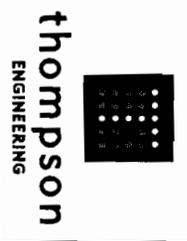
SECTION LK.G SOUTH
DC AT DOCK

GRAPHIC SCALE

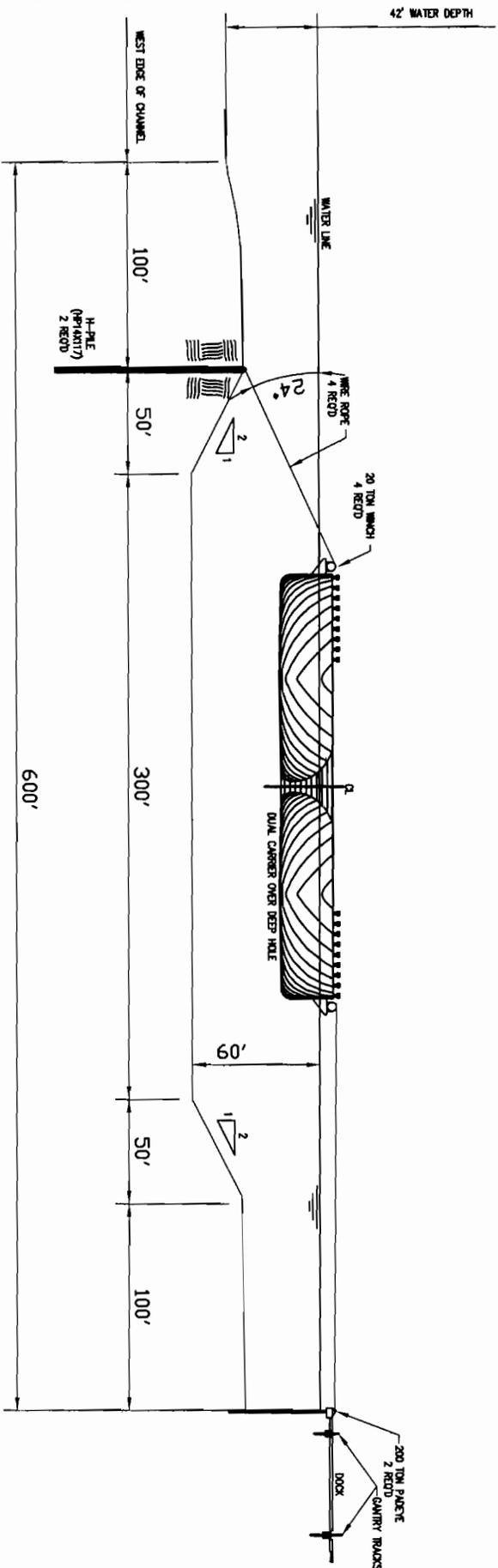


NOTE: MODIFIED FROM SIGNAL INTERNATIONAL DRAWING NO. 001-12-18-07, SH1. 2 OF 3 (REV.1)

SIGNAL INTERNATIONAL, LLC
PROPOSED DRY DOCK BASIN
BAYOU CASOTTE
JACKSON COUNTY, MISSISSIPPI



PROJECT NO: 07-2116-0031
DATE: FEBRUARY 2008
FIGURE 4B
DRY DOCKING PLAN
DUAL CARRIER AT DOCK



SECTION LK6 SOUTH
DC OVER DEEP HOLE

GRAPHIC SCALE



NOTE: MODIFIED FROM SIGNAL INTERNATIONAL DRAWING NO. 001-12-18-07, SHT. 3 OF 3 (REV.1)

SIGNAL INTERNATIONAL, LLC
PROPOSED DRY DOCK BASIN
BAYOU CASOTTE
JACKSON COUNTY, MISSISSIPPI



FIGURE 4C
DRY DOCKING PLAN
DUAL CARRIER OVER DEEP HOLE

PROJECT NO: 07-2116-0031

DATE: FEBRUARY 2008