Public Notice

US ARMY CORPS OF ENGINEERS
St. Louis District
Gateway to Excellence

Reply To:
U.S. Army Corps of Engineers
Attn: CEMVS-CO-F
1222 Spruce Street
St. Louis, MO 63103-2833

Public Notice No.
P-2748, 2749 & 2750
Public Notice Date
March 29, 2010

Expiration Date
Postmaster Please Post Conspicuously Until: April 19, 2010

File Numbers: **MVS-2010-77 (P-2748), 2010-78 (P-2749) and 2010-79 (P-2750)**
Mississippi River Miles 180.0 and 180.5

Interested parties are hereby notified that proposed plans have been received for Department of the Army permits to establish three barge fleeting facilities in navigable waters of the United States, as described below and shown on the attached maps.

COMMENTS AND ADDITIONAL INFORMATION: Comments on the described work should reference the U.S. Army Corps of Engineers File Numbers shown above and must reach this office no later than the above expiration date of the Public Notice to become part of the record and be considered in the decision. Comments should be mailed to the following address:

U.S. Army Corps of Engineers
ATTN: CEMVS-OD-F (Jennifer L. Brown)
1222 Spruce Street
St. Louis, Missouri 63103-2833

APPLICANT: Lewis & Clark Marine, Inc., Mr. John Niehaus, 2801 Rock Road, Granite City, Illinois 62040, (618) 876-1116.

LOCATION: The proposed barge fleeting facilities are located near the left descending bank of the Mississippi River at approximate River Miles 180.0 and 180.5, in St. Clair County, Illinois. (See Attached Vicinity Map)

PROJECT DESCRIPTION: The applicant proposes to establish three barge fleeting facilities along the left descending bank of the Mississippi River. Two of the fleeting areas (King Fleet #1 and King Fleet #2) are proposed upstream of the Martin Luther King (MLK) Bridge, at River Mile 180.5. The third fleeting area (Queen Fleet #1) is proposed downstream of the Eads Bridge at River Mile 180.

The first fleeting area is known as King Fleet #1 and is designated as Corps File Number: MVS-2010-77 (P-2748). The fleet is to be located upstream of the MLK bridge and will be attached in a 5-wide and 5-long configuration, with a proposed maximum capacity of 25 barges. King Fleet #1 will be moored by utilizing anchor barges. The anchor barges will consist of two 195x35 foot captive barges with two fifteen ton anchors on the bow and one five to ten ton anchor on the stern. The captive anchor barges will be located approximately 150 feet from the river's edge. The entire fleet will be approximately 1,200 feet long.

The second fleeting area is known as King Fleet #2 and is designated as Corps File Number: MVS-2010-78 (P-2749). This fleet is to be located downstream of King Fleet #1 and upstream of the MLK bridge. The fleet will be attached in a 5-wide

and 4-long configuration, with a proposed maximum capacity of 20 barges. The fleet will be moored by utilizing a deadman, land based structure. The deadman will be constructed by excavation of a twelve by twelve foot hole in the riverbank to be located above the ordinary high water mark and will be reinforced with steel I-beams with 2½ inch diameter anchor chains and backfilled with approximately 40 yards of concrete (see attachment). The anchor chain will be attached to a 195 X 35 captive barge. The entire fleet will be approximately 800 feet long. The measurement from the head of the fleet to the MLK bridge pier is approximately 1,000 feet and the measurement from the stern of the fleet to the MLK bridge pier is approximately 200 feet. The deadman structure will be placed approximately 1,060 feet upstream of the MLK bridge pier and 145 feet from the river's edge.

The third fleeting area is known as Queen Fleet #1 and is designated as Corps File Number: MVS-2010-79 (P-2750). The fleet will be located downstream of the Eads Bridge, at Mississippi River Mile 180, at the former location of the Casino Queen. The Queen Fleet #1 will be attached in a 4-wide and 4-long configuration, with a proposed maximum capacity of 16 barges. The fleet will be held in place by two protected mooring cells using two inch steel wire which will wrap around the mooring cells in a manner which would allow it to slide up or down depending on the river stage. The wire will be attached to the captive barges using shackles and reinforced deck fittings. The entire fleet will be approximately 800 feet long.

No explosives or hazardous materials are proposed to be stored on any of the fleeting areas. In addition, a tug will be stationed in the fleeting areas 24 hours a day, 7 days a week.

ADDITIONAL INFORMATION: Additional information may be obtained by contacting Jennifer Brown, Project Manager, U.S. Army Corps of Engineers at (314) 331-8579 or at electronic mail address: *Jennifer.L.Brown@usace.army.mil*

AUTHORITY: This permit will be processed under the provisions of Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

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

ENDANGERED SPECIES: The proposed project is within the range of the endangered Indiana bat (**Myotis sodalis**), Gray bat **(Myotis gricescens)**, Pallid sturgeon **(Scaphirhynchus albus)**, and Pink mucket (***Lampsilis abrupta***). A preliminary determination, in compliance with the Endangered Species Act as amended, has been made that this activity is not likely to affect the listed species. In order to further complete our evaluation, written comments are solicited by this public notice from the U.S. Fish and Wildlife Service and other interested agencies and individuals.

CULTURAL RESOURCES: The St. Louis District will evaluate information provided by the State Historic Preservation Officer and the public in response to this public notice and we may conduct, or require a reconnaissance survey of the project areas.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the described activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit that may reasonably be expected to accrue from the described activity must be balanced against its reasonably foreseeable detriments. All factors, which may be relevant to the described activity will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion, and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, consideration of property ownership and, in general, the needs and welfare of the people.

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

Robert I. Granle

for Danny D. McClendon
Chief, Regulatory Branch

Attachments

NOTICE TO POSTMASTERS:

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

Proposed Project Vicinity Map

EXHIBIT D

Attachment 1 of 4

FLEETING LOCATIONS (King 1 & King 2)

LEWIS&CLARK MARINE, INC.

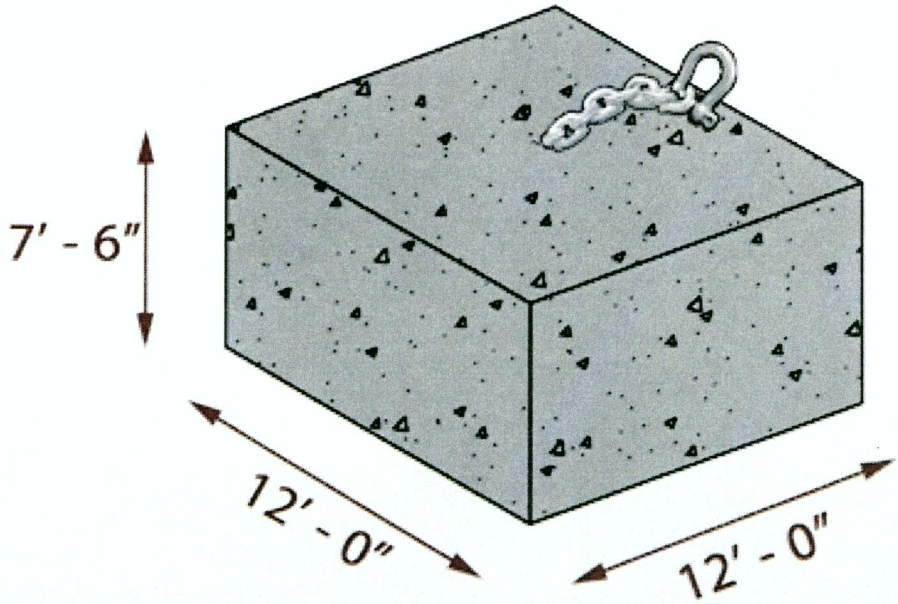
EXHIBIT E

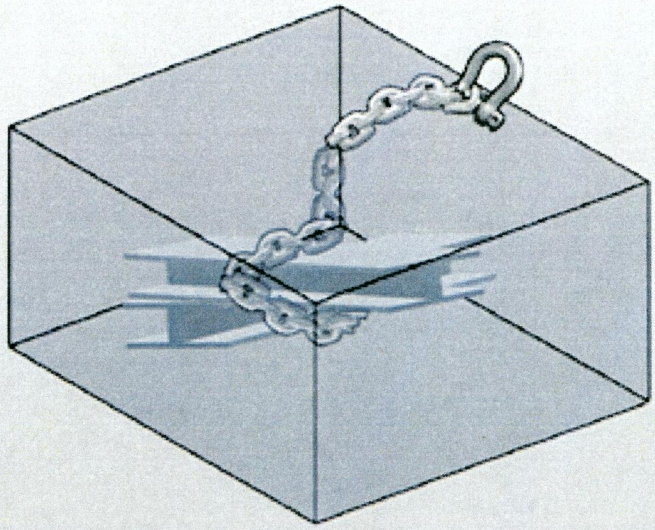
FLEET LOCATION (*Queen*)

LEWIS&CLARK
MARINE, INC.

EXHIBIT G

TYPICAL DEADMAN





- HEAVY H-PILES
- 2" ANCHOR CHAIN
- 55 TON SHACKLE
- 40 YDS CONCRETE

LEWIS&CLARK MARINE INC.

EXHIBIT H

CAPTIVE BARGE

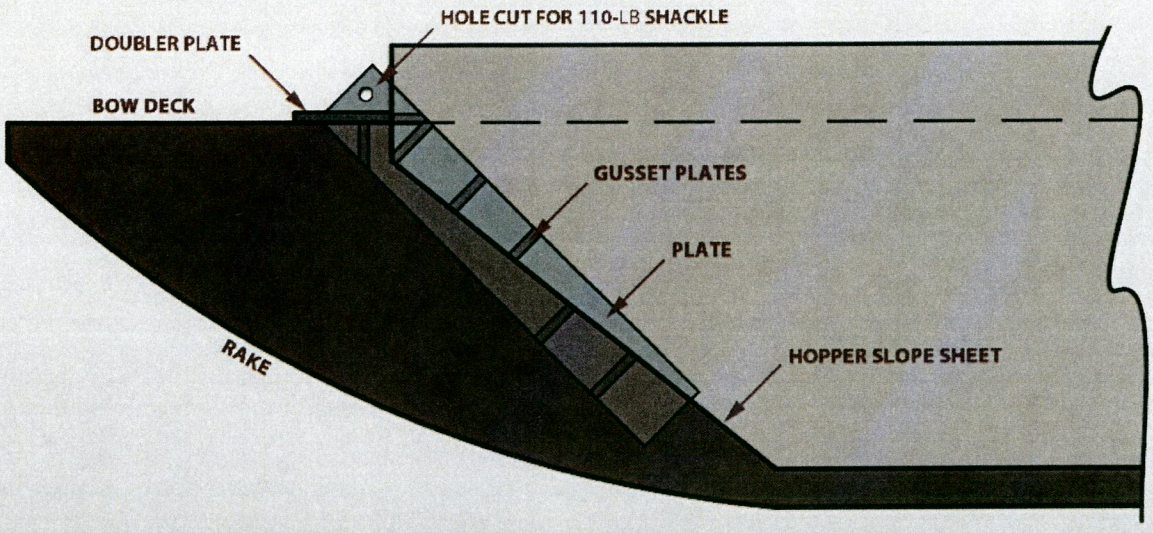


PLATE: 12′ x 2′ x 2″ steel, inserted thru coaming, bow deck andk hopper slope sheet then welded double continuous thru penatrations.

GUSSET PLATES: 3/4″ thicksteel every two feet arting from lower end of plate.

DOUBLER PLATE: 3/4″ x 2′ x 2′ steel plate welded to deck and plate.

LEWIS&CLARK MARINE, INC.

OUR PUBLIC NOTICES ARE NOW AVAILABLE ON THE WORLD WIDE WEB AT OUR ST. LOUIS DISTRICT HOME PAGE (http://www.mvs.usace.army.mil/ConOps/permits/pn.htm). If you have any trouble, please call Danny McClendon at (314) 331-8574 or by e-mail to: Danny.D.McClendon@usace.army.mil

WE ARE ATTEMPTING TO REDUCE OUR PUBLIC NOTICE MAILING COSTS; CHECK OUR WEB PAGE THEN CONTACT US TO HAVE YOUR NAMED REMOVED FROM OUR MAILING LIST, please call Jaynie Doerr at (314) 331-8581, or by email to: Jaynie.G.Doerr@usace.army.mil, or mail this cover-sheet to the St. Louis District, OD-F, 1222 Spruce Street, St. Louis, MO 63103-2833, ATTN: Regulatory Branch, indicating that your name or company named be removed. Changes to our mailing list may take a few weeks to take effect.

US ARMY ENGINEER DISTRICT, ST. LOUIS
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1222 SPRUCE STREET
ST. LOUIS, MISSOURI 63103-2833