



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

# Public Notice

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

Public Notice No.  
**P-2650**  
Public Notice Date  
**November 9, 2007**

**Postmaster Please Post Conspicuously Until:**

Expiration Date  
**November 30, 2007**

File Number: MVS-2006-974

Interested parties are hereby notified that an application has been received for a Department of the Army permit for certain work in waters of the United States, as described below and shown on the attached map.

**COMMENTS AND ADDITIONAL INFORMATION:** Comments on the described work should reference the U.S. Army Corps of Engineers File Number 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 (Alan Edmondson)  
1222 Spruce Street  
St. Louis, Missouri 63103-2833

**APPLICANTS:** Conoco Phillips, 900 S. Central Ave., Wood River, Illinois 62084.

**LOCATION:** The project is proposed to occur on the left descending bank of the Mississippi River at approximate river mile 195.3, just upstream of the confluence with the Missouri River. Specifically, the project occurs in Sections 1-4, & 9-12, of Township 04 North, Range 09 West, and Section 35 & 36 in Township 05 North, and Range 09 West, in the towns of Hartford and Roxana, Illinois.

**PROJECT DESCRIPTION:** The project involves the construction of a docking facility, laydown areas, and a heavy haul road and/or improvement to existing roads from the Phoenix River Terminal at Hartford, Illinois, to the Conoco Phillips Wood River Refinery in Roxana, Illinois. The project purpose is to construct the infrastructure and facilities to move large, heavy, equipment from the proposed docking facility to the refinery.

The applicant proposes to construct a docking facility which involves the construction of four dead-men on the Mississippi River bankline to help the tug stabilize the barge during unloading. The facility will consist of four in-ground deadmen anchors on the bankline. Two anchors would be placed at the river's edge to anchor the barge at low to normal river levels, and two will be placed higher up on an existing agricultural levee during high water levels. The purpose of the deadmen anchors is to assist the tug in anchoring and steadying the barge during the unloading operations. The docking facility will take place at Phoenix Terminal, a facility previously authorized by permit P-1001 in 1972. A tug will stabilize the offloading barge while it offloads the heavy equipment needed at the refinery. While staged at the offloading site, the tug and barge will protrude from the bankline approximately 350 feet.

Once barges are secured, a self propelled modular transport (SPMT) will drive onto the barge, retrieve a load, and travel the haul road to the refinery. Where needed, crane mats will be placed where the haul road does not provide significant clearance. Crane mats will be placed on both sides of the main levee Illinois Route 3 in order to allow the SPMT's to traverse the peak. Like the crane mats adjacent to the levee, a mat will also be left in the northwest corner of the Piasa Lane/Delmar Avenue intersection to prevent damage. A SPMT weighs approximately 61,200 pounds, and the heaviest estimated load carried by an SPMT during the project is 2,529,426 pounds. The ground pressure created by this weight will be 1,312 pounds per square foot. The SPMT's travel at approximately 3 miles per hour, will cause periodic road closures, be escorted during travel on public roads, and will not haul during periods of darkness.

The proposed heavy haul road will be a permanent improvement to the roads leading to the refinery. A section of the haul route and the laydown areas are within the floodplain of the Mississippi River. Three jurisdictional areas were identified during the pre-application process as being potentially impacted by the haul road. The existing roadway will be widened to create the haul road, which will impact the three jurisdictional areas, all of which are considered tributaries to Cahokia Creek, a tributary of the Mississippi River. Impacts to the three jurisdictional areas are less than 0.10 acre.

**DRAWINGS:** See Attached

**ADDITIONAL INFORMATION:** Additional information may be obtained by telephoning Mr. Alan Edmondson, Project Manager, U.S. Army Corps of Engineers at (314) 331-8811 or at electronic mail address: Alan.R.Edmondson@mvs02.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), and Section 404 of the Clean Water Act (33 U.S.C. 1344).

**WATER QUALITY CERTIFICATION:** This public notice also provides documentation to the Illinois Environmental Protection Agency (IEPA) for water quality certification, or waiver thereof, for the proposed activity in accordance with Section 401 of the Clean Water Act.

Certification or waiver indicates that IEPA believes the activity will not violate applicable water quality standards. The review by the IEPA is conducted in accordance with the Illinois water quality standards under 35 Illinois Administrative Code Subtitle C.

The water quality standards provide for the IEPA to review individual projects by providing an antidegradation assessment, which includes an evaluation of alternatives to any proposed increase in pollutant loading that may result from this activity. The "Fact Sheet" containing the antidegradation assessment for this proposed project may be found on the IEPA's web site, at [www.epa.state.il.us/public-notices/](http://www.epa.state.il.us/public-notices/). In the event that the IEPA is unable to publish the "Fact Sheet" corresponding to the timeframe of this Joint Public Notice, a separate public notice and "Fact Sheet" will be published by the IEPA at the web site identified above.

You may also obtain a copy of the "Fact Sheet" by contacting the IEPA at the address or telephone number shown below. Written comments specifically concerning possible impacts to water quality should be addressed to:

Illinois Environmental Protection Agency  
Bureau of Water  
Watershed Management Section  
1021 N. Grand Avenue East  
P.O. Box 19276  
Springfield, Illinois 62794-9276

A copy of all written comments should also be provided to the Corps of Engineers. If you have any questions please contact the IEPA at (217) 782-3362.

The applicant has also applied for an Illinois Department of Natural Resources, Office of Water Resources (IDNR/OWR) permit pursuant to the Rivers, Lakes and Streams Act, 615 ILCS 5 (Illinois Compiled Statutes). Comments concerning the IDNR/OWR permit should be addressed to the Illinois Department of Natural Resources, Office of Water Resources, One Natural Resources Way, Springfield, Illinois 62702-1271. Mr. Wes Rust, IDNR/OWR (217/782-3863), may be contacted for additional information.

**SECTION 404 (b) (1) EVALUATION:** The impact of the activity on the public interest will be evaluated in accordance with the Environmental Protection Agency guidelines pursuant to Section 404 (b) (1) of the Clean Water Act.

**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 grisescens), and the threatened Bald eagle (Haliaeetus leucocephalus). A preliminary determination, in compliance with the Endangered Species Act as amended, has been made that this proposed activity is not likely to affect species designated as threatened or endangered, or adversely affect critical habitat. In order to complete our evaluation, comments are solicited by this public notice from the U.S. Fish and Wildlife Service and other interested agencies and individuals.

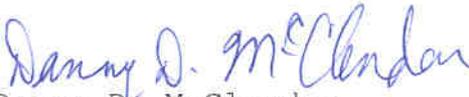
**CULTURAL RESOURCES:** The St. Louis District will evaluate information provided by the State Historic Preservation Officer and the public in response to this public notice and we may require a reconnaissance survey of the project area.

**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, which 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 this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and other public interest factors listed above.

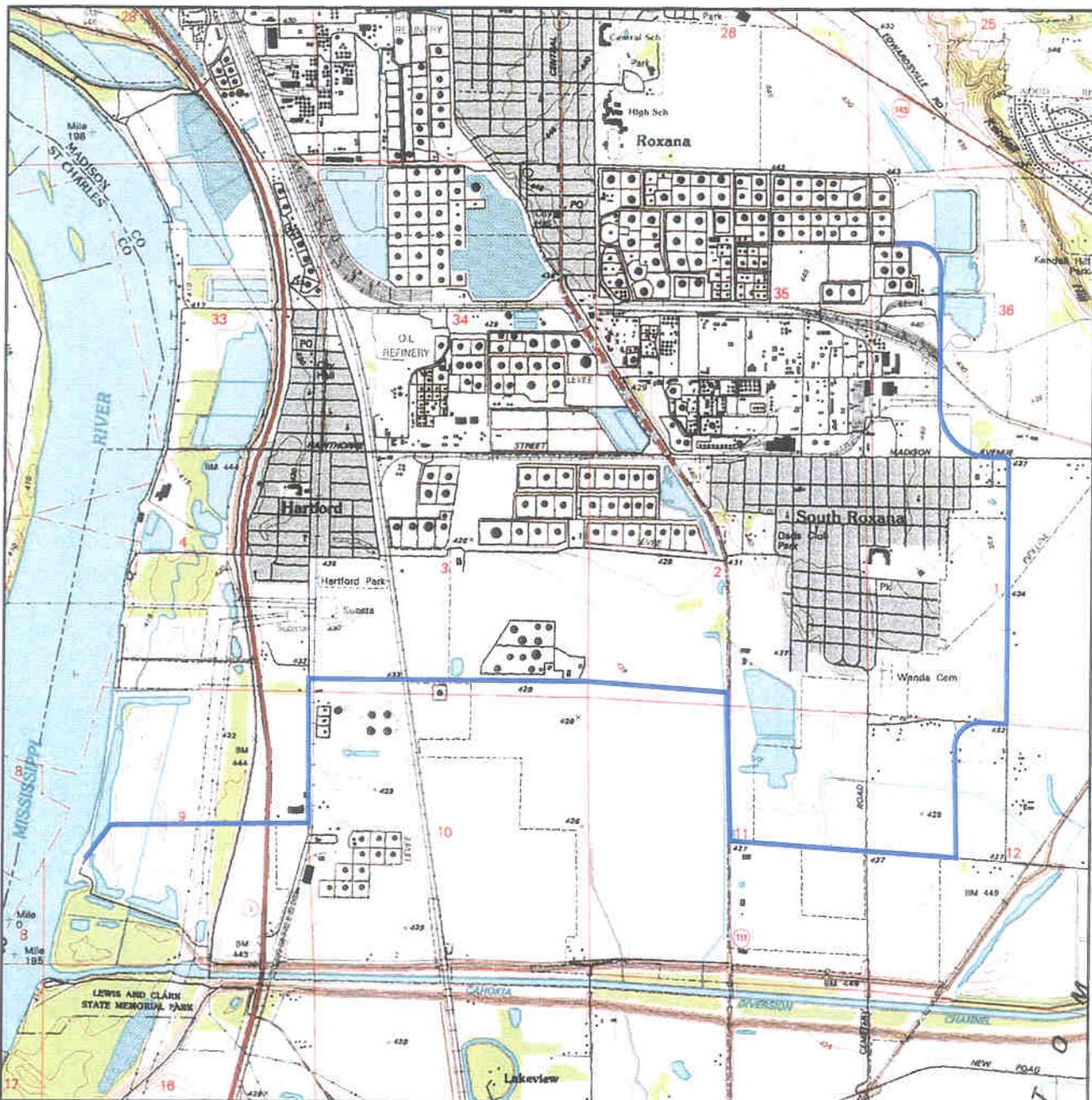
Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

  
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.



**NOTES**

Plan adapted from a 7.5 minute U.S.G.S. map for Wood River, Missouri Quadrangle, last revised in 1993.



**LEGEND**

Proposed Heavy Haul Road Alignment

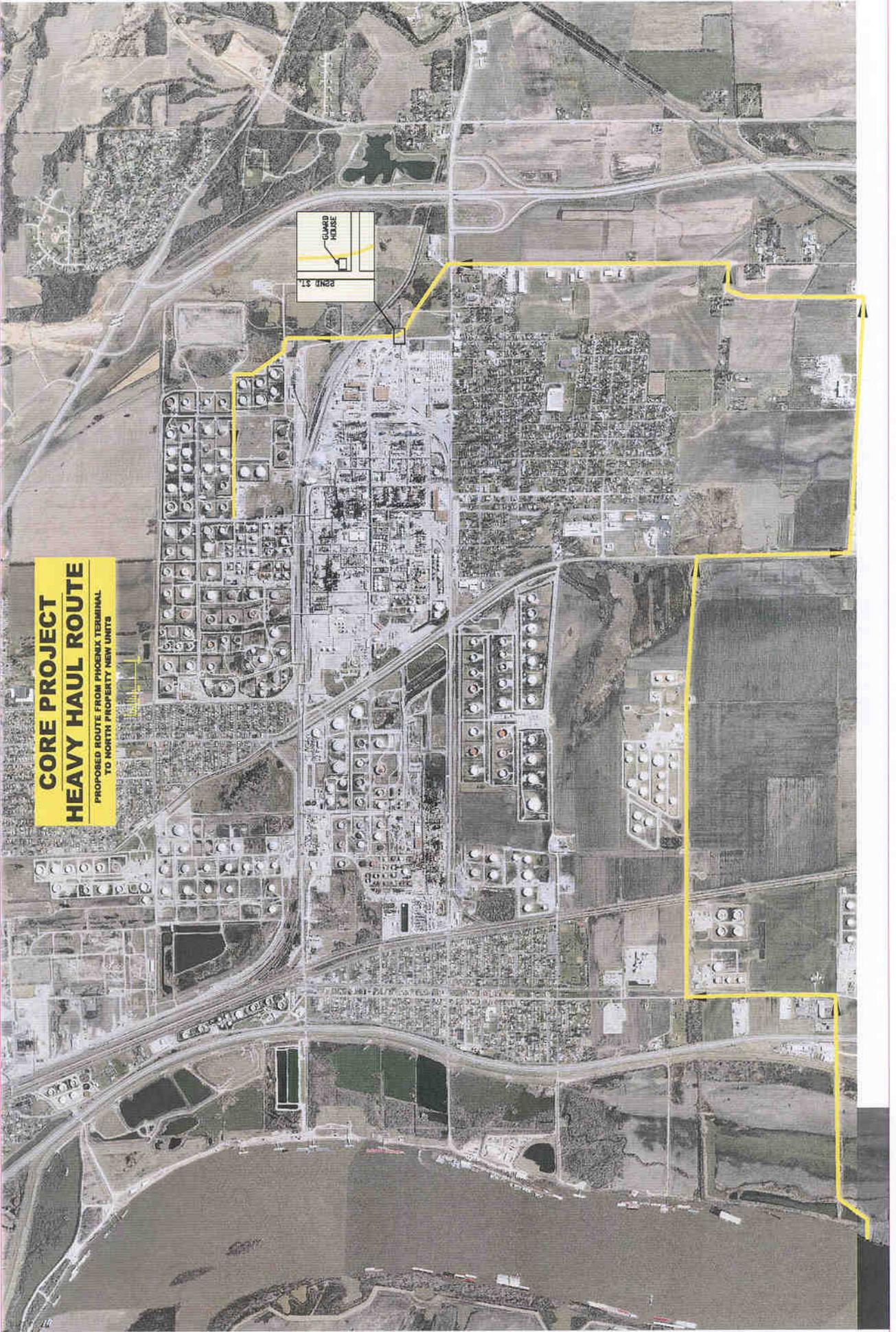


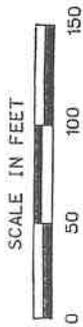
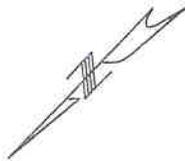
Drawn By: SLC	Ck'd By: <i>SPM</i>	App'vd By: <i>SPM</i>
Date: 08-14-07	Date: <i>8/19/07</i>	Date: <i>8/19/07</i>
<b>GEOTECHNOLOGY INC.</b> ENGINEERING AND ENVIRONMENTAL SERVICES ST. LOUIS • COLLINSVILLE • KANSAS CITY		
<b>ConocoPhillips</b> <b>Heavy Haul Road</b> <b>Wood River, Illinois</b> <b>SITE LOCATION</b> <b>AND TOPOGRAPHY</b>		
Project Number 0944603.75TW	<b>PLATE 1</b>	

**CORE PROJECT  
HEAVY HAUL ROUTE**

PROPOSED ROUTE FROM PHOENIX TERMINAL  
TO NORTH PROPERTY NEW UNITS

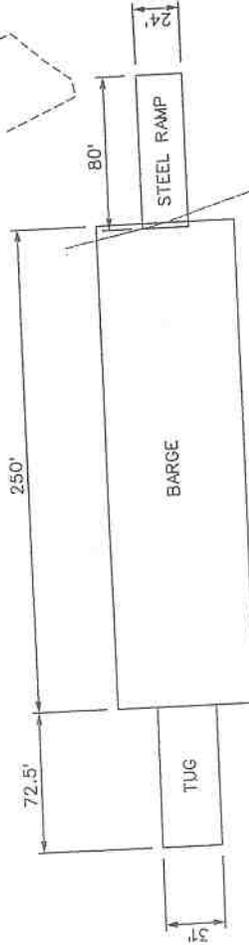
22ND ST.  
GUMED HOUSE





MISSISSIPPI RIVER

TOP OF LEVEE  
(ELEV.  $\pm 434.00$ )



MATCHLINE A-A  
CULTIVATED

PL 24

GRAVEL ROAD

30'

GRAVEL AREA

BEGIN PROPOSED 30'  
AGGREGATE ROAD WIDENING

EDGE OF RIVER  
AT WATER ELE. = 404.66

P-2650