



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

Public Notice

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

Public Notice No.
P-2371
Public Notice Date
March 18, 2003

Expiration Date
April 7, 2003

Postmaster Please Post Conspicuously Until:

File Number: 200105791

Interested parties are hereby notified that an application has been received for a Department of the Army permit to construct a breakwater approximately 1,170 linear feet long by 50-feet wide with a terminal rock mound (approximately 125-145-foot diameter) at each end of the breakwater. In addition, the applicant proposes to dredge approximately 100,000 cubic yards of material from the Mississippi River to create a bottom harbor elevation of 402.0 NGVD at Upper Mississippi River mile 202.3 as described below and shown on the attached maps and drawings.

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-CO-F (Craig J. Litteken)
1222 Spruce Street
St. Louis, Missouri 63103-2833

APPLICANT: Azcon Corporation, P.O. Box 616, Alton, Illinois 62002. (618) 463-3770.

AGENT: Mr. Frank T. Wheby, 1601 West School Street, Suite #701, Chicago, Illinois 60657.

LOCATION: The breakwater is proposed to begin at the southeastern end of the existing Azcon dock and will continue to the northwest toward the Alton Marina breakwater. The dredging is proposed to occur within the harbor created by the breakwater. All dredged material will be pumped to the Clark Property just south of East Broadway Street in Alton, IL. The proposed project is located on the left descending bank of the Upper Mississippi River at approximate river mile 202.3. The project is located immediately downstream of the Clark Bridge and Alton Marina in Alton, Madison County, Illinois (See Attached Location Map).

PROJECT DESCRIPTION: Azcon Corporation proposes to construct a breakwater in the Mississippi River at the existing Azcon Corporation dock. The proposed breakwater will begin at the southeastern end (downstream end) of the existing Azcon dock and will extend upstream in a northwesterly direction toward the Alton Marina breakwater. The purpose of the breakwater is to reduce the amount of siltation in front of the existing Azcon dock. The proposed breakwater will begin with a terminal mound with an approximate diameter of 125-145-feet. The terminal mound core will be constructed of approximately 1,250 cubic yards (2,200 tons) of quarry run limestone (minus 3-inch portion) or crushed concrete, while the terminal mound shell will be constructed of approximately 1,200 cubic yards

(1,800 tons) of quarry run limestone (plus 3-inch portion). The terminal mound will be constructed by pushing the rock over the side of a flat-deck barge up to the draft depth of the barges, with final placement through the use of a clamshell or grapple. The main portion of the breakwater will be constructed of six steel cargo barges, each approximately 35-feet wide by 195-feet long (total length of the section is 1,170 linear feet), which will be scuttled into place on a foundation berm constructed of approximately 9,200 cubic yards (14,000 tons) of quarry run limestone (minus 3-inch portion) or crushed concrete. The foundation berm will be approximately 50-60-feet wide and will be constructed by pushing the rock over the side of a flat-deck barge, while the final surface will be achieved by careful placement with a derrick-mounted clamshell. Approximately 7,600 cubic yards (10,500 tons) of earth fill will be placed in the barges. The earth fill will be hauled in from an off-site, non-wetland location. The barges will be filled up to the gunwales with approximately 6,100 cubic yards (9,500 tons) of rock fill, which will consist of quarry run limestone (minus 3-inch portion) or crushed concrete for the core, and quarry run limestone (plus 3-inch portion) for the cap. The rock will be placed in the barges by end-dumping from trucks with final shaping done by a grapple or clamshell. A terminal mound with an approximate diameter of 125-145-feet will be constructed at the end of the breakwater. The terminal mound core will be constructed of approximately 1,400 cubic yards (2,200 tons) of quarry run limestone (minus 3-inch portion) or crushed concrete, while the terminal mound shell will be constructed of approximately 1,200 cubic yards (1,800 tons) of quarry run limestone (plus 3-inch portion). This terminal mound will be constructed with the same method as the first terminal mound. Approximately 100,000 cubic yards of material will be dredged from the harbor created by the breakwater to an elevation of 402.0 NGVD by using a 10-inch cutterhead dredge. The dredged material will be pumped to the disposal area, which will consist of two or more separate ponds to facilitate settling of the solids from the dredge slurry. Once the solids have settled, water will be removed from the disposal ponds and will be released into the channel adjacent to the Clark Property. An intermediate pumping station may be required, depending on the power of the dredge pump. Standard conditions created by coordinated efforts with other Federal and state resource agencies shall be applied to the potentially authorized action to further minimize impacts to aquatic life, navigation and natural/manmade river features. The permit, if issued, shall authorize the project construction to occur with a permit expiration date of December 31, 2008.

ADDITIONAL INFORMATION: Additional information may be obtained by contacting Craig J. Litteken, Project Manager, Rivers Section, Regulatory Branch, U.S. Army Corps of Engineers at (314) 331-8579 or at electronic mail address: Craig.J.Litteken2@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: Documentation has been provided 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/. 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.

SECTION 404 (b)(1) EVALUATION: The impact of the activity on the public interest will be evaluated in accordance with the Environmental Protection Agency's 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 Federally endangered Indiana bat (*Myotis sodalis*), Gray bat (*Myotis grisescens*), Higgins' eye pearly mussel (*Lampis higginsii*), Decurrent false aster (*Boltonia decurrens*), and the threatened Bald eagle (*Haliaeetus leucocephalus*). Standard conditions created by coordinated efforts with other Federal and state resource agencies would be applied to further avoid impacts to these species. In order to further complete our evaluation, written comments are hereby solicited from the U.S. Fish and Wildlife Service and other interested parties to ascertain any potential impacts upon these listed species, any other species or their critical habitats.

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 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

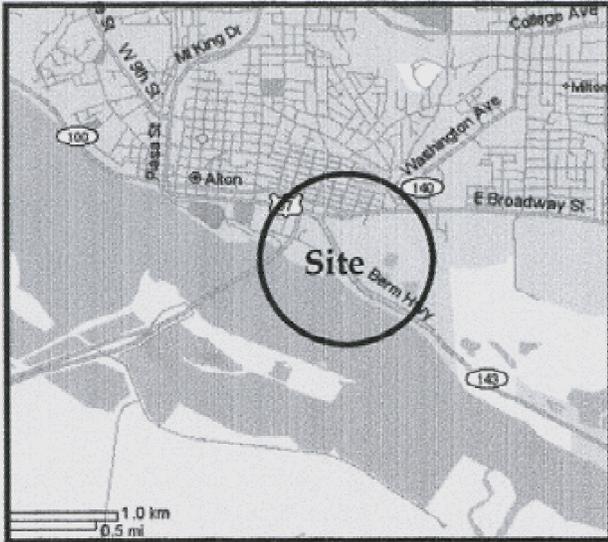
Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Danny D. McClendon
Chief, Regulatory Branch

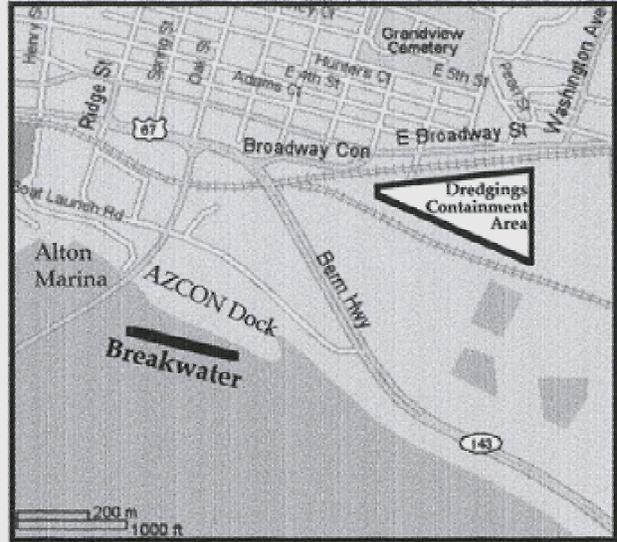
Attachments

NOTICE TO POSTMASTERS:

It is requested that this notice be conspicuously and continually placed for 21 days (until **April 7, 2003**) from the date of this issuance of this notice.



City of Alton
 0 1 2 miles



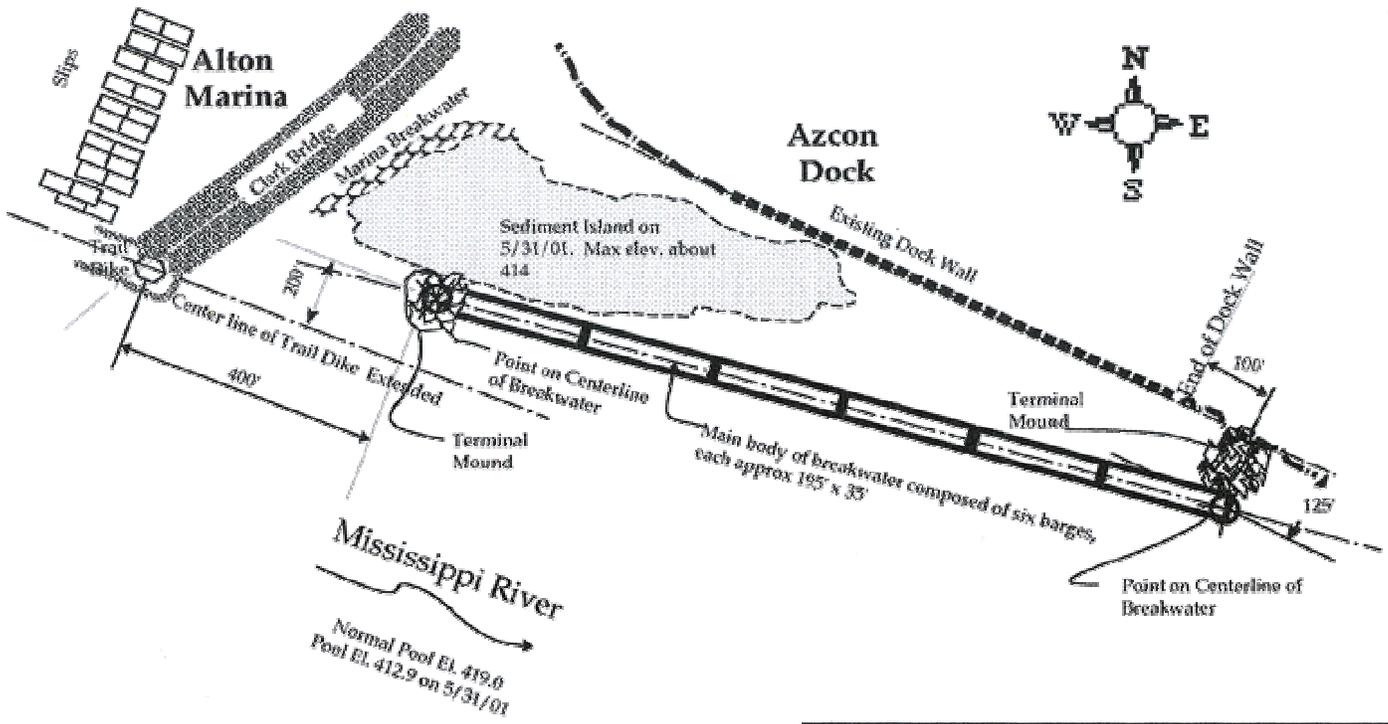
Site Location
 0 1000 2000 3000 4000 feet

Prepared by
FRANK T. WHEBY, P. E.
 Consulting Engineer
 Chicago, Illinois 60657
 Email: fwheby@pobox.com
 (Contact by E-mail only)

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LOCATION MAPS
 FOR
 PROPOSED BREAKWATER
 for
 Alton Marina and Azcon Corporation Dock
 on the
 Mississippi River
 at
 Alton, Illinois

Sheet 1 of 3 23 November 2002



Mississippi River
 Normal Pool EL 419.0
 Pool EL 412.9 on 5/31/01

PLAN



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PROPOSED BREAKWATER
 for
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CONSTRUCTION MATERIALS

Rock fill in barges, foundation berm and cores of Terminal Mounds-- Quarry Run limestone (-3" portion) or crushed concrete.

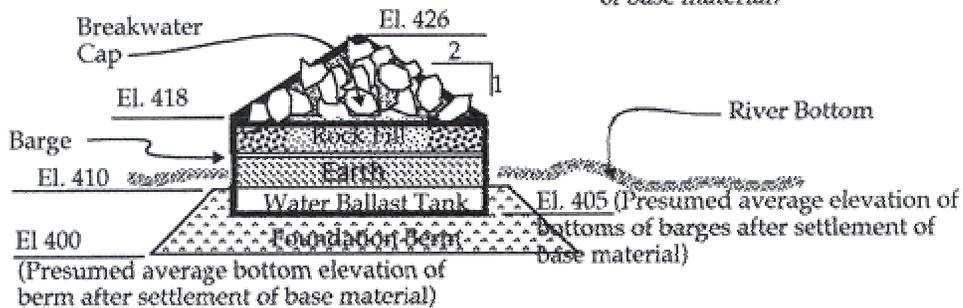
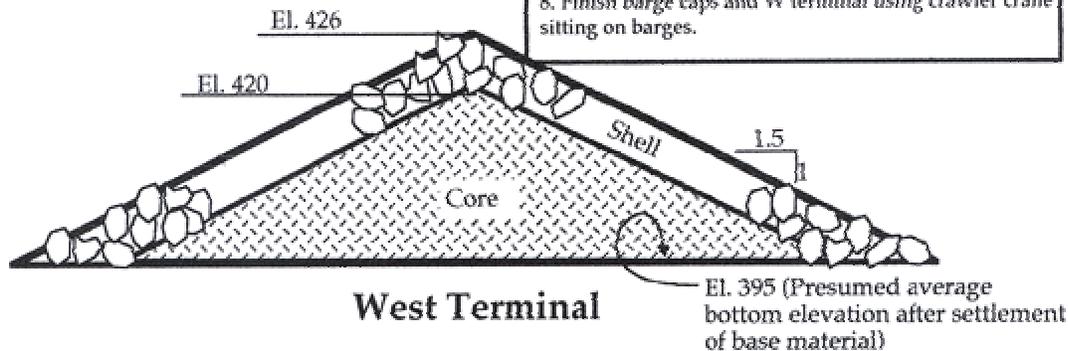
Breakwater cap and shell of Terminal Mounds -- Quarry Run limestone (+3" portion).

Earth for fill in barges -- Earth scavenged from ground surface on AZCON dock site.

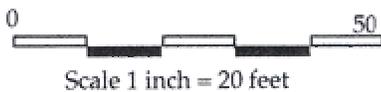
Barges - standard steel cargo barges, supplied by AZCON.

SEQUENCE OF CONSTRUCTION

1. Construct terminal at W end of breakwater.
2. Meanwhile, dredge riverbottom under foundation berm for barges to El. 402. Continue dredging remainder of harbor area and entrances to El. 405.
3. After dredging along line of breakwater for foundation berm, place berm.
4. Fill barges, one at a time, with earth and rock or concrete, with ballast tanks empty.
5. Tow barge to site, align, and scuttle.
6. Repeat steps 4 and 5 five times.
7. Construct terminal mound at E end of breakwater up to El. 419.
6. End-dump rock cap onto barges, working W to E, insofar as possible.
8. Finish barge caps and W terminal using crawler crane sitting on barges.



Typical Cross Section Through Breakwater



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PROPOSED BREAKWATER
 for
 Alton Marina and Azcon Corporation Dock
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Sheet 3 of 3 23 November 2002

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