



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

# Public Notice

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

Public Notice No.

**P-2914**

Public Notice Date

**December 16, 2014**

Expiration Date

**Postmaster Please Post Conspicuously Until: January 5, 2015**

ORM Number: 2014-822

Comments on the activities described below should reference the U.S. Army Corps of Engineers Public Notice 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 (Charles Frerker)  
1222 Spruce Street  
St. Louis, Missouri 63103-2833

1. Mr. Troy Clendenin, Transload Realty, LLC, One Racehorse Drive, East St. Louis, Illinois 62205 (618-646-5360), has applied for Section 10 Rivers and Harbors Act authorization to construct a portable spud barge dock system to load and unload barges. The dock system would be created by installing 3 connected deck barges that will be held in the riverward location with spuds and from the landward side by an adjustable ramp system installed on a pre-poured concrete slab. Deadmen structures installed in the bank line would allow tie off lines to provide additional secure mooring from upstream and downstream locations. An aggregate roadway would be constructed in non-jurisdictional areas to provide access for trucks to drive onto the barges where an excavator would be used for loading and unloading activities. Typical operation will involve two hopper barges being placed in a single row along the riverward side of the spudded deck barges, but up to four barges in the single row configuration could fit. Tow boats pushing hopper barges to the facility would hug the bank line to stay away from the navigation channel as much as possible. Dry bulk commodities such as aggregates, salt, coal, coke, steel, scrap metal, slag, pipe, etc., would be loaded and unloaded at the facility. The activity site can be accessed from land off of 210 Bremen Avenue in the Northern ½ of Section 35, Township 3 North, Range 10 West, in Venice, Madison County, Illinois. The river features would be installed just downstream of the Merchants Bridge, along the left descending bank of the Mississippi River, at approximate river mile 183.1. (See Attached Figures)

2. Based on our initial processing of the applicants' proposal, the action is not expected to result in any significant adverse effects on the quality of the human environment. However, a final determination of the need for an environmental impact statement will not be made until the St. Louis District has completed its full review of this application. The review will include our evaluation of any written responses received as a result of this public notice.

3. This permit will be processed under the provisions of Section 10 of the Rivers and Harbors Act.

4. 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.



5. The proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*), pallid sturgeon (*Scaphirhynchus albus*), least tern (*Sterna antillarum*), spectaclecase mussel (*Cumberlandia monodonta*), the proposed as endangered northern long-eared bat (*Myotis septentrionalis*), the threatened decurrent false aster (*Boltonia decurrens*) and the eastern prairie fringed orchid (*Platanthera leucophaea*). The additional river terminal features would be constructed in a busy setting, adjacent to an existing coal terminal, within the established St. Louis Harbor. A preliminary determination, in compliance with the Endangered Species Act as amended, has been made that the proposed activity is not likely to adversely affect species designated as threatened or endangered, or adversely affect critical habitat. In order to complete our evaluation, this public notice solicits comments from the U.S. Fish and Wildlife Service and other interested agencies and individuals.

6. Any interested parties, particularly navigation interests, Federal and state agencies for the protection of environmental and cultural resources, and the officials of any state, town, or local associations whose interest may be affected by this work, are invited to submit to this office written facts, arguments, or objections on or before the public notice expiration date. The decision whether to authorize the proposed work will be based on an evaluation of the probable impact, including cumulative impacts of the proposed activity on the public interest. The decision will reflect the national concern for both protection and utilization of important resources. The benefits, 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; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, 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, consideration of property ownership, and, in general, the needs and welfare of the people. Project authorization will be granted only if it is found not contrary to the public interest.

7. The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; 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 of Engineers to determine whether to issue, modify, condition, or deny authorization 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 also used to determine the overall public interest of the proposed activity.

8. Any person may request that a public hearing be held to consider the applicant's proposal, provided such request identifies significant issues that would warrant additional public review and comment. All replies to this public notice must be submitted in writing and sent to the U.S. Army Corps of Engineers, Attn: OD-F (Frerker), 1222 Spruce Street, St. Louis, Missouri 63103-2833, or by electronic mail to [charles.f.frerker@usace.army.mil](mailto:charles.f.frerker@usace.army.mil), on or before the public notice closing date.

9. In accordance with 33 CFR 325.3, it is presumed that all interested parties and agencies will wish to respond to public notices; therefore, a lack of response will be interpreted as meaning that there is no objection to the proposed project.

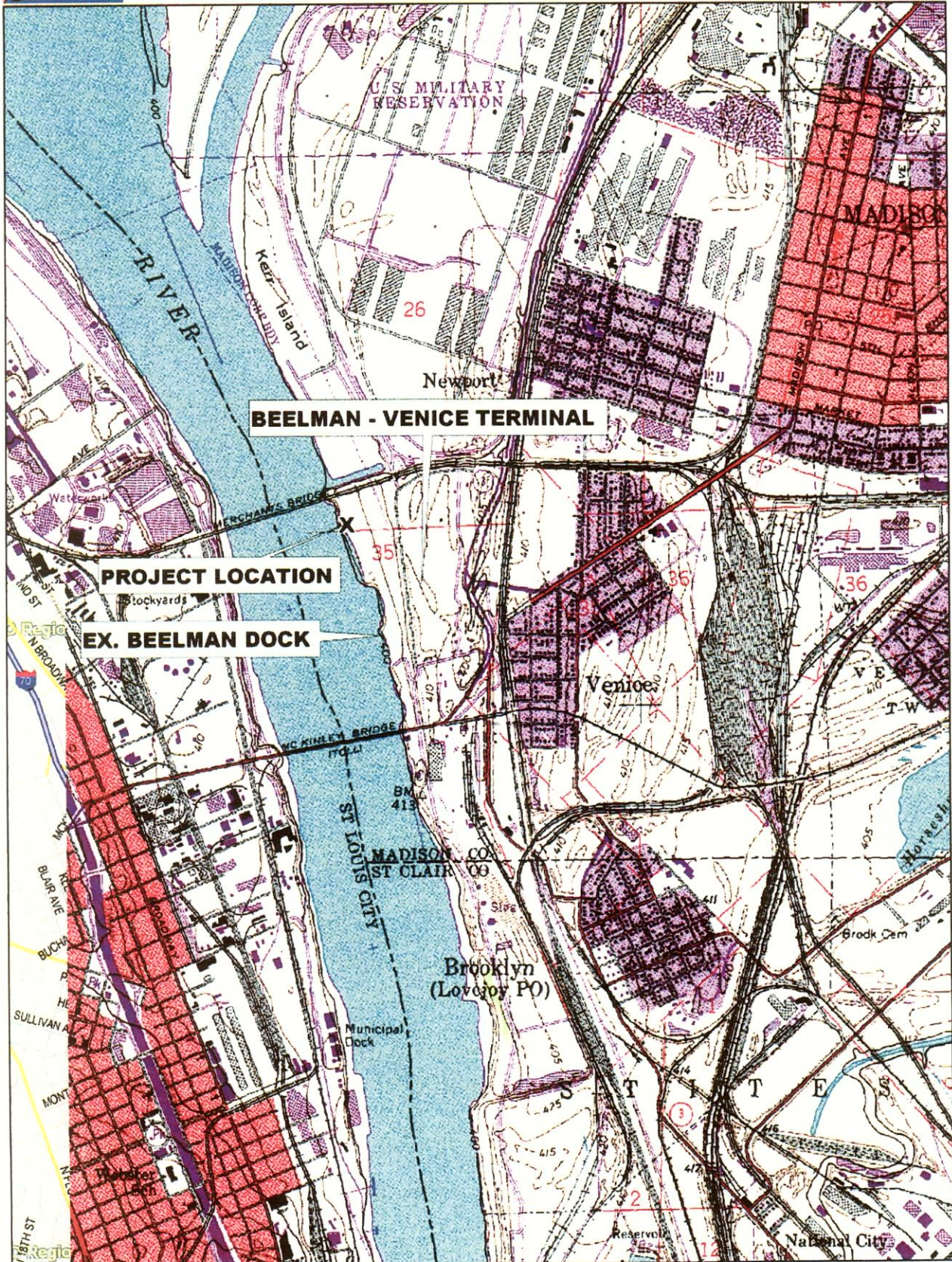


Danny D. McClendon  
Chief, Regulatory Branch

Attachments

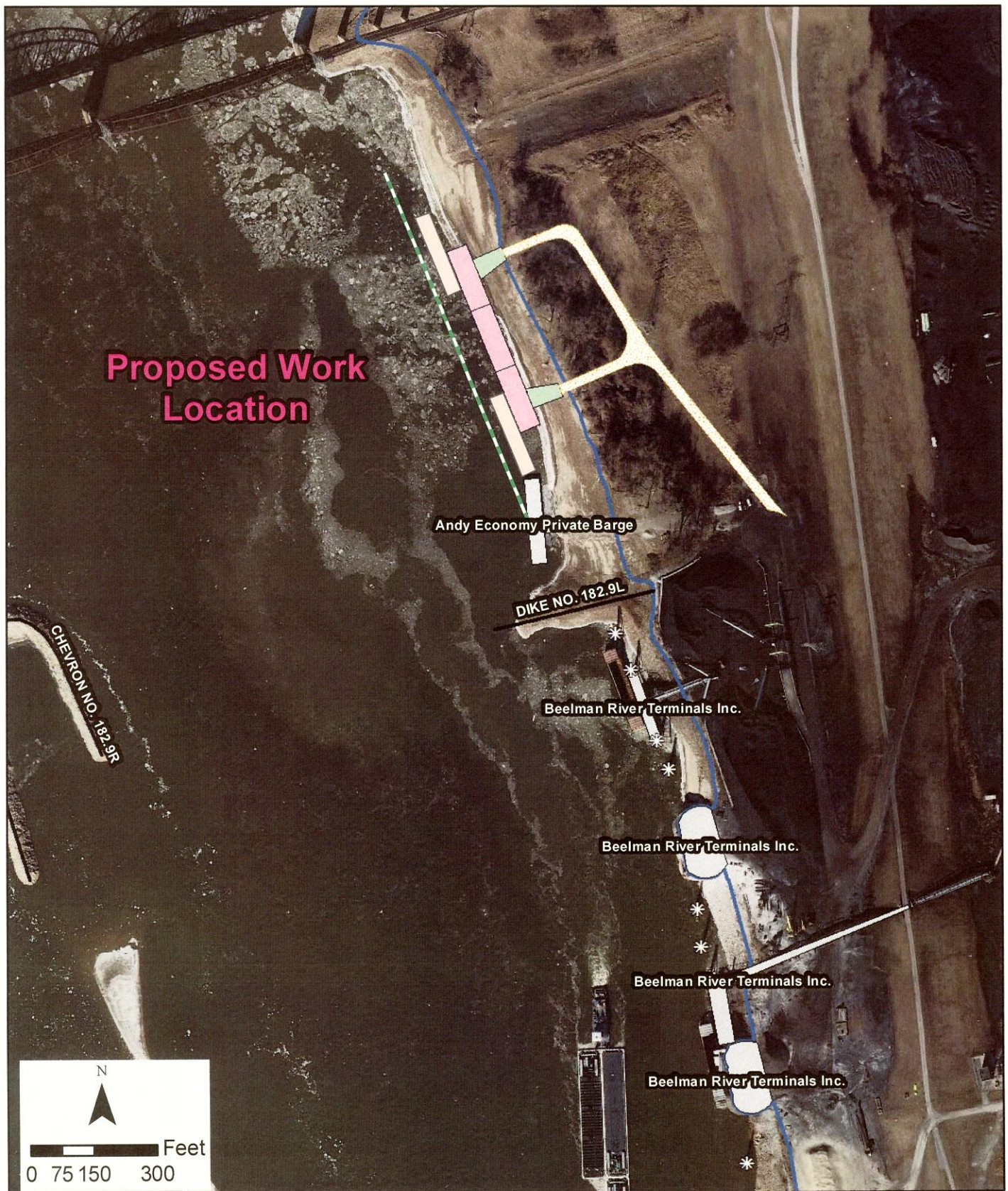
Notice to Postmasters: It is requested that this notice be conspicuously and continually posted for 21 days.







P-2914 Transload Realty, LLC



**Proposed Features**

- Low\_Water\_Work\_Limits
- Commodity\_Barges (Example Layout)
- Aggregate\_Roads
- Portable\_Ramps
- Work\_Barges

**Existing Features**

- GIS.dolphin\_point
- GIS.mooring\_facility\_area
- GIS.dike\_centerline
- GIS.river\_bank\_line



NOTE:  
 U.S.G.S. EL. 379.94 = 0.0 FT. ON ST. LOUIS RIVER PLAGE  
 PROJECT SITE IS ±3 MILES UP RIVER, SO SITE EL. 381.5  
 CORRELATES TO 0.0 FT. ON ST. LOUIS RIVER GAGE

# VENICE TERMINAL - PORTABLE SPUD BARGE DOCK SYSTEM

