



**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-3093 and P-3098**  
Public Notice Date  
**July 2, 2018**  
Expiration Date  
**July 23, 2018**

**Postmaster Please Post Conspicuously Until:**

ORM Number: 2018-259

Interested parties are hereby notified that an application has been received for a Department of the Army permit to relocate a shipyard repair facility (P-3093) and install a 40 barge fleet (P-3098) in navigable waters of the United States, as described below and shown on the attached.

**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 ([Charles Frerker](#))  
1222 Spruce Street  
St. Louis, Missouri 63103-2833

**APPLICANT:** Mike's Inc., c/o Mr. Mike Marko, Sr., 109 Velma Avenue, South Roxana, Illinois 62087. (618) 254-4491.

**LOCATION:** The applicant's existing shipyard repair facility is located along the left descending bank of the Mississippi River, at approximate river mile 198.8. The proposed facility would be relocated downstream, along the left descending bank, at approximate Mississippi River mile 195.6. In addition, a proposed 40 barge fleet would be located along the left descending bank at approximate Mississippi River mile 196.0, near Hartford, in Madison County, Illinois. (See Attached Map).

**PROJECT DESCRIPTION:** The requested activities have been assigned two pending permit (P) numbers to allow for easier site identification and coordination of the proposed relocated ship repair facility, assigned P-3093, and a 40 barge fleet, assigned P-3094.

**P-3093:** The purpose of relocating the applicant's existing shipyard repair and machine shop service is to allow for riverside facility expansion needs. The applicant evaluated expanding riverside operations at the existing location, but the combination of shallow water during low river stage, existing adjacent operations and encroaching too far into the navigation channel are prohibitive. Besides needing additional expansion area, the applicant anticipates the U.S. Coast Guard's new regulations for inspecting towing vessels will also increase demand for shipyard services for underwater hull inspection and repair. The proposed relocation area provides the necessary riverside space for safe and efficient fabrication, installation, maintenance and vessel repair services. The relocated shipyard facility would

be in a straight stretch of the river with additional width available for navigation and facility operations. The relocated shipyard repair facility is initially anticipated to experience a level of activity similar to current operations. On average, five vessels are alongside the facility for repairs. During peak times (typically the winter months), it increases to as many as 20 vessels. Time at the repair facility ranges from one day to 30 days, depending upon the scope of the work to be accomplished. Utility services necessary at the relocated facility include a proposed 2" water line constructed by open-cut and backfill methods, except in the areas of vegetation, waterways and ponding. In those areas, water line construction would be directionally bored at a depth of 36" or greater. No tree removal would be required. Electric service to the relocated dock would originate at a transformer pole and run underground in conduit to a connection at the proposed downstream access ramp. Open-cut and backfill methods would be used to install the conduit electric service. Proposed fill associated with the relocated shipyard repair facility would consist of two concrete approach ramps and fill material placed adjacent to the ramps for stabilization and safe side slopes. Total fill, including concrete ramps, would be approximately 7,500 cubic yards. Approximately half of the required fill would be placed on a previously disturbed and rock surfaced area where no wetlands exist. Existing access roadways were previously permitted and used for Phillips66 for heavy haul routes and therefore do not need improvement. Minor brush clearing would be necessary to provide access to connect an existing road to the proposed upstream concrete access ramp. The proposed facility relocation would allow the applicant to continue to provide vital services to the inland towing industry while improving access, efficiency, and navigation safety. See attachments for drawings of the proposed facility's location, dimensions and infrastructure.

**P-3098:** The applicant proposes a fleeting area with a maximum capacity of 40 barges configured 5 barges wide by 8 barges long. The proposed fleet site would extend upriver approximately 1,700 feet from the proposed shipyard facility's relocated floating dock. The proposed fleet would be located in approximately the same location and space where existing fleeting areas have operated for decades. A common operational scenario involves line haul towboats requiring emergency repairs. The towboat must drop the tow of barges at another company's fleeting area and then proceed "light boat" to the shipyard repair shop. This is inefficient for the applicant's customers and results in additional assist and fleeting charges. The applicant states no hazardous material would be allowed in the fleet. The use of the fleeting area would be on an "as needed" basis with an average of 10-15 barge and/or vessel moves per week. It is unlikely the proposed fleet would require maximum capacity usage on a frequent basis. The applicant anticipates an average presence of 24 barges in the fleet during most times of the year, which would significantly decrease the proposed maximum fleet's riverward extent. See attachment for the specific location of the proposed fleet.

**ADDITIONAL INFORMATION:** Additional information may be obtained by contacting the applicant's representative, Mr. Bill Kline at (314) 570-4675 or Mr. Charles Frerker with the U.S. Army Corps of Engineers Regulatory Branch at (314) 331-8583 or at electronic mail address: [charles.f.frerker@usace.army.mil](mailto:charles.f.frerker@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.

**SECTION 404 (b)(1) EVALUATION:** The impact of the activity on the public interest will be evaluated in accordance with the Missouri Department of Natural Resources, Water Pollution Control Program guidelines and the Illinois 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 range of the federally endangered Indiana Bat, pallid sturgeon, least tern, spectaclecase mussel and the threatened northern long eared bat, eastern massasauga rattlesnake, decurrent false aster and eastern prairie fringe orchid. Existing and prior usage of the area for barge fleeting, an inland repair slip, rock/paved areas and a heavy haul road leads to our determination the activity is not likely to adversely affect listed species or their critical habitat. 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 others species or their critical habitats.

**CULTURAL RESOURCES:** The St. Louis District has completed a preliminary evaluation of the proposed permit area. The project primarily involves installation of features constructed or floating in the Mississippi River. Access roadways already exist and utilities would be installed in areas previously disturbed by prior riverside operations in the heavy industrial project setting. The applicant's avoidance and minimization measures significantly reduce land disturbance activities, which leads to our conclusion that cultural resource reconnaissance surveys are not required. However, if substantial information from the response to public notice indicates that further investigation is necessary; or at the request of the State Historic Preservation Office or tribal representatives; the USACE will reconsider its decision.

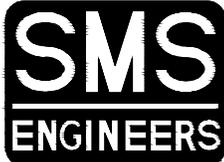
**EVALUATION:** The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the described activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit 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.

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

**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.

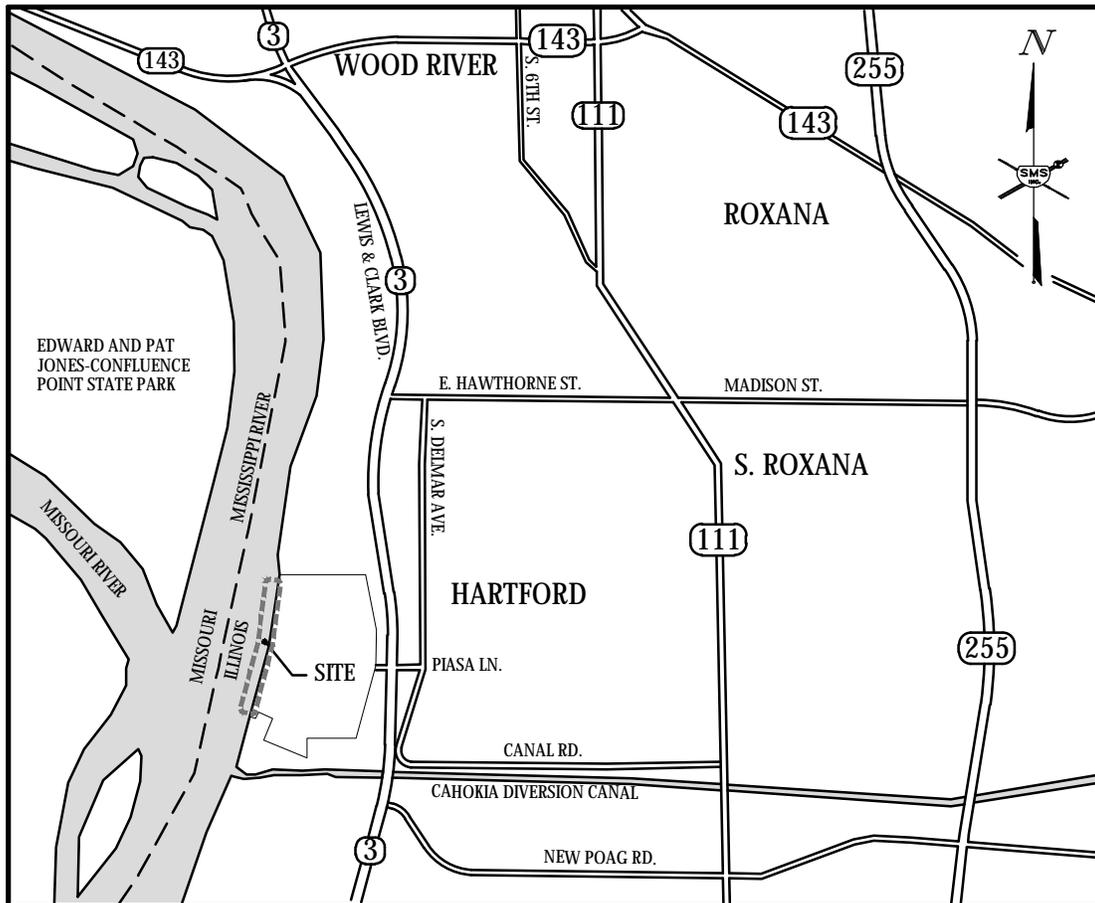


Sheppard, Morgan & Schwaab, Inc.  
CONSULTING ENGINEERS AND LAND SURVEYORS

215 Market Street, Alton, IL 62002 618/462-9755 E-mail: mail@smsengineers.com

DWN BY: GF	DWG # CT-436 *
CK BY: JL	REF BK PG
MIKES INC (459560) BOUNDARY SURVEY.dwg	
DESIGN FIRM # 184-000992	

**MIKE'S INC.**  
**PROPOSED RIVER DOCK**  
**LOCATED IN SECTION 9, TOWNSHIP 4 NORTH,**  
**RANGE 9 WEST OF THE THIRD PRINCIPAL MERIDIAN,**  
**CHOUTEAU TOWNSHIP, MADISON COUNTY, ILLINOIS**  
**MISSISSIPPI RIVER MILE 195.4 TO 196.1 LDB**

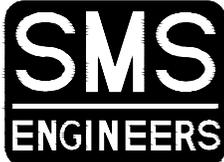


**VICINITY MAP**

NOT TO SCALE

**INDEX OF SHEETS**

1. COVER SHEET
2. SITE PLAN
- 3.-4. DETAILS
5. SECTIONS
6. ELEVATIONS
7. NAVIGATION CHART



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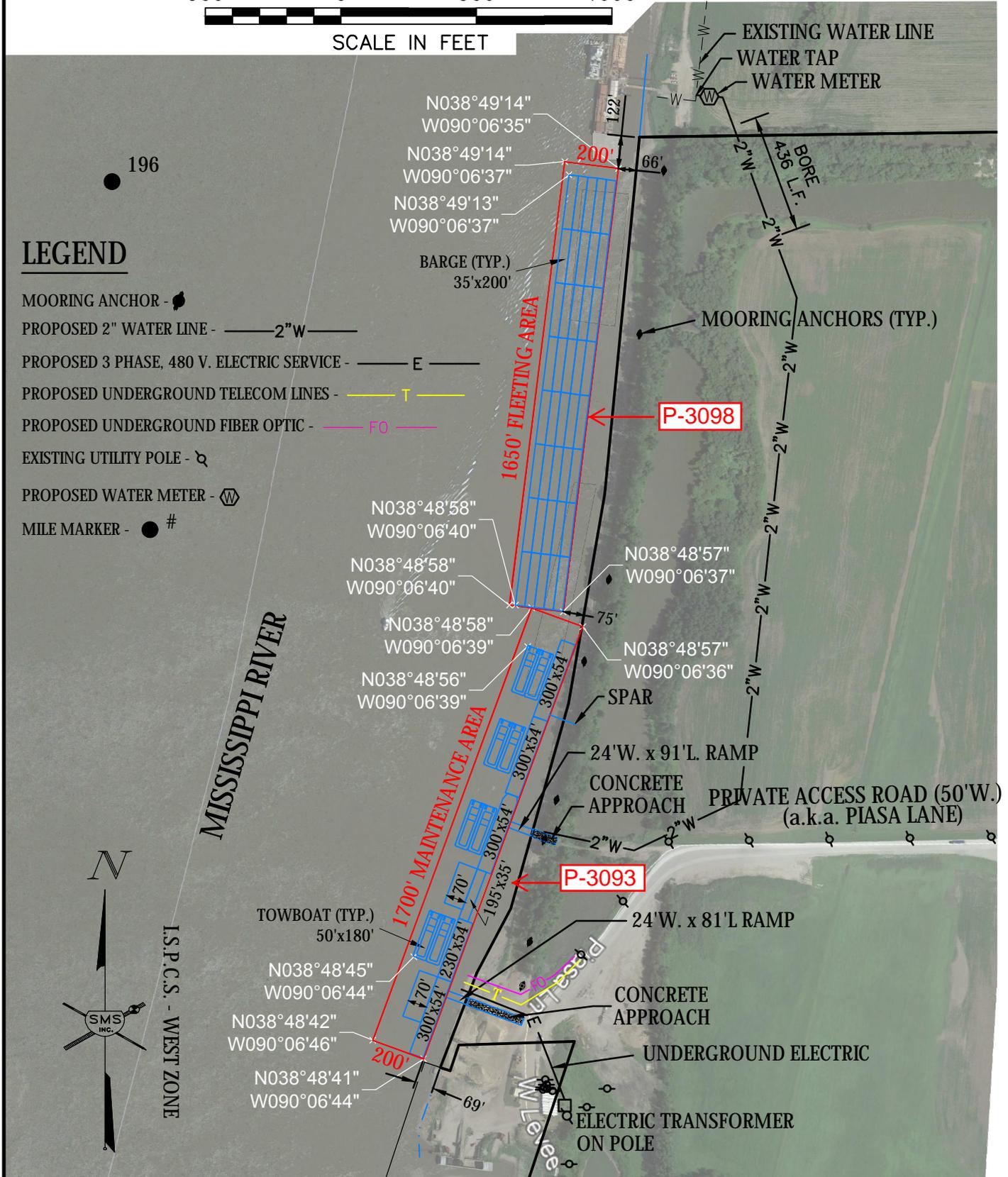


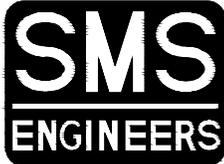
SCALE IN FEET

DWN BY: GF	DWG # CT-436 *
CK BY: JL	REF BK PG
MIKES INC (459560) BOUNDARY SURVEY.dwg	
DESIGN FIRM # 184-000992	

### LEGEND

- MOORING ANCHOR - ●
- PROPOSED 2" WATER LINE - — 2"W —
- PROPOSED 3 PHASE, 480 V. ELECTRIC SERVICE - — E —
- PROPOSED UNDERGROUND TELECOM LINES - — T —
- PROPOSED UNDERGROUND FIBER OPTIC - — FO —
- EXISTING UTILITY POLE - □
- PROPOSED WATER METER - Ⓜ
- MILE MARKER - ● #

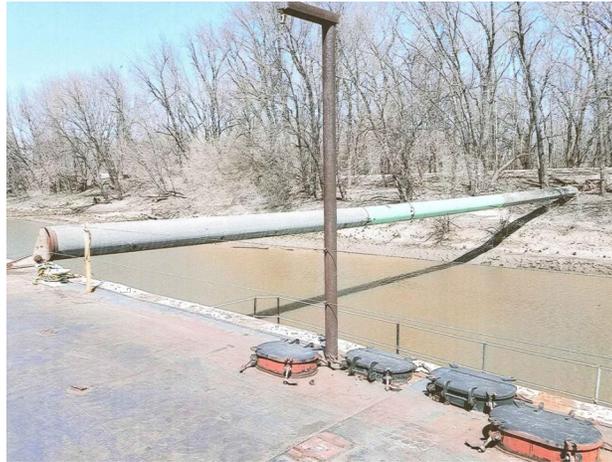




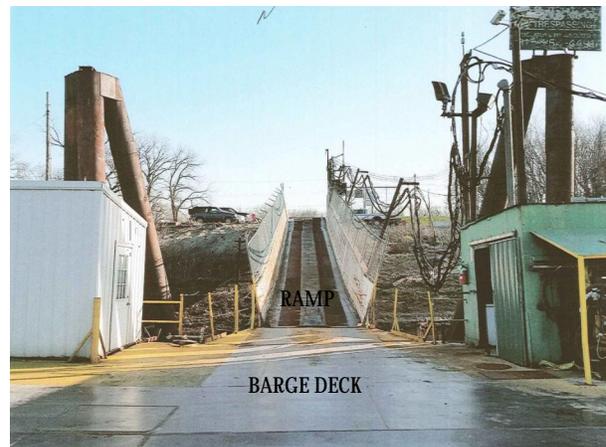
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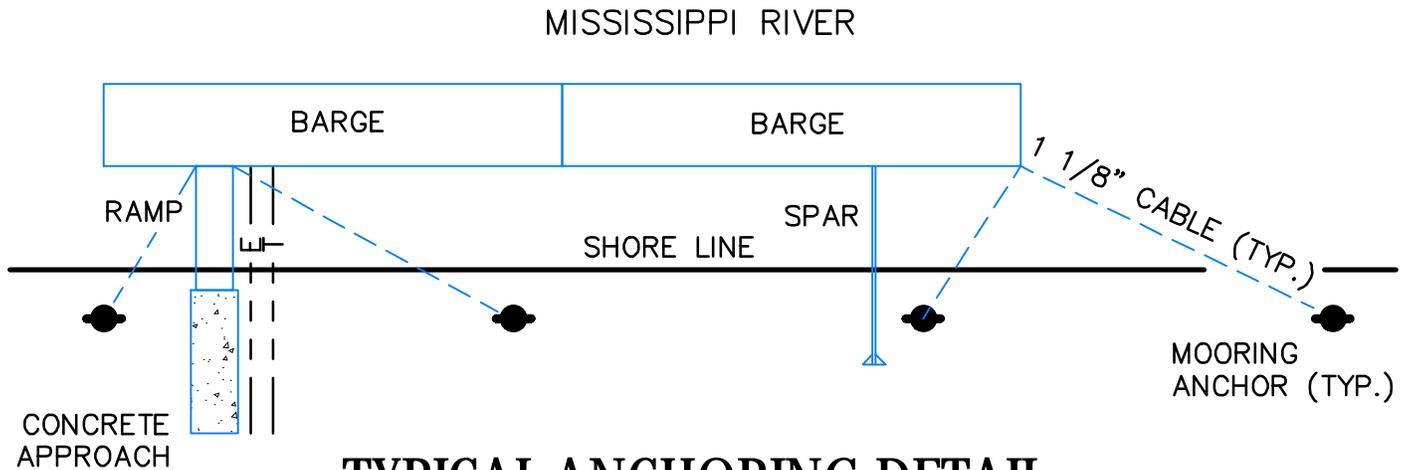
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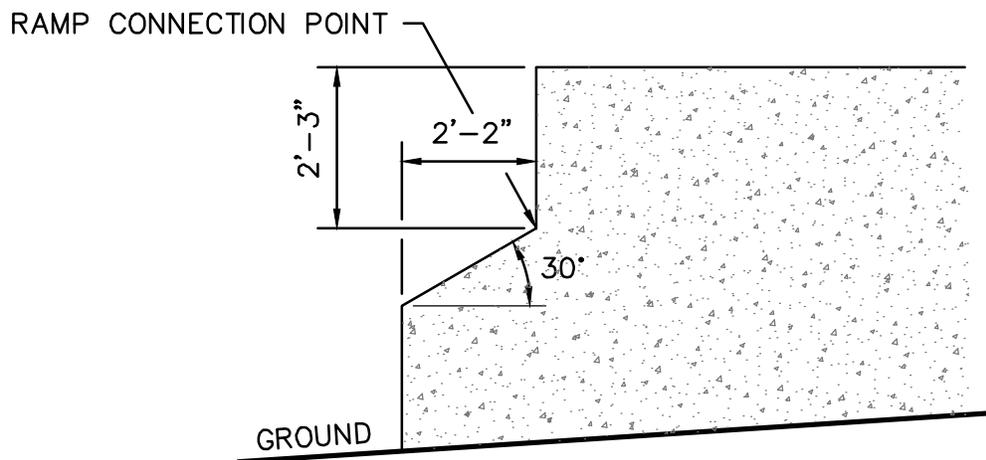
### SPAR DETAILS



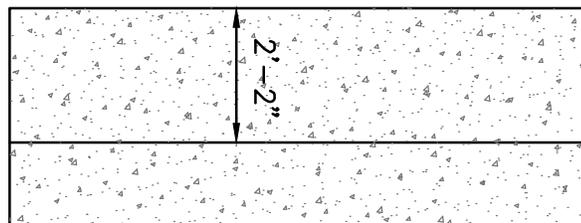
### RAMP & CONCRETE APPROACH DETAILS



**TYPICAL ANCHORING DETAIL**

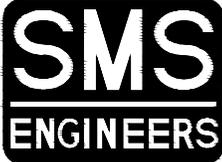


**ELEVATION**



**PLAN**

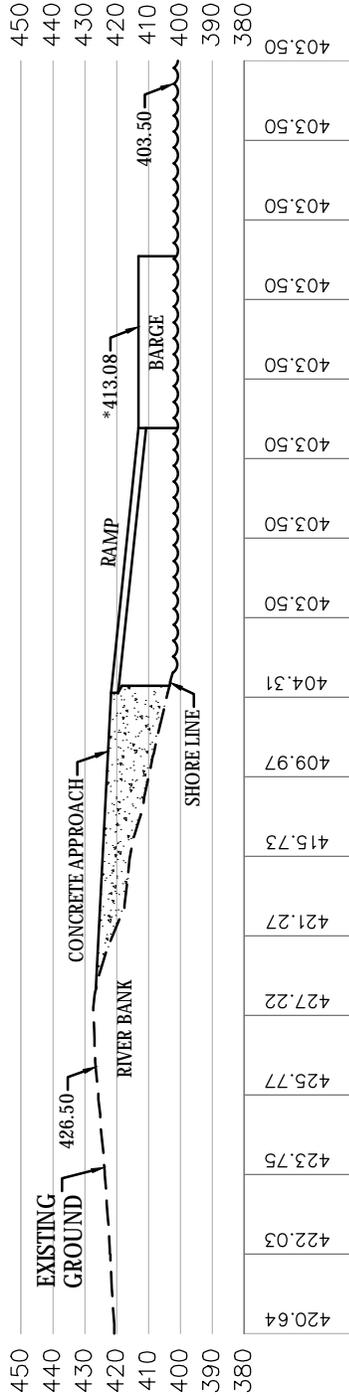
**CONCRETE APPROACH DETAIL**



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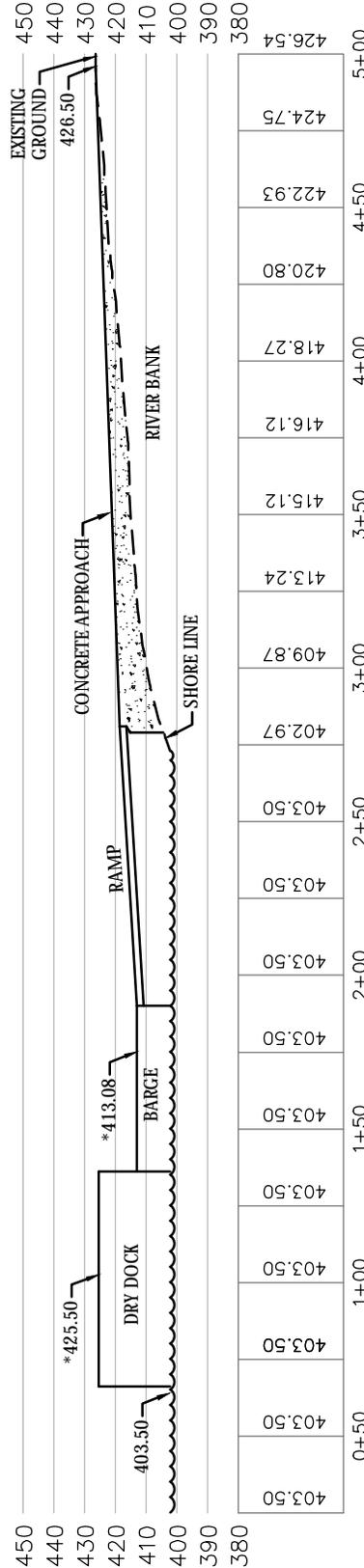
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**SECTION THROUGH UPSTREAM RAMP LOOKING DOWNSTREAM**

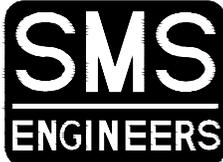
SCALE: HORZ. 1"=60'  
VERT. 1"=60'

NOTE:  
ELEVATIONS SHOWN WITH \* ARE  
BASED ON RIVER ELEVATION OF 403.50.



**SECTION THROUGH DOWNSTREAM RAMP LOOKING UPSTREAM**

SCALE: HORZ. 1"=60'  
VERT. 1"=60'



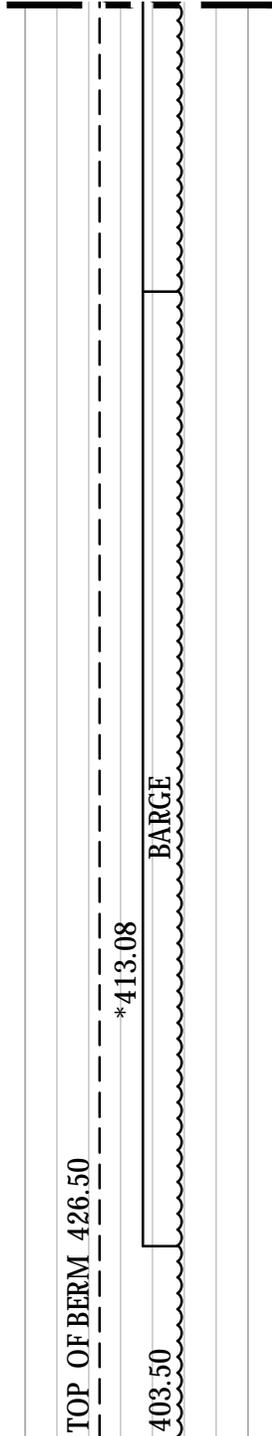
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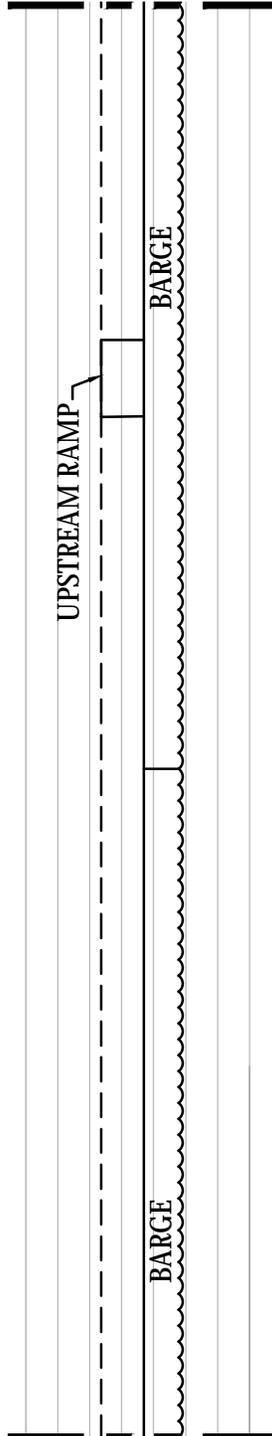
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**MATCHLINE A**



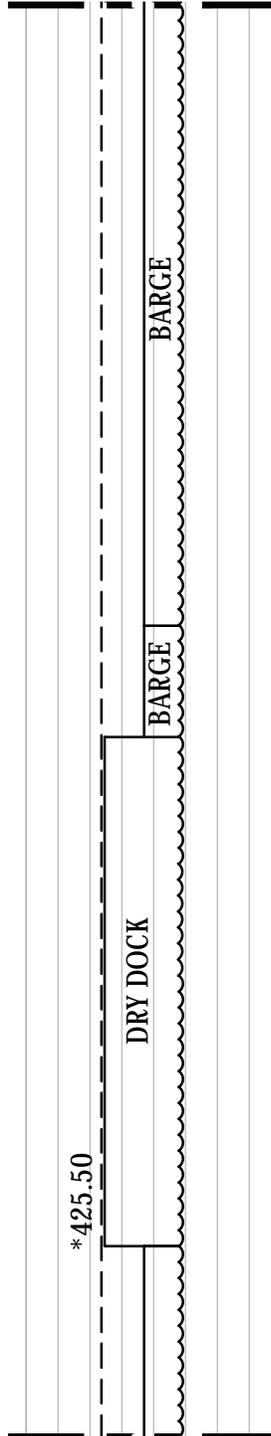
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**MATCHLINE B**

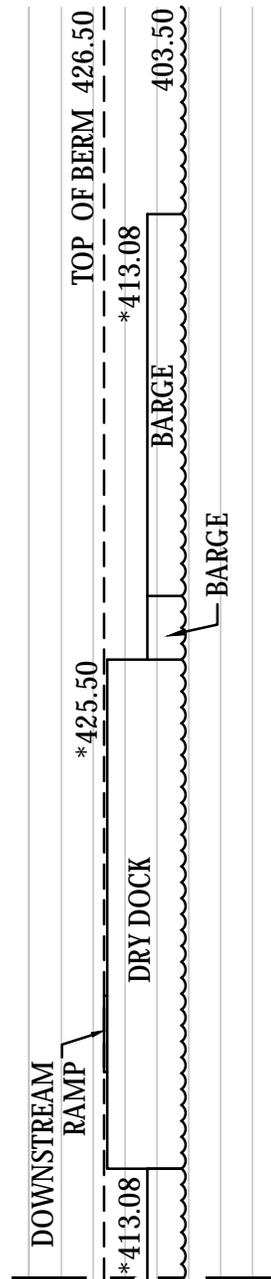


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**MATCHLINE C**



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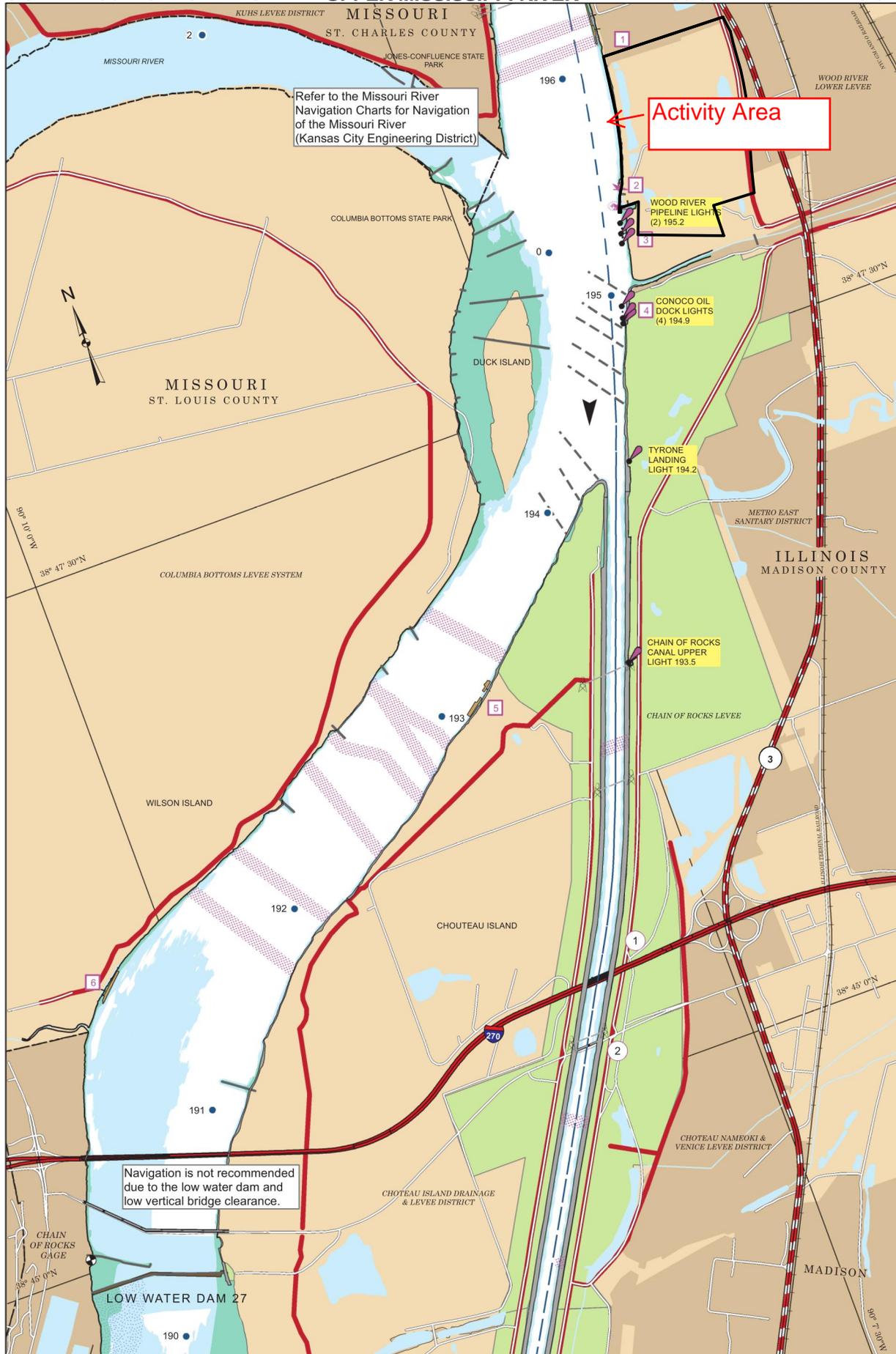
**MATCHLINE C**

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NOTE:  
ELEVATIONS SHOWN WITH \* ARE  
BASED ON RIVER ELEVATION OF 403.50.  
SHEET 6 OF 7

**ELEVATION OF MAINTENANCE STRING**

SCALE: HORZ. 1"=60'  
VERT. 1"=60'



Refer to the Missouri River Navigation Charts for Navigation of the Missouri River (Kansas City Engineering District)

Activity Area

Navigation is not recommended due to the low water dam and low vertical bridge clearance.