



US Army Corps  
of Engineers  
Rock Island District

# PUBLIC NOTICE

Applicant: Canton Marine Towing Company, Inc.

Date: April 8, 2004

Expires: May 7, 2004

CEMVR-OD-P-456050

Section: 10

1. **Applicant.** Canton Marine Towing Company, Inc., Route 2, Box 149, Canton, Missouri 63435.

- Project Overview. Canton Marine Towing Company has operated barge fleets on the Upper Mississippi River since 1965. It currently operates numerous fleets between Keokuk, Iowa (mile 362) and Hannibal, Missouri (mile 310). Three separate permit applications (one each for Missouri, Iowa, and Illinois) cover Canton's existing fleets. The applications do not request authorization to moor additional barges or to establish fleets in new areas. Proposed changes from current operations involve improving mooring systems at certain fleets and moving moorings of some fleets from dry land owned by the Federal Government to the adjacent river bottom.
- NOTE: See the separate public notices dated concurrently with this public notice discussing the following projects:
  - o CEMVR-OD-P-456060 – Canton Marine Towing Company fleets located in Iowa
  - o CEMVR-OD-P-456070 – Canton Marine Towing Company fleets located in Illinois

2. **Project Location.**

- Quincy Upper Fleet – Sections 2 and 3, Township 59 North, Range 5 West; Marion County, Missouri; approximate Mississippi River miles 327.6 - 328.0, right descending bank.
- Quincy Lower Fleet – Sections 2 and 11, Township 59 North, Range 5 West; Marion County, Missouri; approximate Mississippi River miles 325.4 - 327.0, right descending bank.

3. **Project Description.**

- Quincy Upper Fleet – Currently, barges are tied to trees at this site. This fleet consists of two tiers that are 3 barges long by 5 barges wide each with a capacity of 30 barges (15 barges in each tier). It is designed to hold either empty or loaded barges. Barges will be tied 40 feet to 50 feet off the bank. Each tier will be secured to anchor buoy. Under certain conditions, a spud barge may be substituted for the anchor buoys.
- Quincy Lower Fleet – Currently, there are barges fleeted in this area. Some of the existing fleets are secured to anchors on the bank, some are tied to trees, and some are secured to spud barges or an anchor barge. This fleet consists of eight areas in Missouri.
  - o Currently, Fleet 1A is tied to trees and an old fleet barge. Changes would be to use a spud barge with two 48-inch by 50-foot-long spuds driven into the river approximately 40 feet off the bank. This fleet will hold 2 tiers of barges (3 barges long by 7 barges wide each) for a total of 42 barges.
  - o Fleet 1B is an existing fleet on a spud barge with two 48-inch by 50-foot spuds about 300 feet off the bank. This fleet will not change. Fleet 1B will hold two tiers of barges (3 barges long by 7 barges wide each) or 42 barges).
  - o Fleet 2 is a fleet barge spudded next to the bank with two 48-inch by 50-foot spuds. Area 2 is a cleaning dock on spud poles with a maximum capacity of 2 empty barges. When there is more than one barge, the second barge will be moored on the outside of the barge being cleaned.
  - o Fleet 3 is currently a fleet barge secured to the bank. This fleet will be changed so that the fleet barge will be moored to the river bottom with spuds located approximately 40 feet off the bank. A dry dock will be moored on the outside of the spud barge.
  - o Currently, Fleet 4 is anchored to a fleet barge next to the bank. This fleet is designed to hold 34 loaded barges (5 barges long by 7 barges wide). Area 4 will hold 34 customer barges on an anchor barge. There are no changes to this fleet.

- Currently, Fleets 5, 6, 7, and 8 are attached to anchor buoys next to the bank. Changes will move the fleet approximately 40 feet to 50 feet off the bank, where anchor barges will be secured to the river bottom.
  - Area 5 has the same configuration and mooring system as Area 4.  
This fleet is designed to hold 34 loaded barges (5 barges long by 7 barges wide).
  - Area 6 has an anchor barge and can hold 21 loaded customer barges, three long by 7 wide.
  - Area 7 has an anchor barge designed for 35 loaded or empty customer barges, 5 long by 7 wide.
  - Area 8 is an anchor fleet with an anchor barge designed for 35 empty barges 5 long by 7 wide.

#### 4. Agency Review.

a. Department of the Army, Corps of Engineers. The Department of the Army application is being processed under the provisions of Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

b. State of Missouri. The project plans have been submitted to the Missouri Department of Natural Resources for review.

5. **Historical/Archaeological**. The Corps of Engineers consulted with the District geographic information systems (GIS) archeological site and survey databases current as of August 2003. The query determined that there were no previously recorded archeological sites in the permit area and the area had not been surveyed previously. The permit areas include mooring system improvements and modifications between Mississippi River miles 325.4 and 328 and are confined to the active riverbed of the Mississippi River. The Corps has determined that no historic properties are affected by issuance of this permit for mooring system improvements and modifications because the work is confined to the active riverbed. Therefore it is the opinion of the Corps of Engineers that issuance of the permit will not affect historic properties because “the nature, scope, and magnitude of the work, and/or structures to be permitted are such that there is little likelihood that a historic property exists or may be affected” (33 CFR Part 325, Appendix C.3.b).

6. **Endangered Species**. District staff have performed a preliminary review of this application for the potential impact on threatened or endangered species pursuant to Section 7 of the Endangered Species Act as amended. Based upon the information provided and available at this time, our preliminary determination is that the proposed activity would have no effect on federally-listed endangered or threatened species or critical habitat. While no consultation has been initiated with the United States Fish and Wildlife Service (FWS) at this time, we are further coordinating this application with the FWS and the respective resource agencies through this public notice. Accordingly, our preliminary determination is subject to change should further information become available.

7. **Public Interest Review**. The decision whether to issue the Corps permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit 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 including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, 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 production and, in general, the needs and welfare of the people.

8. **Who Should Reply**. The 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 this proposed activity. Any comments received will be considered by the 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 the 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. These statements should be submitted on or before the expiration date specified at the top of page 1. These statements should bear upon the adequacy of plans and suitability of locations and should, if appropriate, suggest any changes considered desirable.

9. **Public Hearing Requests.** Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing. A request may be denied if substantive reasons for holding a hearing are not provided.

10. **Reply to the Corps of Engineers.** Comments concerning the Corps permit should be addressed to the District Engineer, U. S. Army Corps of Engineers, Rock Island District, ATTN: OD-P (Wayne Hannel), Clock Tower Building - Post Office Box 2004, Rock Island, Illinois 61204-2004. **Mr. Wayne Hannel (309/794-5378)** may be contacted for additional information.

*original signed by*

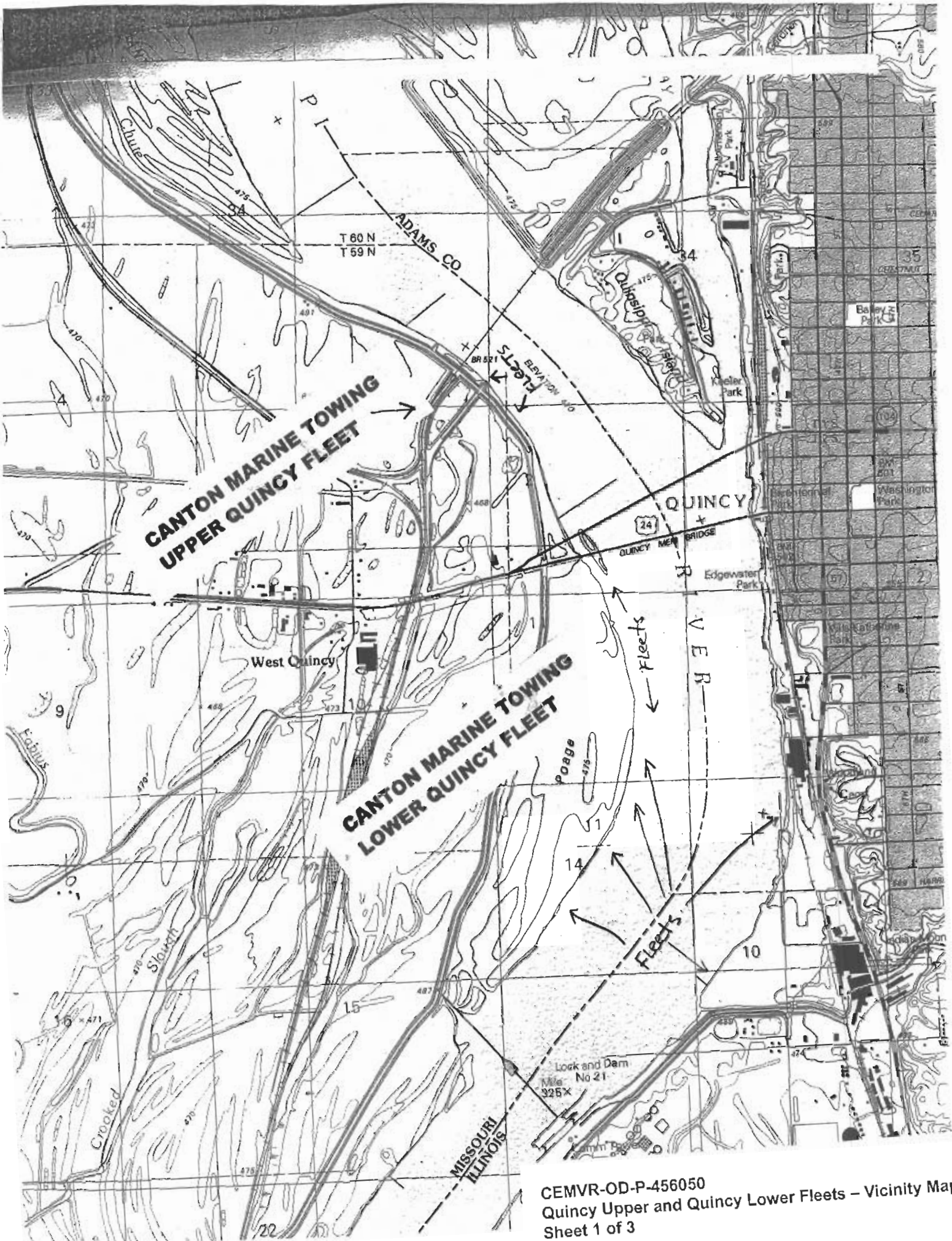
Attach  
Plan

Wayne Hannel  
Project Manager  
Regulatory Branch

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**REQUEST TO POSTMASTERS:** Please post this notice conspicuously and continuously until the expiration date specified at the top of page 1.

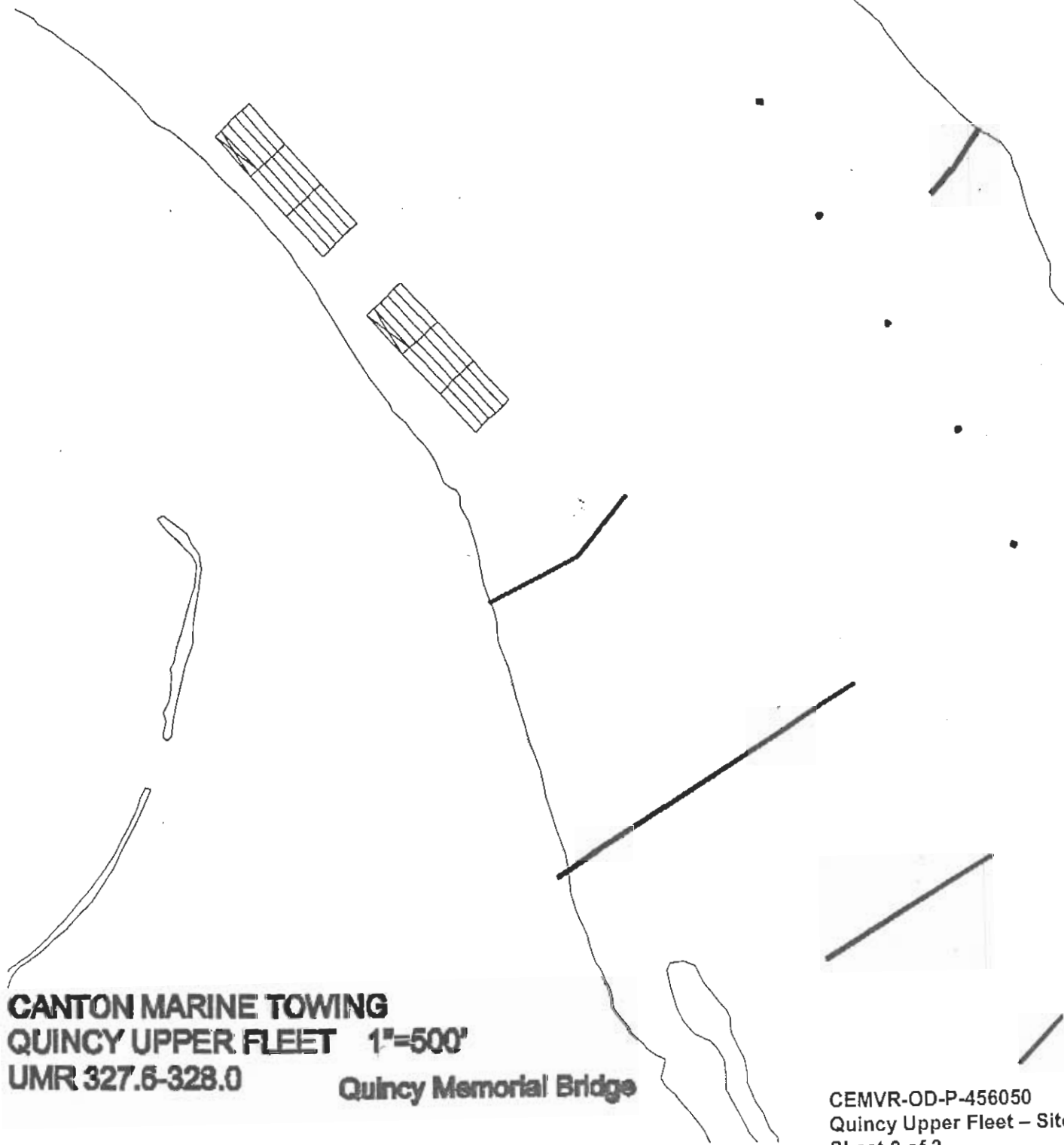
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CEMVR-OD-P-456050  
Quincy Upper and Quincy Lower Fleets - Vicinity Map  
Sheet 1 of 3

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Quinsippi Island



**CANTON MARINE TOWING**  
**QUINCY UPPER FLEET 1"=500'**  
**UMR 327.6-328.0**

**Quincy Memorial Bridge**

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Quincy Upper Fleet - Site Plan  
Sheet 2 of 3

