

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-456070

Section: 10

Joint Public Notice
US Army Corps of Engineers
Illinois Department of Natural Resources/Office of Water Resources

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-P456050 – Canton Marine Towing Company fleets located in Missouri
 - o CEMVR-OD-P-456060 – Canton Marine Towing Company fleets located in Iowa

2. **Project Location.**

- Warsaw Fleet – Section 16, Township 4 North, Range 9 West; Illinois approximate Mississippi River mile 358.0 - 358.4.
- Canton Upper Fleet – Section 1, Township 2 North, Range 10 West; Adams County, Illinois; approximate Mississippi River miles 346.0 - 346.5, right descending bank.
- Canton Lower – Section 36, Township 1 North, Range 10 West; Adams County, Illinois; approximate Mississippi River mile 340.7.
- Quincy Lower Fleet. – Sections 2 and 10, Township 2 South, Range 9 West; Adams County, Illinois; approximate Mississippi River miles 325.4 – 327.0.
- Hannibal Upper – Section 18, Township 4 South, Range 8 West; Pike County, Illinois; approximate Mississippi River mile 310.2-310.7.
- Hannibal Lower Fleet – Section 21, Township 4 South, Range 8 West; Pike County, Illinois; approximate Mississippi River mile 307.7-308.4.

3. **Project Description.**

- Warsaw Fleet – The Warsaw #1 Fleet is an existing fleet and consists of an anchor buoy attached to a 12,000-pound anchor. The buoy will be changed to a fleet barge about 300 feet of the bank. The fleet will be 7 barges wide and 5 barges long. It will hold 34 customer barges and one fleet barge. Existing Fleets 2, 3, 4, 5, and 6 are tied to trees. The applicant proposes to place 7000-pound anchors next to the bank. The fleets will be about 15 feet off the bank. Fleets 2, 3, 4, 5, and 6 each will be 1 barge long by 5 barges wide (25 barges total).
- Canton Upper Fleet – The existing Canton Upper Fleet consists of nine tiers.
 - o Currently, Fleets 2, 3, and 4 are anchored to deadmen located 50 feet to 100 feet inland from the bank (on property owned by Canton Marine).
 - o Currently, Fleets 1, 5, 6, 7, and 8 are tied to trees, with the barges lying about 15 feet off the bank. The barges will be tied to 7000-pound anchor buoys.
 - o Currently, Fleet 9 is an anchor buoy tied to a 10,000-pound anchor. The barges are about 15 feet off the bank.

- The following describes the proposed changes to the Canton Upper Fleet:
 - o Tiers 1, 2, 3, and 4 will be secured to a deadman on the bank or to an anchor buoy. Each tier will be one barge long and 5 barges wide and will be designed to hold 5 loaded barges.
 - o Tier 5 will be two barges long and 5 barges wide. It will be secured to a deadman or to an anchor barge and is designed to hold 10 empty barges.
 - o Tier 6 will be one barge long and 5 barges wide. It will be secured to a deadman or to an anchor barge and is designed to hold 5 empty barges.
 - o Tiers 7 and 8 will be two barges long and 5 barges wide. Each will be secured to a deadman or to an anchor barge and is designed to hold 10 empty barges each.
 - o Tier 9 is designed to hold a 15-barge tow, three wide by 5 long, on an anchor buoy. When tier 9 is used, tiers one and two will not be used.

- Canton Lower Fleet – This existing fleet is tied to trees (on property owned by Canton Marine). Currently, barges are moored 1 barge long by 5 barges wide in three areas. The applicant proposes to tie the barges to a 12,000-pound anchor about 15 feet off the bank. The fleet will be 4 barges wide and 5 barges long (20 customer barges). They will be secured to an anchor buoy or a deadman on the bank.

- Quincy Lower Fleet. Currently, this existing fleet consists of barges are anchored by 12,000-pound anchors. There will be no changes to the Quincy Lower Fleet.
 - o Fleet #9 (existing fleet) is 3 fleet barges along the bank with a 12,000-pound and a 7,000-pound anchor. The fleet will be four barges wide by 5 barges long. The fleet can hold 19 loaded or empty customer barges anchored to an anchor barge.
 - o Fleet #10 has one 12,000-pound anchor on land and holds 9 loaded barges (3 wide by 3 long) about 20 feet off the bank.

- Hannibal Upper Fleet – This existing fleet presently is tied to trees. Currently, barges are fleeted 1 barge long by 5 barges wide. Changes will be to have two anchor fleets with each having an anchored fleet barge with 12,000-pound anchors attached and 7000-pound stern anchors. Barged will be fleeted approximately 40 feet to 50 feet off the bank. This fleet consists of two tiers of customer barges each 4 wide by 4 long with a capacity of 16 barges. Each tier will be secured to an anchor buoy.

- Hannibal Lower Fleet – This existing fleet (approximately 35 loaded barges) is tied to trees as well as to an anchor barge about 500 feet from the bank. The applicant proposes to have all barges secured to anchor barges located 40 feet to 50 feet off the bank. Each anchor barge will have a 12,000-pound anchor and a 7000-pound anchor. This fleet consists of three tiers of customer barges. The first and second tiers will hold 35 barges each, 7 wide by 5 long including an anchor barge. The third tier, located upstream, will be 7 wide by 3 long including an anchor buoy.

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) and Section 404 of the Clean Water Act (33 U.S.C. 1344).

b. State of Illinois.

(1) The project plans have been submitted to the Illinois Environmental Protection Agency (IEPA) for review.

(2) The Illinois Department of Natural Resources, Office of Natural Resources (IDNR/OWR), application is being processed pursuant to an Act in Relation to the Regulation of the Rivers, Lakes and Streams of the State of Illinois, Chapter 615, ILCS 5 (Illinois Compiled Statutes (1994)). 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, with a copy provided to the Corps of Engineers (see paragraph 11. of this public notice for address). Mr. Mike Diedrichsen, IDNR/OWR (217/782-3863), may be contacted for additional information.

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 areas and that all but one of the areas had not been surveyed. The shoreline adjacent to the Quincy Lower Fleet location has been surveyed previously and no archeological sites were documented. The permit areas include mooring system improvements and modifications at various locations between Mississippi River miles 308.4 and 358.4 and are confined to the active riverbed. The Corps of Engineers 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.

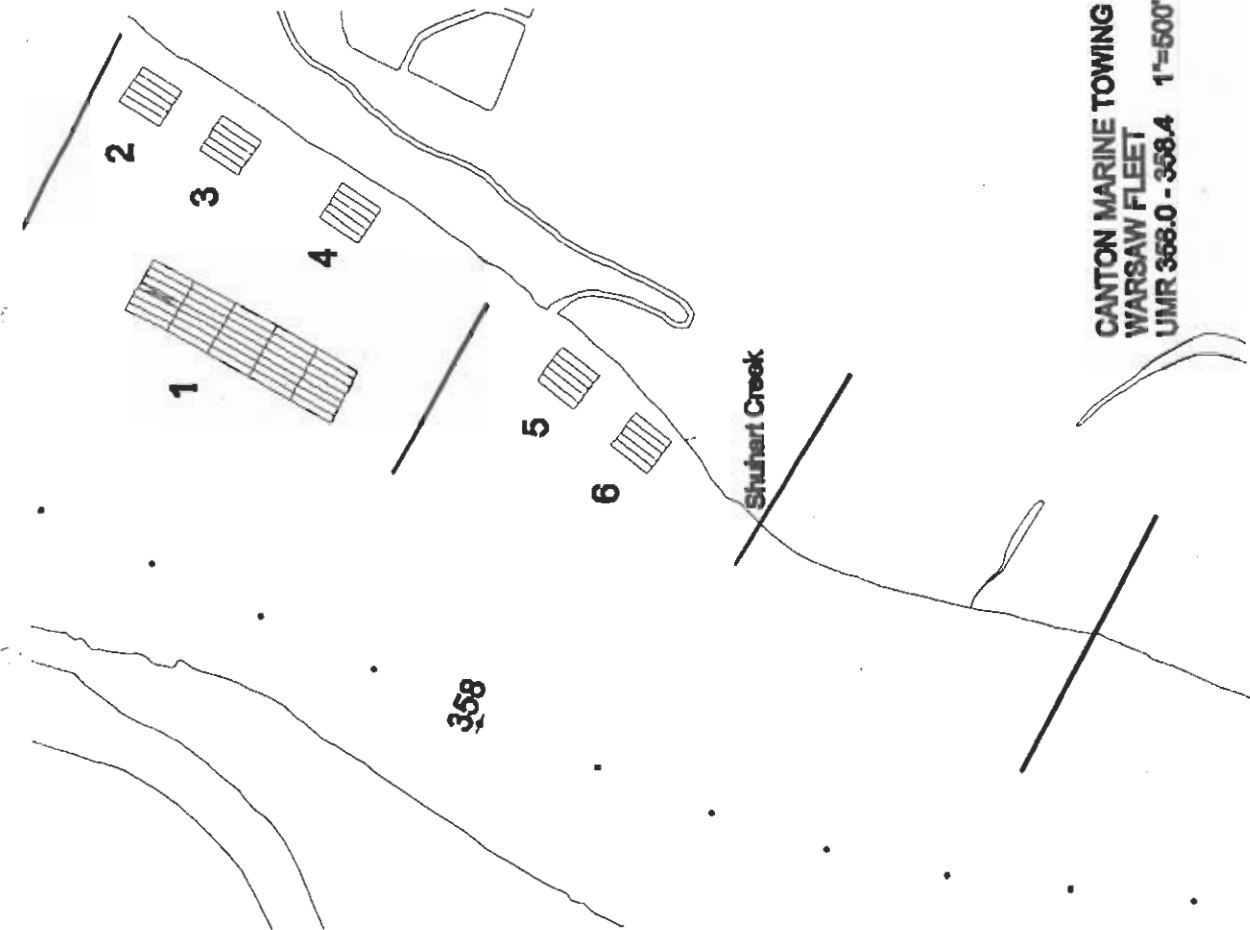
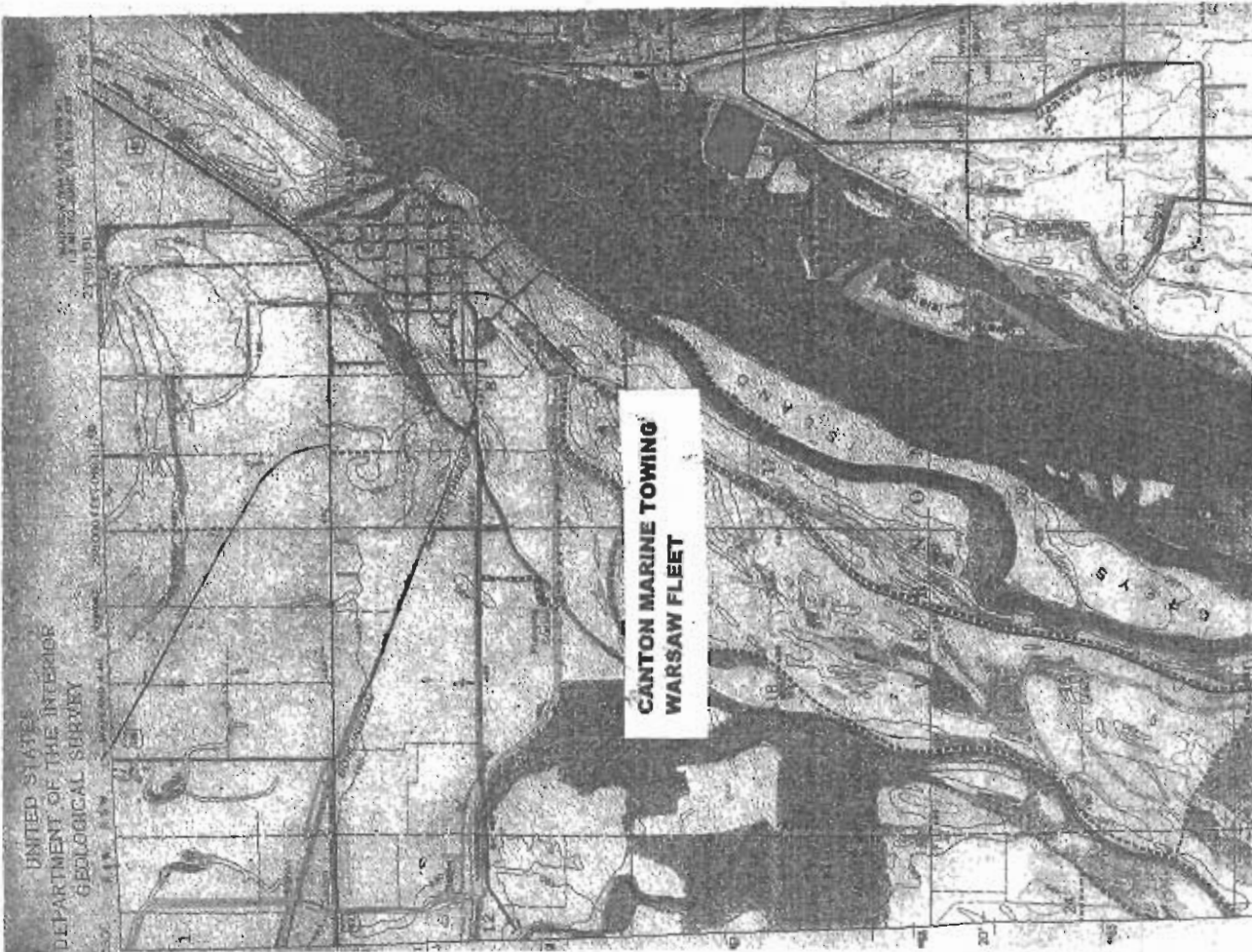
10. **Reply to the Corps of Engineers.** Comments concerning the Corps permit should be addressed to the District Engineer, U. S. Army Corps of Engineers, Rock Island District, ATTN: OD-P (Wayne Hannel), Clock Tower Building - Post Office Box 2004, Rock Island, Illinois 61204-2004. **Mr. Wayne Hannel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

Attach
Plan

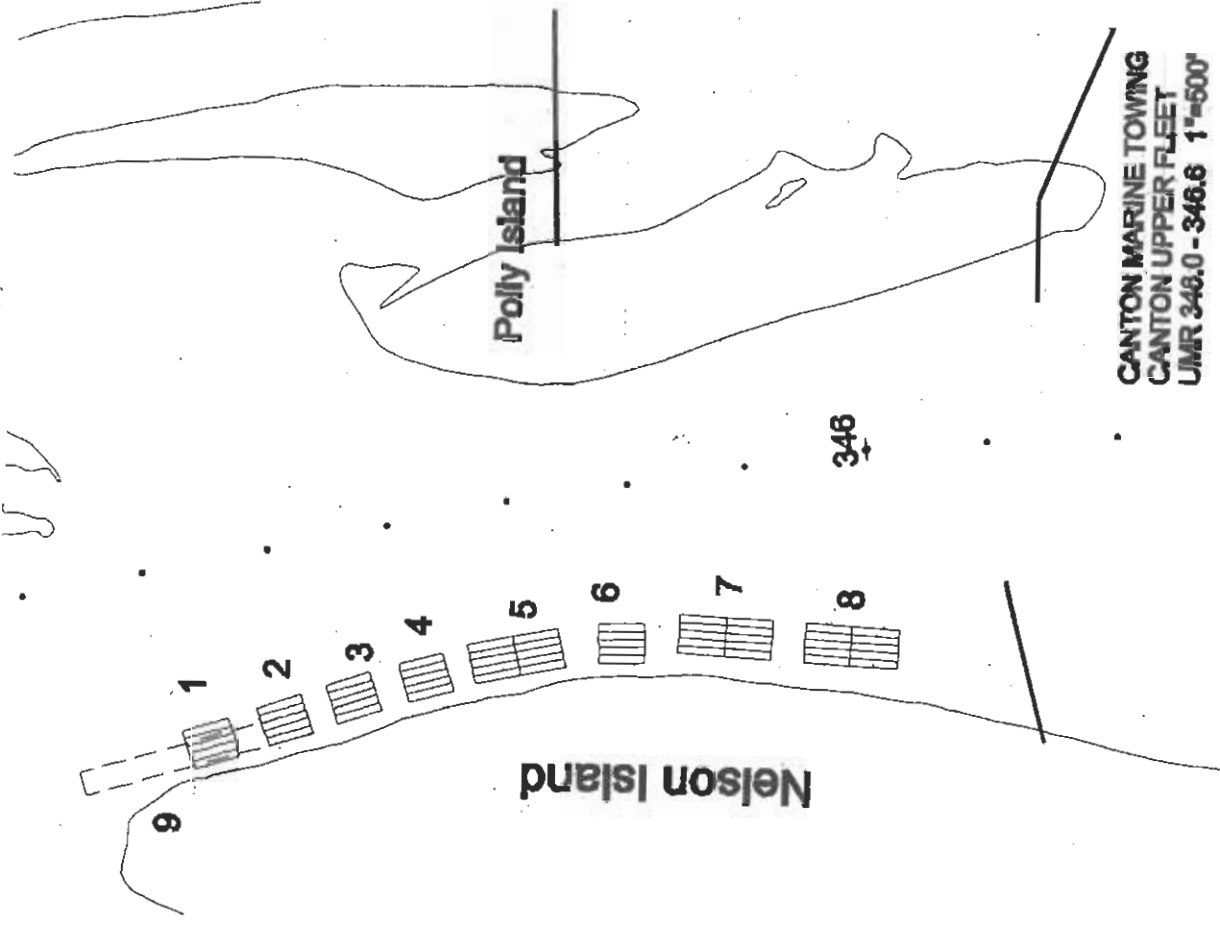
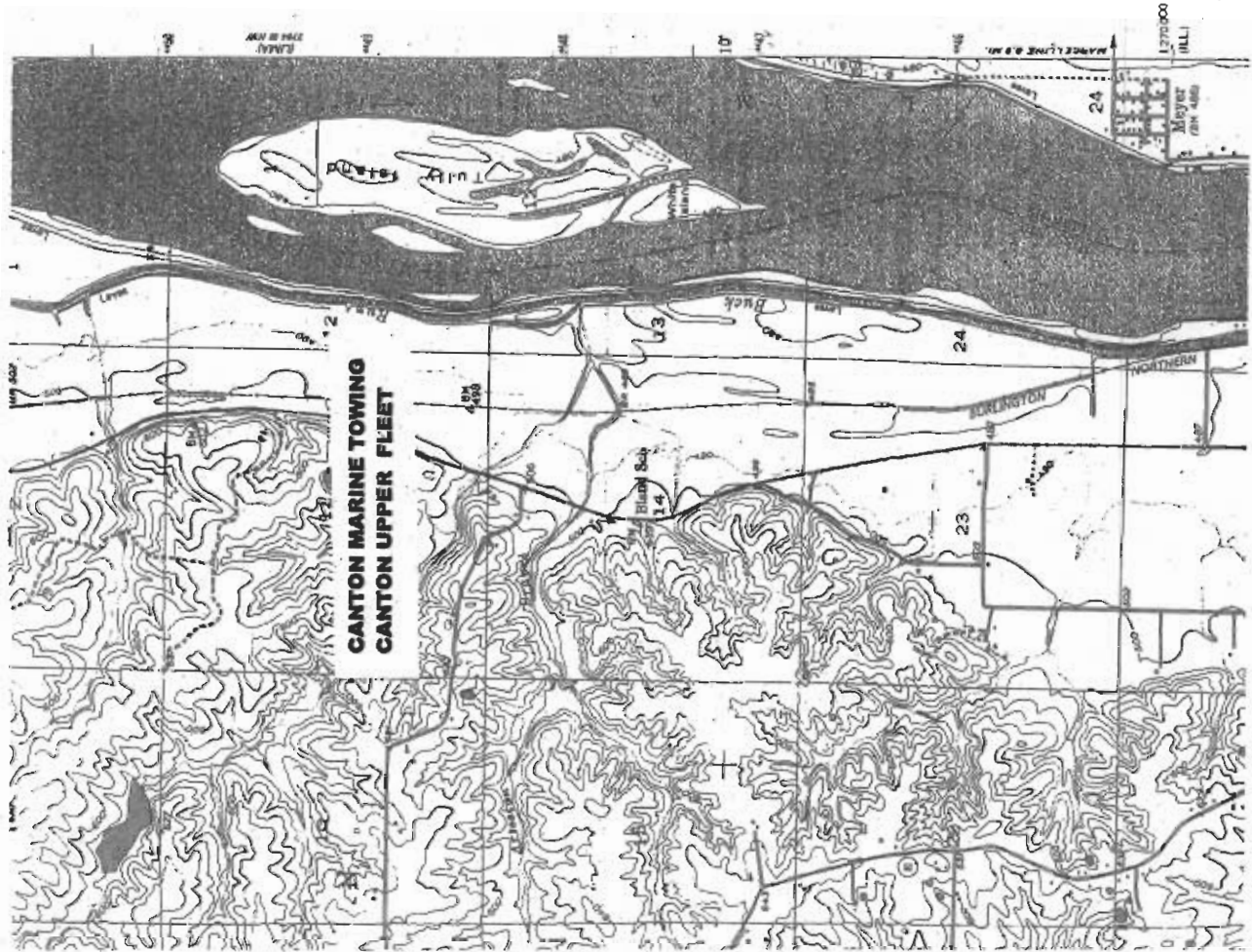
original signed by
Wayne Hannel
Project Manager
Regulatory Branch

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

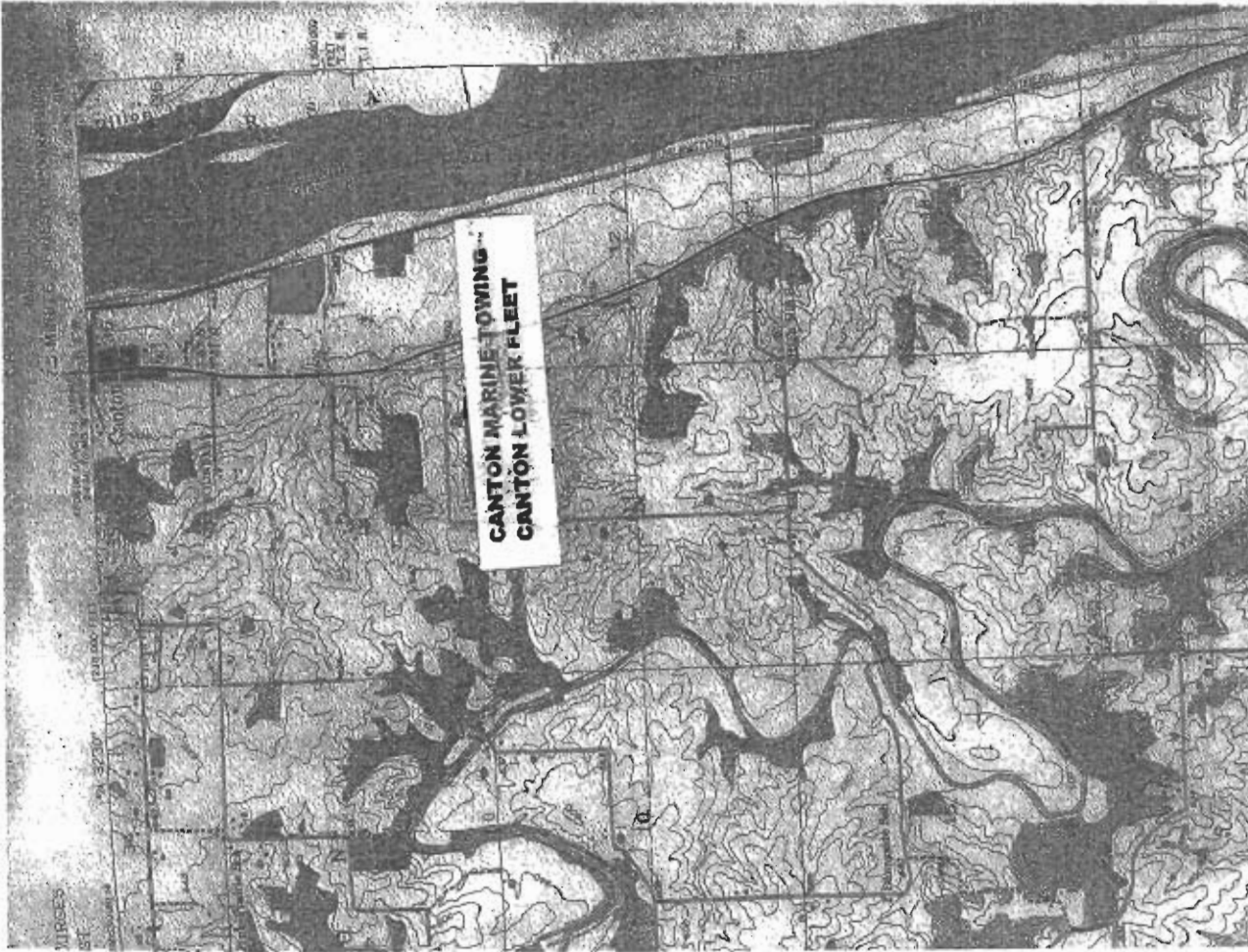
NOTICE TO EDITORS: This notice is provided as background information for your use in formatting news stories. This notice is not a contract for classified display advertising.



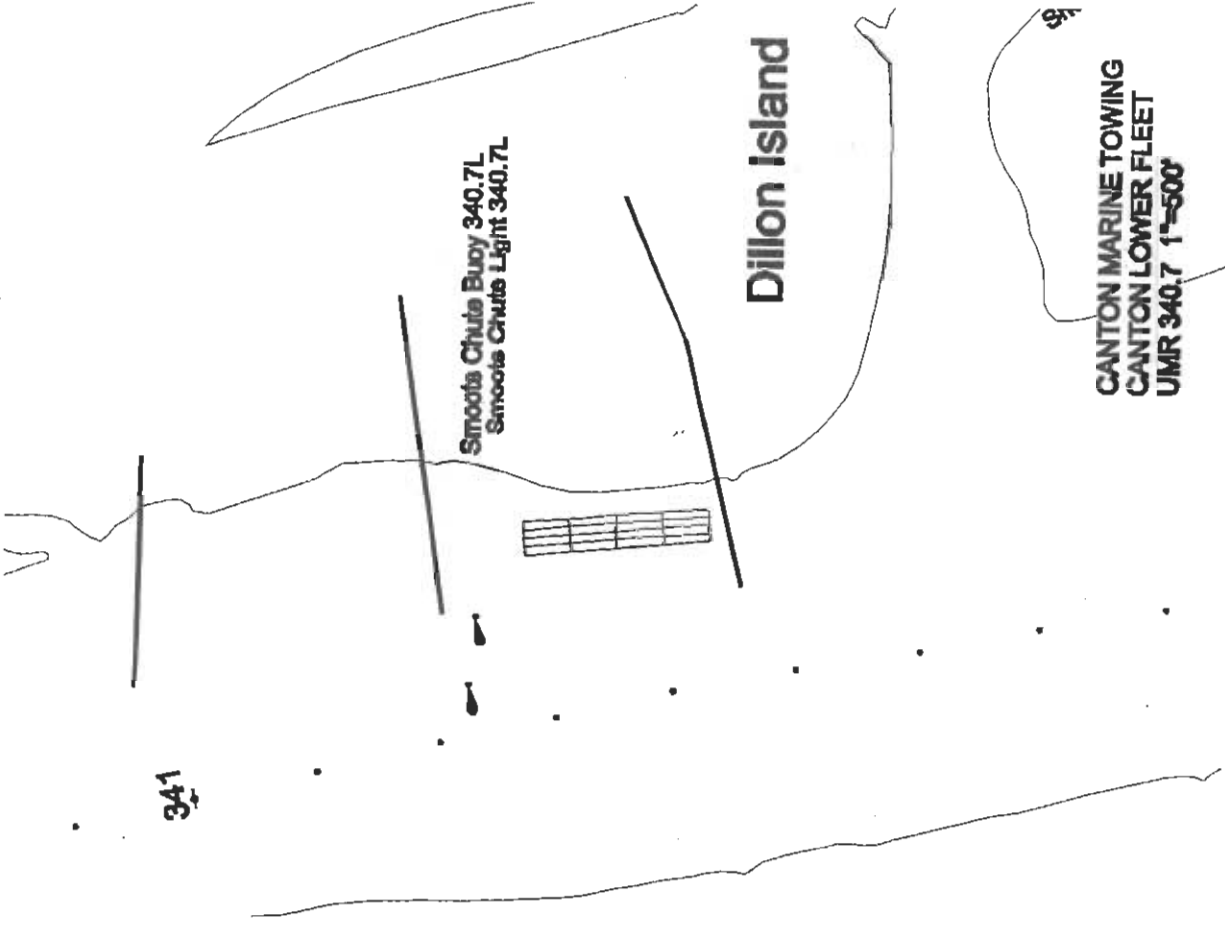
CEMVR-OD-P-456070
Warsaw Fleet - Vicinity Map & Site Plan
Sheet 1 of 5

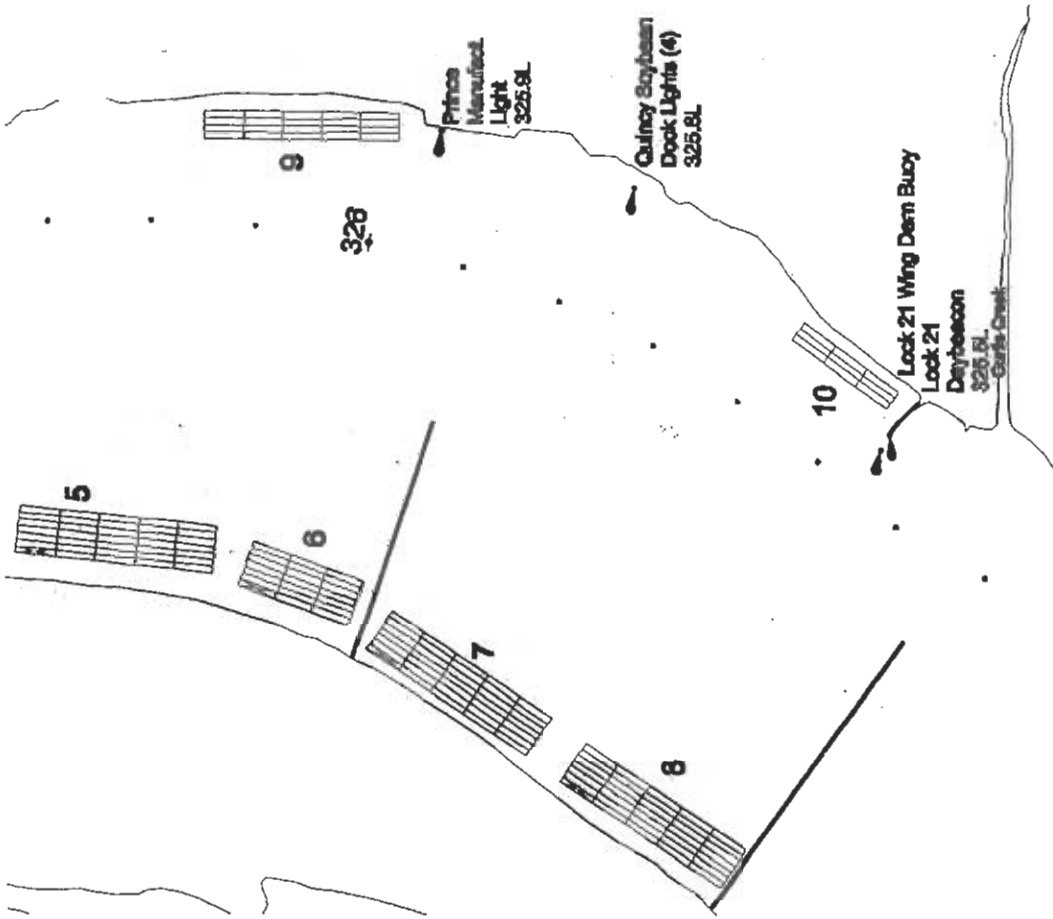
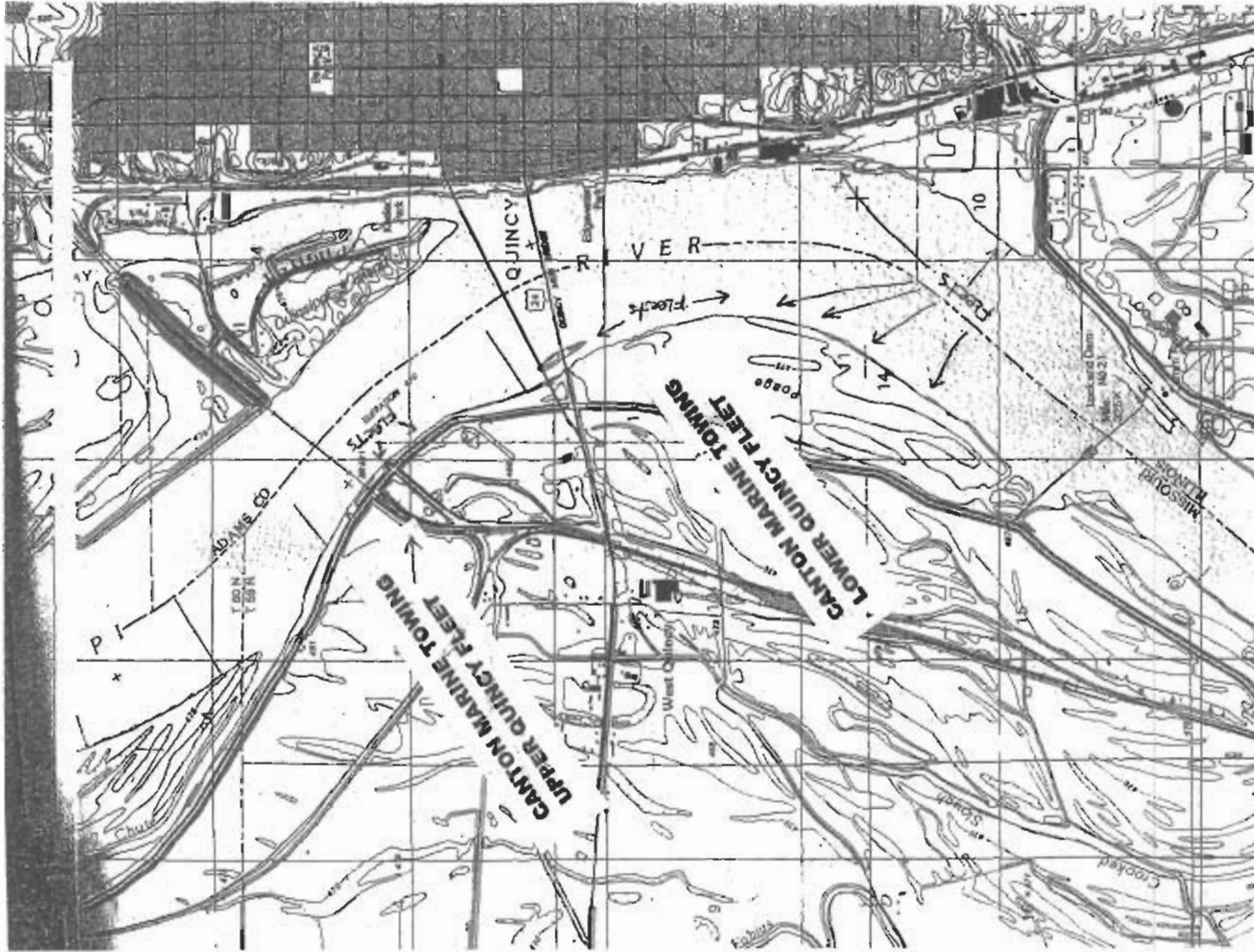


**CANTON MARINE TOWING
CANTON UPPER FLEET
UMR 346.0 - 346.6 1"=500'**



341





**CANTON MARINE TOWING
 QUINCY LOWER FLEET
 UMR 325.4-327.0 1"-600'**

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

