

Draft  
Supplemental Environmental Assessment

Submitted by:  
The City of Fulton  
Whiteside County, Illinois

Phase II  
Fulton City Marina Renovations  
Mississippi River, Mile 519.5

Submitted to:  
Region 3  
Division of Federal Aid  
United States Fish and Wildlife Service  
Boating Infrastructure Grant Program

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Prepared by:  
Abonmarche Consultants, Inc.  
95 West Main Street  
Benton Harbor, Michigan 49022  
p. 269.927.2295 - f. 269.927.1017

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1.0 Purpose and Need

1.1 Purpose

The City of Fulton, Whiteside County, Illinois has proposed to renovate the existing City Marina located on the Mississippi River just south of the Fulton-Clinton Highway 136 Bridge. Funding for the proposed transient facilities has been obtained through the United States Fish and Wildlife (USFWS) Boating Infrastructure Grant (BIG) Program. Thus the proposed project is subject to the National Environmental Protection Agency (NEPA) process.

This Supplemental Environmental Assessment (SEA) evaluates the environmental impact of proceeding with Phase II of the marina renovations as outlined under Section 2.2.1 of the *"Final Environmental Assessment, Fulton City Marina Renovations, July 2003"* (FEA) for which the USFWS issued a "FINDING OF NO SIGNIFICANT IMPACT" (FONSI) on September 16, 2003. See Appendix A.

1.2 Need

A SEA is required by the NEPA process to evaluate environmental impacts from the proposed modifications to the Fulton City Marina Renovation Project as submitted by the City of Fulton during the permit application process and as described briefly in the approved FEA.

1.3 Decisions That Need To Be Made

The USFWS's Regional Director must decide whether the revised proposed action will result in a significant impact upon the human environment, necessitating an Environmental Impact Statement or if a FONSI is appropriate.

## 1.4 Background

The City of Fulton received notification of funding through the BIG Program for the transient facility portion of the proposed renovations to the City Marina. A FEA was approved by the USFWS with the issuance of a FONSI on September 16, 2003. The FOSNI was based on the evaluation of the environmental impact of Phase I and the transient facilities renovation portion of the proposed project. (See Appendix A). The approved FEA did not include a detailed discussion of the impacts of Phase II of the project. These renovations were briefly presented in the EA, however, only as part of the overall proposed master plan.

Following the issuance of the FONSI, the City of Fulton submitted permit applications to the United States Army Corps of Engineers, Illinois Department of Natural Resources/Office of Water Resources, and the Illinois Environmental Protection Agency modifying the proposed project to include both Phase I and Phase II portions. The modified permit application was sent to Public Notice on December 5, 2003 by the USCOE and reviewed by the USFWS. As a result of the inclusion of Phase II in the permit application, the USFWS has required a review of the environmental impacts of Phase II. A Supplemental FONSI must be issued and the grant amended to accommodate Phase II prior to the USFWS release of BIG Program Funds to the City of Fulton.

## 2.0 Proposed Phase II

Phase II of the project includes renovation and reconfiguration of the north and south dock structures to increase the overall number of slips within the marina by 36. Additionally, Phase II proposes dredging around the north dock structure to provide a safe navigational depth, construction of a sediment control dike across the mouth of Marina Slough to decrease the amount of sediment deposition within the slough, additional shoreline protection, and increased vehicle parking within the floodplain.

The north dock structure currently has 35 slips. The City is proposing to reconfigure and renovate the structure to provide an additional 33 slips. The renovated docks and piers will be floating and identical in nature to those described in the approved FEA.

The north docks will consist of four piers with finger docks. The piers will be perpendicular to the shoreline and connect to a sidewalk and new parking lot located along the west toe of the levee. A boardwalk will also connect the four piers. The piers, gangplanks, and boardwalk will be compliant with the Americans with Disabilities Act (ADA).

The south dock structure currently has 33 slips. The City is proposing to reconfigure and renovate the structure to provide an additional 3 slips. The renovated docks and piers will attach to the inner basin pier structure and be identical in nature to those described in Section 2.2.1 of the approved FEA. Access to the south docks will be from the inner basin and four gangplanks from the proposed sidewalk and parking area south of the inner basin. The existing road south of the inner basin will

be paved and widened to provide parking. All gangplanks and piers will be ADA compliant.

The fuel and pumpout dock with an attendants shed will be relocated to southern end of the south docks and placed parallel with the slough for ease of navigation. Utilities serving the new slips (water, electric, telephone, and cable television) will contain flexible connections at the gangway/dock interface. Therefore, vertical and horizontal movements between the gangway and the docks can be accommodated.

To provide safe navigation depths for the new slips of the north dock structure, an additional 22,000 cubic yards of built up sediment will need to be dredge from Dredge Area A5 shown in Appendix B. This will increase the proposed dredging within Marina Slough to a total of 40,000 cubic yards. Approximately 5,400 cubic yards of the dredged material will be utilized for the construction of the proposed sediment control structure. The remaining dredge material, approximately 34,600 cubic yards, will be disposed of as previously described in the approved FEA. All dredged material will be dredged by use of mechanical or hydraulic methods as described in Section 2.2.1 of the approved FEA.

The additional dredging and the reconfiguration of the north and south docks necessitate protecting an additional 200 feet of shoreline north of the boat launch and 678 feet south of the inner basin. Approximately 1025 cubic yards of stone riprap will be utilized.

To decrease the heavy sediment deposition within Marina Slough, the City is proposing to construct a sediment control structure across the mouth of the slough from the USCOE levee to the Island. The sediment control structure will be a compacted earthen dike structure protected by riprap of similar size of the levee. Approximately 5,400 cubic yards of the dredge material along with approximately 2,000 cubic yards of heavy riprap over mattress stone will be utilized to construct the structure. The structure will be built to an elevation of 585 MSL 1912. This is five feet above the bank of the island. To provide continual water circulation, two, 3-foot diameter circulation tubes will be installed through the structure. The tubes have a flow capacity of 50 cubic feet per second each. The sediment control structure will be marked according to U.S. Coast Guard navigation guidelines. Appropriate BMPs including sediment curtains will be utilized during construction to prevent sediment moving downstream. See detail sheets in Appendix B.

The sediment control structure will also serve to provide access to the island and offer additional shoreline fishing opportunities. An ADA compliant boardwalk will be constructed from the island, across the sediment control structure and connect to a new parking area located west of the levee.

It should be noted that the dock renovations of Phase II are not eligible for BIG Program funding. Only the transient slips and associated facilities outlined in Section 2.2.1 of the approved FEA, and the sediment control structure, dredging and costs of additional engineering as outlined in this SEA are eligible for funding under the

BIG Program. All facilities will be designed to meet all applicable requirements of the ADA. The estimated construction cost of Phase II is \$3,000,000.

### 3.0 Affected Environment – Proposed Phase II

#### 3.1 Physical Characteristics

The physical characteristics of the project area are similar in nature as described in Section 3.1.1 of the approved FEA. Heavy sedimentation has occurred in Marina Slough east of the north dock structure. During periods of low water, this sedimentation prohibits navigation and use of many of the slips.

#### 3.2 Biological Environment

##### 3.2.1 Habitat/Vegetation

The habitat/vegetation existing within the project area is minimal and has been influenced by development. Grass dominates the east side of the levee, while the west side is primarily riprap. The island is a forested wetland consisting of grass, sedge, scrub/shrubs, and deciduous trees. The floodplain area consists of grass, a scrub/shrubs wetland, and an aggregate parking facility. During low water periods, sparse vegetation may be found on the exposed sediments east of the North Dock Structure.

Overhanging deciduous vegetation can be found along the western shoreline of the Island providing habitat for shore birds and resting areas for migratory waterfowl. The eastern shoreline of Marina Slough is mostly void of vegetation. The slough also provides slower moving, deep-water habitat for fish such as bass and bluegill to over winter.

##### 3.2.2 Threatened, Endangered, and Candidate Species

Known threatened or endangered species that could be found in or near the project area are the same as those described in Section 3.2.1.2 of the approved FEA.

##### 3.2.3 Other Wildlife Species

Other wildlife species that may be found within the project area are the same as described in Section 3.2.1.3 of the approved FEA. The extensive development within the project area provides little habitat for wildlife.

#### 3.3 Land Use

Current land use within the project area is the same as described in Section 3.3.1 of the approved FEA.

### 3.4 Cultural/Paleontological Resources

There are no known archaeological concerns within the Fulton City Marina or Marina Slough. The existing development and the geological makeup of the project area are such that there is little likelihood that a historic property exists or may be affected by the proposed Phase II.

### 3.5 Local Social-Economic Conditions

The local social-economic conditions are similar in nature to those described in Section 3.5.1 of the approved FEA. The additional 53 slips will generate additional revenue for the City Marina, while the sediment control structure will greatly increase boating safety in the north docks, decrease the frequency of needed dredging thereby reduce operating costs.

The proposed boardwalk across the sediment control structure will allow easier access to the island for recreation such as hiking, fishing, and bird watching. Currently access to the island is by boat.

## 4.0 Environmental Consequences – Proposed Phase II

### 4.1 Habitat Impact

The increase in human activity resulting from the proposed Phase II Action should have limited impact on the use of the slough and island by migratory waterfowl, as prime waterfowl usage occurs prior to and following prime boating season, during migration periods. An increase in human activity will likely result in the temporary displacement of migratory waterfowl that might be present to other, less disturbed areas along the Mississippi River during boating season.

The proposed additional riprap along the shore and the rock of the sediment control dike will result in an increase in habitat for fingerlings, and crustaceans. (See letter from Illinois Department Of Natural Resources, Appendix C.) No adverse impact to the existing vegetation or habitat within the project area is anticipated.

The proposed dredging of the Marina Slough east of the North Dock Structure will create additional deep-water over wintering habitat for bass and bluegill, The additional riprap and dredging will increase the food supply in the area for waterfowl and eagles that utilize the area.

### 4.2 Biological Impact

The proposed stone riprap revetments will reduce bank erosion and decrease siltation into the river, while providing additional spawning areas and protection for fingerlings.

The sediment control structure will limit the deposition of heavier particles and suspended solids in the slough during times of low and normal water flow, as they will fall out on the north side of the structure. The finer suspended particles will pass through the circulation tubes and flow downstream. A concentrated and continued water flow through the sediment control structure will reduce the amount of sedimentation within the slough. During flood events, the flood control structure will create a backwater effect in the slough. A backwater normally will allow suspended solids to fall out at a greater rate than normal. However, the action of the circulation tubes should serve to keep the sediment in suspension longer, allowing it to flow beyond the marina and out of the slough thereby reducing the amount of sedimentation within the slough. It can be expected that normal sediment deposition will occur on the north side of the sediment control structure however.

No wetland habitat is impacted with the Proposed Phase II Action.

An expanded marina facility could result in an increase in litter and noise pollution in the area as a result of the increase usage of the facilities and easier access to the island. The increase in human activity should have only a minimal impact on waterfowl, shorebirds and other wildlife, however, due to the short duration of prime boating season.

#### 4.3 Listed Species

The project site is not a favorable environment for the Higgon's eye pearly mussel due to the heavy sediment load found in Marina Slough. Though the sediment control dike would reduce the amount of sedimentation within the slough, flood events will continue to deposit sediment in an amount unfavorable for the establishment of the mussel. A mussel survey of Marina Slough by the Illinois Department of Natural Resources in May 2004 did not detect the presence of the Higgon's eye pearly mussel.

No adverse impact on bald eagle habitat would be anticipated from carrying out the Proposed Phase II Action, as wintering and breeding habitat of the bald eagle is not affected.

No adverse impact to the Indiana bat would be anticipated from carrying out the Phase II Proposed Action, as summer roosting habitat would not be adversely affected by the project.

The Federal Aid Section 7 Evaluation findings can be found in Appendix C.

#### 4.4 Floodplain Impact

The proposed development within the floodplain is designed to withstand a flood event with minimal impacts. The docks and piers are designed to allow vertical movement to compensate for water level changes. The circulation

tubes in the sediment control structure will allow continual flushing of the slough, limiting sediment deposition.

At the request of the USCOE a hydraulic study of the Mississippi River at the location of the proposed sediment control structure was undertaken by Abonmarche Consultants, Inc. The HEC-RAS modeling study concludes that the sediment control structure will have no impact on the conveyance capacity of the control structure area at the 100 year and 200 year flow.

#### 4.5 Cultural/Paleontological Impacts

No adverse effect on cultural resources would be anticipated from carrying out the Proposed Phase II Action. The existing development and the geological makeup of the proposed project site is such that there is little likelihood that a historic property exists or may be affected by the proposed project.

The IDNR CERP Process per the programmatic agreement with the USFWS ruling for the FEA can be found in Appendix C. This ruling covers the same project area affected by the Proposed Phase II Action.

#### 4.6 Socio-economic Impact

The socio-economic impact of the Proposed Phase II Action is similar in nature to that described in the FEA.

#### 4.7 Environmental Justice

Executive Order 1289, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, 59 Federal Register 7629 (1994), directs federal agencies to incorporate environmental justice in their decision making process. Federal agencies are directed to identify and address as appropriate, and disproportionately high and adverse environmental effects of their programs, policies, and activities on minority or low-income populations.

No environmental justice issues exist for the Proposed Phase II Action. The project area is currently the site of a marina. It is not used for agricultural, industrial, or any other economic activity, except for the marina. The proposed Phase II Action would not create any environmental pollution. No minority or low-income populations would be displaced or negatively affected in any other way by the proposed action.

#### 4.8 Cumulative Impacts

The cumulative impacts of the Proposed Phase II Action are similar in nature to those described in the approved FEA. The sediment control structure will aid safe boating, reduce the frequency of needed dredging within the marina and Marina Slough, reduce maintenance expenditures, and provide

additional aquatic habitat. Additionally, the increased number of slips available for leasing will increase the revenue generated by the marina and add to the economic growth of the City of Fulton.

## 5.0 List of Preparers

- Bradley R. Fausnacht, P.E., The Abonmarche Group, Benton Harbor, Michigan – Editor
- Dan Veriotti, The Abonmarche Group, Benton Harbor, Michigan – Technical design, Hydrology
- Mark E. Walker, R.F., The Abonmarche Group, Benton Harbor, Michigan – Primary author

## 6.0 Consultation and Coordination with the Public and Others

The following Public Notice has been issued in response to the City of Fulton Application for Modified State and Federal permits for the proposed marina renovations:

- *Revised Joint Public Notice, US Army Corps of Engineers, Illinois Environmental Protection Agency, Issued December 5, 2003; Expired December 25, 2003*

## 7.0 Public Comment on Draft SEA and Response

Once the USFWS has accepted the Draft SEA, a news release soliciting public comments on the draft will be prepared by the USFWS and distributed statewide by the External Affairs Office. The SEA and all Appendices will also be posted on the USFWS website. The City of Fulton will also prepare a new release soliciting comments on the Draft SEA. After the required 30-day comment period, and assuming no additional revisions are necessary, the Draft SEA and supporting grant documents will then be considered eligible for approval.

## 8.0 References Cited

- *Final Environmental Assessment, Fulton City Marina Renovations, Abonmarche consultants, Inc. July 2003*
- *Finding of No Significant Impact, State of Illinois, Project No: Y-6-B, USFWS, Region 3, September 16, 2003*
- *Proposed Sedimentation Control Structure HEC-RAS Modeling Study, Mississippi River, City of Fulton, Illinois, Abonmarche Consultants, Inc., Benton Harbor, MI, June 2004.*
- *Revised Joint Public Notice, US Army Corps of Engineers, Illinois Environmental Protection Agency, December 5, 2003*







## Appendix C

# State and Federal Communications

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