



---

# Public Notice

---

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

Reply To:  
U.S. Army Corps of Engineers  
Attn: CEMVS-OD-F  
1222 Spruce Street  
St. Louis, Missouri 63103-2833

Public Notice No.  
MVS-2017-561

Public Notice Date:  
May 19, 2023

Expiration Date:  
June 09, 2023

Postmaster Please Post Conspicuously Until:

---

File Number: MVS-2017-561

Interested parties are hereby notified that an application has been received for a Department of the Army permit for certain work in waters of the United States, as described below and shown on the attached maps. The Missouri Department of Natural Resources (MDNR) will use comments to this notice for Section 401 water quality certification decisions.

**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. USACE will provide comments received to MDNR for the Section 401 water quality certification review. Comments should be mailed or emailed to the following address:

U.S. Army Corps of Engineers  
Regulatory Branch  
1222 Spruce Street  
St. Louis, Missouri 63103-2833  
ATTN: Alan Edmondson  
[alan.r.edmondson@usace.army.mil](mailto:alan.r.edmondson@usace.army.mil)

**APPLICANT:** Missouri Department of Transportation (MoDOT), Attn: Brian Okenfuss, 2675 N. Main Street, Sikeston, Missouri, 63801

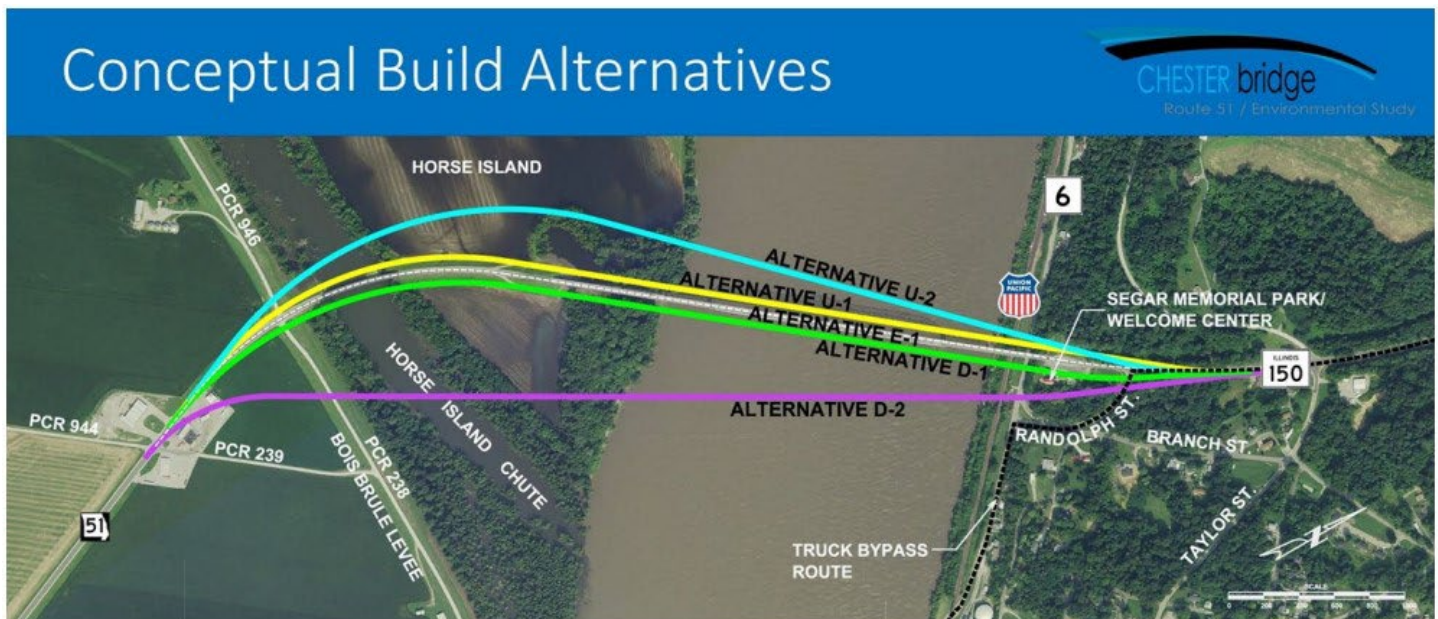
**LOCATION:** The Project is on Missouri Route 51/Illinois Route 150 located in Perry County, Missouri and Chester, Randolph County, Illinois. The Chester Bridge crosses the Mississippi River, and the Horse Island Bridge crosses the Horse Island Chute west of the Chester Bridge in Missouri. Generally, the site can be found at approximate Latitude: N 37° 54' 09" and Longitude: W 89° 50' 13"

**PROJECT DESCRIPTION:** The bridge replacement project is proposed by MoDOT in cooperation with the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA) as the lead federal agency. As part of the approval, MoDOT used the NEPA-404 merger process to facilitate the IDOT processes for review of the Project's impacts to Waters of the United States (WOTUS). The U.S. Coast Guard is reviewing the bridge replacement under Section 9 of the Rivers and Harbors Act, and the Corps intends to issue a

Nationwide permit #15 (*Coast Guard Approved Bridges*) under Section 404 for the bridge replacement. Wetland impacts in the state of Missouri trigger the need for a Standard Permit under Section 404.

The new two-lane bridge and roadway is approximately 150 feet upstream of the existing bridge. The new Mississippi River bridge design is a four-span cable-stay bridge with two precast concrete girder span approaches on the Missouri side and one precast concrete girder span on the Illinois side. The new bridge includes two piers in the Mississippi River and one pier on the Missouri overbank land area. The river piers are supported on drilled shaft foundations constructed within cofferdams. In addition, the project includes a span of the Horse Island Chute with a four-span precast concrete girder supported on driven pipe piles. Construction of the new bridge and roadway embankment and removal of the old bridge will result in temporary and permanent impacts to the Mississippi River and to adjacent wetlands.

MoDOT prepared a Location Study with Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI) signed by FHWA on September 27, 2021, to replace the existing Chester Bridge. The Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) determined Concept Alternative Upstream 1 (U1) was a reasonable alternative. The design-build delivery method is being used for the construction of the project. This method allows flexibility for the design-build contractor to determine bridge location and type (within reasonable constraints provided by MoDOT). Therefore, to give the design-builder more flexibility, MoDOT performed an updated EA re-evaluation adding the Alternative Upstream 2 (U2) NEPA footprint with U1, in coordination with FHWA and IDOT. FHWA approved Alternative U2 on August 30, 2022. On March 8, 2023, MoDOT selected the design-build contractor Ames Construction Inc. (Ames) in association with their designer, Parsons. The Ames design-build proposal utilizes the approved Alternative U2 NEPA footprint to build the new Mississippi River crossing and Horse Island Bridge west of the existing Chester Bridge.



In the environmental assessment and permit application, MoDOT and FHWA identified impacts to the Mississippi River and adjacent wetlands by the construction of the new bridge, roadway embankment, and removal of the old bridge. Impacts are associated with dredging for construction access, filling for approach

roadways, and bank stabilization activities. Clean earthen fill and/or dredge material will be used to construct the roadway embankment and approach. Impacts to waters of the United States under Section 404 of the Clean Water Act in the state of Missouri include 6.78 acres of temporary impacts, and 10.97 acres of permanent impacts. There are no wetland impacts on the Illinois side of the project. The applicant has minimized impacts from the initial project submittal by eliminating the need for temporary staging along the Missouri riverbank as well as constricting temporary impacts to the slope limits of the new embankment. The applicant has acquired mitigation credit from an In-lieu fee provider and will obtain further credits prior to and during construction. The wetland impacts, avoidance, and mitigation efforts are described further in the mitigated FONSI signed on August 30, 2022. Additional information is available at <https://www.modot.org/chesterbridge>

**LOCATION MAPS AND DRAWINGS:** See attached. In addition, the project plans may be viewed in color and in more detail by visiting the Public Notice section of our website at:

<http://www.mvs.usace.army.mil/Missions/Regulatory/PublicNotices/OpenNotices.aspx>

**ADDITIONAL INFORMATION:** Additional information may be obtained by contacting Alan Edmondson, Project Manager, U.S. Army Corps of Engineers, at (314) 331-8811. Your inquiries and comments may also be sent by e-mail to [alan.r.edmondson@usace.army.mil](mailto:alan.r.edmondson@usace.army.mil). Comments regarding water quality concerns may also be sent directly to:

MDNR Water Protection Program, ATTN: Billy Hackett  
P.O. Box 176  
Jefferson City, MO 65102-0176  
e-mail: [wpsc401cert@dnr.mo.gov](mailto:wpsc401cert@dnr.mo.gov)  
phone: 573-522-1131

**AUTHORITY:** This permit will be processed under Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403), Section 404 of the Clean Water Act (33 USC 1344), and Section 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. 408).

**SECTION 404 (b)(1) EVALUATION:** The impact of the activity on the public interest will be evaluated in accordance with the Environmental Protection Agency 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 the applicant's proposal. Any request for a public hearing shall state, with particularity, the reason for the hearing, and must be based on issues that would warrant additional public review.

**ENDANGERED SPECIES:** FHWA is the lead Federal agency for this project. MoDOT on behalf of FHWA, has initiated consultation with the U.S. Fish and Wildlife Service (USFWS). In compliance with the endangered species Act, MoDOT has determined that the described work is within the geographic range of the federally endangered gray bat (*Myotis grisescens*), endangered Indiana bat (*Myotis sodalis*), endangered northern long-eared bat (*Myotis septentrionalis*), and endangered pallid sturgeon (*Scaphirhynchus albus*). The project is also within the range of the proposed endangered tricolored bat (*Perimotis subflavus*), and candidate Monarch Butterfly (*Danaus plexippus*). MoDOT has determined that the project "may affect, not likely to adversely affect the listed species, and not likely to jeopardize the tricolored bat. Per guidance received from USFWS on 1/5/2021, conferencing for monarchs is not required unless MoDOT is receiving funding from the USFWS. Since that is not the case with this project, MoDOT has not made an effects determination for this species. MODOT requested concurrence from USFWS on May 13, 2022. The USFWS concurred with this determination on June 16, 2022. In order to complete our evaluation of this activity, comments are solicited from the U.S. Fish and Wildlife Service and other interested agencies and individuals.

**CULTURAL RESOURCES:** The St. Louis District will evaluate input by the State Historic Preservation Officer, Tribal Historic Preservation Officers (or Tribe designated representative) and the public in response to this public notice. The bridge replacement is a federal action and MoDOT, using FHWA funds and in partnership with IDOT, is the lead agency for Section 106 compliance. MoDOT conducted consultation and contracted cultural resource surveys for the project. The Chester Bridge and Horse Island Chute Bridge are NRHP-eligible historic properties. Four archaeological sites in Illinois are considered potentially eligible for listing in the NRHP. A Memorandum of Agreement was fully executed December 17, 2019. MoDOT and IDOT will ensure all stipulations will be fulfilled within 10 years of execution. However, the selected alternative, U2, will avoid all archaeological sites in Illinois. Alternative U2 did require additional archaeological surveys performed in Missouri, but no cultural resources were found. The MOSHPO found “No Historic Properties Affected” on the addendum report for the additional survey. The Advisory Council on Historic Preservation had no comments on the addendum survey, if the project adheres to the MOA. The District concurs with these findings.

**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 that 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 activity described, will be considered including the cumulative effects. Among factors considered 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. Many of the concerns listed above including Air Quality are reviewed, evaluated, and permitted by the Missouri Department of Natural Resources through the State Land Reclamation Permitting Process.

**SOLICITATION OF COMMENTS:** 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 the proposed activity. 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.

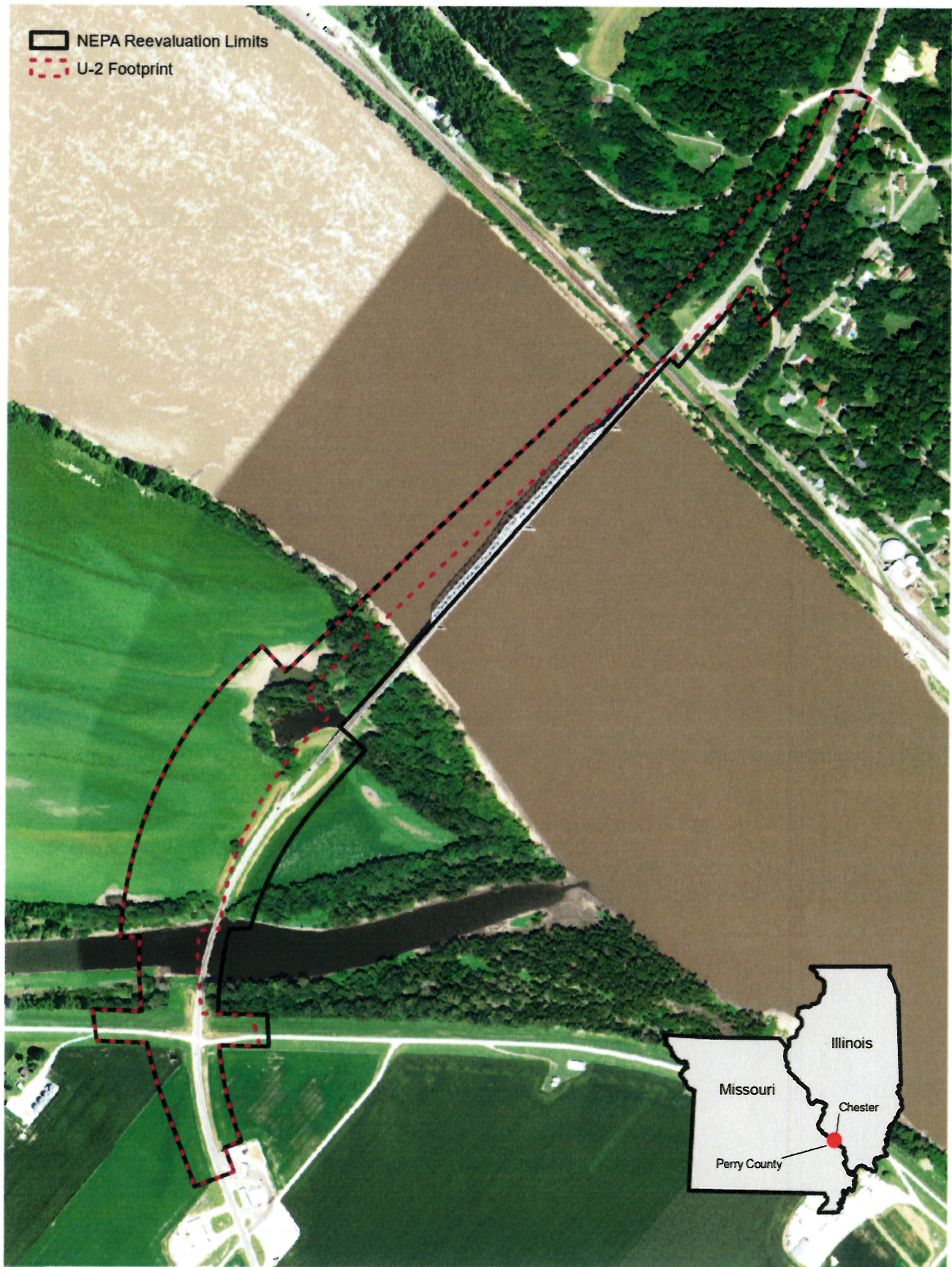
*Robert S. Gramke*

Robert S. Gramke  
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.





HR

MoDOT

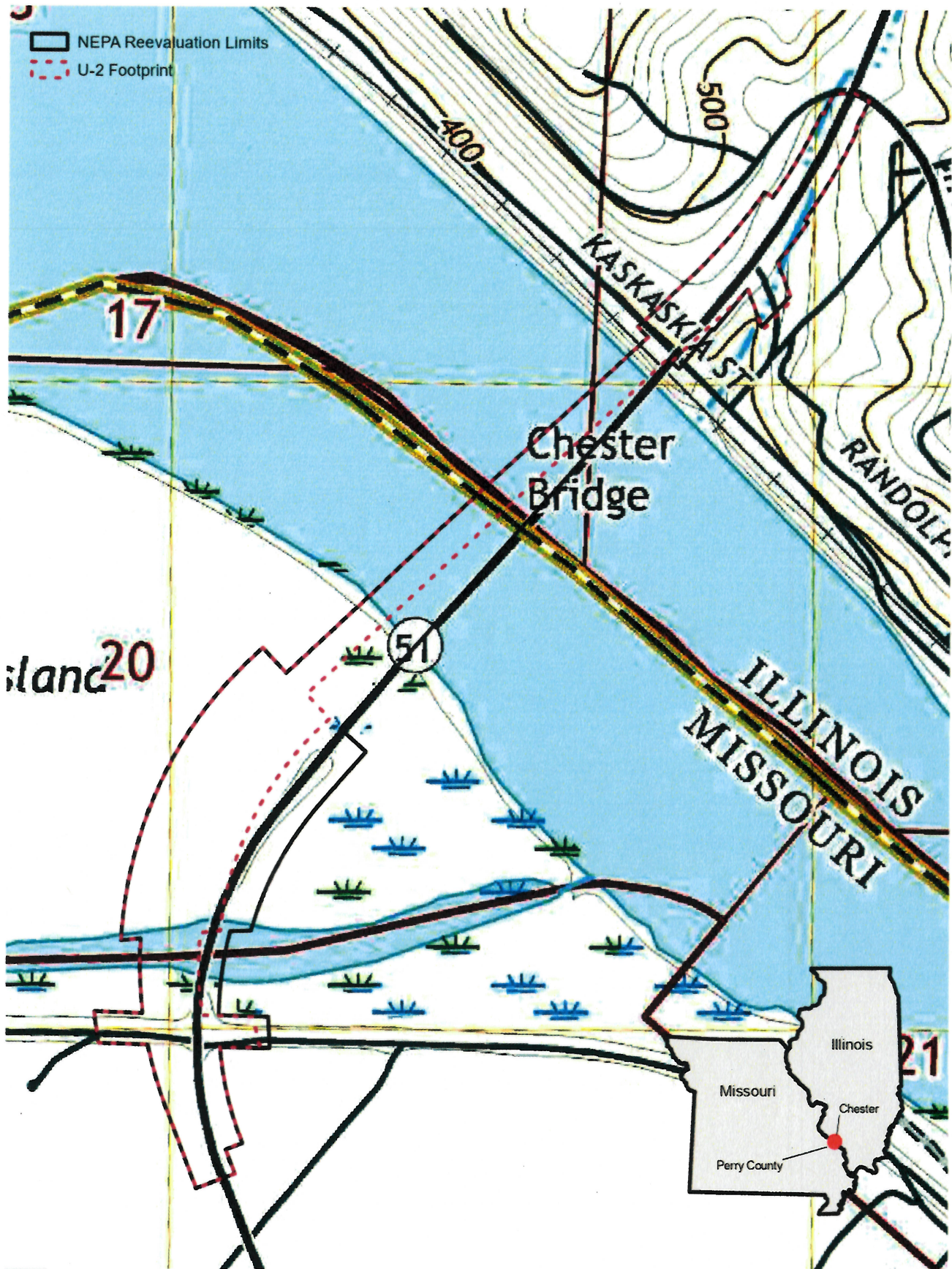
0 0.1 mi



PROJECT LOCATION: AERIAL  
Figure 1

CHESTER BRIDGE





0 0.1 mi

PROJECT LOCATION: QUAD  
Figure 1



# WETLAND IMPACTS MAP

1"=700'  
SCALE IN FEET



CHESTER  
BRIDGE

MoDOT

PARSONS  
Ames Construction

