



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

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# Public Notice

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

Public Notice No.

**P-2525**

Public Notice Date

**March 17, 2006**

Expiration Date

**April 7, 2006**

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**Postmaster Please Post Conspicuously Until:**

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File Number: 2006-215

Interested parties are hereby notified that an application has been received for a Section 10 and Section 404 Department of the Army permit to install a public boat ramp access area with associated parking along the right descending bank of the Mississippi River at approximate river mile 90.2, as described below and shown on the attached figure.

**COMMENTS AND ADDITIONAL INFORMATION:** Comments on the described work should reference the U.S. Army Corps of Engineers Public Notice Number **P-2525** 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:** Missouri Department of Conservation, c/o Chris Pritchard, 2901 West Truman Boulevard, Post Office Box 180, Jefferson City, Missouri 65102-0180 (573) 522-4114 ext. 3735.

**LOCATION:** The project area is located along the right descending bank of the Mississippi River at approximate river mile 90.2, near the town of Seventysix, in Perry County, Missouri. (See Attachments).

**PROJECT DESCRIPTION:** The Missouri Department of Conservation (MDOC) requests authorization to conduct grading and filling activities along an approximate 30 to 60 feet wide by 260 feet long area along the Mississippi River's bankline to establish a 16 feet wide by 260 feet long public ramp for boating and fishing activities. The project area will be graded with a trackhoe and dozer for site preparation. The current plan calls for minimal grading. Some cut at the top of the boat ramp area is anticipated, however, most of the boat ramp will be constructed by placing a base layer of rock fill on the existing slope. Trucks will haul the rock to the project area where mechanical equipment will then compact and shape the rock from land. Excess materials excavated from the boat ramp preparation site will be placed on top of the bank to make a level parking platform and fills for the access road. Silt fencing will be installed to minimize project induced erosion and turbidity during construction activities. The boat ramp will be constructed of a minimum of 6-inches of cast-in-place concrete over a base of 2-inch to minus crushed stone, on top of the main crusher run quarry rock fill. The ramp will be constructed by pouring as much of the

concrete surface as possible during low water. The lowest concrete slabs will be cast on shore, and pushed into final position by heavy equipment. No wet concrete will be poured directly into the river. Rebar will be cast into the upper end of the pushed slab to connect with the next higher poured in place concrete slab.

The MDOC also requests authorization to install bank stabilizing rock revetment beginning 80 feet upstream from the boat ramp toe and extend a total of 260 linear feet downstream. The revetment will extend from the toe of the bank (elevation 328 NGVD) up to the bank slope at elevation 358 NGVD. The bank revetment will be at least two feet thick and placed on top of the prepared soil bank. Both ends of the riprap fill will be tapered into the existing soil bank by removing a two-foot by 15-foot long wedge of soil from the bank and filling it with revetment. This will provide a smoother transition at the existing bank/rock fill interface.

Excavation and other site preparation activities conducted below the ordinary high water (OHW) elevation will be minimized to the extent possible. The project calls for a total of approximately 1,000 cubic yards of cast-in-place concrete pavement and 3,250 cubic yards of limestone revetment installed below the OHW. The boat ramp is proposed within a dike field where depositional patterns are typically higher. However, the Corps of Engineers has a chevron structure located immediately upstream of the proposed boat ramp area. The chevron was not installed for the boat ramp purpose, but it will likely flush periodic river deposits and maintain adequate depths for boat launching purposes. No associated dredging is required to install the proposed boat ramp or to create a channel to deeper waters of the Mississippi River.

An associated parking lot with spaces for 20 boats and tow vehicles and 21 automobiles will be constructed adjacent to the boat ramp access area. Two privies will also be installed on-site, outside the 100-year floodplain, west of the existing railroad tracks. Approximately 3 acres will be disturbed by the construction activity. There are no hydric soils mapped in the project area. The parking facility will be constructed on well-drained soils with sand and cherty inclusions that do not support the presence of jurisdictional wetlands.

**ADDITIONAL INFORMATION:** Additional project information may be obtained by contacting Chris Pritchard with the MDOC at (573) 522-4114 ext. 3735, or Charles Frerker, Regulatory Project Manager, U.S. Army Corps of Engineers at (314) 331-8583 or at electronic mail address: [charles.f.frerker@mvs02.usace.army.mil](mailto:charles.f.frerker@mvs02.usace.army.mil)

**AUTHORITY:** This permit will be processed under the provisions of Section 10 of the Rivers and Harbor Act and Section 404 of the Clean Water Act.

**WATER QUALITY CERTIFICATION:** By issuance of this public notice, the project plans are considered submitted to the Missouri Department of Natural Resources, Water Protection Program for state certification of the proposed work in accordance with Section 401 of the Clean Water Act. The certification, if issued, will express the Agency's opinion that the proposed activities will not violate applicable water quality standards. Written comments concerning possible impacts to waters of Missouri should be addressed to: Water Protection Program, P.O. Box 176, Jefferson City, Missouri 65102-0176, with copy provided to the Corps of Engineers.

**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 this application. Request for public hearings shall state, with particularity, the reasons for holding the public hearing.

**ENDANGERED SPECIES:** The proposed project is within the range of the federally endangered Pallid sturgeon (**Scaphirhynchus albus**), Indiana bat (**Myotis sodalis**), Gray bat (**Myotis grisescens**) and the threatened Bald eagle (**Haliaeetus leucocephalus**). A preliminary determination, in compliance with the Endangered Species Act as amended, has been made that this activity is not likely to adversely affect the mentioned threatened or endangered species or adversely affect their critical habitat. However, in order to complete our evaluation, comments are solicited by this public notice from the U.S. Fish and Wildlife Service and other interested agencies and individuals.

**CULTURAL RESOURCES:** The St. Louis District will evaluate information provided by the State Historic Preservation Officer and the public in response to this public notice and we may conduct, or require a reconnaissance survey of the project area.

**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 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.

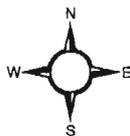
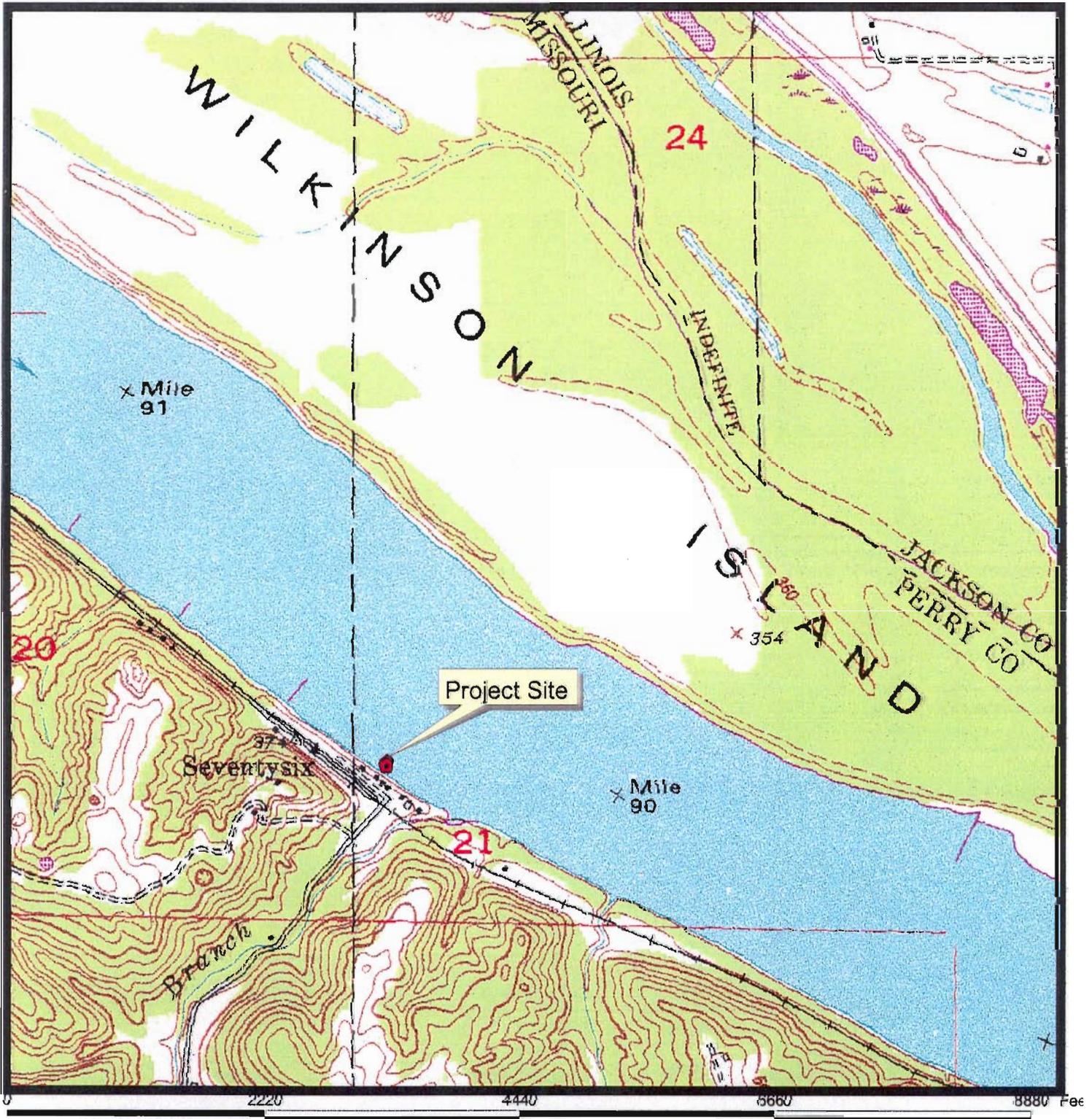
  
Danny D. McClendon  
Chief, Regulatory Branch

Attachments

**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.

# MDOC Seventysix Boat Access Area P-2525



Mar 12, 2006

Made By: Charles Frerker

State: Missouri  
County: Perry  
Nearest City: Seventysix  
Latitude: 37:43:14.5276  
(37.72070212)  
Longitude: -89:36:44.0035  
(-89.61222319)  
UTM X: 0269760.737

UTM Y: 4177834.453  
UTM Zone: 16  
USGS Quad: Altenburg  
HUC 8 Name: Upper Mississippi-  
HUC 8 Number: 07140105  
Section: 21  
Township: 35 N  
Range: 13 E  
Q Section:

# MDOC Seventysix Boat Access Area P-2525

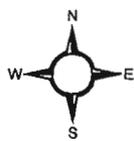


0 800 1600 2400 3200 Feet



Mar 12, 2006

Made By: Charles Frerker



State: Missouri  
County: Perry  
Nearest City: Seventysix  
Latitude: 37:43:14.7323  
(37.72075898)  
Longitude: -89:36:43.8935  
(-89.61219265)  
UTM X: 0269763.606

UTM Y: 4177840.689  
UTM Zone: 16  
USGS Quad: Altenburg  
HUC 8 Name: Upper Mississippi-  
HUC 8 Number: 07140105  
Section: 21  
Township: 35 N  
Range: 13 E  
Q Section:

P-0505

STAGE FREQUENCY  
% ABOVE

ELEV	10
358 (TOP BANK)	10
354 (15% RAMP)	10
342	20
338	30
328 (TOP RAMP)	50

1" = 100'

MISSISSIPPI RIVER

MISSOURI DEPARTMENT OF CONSERVATION  
SEVENTYSIX ACCESS SITE-  
PROPOSED BOAT RAMP AND PARKING LOT

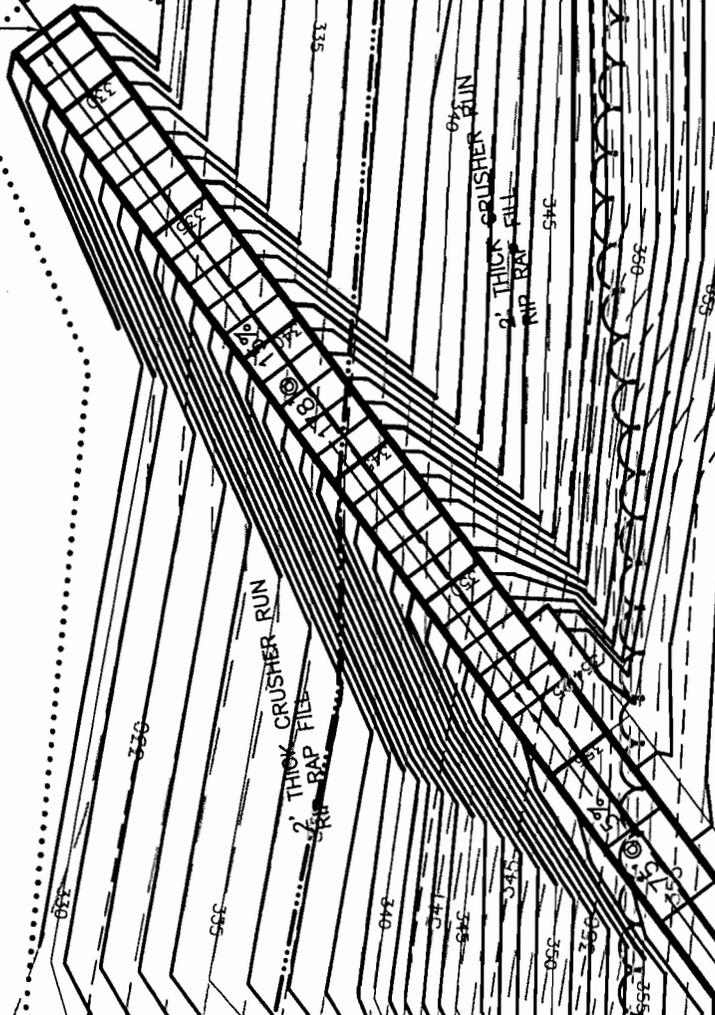
 **REITZ & JENS, INC.**  
CONSULTING ENGINEERS  
1055 Corporate Square Drive  
St. Louis, Missouri 63132

P-2525

MISSISSIPPI RIVER



N 10170.3260  
E 49946.5572



2" THICK CRUSHER RUN  
RAP FILL

2" THICK CRUSHER RUN  
RAP FILL

N 10185.2526  
E 49680.9018

HANDYCAP RAMP

HANDYCAP BOAT PARKING

10' SETBACK

MISSOURI DEPARTMENT OF CONSERVATION  
SEVENTYSIX ACCESS SITE-  
PROPOSED BOAT RAMP



REITZ & JENS, INC.  
CONSULTING ENGINEERS  
1055 Corporate Square Drive  
St. Louis, Missouri 63132