



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.
P-2992
Public Notice Date
April 25, 2017
Expiration Date
May 16, 2017

Postmaster Please Post Conspicuously Until:

File Number: MVS-2012-21

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.

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. Comments should be mailed to the following address:

U.S. Army Corps of Engineers
Regulatory Branch
1222 Spruce Street
St. Louis, Missouri 63103-2833
ATTN: Alan Edmondson

APPLICANT: Missouri Department of Transportation, Region 6, Attn: Keith A. Killen, 105 West Capitol Avenue, P.O. Box 270, Jefferson City, Missouri 65102

LOCATION: The project is located on US Highway 54 over the Mississippi River between Pike County, MO and Pike County, Illinois (Section 18, Township 54N, Range R1W) near Louisiana, MO. The project is located at River Mile 283.2 (approximate coordinates 39°27'24.71" N, 91°02'50.82" W).

PROJECT DESCRIPTION: The Missouri Department of Transportation (MoDOT) requests Permit authorization for an upcoming bridge project. MoDOT proposes to replace the bridge that spans the Mississippi River in Louisiana, Missouri. The project involves removing and replacing the existing bridge at Louisiana carrying US Highway 54 over Mississippi River between Pike County, MO and Pike County, Illinois.

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 the emergent and forested wetlands on the Illinois side of the river. The design-build delivery method will be used for the construction of the project, and the details included with this submittal are conceptual. The impacts quantified here are intended to be worst-case conditions, and some impacts may not be required for construction of the project. Proposed construction would be for 3 years (approximately). Impacts are as follows:

Impacts to the Mississippi River:

Dredging: Construction may require dredging near the Missouri bank over a maximum of 0.7 acre to facilitate construction barge movement. Dredging material would be discharged downstream of the City of Louisiana's public drinking water intake. Approximately 3,000 CY of material would be dredged initially, and then at an interval of every nine months over the course of the project. (i.e Dredging Impacts during Construction equal an initial impact of 3,000 CY, Maintenance after 9 months equals 1,500 CY, then after 18 months another 1,500 CY, etc.)

Displacement of Rock Blanket near existing Piers 2 & 3: Construction of river piers will require displacement of the rock blanket downstream of existing Piers 2 & 3, over a total area of 0.1 acre. A maximum of 530 CY of rock material will be excavated and relocated in the immediate vicinity of existing Piers 2 & 3.

Grading of Ferry Landing: An old ferry landing obstructs the channel near the Illinois bank. This ferry landing predates the existing bridge and is not maintained by USACE as a river control structure. The area of 2.8 acres may be partially or fully graded to facilitate construction and restore the original channel profile. A maximum of 15,000 CY of material from the ferry landing may be graded into the adjacent downstream scour hole.

Temporary Rock Fill: A temporary causeway will be built on the east side of the river and downstream of the existing bridge. The causeway will be approximately 200' x 50' (10,000 SF) and will consist of temporary sheet piling and temporary rock fill, with an impact of approximately 9,000 CY below the normal pool elevation. Normal pool elevation (Elev. 448.8, NGVD29) is the maximum level to which water may rise under normal operating conditions between lock and dams 23 and 24, respectively. Upon project completion, all temporary rock fill will be completely removed from the river and disposed at an upland site.

Permanent Rock Fill: At the east bank, a permanent rock blanket (approximately 100' x 100') may be required to protect the bank. Of the 10,000 SF, approximately 6,500 SF will be below normal pool elevation. The rock blanket will be approximately 4' thick but extra rock will be placed at the toe of the blanket along the river bottom as additional protection. The total volume of rock required for the blanket is approximately 1,700 CY with approximately 1,100 CY of this below normal pool elevation. Approximately 200 CY of this is due to the protection of the toe on the river bottom.

Temporary Cofferdam: One river pier (Pier 7) near the east bank may be constructed using the installation of a temporary cofferdam consisting of steel sheet piling. If used, the cofferdam will be approximately 35'x40'. The cofferdam will require the excavation of 900 CY of sand, and will include 800 CY of additional seal and footing concrete discharged below the streambed after dewatering.

Existing Bridge Demolition: Demolition of the existing bridge will likely involve explosives. The truss spans and material from the piers will be allowed to drop in the river and on land. Construction debris that would hinder river navigation will be removed within 24 hours. The contractor will be required to provide a survey prior to bridge demolition, and sweep the river and remove all detectable demolition debris. All material from the demolition of the existing bridge will be removed from the project area to an upland site.

Wetland Impacts:

There are minor differences in the amount of impact reported in the EA approved by the Federal Highway Administration, as compiled by MoDOT with input from the Illinois Department of Transportation, and impacts reported in this document based upon the preliminary design. The project will result in impacts to approximately 7.41 acres of wetlands including 7.02 acres of forested wetland and 0.39 acres of emergent wetland. Total impacts are approximately 0.09 acre more than what was reported in the EA. Most impacts (6.20 acres) are on USACE land managed for fish and wildlife resources (See Figure 3).

Temporary and permanent impacts to the forested and emergent wetlands will result from the construction of Piers 8 – 10, Spans 7-10, new roadway embankment and the demolition of the existing bridge. These activities will require extensive access and staging areas. The entire limits of the acquired right-of-way shown in Figure 3 may be used for storage, work pads, crane access, etc. Areas underneath the elevated deck of the new structure may develop emergent wetland characteristics over time but trees will not be allowed to grow beneath the structure. These areas are considered permanent forested wetland impacts.

Temporary impacts from new roadway embankment will occur on 2.78 acres of forested wetland and 0.26 acres of emergent wetland. Permanent impacts will occur on 4.19 acres of forested wetland and 0.12 acres of emergent wetland. This includes wetland areas which will be underneath the elevated portion of the new bridge deck. Overall, roadway embankment fills will result in temporary and permanent impacts to the wetlands totaling about 7.35 acres. Permanent fills associated with the new roadway embankment will result in approximately 125,000 CY of rock, earth, and concrete placed within the wetland. Temporary fills associated with access and staging will result in approximately 35,000 CY of rock and earth placed within the wetland. All temporary fills will be removed in their entirety, graded to their original contours and elevations, and re-seeded with appropriate wetland vegetation.

Each pier will have footprint area of about 800 SF for the concrete footing, for a total permanent impact of 2,400 SF (0.06 acres). Piers 8 and 9 are being placed in forested wetland (0.04 acre impact) and Pier 10 is being placed in an emergent wetland (0.02 acre impact).

Mitigation: A reasonable range of alternatives have been identified and considered for the project. Alternatives include those that are practical or feasible from a technical, environmental, and economic standpoint. Given the purpose and need of the project the proposed impacts were avoided to the maximum extent practicable; minimized, and the unavoidable impacts are proposed to be compensated for in the mitigation plan.

The applicant proposes to mitigate wetland impacts at a 2:1 ratio per the Illinois Wetland Policy Act (IWPA). Based on this, 8.74 acres will be required for mitigation. Mitigation is proposed to take place at the LaGrange Wetland Mitigation Bank in Brown County, Illinois. Mitigation for temporary impacts is proposed to take place onsite at a 1:1 ratio. Temporary impacts will be replaced by restoring pre-construction elevations, topography, and hydrology. Additionally, areas of temporary impacts will be re-seeded with native herbaceous floodplain vegetation. Natural re-generation of forested wetland is expected to occur quickly given the predominance of cottonwood and silver maple surrounding the impacted area.

LOCATION MAPS AND DRAWINGS: See Attachments 1 and 2.

ADDITIONAL INFORMATION: Additional information may be obtained by contacting Mr. Alan Edmondson, Illinois Section Project Manager, U.S. Army Corps of Engineers, at (314) 331-8811. Your inquiries may also be sent by electronic facsimile to (314) 331-8741 or by e-mail to alan.r.edmondson@usace.army.mil.

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

OTHER: The proposed activity is also under the jurisdiction of the Army Corps of Engineers pursuant to Section 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. § 408). The decision on a Department of the Army permit application pursuant to Section 10/404/103 cannot and will not be rendered prior to the decision on the Section 408 request. Under Section 408, the applicant must receive permission to make alterations to, or temporarily or permanently occupy or use, any Army Corps of Engineers federally authorized civil works project to ensure that it does not affect the project's ability to meet its authorized purpose and is not injurious to the public interest. The authorized civil works projects for the purpose of this request are the Sny Levee and Drainage District Levee and the Mississippi River Navigation Channel. The granting or denial of permission pursuant to Section 408 is not a permit action handled by the Army Corps of Engineers Regulatory Program. Comments concerning the Section 408 jurisdiction and/or review of the activity pursuant to it should be directed to the US Army Corps of Engineers, Rock Island District, ATTN: EM, Clock Tower Building - Post Office Box 2004, Rock Island, Illinois 61204-2004. Mr. Paul St. Louis (309/794-5208) may be contacted for additional information (email: paul.f.st.louis@usace.army.mil).

WATER QUALITY CERTIFICATION: This public notice also provides documentation to the Illinois Environmental Protection Agency (IEPA) for water quality certification, or waiver thereof, for the proposed activity in accordance with Section 401 of the Clean Water Act. Certification or waiver indicates that IEPA believes the activity will not violate applicable water quality standards. The review by the IEPA is conducted in accordance with the Illinois water quality standards under 35 Illinois Administrative Code Subtitle C. The water quality standards provide for the IEPA to review individual projects by providing an antidegradation assessment, which includes an evaluation of alternatives to any proposed increase in pollutant loading that may result from this activity. The "Fact Sheet" containing the antidegradation assessment for this proposed project may be found on the IEPA's web site, at www.epa.state.il.us/public-notices/. In the event that the IEPA is unable to publish the "Fact Sheet" corresponding to the timeframe of this Joint Public Notice, a separate public notice and "Fact Sheet" will be published by the IEPA at the web site identified above. You may also obtain a copy of the "Fact Sheet" by contacting the IEPA at the address or telephone number shown below.

Written comments specifically concerning possible impacts to water quality should be addressed to:

Illinois Environmental Protection Agency
Bureau of Water
Watershed Management Section
1021 N. Grand Avenue East
P.O. Box 19276
Springfield, Illinois 62794-9276

A copy of all written comments should also be provided to the Corps of Engineers. If you have any questions please contact the IEPA at (217) 782-3362.

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: An endangered species consultation request was submitted to IDNR on May 23, 2012 through their Ecological Compliance Assessment Tool. IDNR's response included a request that a mussel survey be completed for the project because listed species (spectaclecase and black sandshell mussels) are known to occur upstream of the project site. Additionally, IDNR requested an assessment for the state-listed lake sturgeon be completed as this species is known to exist within the area. Per IDNR's request, a fish survey and several mussel surveys were conducted within the project corridor.

Several mussel surveys were conducted specifically for this project in July 2012 by INHS, October 2013 by MoDOT and Missouri Department of Conservation, and in October 2014 by INHS. Combining the results of these surveys, 16 species of mussels were observed within the corridor. None of the species encountered are listed at the state or federal level. INHS conducted a fish survey on August 8, 2012 and collected a total of 20 fish species. No state or federally listed species were encountered and all species were common inhabitants of the Mississippi River. Additionally, and through discussions with representatives of the IDNR and INHS, the habitat within the survey area was not considered ideal spawning habitat for lake sturgeon. Based on the mussel and fish survey results, as well as proposed construction/demolition methods, it was determined that the project would not adversely impact mussel or fish species. For example, repelling charges and millisecond delays employed during demolition will cause fish to leave the area protecting them from falling debris and percussive blasts. The scour hole downstream of the ferry landing could provide habitat for various fish species, but this area was surveyed by INHS and no noteworthy fish community was found. Upon review of the survey results and fish assessment, IDNR had no additional comments or concerns regarding fish or mussel species for this project.

In accordance with Section 7 of the Endangered Species Act, FHWA has determined the Selected Alternative will have no effect on most of the federally listed species identified on the USFWS Information, Planning, and Conservation System official species list. FHWA determined the project will have no effect on listed mussel and fish species. Suitable roosting habitat for Indiana and northern long-eared bats has been identified within the project corridor. FHWA determined the project may effect, but is not likely to adversely affect these bat species based on seasonal clearing restrictions of suitable habitat to the winter months when bats are not present. A survey for potential roost trees within the USACE-owned land south in Illinois south of US 54 and between the River and the Sny Levee was completed on 1/18/17. Forty-one potential roost trees were noted and ten of these will be removed prior to April 1, 2017 to prepare for construction of a temporary haul road in late summer 2017. The remainder of the suitable trees will be removed during the winter of 2017/2018. USFWS concurred with the "May Effect, Not Likely To Adversely Affect" determinations in their comments to the EA on August 12, 2016.

CULTURAL RESOURCES: The area of potential effects shown in the EA has been considered for Section 106 of the National Historic Preservation Act. Project effects to and use of the historic bridge were assessed pursuant to Section 106 of the National Historic Preservation Act and Section 4(f) of the United States Department of Transportation Act. Coordination with SHPO and development of the Memorandum of Agreement (MOA) were completed. The resulting mitigation measures and commitments resulting from the consultation process are included in those documents and are the responsibility of MoDOT and the Contractor to ensure compliance with Section 106 and the Section 4(f) process.

The historic Champ Clark Bridge has been advertised for reuse. The advertisement closed on December 31st, 2016. No party has requested to take ownership of the bridge. Therefore, the existing bridge will be removed by the contractor.

Unexpected cultural resources discovered during construction are handled by construction specifications; the MoDOT Historic Preservation Section will be contacted to access those resources and consult with FHWA, MoSHPO, and ILSHPO to determine what actions may be required. The St. Louis District will evaluate information provided by the State Historic Preservation Officer, Tribal Historic Preservation Officers, and the public in response to this public notice.

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.

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.

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.

A handwritten signature in black ink that reads "Keith A. McMullen". The signature is fluid and cursive, with the first name "Keith" being the most prominent.

for 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.



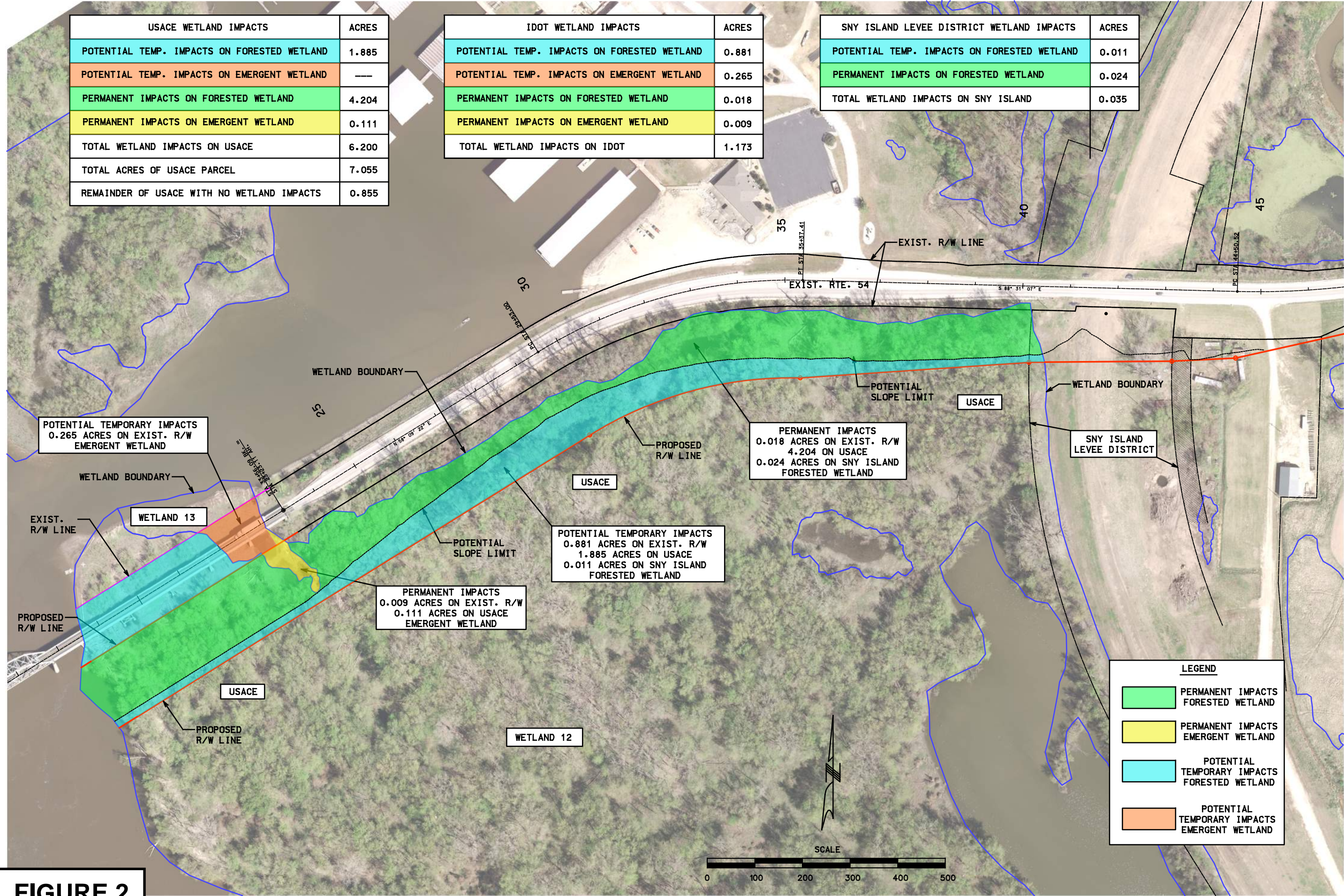


FIGURE 2

DATE PREPARED
\$DATE\$

ROUTE 54 STATE MO
DISTRICT NE SHEET NO. .

COUNTY PIKE
JOB NO. J3P2209B
CONTRACT ID. .

PROJECT NO. .
BRIDGE NO. .

DESCRIPTION

DATE

MISSOURI HIGHWAYS AND TRANSPORTATION COMMISSION

MoDOT

105 WEST CAPITOL
JEFFERSON CITY, MO 65102
1-888-ASK-MODOT (1-888-275-6636)

Burns & McDonnell Engineering Co., Inc.
9400 Ward Parkway
Kansas City, Missouri 64114
816-333-9400

Certificate of Authority
No. : 000165
BMO Project No. 91947

REV. IF A SEAL IS PRESENT ON THIS SHEET, IT HAS BEEN ELECTRONICALLY SEALED AND DATED.