PUBLIC NOTICE

Permit No. NWK-2008-923
Issue Date: January 12, 2016
Expiration Date: February 2, 2016

US Army Corps
of Engineers
Kansas City District

21-Day Notice

This public notice is issued jointly with the Missouri Department of Natural Resources, Water Pollution Control Program. The Department of Natural Resources will use the comments to this notice in deciding whether to grant Section 401 water quality certification. Commenters are requested to furnish a copy of their comments to the Missouri Department of Natural Resources, P.O. Box 176, Jefferson City, Missouri 65102.

APPLICANT: Missouri Department of Transportation (MODOT)
601 West Main Street
Jefferson City, Missouri 65101

PROJECT LOCATION (As shown on the attached drawings): Missouri Route 47 Bridge and adjacent wetlands along river mile 67.61 at Washington, Missouri. The project is located in Section 23, Township 44 north, Range 1 west, between Franklin and Warren Counties, Missouri.

USGS QUAD -- Washington East
Latitude: 38.557338 degrees -- Longitude: -90.998298 degrees

AUTHORITY: Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) and Section 404 of the Clean Water Act (33 USC 1344).

ACTIVITY (As shown on the attached drawings): Proposed MODOT Job No. J6P2321. The applicant will replace the existing Route 47 through-truss bridge across the Missouri River at Washington, Missouri. The existing historic bridge was built between 1934-1936, with major rehabilitation work occurring in 1996 and 2009. The bridge no longer meets MODOT's standards for lane width, shoulders, or vehicular load. A new bridge will be built adjacent to and immediately upstream from the existing bridge. The new bridge will measure approximately 2,560 feet long and include two, 12-foot-wide travel lanes with 10-foot shoulders, and a separated 10-foot-wide bicycle and pedestrian lane. The bridge will be constructed on 10 bents/piers, 4 of which will be installed on the bed of the river - riverward of the ordinary high water (OHW) mark. The structural replacement of the bridge will be permitted under the authority of the U.S. Coast Guard.

The applicant requests authorization under Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act to initiate the following work in waters of the United States during construction of the bridge:

Dredging

During construction, a **total** of approximately 100,122 cubic yards of material (sand and soil) will be dredged from the riverbed within an approximate 8.7 acre area located beneath the north end of the new bridge alignment during five (5) separate dredging events (an initial dredge and 4 subsequent maintenance dredging events). Initial dredging impacts for construction are estimated to total 38,522 cubic yards. After construction approximately 15,400 cubic yards of material will be dredged on six (6) month intervals within a 2 year period to maintain sufficient depth under the bridge for barge and construction equipment access. During that period the dredged material will be re-deposited in the river immediately downstream from the bridge in an approximate 12.1 acre area parallel to the river's navigation channel.

Construction Dredging Impacts

Timing	**Quantity (cubic yards)**
Initial Impact	38,522
Maintenance (6 months)	15,400
Maintenance (12 months)	15,400
Maintenance (18 months)	15,400
Maintenance (24 months)	15,400

Permanent Fills

a. The construction of the bridge piers located within the river (piers No. 5, 6, 7, 8) will cover a combined 0.09 acre of riverbed.

b. Bridge pier No. 8 will be constructed partially on Corps of Engineers' L-Dike No. 70.4, which is located along the south river bank (Right Descending Bank - RDB). A portion of the rock composing the top of the dike will be removed during construction of the pier. The rock will be stockpiled on the high bank and then replaced on the dike after construction to recreate preconstruction specifications of the dike.

c. The construction of bridge pier No. 9 located on the RDB will require filling 0.01 acre of a 0.4 acre wetland. In association with the installation of the pier will be the construction of a roadway drainage ditch, which will impact an additional 0.03 acres of the wetland.

d. Approximately 1,200 cubic yards of riprap will be discharged along the north river bank (Left Descending Bank - LDB) under the bridge to construct a 100-foot-long rock revetment around bridge pier No. 5. Soil removed from the river's bankline to install the rock revetment will be discharged into the Missouri River.

Temporary Work Fills

a. A temporary causeway will be built along/in the RDB of the river on the upstream side of the existing bridge. The temporary causeway will measure approximately 150 feet by 50 feet in size covering 0.2 acre of riverbed. The causeway will consist of sheet piling and approximately 7,900 cubic yards of rock fill.

b. A temporary work pad will be built along/in the LDB of the river, consisting of approximately 15,000 cubic yards of rock fill. The work pad will cover approximately 0.6 acre of riverbed.

c. Temporary cofferdams will be constructed to install piers in the river. The cofferdams will be constructed of steel sheet piling with each covering a 21-foot by 61-foot area of the riverbed. Installation of the cofferdams will require initial river excavation of approximately 7,450 cubic yards of soil and rock, which will be replaced by the permanent concrete piers. The excavated soil will be deposited back into the river.

Upon project completion all temporary material will be removed from the river and any disturbed banks will be restored.

Land-based Staging

For construction of the bridge, the applicant will access the south side of the bridge by way of the Riverfront Trail in the city of Washington. The applicant proposes to temporarily widen the existing 10 to 12-foot-wide trail at various locations for construction access. In addition, the temporary construction easement under the south end of the bridge will be used for storage, work pads, and crane access, which will temporarily impact 0.4 acres of wetlands. At project completion, the trail will be restored to its existing alignment with a width of 12 feet along its length.

Bridge Superstructure Demolition

During bridge demolition the applicant proposes to drop the truss spans and material from the piers directly into the river. Construction debris that would hinder river navigation will be removed within 24 hours from demolition. Upon completion of the demolition, a "sweep" of the river bottom will occur to remove detectable demolition debris.

PROJECT IMPACT SUMMARY:

Missouri River Impacts

Permanent Impacts			
Impact	**Cubic Yards of Fill Below OHW**	**Area of Impact (acres)**	**Area of Impact (SF)**
Rock fill (Pier 5 rock blanket, Pier 8 wing dike)	1,850	0.198	8,600
Concrete (Piers 5, 6, 7, 8)	5,698	0.089	3,876
Total	***7,548***	***0.287***	***12,476***

Temporary Impacts			
Impact	**Cubic Yards of Fill Below OHW**	**Area of Impact (acres)**	**Area of Impact (SF)**
Rock fill (causeway, work pad)	22,900	0.747	32,522
Concrete (cofferdams)	5,700	0.110	4,800
Total	***28,600***	***0.857***	***37,322***

Wetland Impacts

Permanent Impacts	
Impact	**Area of Impact (acres)**
Pier 9 construction	0.011
Roadway drainage ditch	0.030
Total	***0.041***
Temporary Impacts	
Impact	**Area of Impact (acres)**
Construction access, staging, etc.	0.40
Total	***0.40***

WETLANDS/AQUATIC HABITAT: Approximately 0.45 acre of wetland habitat was identified within the project area. A 0.05 acre scrub-shrub wetland was identified along an agriculture levee on the north side of the river. A 0.40 acre emergent wetland was identified along a railroad track on the south side of the river. These wetlands were in old borrow sites.

APPLICANT'S STATEMENT OF AVOIDANCE, MINIMIZATION, AND COMPENSATORY MITIGATION FOR UNAVOIDABLE IMPACTS TO AQUATIC RESOURCES: The U.S. Department of Transportation Federal Highway Administration and MODOT completed an Environmental Assessment (EA) in 2010, which rated the bridge as deficient (functionally obsolete). The EA evaluated 13 project alternatives along with the "No Build" alternative. The preferred alternative is the adjacent upstream bridge replacement with a shift in alignment of the roadway approaches to the bridge. The preferred alternative was determined in the EA to be the least environmentally damaging, practicable alternative that meets the project purpose of replacing the bridge. If mitigation is warranted for the permanent impacts associated with this project, the applicant requests to conduct compensatory mitigation at the MODOT Bear Creek Wetland Bank in the Corps of Engineers, St. Louis District.

ADDITIONAL INFORMATION: Additional information about this application may be obtained by contacting Mr. James Ptacek at the Missouri State Regulatory Office, 515 East High Street, Suite 202, Jefferson City, Missouri 65101, telephone No. 816-389-3834, or email to james.a.ptacek@usace.army.mil. All comments to this public notice should be directed to the above address.

CULTURAL RESOURCES: Kansas City District will comply with the National Historic Preservation Act of 1966 and 36 CFR 800. We have checked the National Register of Historic Places and the Federal Register. The existing bridge has been determined to be eligible for the National Register of Historic Places. A Memorandum of Agreement (MOA) dated August 4, 2011, was executed in accordance with the provisions of Section 106 of the Historic Preservation Act of 1966. The bridge will be documented in accordance with Historic American Engineering Record standards, thereby enabling removal of the bridge once a replacement is built. This is the extent of our knowledge about historic properties in the permit area at this time. However, we 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, and we may conduct or require a reconnaissance survey of the permit area to check for unknown historic properties, if warranted.

ENDANGERED SPECIES: In compliance with the Endangered Species Act, the MODOT acting as the designated non-federal representative for the Federal Highway Administration, as lead federal agency, has made a preliminary determination that the described work "may affect, but is not likely to adversely affect," the following federally designated threatened or endangered species: Pallid sturgeon, *Scaphirhyncus albus*, the Indian bat, *Myotis sodalist*, and the Northern long-eared bat, *Myotis septentrionalis*, or affect critical habitat. On January 6, 2016, the U.S. Fish and Wildlife Service concurred with MODOT's determination of a "may affect, but is not likely to adversely affect" for the above listed species. In order to complete our evaluation of this activity, additional comments are solicited from the U.S. Fish and Wildlife Service and other interested agencies and individuals.

FLOODPLAINS: This activity is being reviewed in accordance with Executive Order 11988, Floodplain Management, which discourages direct or indirect support of floodplain development whenever there is a practicable alternative. By this public notice, comments are requested from individuals and agencies that believe the described work will adversely impact the floodplain.

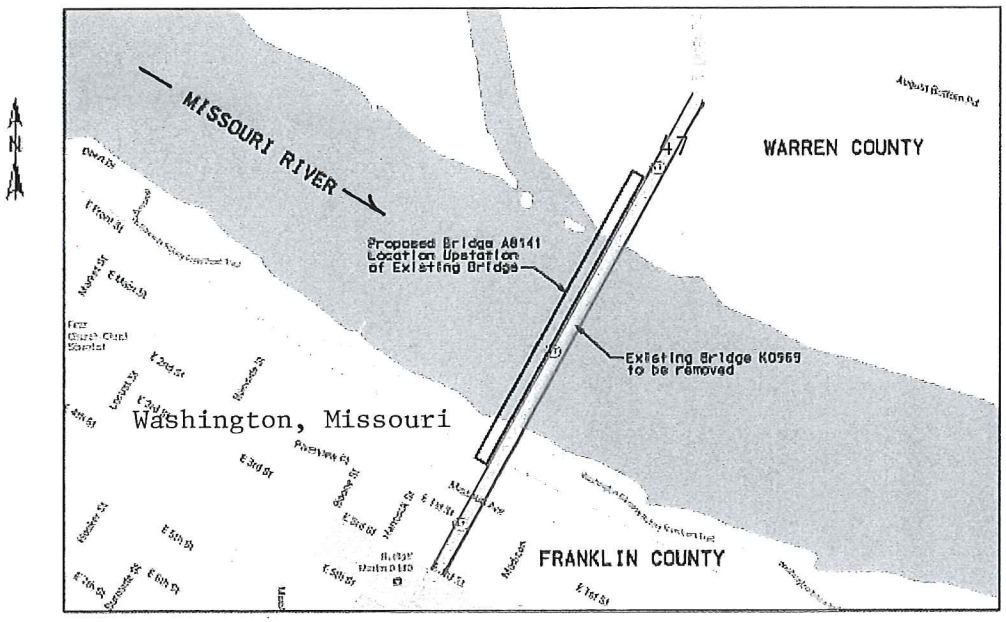
WATER QUALITY CERTIFICATION: Section 401 of the Clean Water Act (33 USC 1341) requires that all discharges of dredged or fill material must be certified by the appropriate state agency as complying with applicable effluent limitations and water quality standards. This public notice serves as an application to the state in which the discharge site is located for certification of the discharge. The discharge must be certified before a Department of the Army permit can be issued. Certification, if issued, expresses the state's opinion that the discharge will not violate applicable water quality standards.

PUBLIC INTEREST REVIEW: The decision to issue a permit will be based on an evaluation of the probable impact including the 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 benefits 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, esthetics, 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 and fiber production, mineral needs and, in general, the needs and welfare of the people. The evaluation of the impact of the activity on the public interest will include application of the guidelines promulgated by the Administrator, Environmental Protection Agency under authority of Section 404(b) of the Clean Water Act (33 USC 1344). The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials;

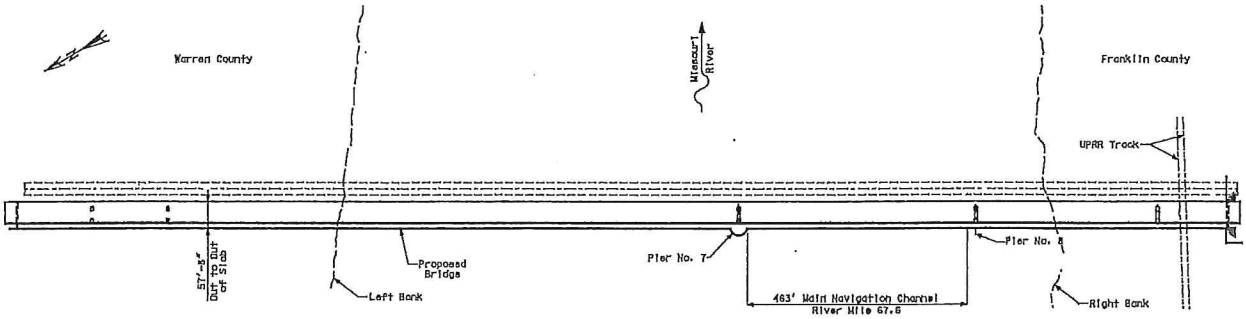
Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments 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 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.

COMMENTS: This notice is provided to outline details of the above-described activity so this District may consider all pertinent comments prior to determining if issuance of a permit would be in the public interest. Any interested party is invited to submit to this office written facts or objections relative to the activity on or before the public notice expiration date. Comments both favorable and unfavorable will be accepted and made a part of the record and will receive full consideration in determining whether it would be in the public interest to issue the Department of the Army permit. Copies of all comments, including names and addresses of commenters, may be provided to the applicant. Comments should be mailed to the address shown on page 4 of this public notice.

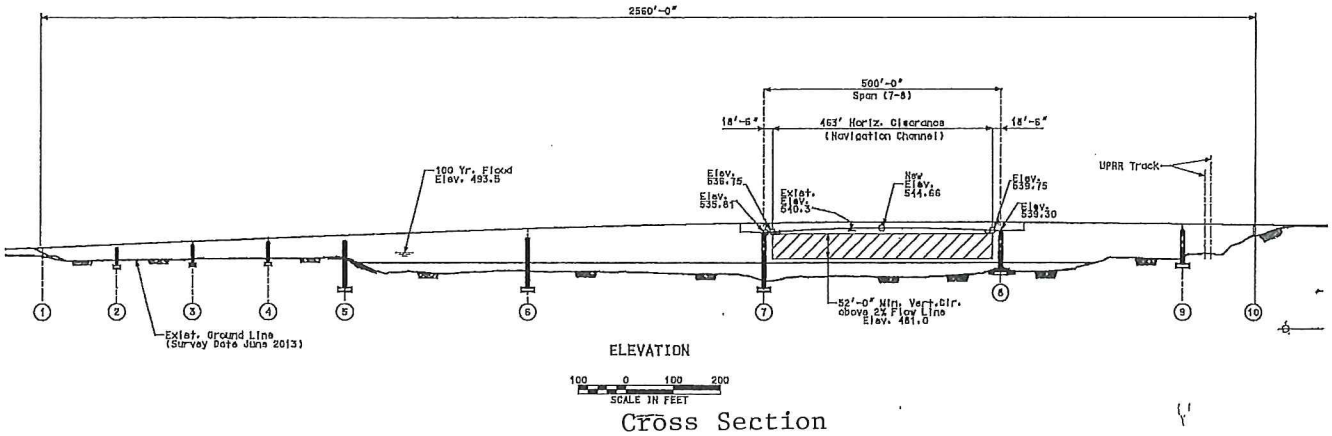
PUBLIC HEARING: Any person may request, in writing, prior to the expiration date of this public notice, that a public hearing be held to consider this application. Such requests shall state, with particularity, the reasons for holding a public hearing.



Project Location



Plan View

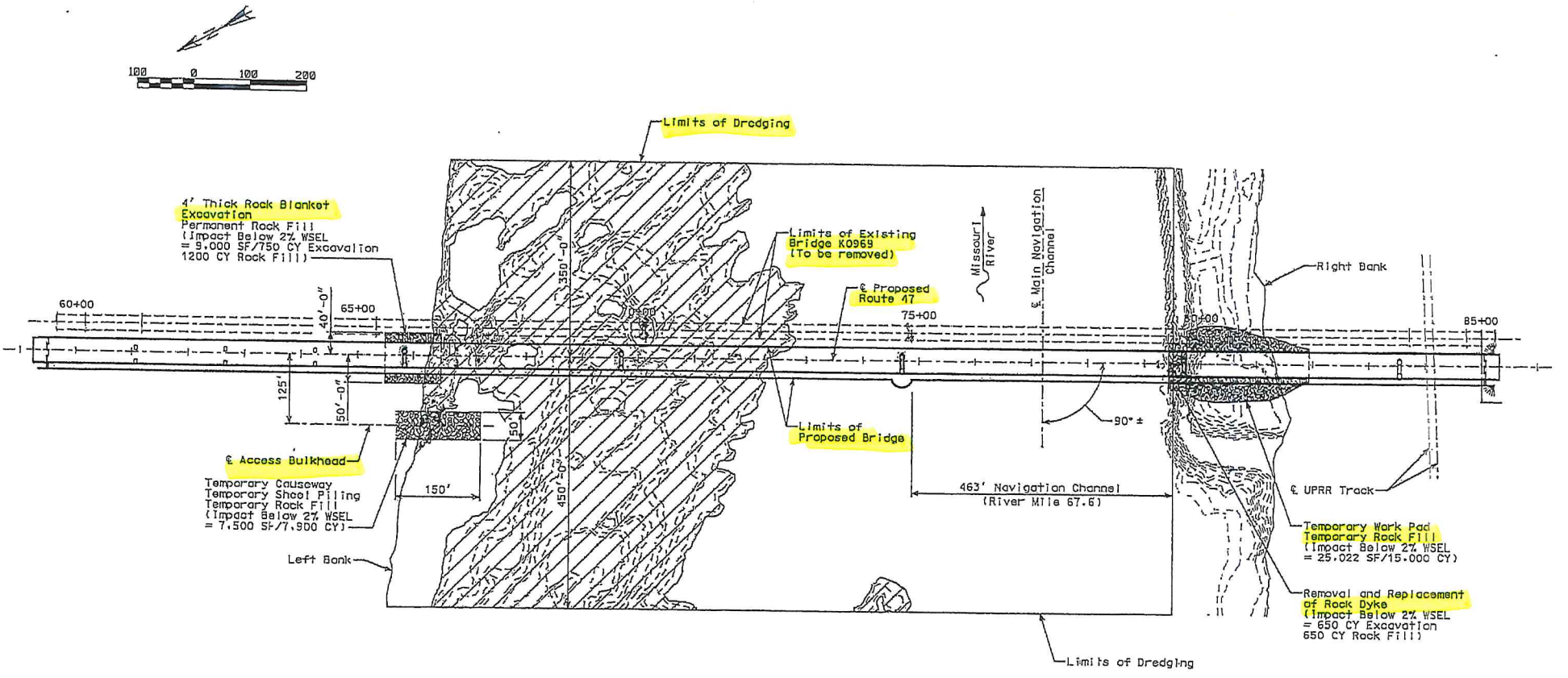


Cross Section

Note: Elevations shown are referenced to NAVD88.

APPLICATION NO. NWK-2008-923
MISSOURI DEPARTMENT OF TRANSPORTATION
ROUTE 47 BRIDGE REPLACEMENT
MISSOURI RIVER - MILE 67.61
FRANKLIN AND WARREN COUNTIES, MISSOURI
SHEET 1 OF 6
DATED 12 JANUARY 2016

MISSOURI RIVER BRIDGE AT WASHINGTON



2% WSEL WATER SURFACE ELEVATION) = 481.00

LOW FLOW ELEVATION FOR DREDGING QUANTITIES = ELEV. 461.40

MINIMUM DREDGING DEPTH FROM LOW FLOW ELEV. = 10'

BOTTOM OF DREDGE ELEV. = 451.40

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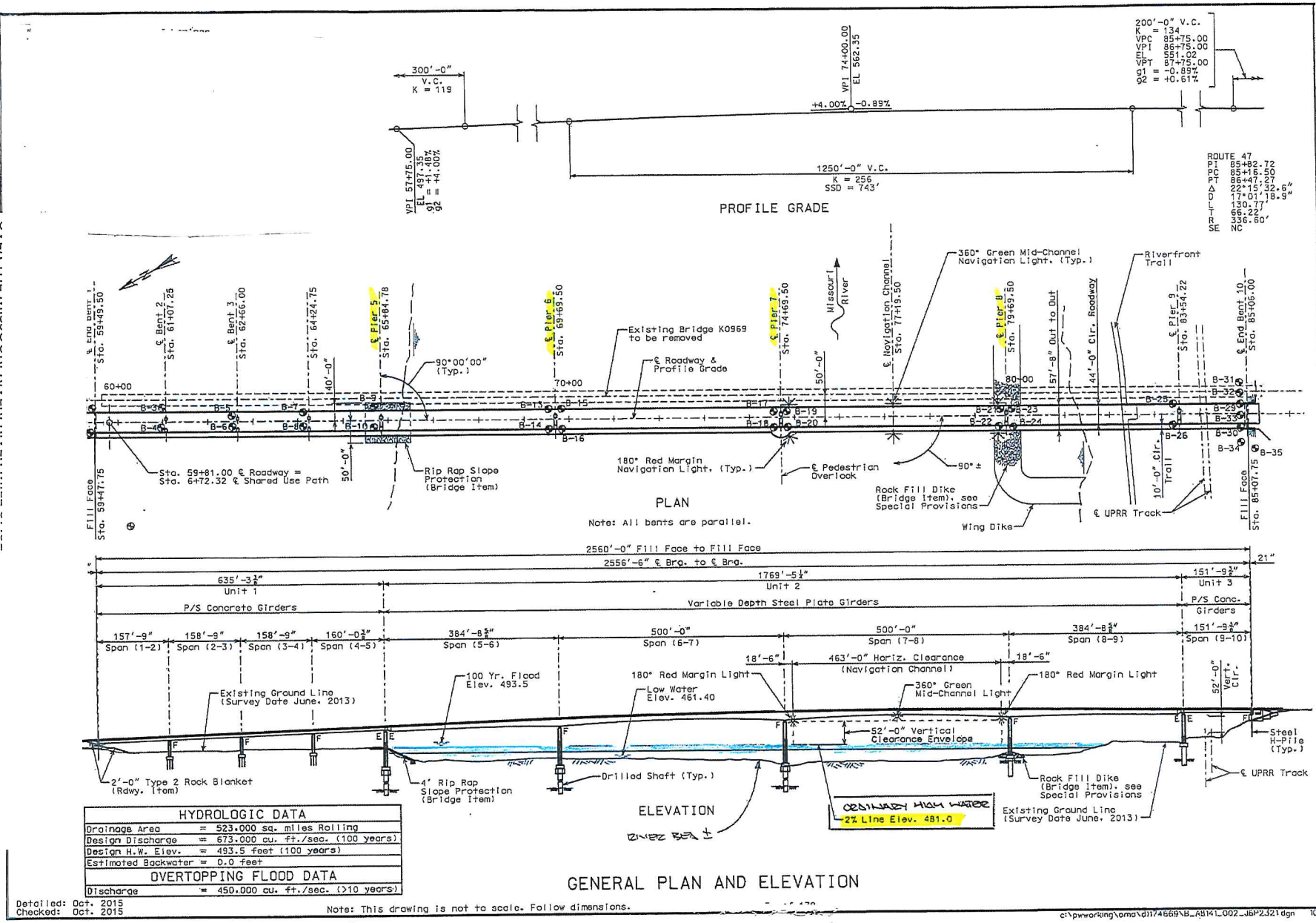
SHEET 2 OF 6
DATED 12 JANUARY 2016



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FRANKLIN AND WARREN COUNTIES, MISSOURI
SHEET 3 OF 6
DATED 12 JANUARY 2016

MISSOURI RIVER BRIDGE AT WASHINGTON
DREDGING DEPOSITION IMPACTS

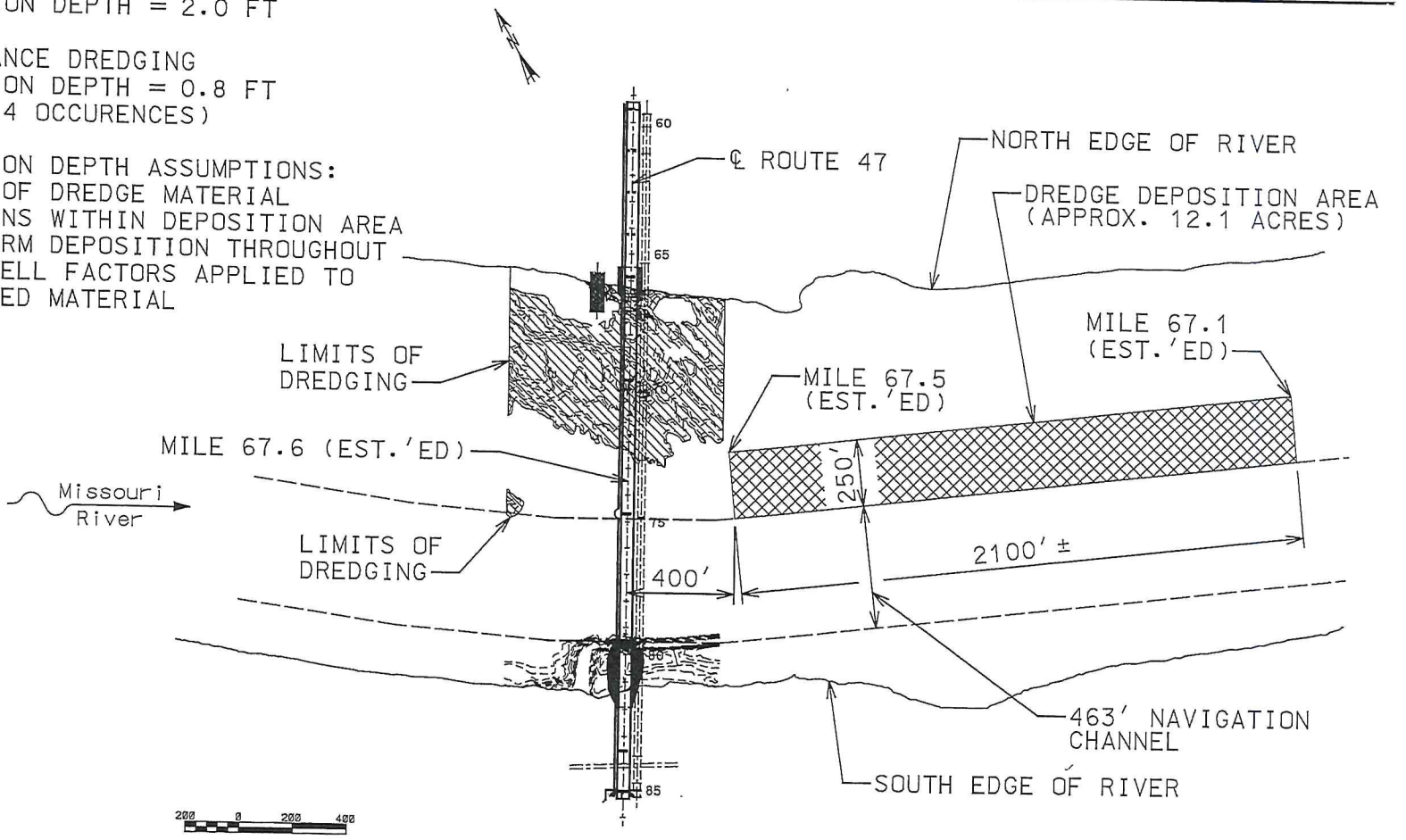
SHEET 1 OF 1

DREDGING DEPOSITION
AREA = APPROX. 12.1 ACRES

INITIAL DREDGE
DEPOSITION DEPTH = 2.0 FT

MAINTENANCE DREDGING
DEPOSITION DEPTH = 0.8 FT
(ASSUME 4 OCCURENCES)

DEPOSITION DEPTH ASSUMPTIONS:
1) 100% OF DREDGE MATERIAL REMAINS WITHIN DEPOSITION AREA
2) UNIFORM DEPOSITION THROUGHOUT
3) NO SWELL FACTORS APPLIED TO DREDGED MATERIAL



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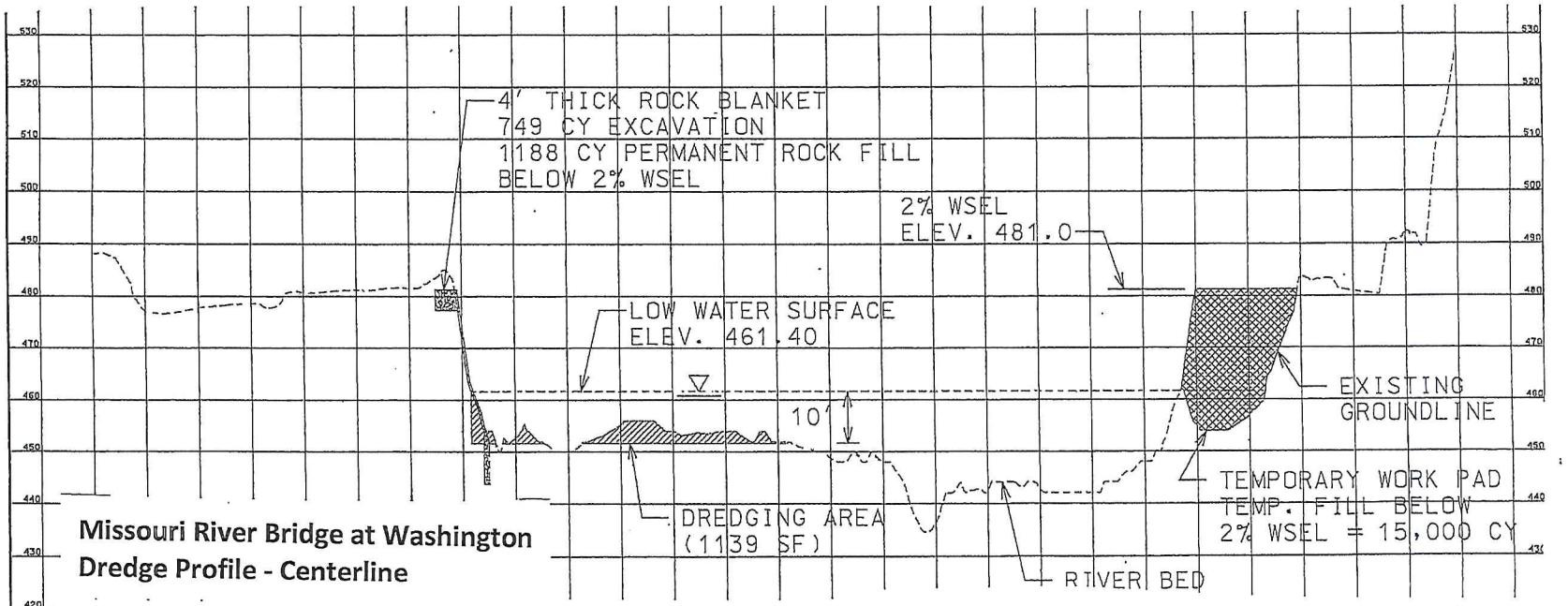
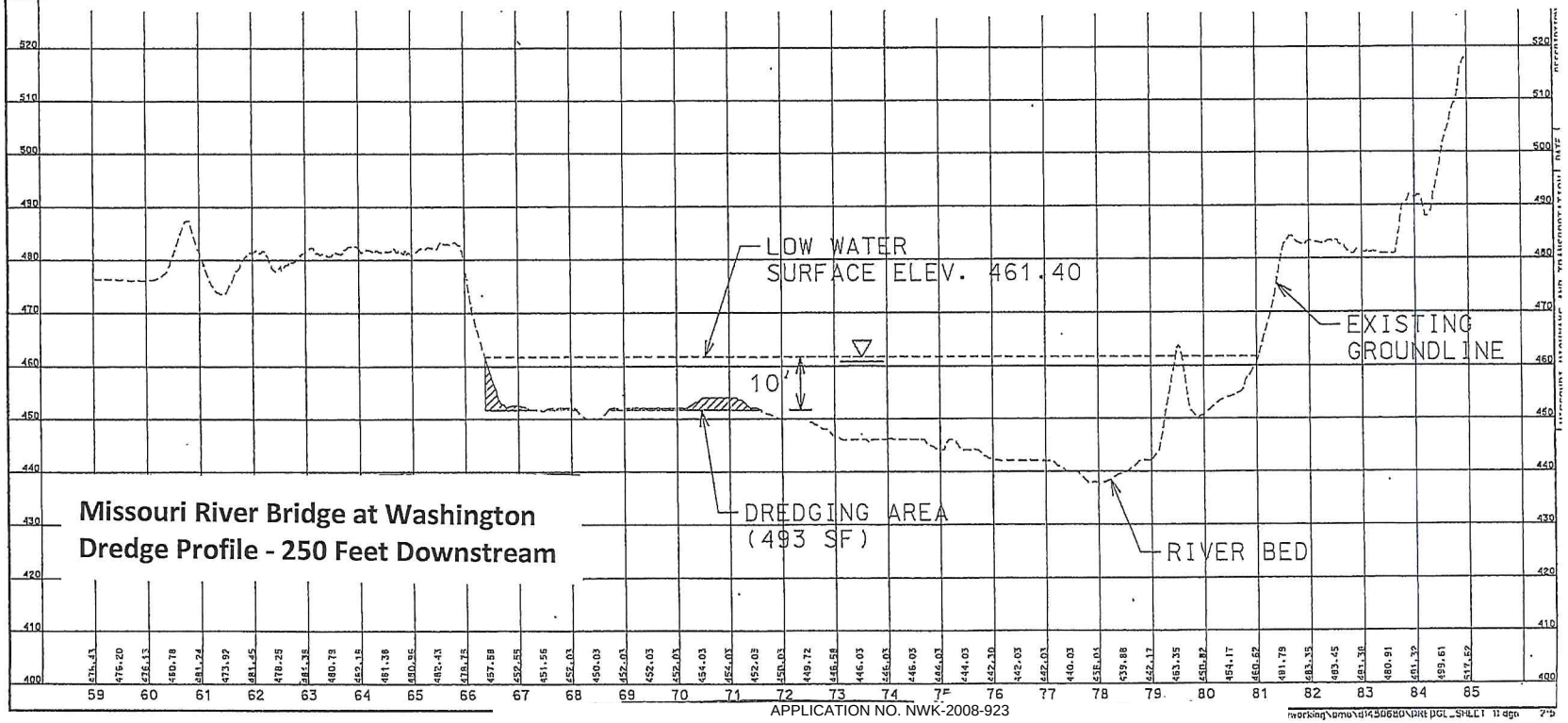
MISSOURI DEPARTMENT OF TRANSPORTATION
ROUTE 47 BRIDGE REPLACEMENT
MISSOURI RIVER - MILE 67.61
FRANKLIN AND WARREN COUNTIES, MISSOURI
SHEET 4 OF 6
DATED 12 JANUARY 2016





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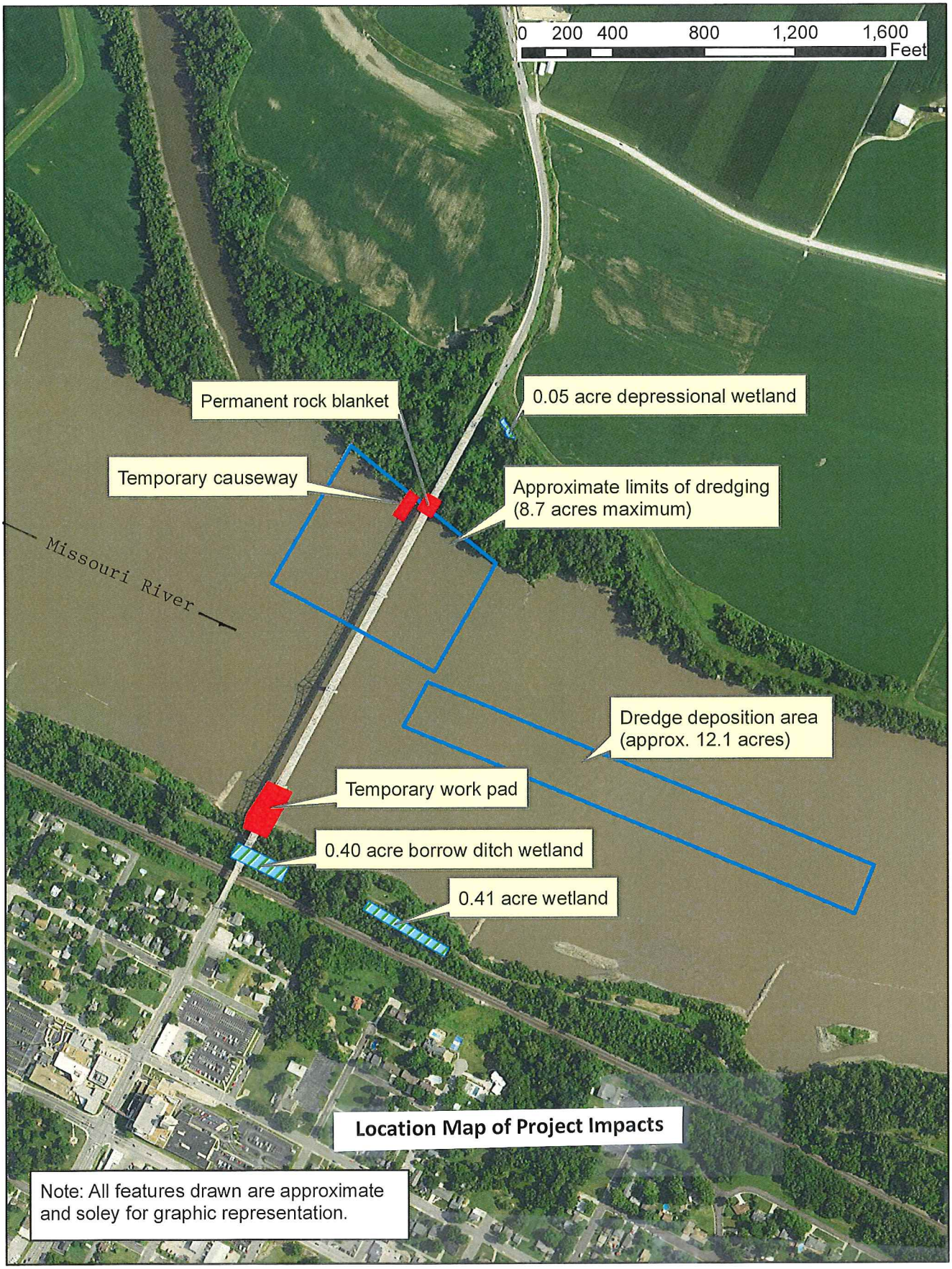
MISSOURI DEPARTMENT OF TRANSPORTATION
ROUTE 47 BRIDGE REPLACEMENT
MISSOURI RIVER - MILE 67.61
FRANKLIN AND WARREN COUNTIES, MISSOURI
SHEET 5 OF 6
DATED 12 JANUARY 2016



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MISSOURI RIVER - MILE 67.61
FRANKLIN AND WARREN COUNTIES, MISSOURI
SHEET 6 OF 6
DATED 12 JANUARY 2016