

PUBLIC NOTICE



US Army Corps of Engineers
Kansas City District

Project No. 2021-002-CW
Issue Date: 2021-05-10
Expiration: 2021-06-09

INTRODUCTION: The U.S. Army Corps of Engineers, Kansas City District (USACE), has prepared a Draft Environmental Assessment (EA) and associated Finding of No Significant Impact (FONSI) in accordance with the National Environmental Policy Act (NEPA) for Missouri River Bank Stabilization and Navigation Project (BSNP) 2019 flood repairs. The Draft EA was prepared to assess and document potential effects to the human and natural environment of the project's Proposed Action. The USACE has made a preliminary determination that the Proposed Action would not result in significant degradation to the environment and therefore supports preparation of a Draft FONSI. The Draft EA, Draft FONSI, and supporting information are provided with issuance of this Public Notice to initiate a 30-day public review and comment period.

This public notice is issued jointly with the Missouri Department of Natural Resources (MoDNR), Water Pollution Control Program. MoDNR will use the comments to this notice in deciding whether to grant Section 401 water quality certification. This Public Notice and project related information are being provided to solicit public input on the proposed action. Any interested party is invited to submit to this office written facts or objections relative to the proposed project, both favorable and unfavorable in nature. All comments will be accepted and made part of the public record. The USACE will consider all pertinent comments in preparing final documentation for completion of the NEPA process through signature of the FONSI by the USACE Kansas City District Commander.

CONTACT INFORMATION: Additional information about this application may be obtained by contacting Michael Snyder, Environmental Resources Specialist, U.S Army Corps of Engineers, Kansas City District, ATTN: Environmental Resources Section, Civil Works Program Branch, 601 East 12th Street, Kansas City, Missouri 64106; by email at michael.v.snyder@usace.army.mil; or by phone at (816) 389-3141. Written comments will be accepted by mail and email. All mailed comments to this public notice should be directed to the above address.

PROJECT LOCATION The Proposed Action includes project at multiple locations along the lower Missouri River. Work is anticipated at 17 areas of concern identified in Table 1.

AUTHORITY: USACE was authorized to construct and maintain the BSNP under the authorities of the Rivers and Harbors Acts of 1912, 1925, 1927, 1935, and 1945.

Table 1. Missouri River Bank Stabilization and Navigation Project Areas of Concern (AOC).

Area of Concern	River Mile (RM)	Estimated Quantity (tons)
Pelican/Little's	10	78,000
Bryan Island/St. Charles Bend	25	65,000
Daniel Boone Bridge	44	54,077
Augusta Bend	56	31,200
Lunch Island	92	83,500
Gasconade	104	12,500
Auxvasse Bend	122	6,800
Smoky Waters/Rising Creek Bend	133	138,500
Providence	166	17,550
Tadpole Chute/Searcys Bend	179	5,000
Overton North	187	5,900
Franklin Island	194	14,400
Jameson Island	213	67,000
Lisbon	217	101,500
Upper Miami	262	23,800
Prunty	269	8,600
Baker's Bend	286	22,600
	Total:	735,927

ACTIVITY: The proposed repairs at the AOCs include the following general management actions:

- Construction of new structures in the main channel.
- Modification of the height of structures in the main channel or in naturally occurring side channel chutes.
- Extension of the lengths of structures in the main channel or associated with naturally occurring side channel chutes.
- Addition of new flow control structures to manage flow or increase robustness of flow control in naturally occurring side channel chutes.
- Addition of bank protection.

In many cases, construction of a new structure is the only action that will permanently correct a navigation channel problem. The two most common structure types are dikes and revetments. Dikes are structures that typically extend from the bank into the river, perpendicular or nearly perpendicular to the flow. They constrict the river channel to the desired width and protect the bankline from erosion. Revetments are constructed parallel to the flow, either to establish and protect a desired bankline or to guide the flow along a desired alignment.

The proposed action also includes the addition of new flow control structures to manage flow or increase robustness of flow control in naturally occurring side channel chutes at Car of Commerce chute (RM 10), Lunch Island chute (RM 92), and Lisbon chute (RM 216) (see Appendix A). Raising of existing flow control structures within two naturally occurring side channel chutes associated with Little's Island (RM 10 and 11) is also proposed. USACE would take into consideration Missouri

Department of Conservation (MDC) comments and concerns regarding design details for the Car of Commerce chute flow control structure to mitigate impacts to boater access and fish passage to the maximum extent possible.

In some cases, the riverward end of a dike must be extended to resolve a navigation problem. Navigation problems can develop in areas with a history of infrequent navigation problems in the past or in areas with no history of navigation problems. In some cases, the length of the existing dikes in the problem area do not extend to the design channel width and the extensions serve to bring the channel width closer to design.

Bank protection, including revetment, bank paving, bankheads, and hardpoints, are used to prevent compromising or flanking of dikes and flow control structures, excessive widening, or channel avulsion. Hardpoints are also placed around dikes that have flanked and have been repaired to prevent the dike from flanking again. Hardpoints can also be used in areas where there is potential loss of bank stability that could impact flows in the navigation channel such as a natural chute that is meandering excessively.

Construction is typically completed by a water-based floating plant. The equipment that comprises a floating plant typically includes tow boats, a work barge, a spud barge, and excavator/track hoe. In this case, rock is delivered by truck to a barge and then transported by barge to the construction site. The excavator/track hoe is used to place rock to achieve the design specifications for each structure. Land access would be required to accomplish some of the proposed repairs. In this case, trucks would transport the rock directly to the construction site. Or rock may be transported by barge to an off-loading location where it would then be trucked the remaining distance to the construction site. Land access requires provision of access roads, which may require vegetation clearance and construction of temporary and/or permanent access roads. If access is required through private lands, USACE would obtain all necessary real estate easements or rights-of-way. If access is through existing public lands, USACE would work with the agency that owns the property to obtain all necessary permissions for land-based access. Access routes would be identified in a manner to minimize vegetation disturbance/clearance and to avoid sensitive areas such as wetlands.

AQUATIC HABITAT: The project features will take place within the main channel of the Missouri River and three naturally occurring side channel chutes along the Missouri River. The draft EA and draft 404(b)(1) evaluation addresses anticipated impacts to aquatic habitat.

ENDANGERED SPECIES: USACE has determined that the Proposed Action would result in determinations of “may affect, but not likely to adversely affect” for the pallid sturgeon, gray bat, Indiana bat, and northern long-eared bat. The proposed action is not anticipated to jeopardize the continued existence of species listed as endangered or threatened under the Endangered Species Act of 1973, as amended, or result in the destruction or adverse modification of critical habitat.

WATERS OF THE U.S: Construction activities with this project would occur in a jurisdictional water of the United States and require a Clean Water Act (CWA) Section 404 authorization and CWA Section 401 State Water Quality Certification (33 USC 1341). Section 404 of the Clean Water Act (CWA) requires authorization from the Secretary of the Army, acting through USACE, for the discharge of dredged or fill material into all waters of the United States. The USACE, through preparation of a Draft 404(b)(1) evaluation (40 CFR 230), has made a preliminary determination that the project as proposed would not be contrary to the public interest and is in compliance with Section 404(b)(1) guidelines. Certification, if issued, expresses the state's opinion that the discharge will not violate applicable water quality standards. Upon completion of the public review period, a public comment/response report will be provided to MoDNR for consideration in issuing a CWA Section 401 state water quality certification.

CULTURAL RESOURCES: USACE will comply with the National Historic Preservation Act of 1966 and 36 CFR 800. An archeological background review of the proposed projects was conducted previously using MoDNR Archeological Viewer (on-line); shipwreck location maps (Chittenden 1897 and Trail 1858-1965); Lewis and Clark camp site maps, and historic Missouri River channel location maps. The background review found no properties listed on the National Registry of Historic Places, archeological sites, shipwrecks, or Lewis and Clark campsites within the project areas. The Missouri State Historic Preservation Officer (SHPO) has concurred with the USACE determination of no historic properties affected. In addition, USACE will take into consideration any information from affiliated Native American tribes or the public on any sites or traditional cultural properties that may be of concern.

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 its very nature, this project takes place within the floodplain. By this public notice, comments are requested from individuals and agencies that believe the described work will adversely impact the floodplain.

POTENTIAL IMPACTS: The decision to issue authorization will be based on an evaluation of the probable 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. The Draft EA includes evaluation of effects of the Proposed Action on the human and natural environment. All relevant factors were considered including conservation, economics, aesthetics, 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.

PUBLIC HEARING: The USACE is soliciting comments from the public; Federal, state, and local agencies and officials; Native American 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 USACE to determine whether to issue, modify, condition or deny an authorization for this proposal. To make this decision, comments are used to address impacts on endangered species, historic properties, water quality, general environmental effects, and other public interest factors listed above. Comments are used in preparation of the final EA and/or an Environmental Impact Statement (EIS) pursuant to NEPA. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.