

PUBLIC NOTICE



US Army Corps of Engineers
Kansas City District

Project No. 2020-001-CW
Issue Date: 2020-05-12
Expiration Date: 2020-06-11

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) of 1968, as amended, for the proposed repair and modification of Missouri River Recovery Program (MRRP) chutes for damages resulting from the 2019 flood. 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, FONSI, and supporting information are provided with issuance of this Public Notice on 12 May 2020 to initiate the 30-day public review and comment period.

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. Copies of all comments, including names and addresses of commenters, may be provided to applicants upon request. 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.

This public notice is issued jointly with the Missouri Department of Natural Resources, Water Pollution Control Program and the Kansas Department of Health and Environment Bureau of Environmental Field Services. Both state agencies will use the comments to this notice in deciding whether to grant Section 401 water quality certification.

CONTACT INFORMATION: Additional information about this application may be obtained by contacting Dane Morris, Project Manager, U.S Army Corps of Engineers, Kansas City District, ATTN: Project Management Section, Civil Works Program Branch, 601 East 12th Street, Kansas City, Missouri 64106; by email at Dane.M.Morris@usace.army.mil; or by phone at (816) 389-3476. 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 eight chutes as identified in Table 1 and Figure 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 Recovery Program Chute Projects Requiring Repair and/or Modification.

Side Channel Chute	Location (River Mile)	Priority*
Cora Island Chute	6.0	Moderate
Tadpole Island Chute	180.5	Moderate to High
Overton North Chute	187.4	Moderate
Jameson Island Chute	214.3	Moderate to High
Cranberry Bend Chute	282.7	High
Dalbey Chutes	418.0	Moderate
Benedictine Bottoms Chute	425.6	Moderate
Worthwine Island Chute	459.0	Moderate

*Prioritization may change pending future engineering inspections.

ACTIVITY: A detailed description of the Proposed Action, including illustrations, is described in Chapter 2 of the Draft Environmental Assessment. The Proposed Action includes extensive repairs and modifications at eight MRRP chutes to control flow into the chutes and enhance habitat in the chute. It is anticipated that a phased approach would be required to complete the full repair and modification for each chute because of funding limitations. An initial approach at certain chutes may be completed first to gain control of flow into the chute, and the full modifications completed later as funding becomes available or river conditions allow for more comprehensive inspections of the chutes to fully assess the extent of repairs required.

An example of a full modification concept at Cranberry Bend chute includes raising the revetment and dikes at the chute entrance to +7 construction reference plane (CRP), repairing both flanked flow control structures in the chute and adding bank protection where excessive erosion has occurred. The concept requires approximately 175,000 tons of rock. The magnitude of work at Cranberry Bend chute represents a high end of required rock tonnage.

It is anticipated that the following techniques would be used to achieve the intended repairs and modifications at MRRP chutes:

- Repair of degraded or damaged existing flow control structures.
- Extension of existing flow control structures to repair flanked areas and re-establish connection with bank.
- Modification of flow control structure elevations to manage flow through the chute.
- Addition of new flow control structures to manage flow or increase robustness of flow control. Typically, no more than two new flow control structures would be added to a chute to manage flow and characteristics within the chute. The number of new flow control structures would depend on the morphology and conditions at each chute. A new flow control structure would likely require approximately 10,000 to 20,000 tons of rock, which may vary based on site-specific conditions.
- Addition of new river training structures in the chute to manage flow, prevent excessive erosion, prevent avulsions, or protect existing flow control structures. If employed in a chute, this technique would likely require placing 3 to 6 new dikes requiring approximately 2,000 to 5,000 tons of rock per dike. Maximum heights of structures would be top of bank (i.e. generally +10 to +13 feet relative to the CRP). Quantities may vary depending on site-specific conditions.
- Addition of bank protection, including revetment, bank paving, and hardpoints, to prevent compromising or flanking of flow control structure, excessive widening, or channel avulsion.

- Modification of existing structures' heights within the main channel, but near the entrance or exit of the chute to manage flow through the chute. Maximum heights of structures would be top of bank (i.e. generally +10 to +13 feet relative to CRP).
- Elimination or reduction of the size of notches in existing structures to manage the flow quantity and flow paths in and around chutes.

The initial phase of work that would be implemented for the Proposed Action includes repair and modification at Cranberry, Jameson, Cora, Tadpole, and Overton North:

- Cranberry Chute – Raise the existing revetment and dikes at the chute entrance to +7 CRP and fill existing notches except for the notch in the downstream dike. Add five hardpoints near RM 282.9. This work is estimated to require approximately 31,000 tons of rock.
- Jameson Chute – Raise existing dike and revetment structures at the chute entrance to +10 CRP. Repair the existing flow control structure to as-built conditions. New bank armoring would be placed up and downstream of the flow control structure. This work is estimated to require approximately 40,000 tons of rock.
- Cora Chute –Extend the existing revetment at the chute entrance downstream to connect to the L-head structure at +5 CRP. The L-head would be repaired to +6 CRP and existing notches in that structure filled. The existing flow control structure invert (i.e. the lowest point in the structure cross section) would be raised to +3 CRP. The bank head and remainder of the existing flow control structure would be repaired to as-built conditions. Approximately 350 feet of new toe trench revetment would be added on the left bank upstream of the flow control structure. Approximately 400 feet of new bank paving would be installed from existing toe trench revetment to tie into the dike at the bank. This work is estimated to require approximately 37,000 tons of rock.
- Tadpole Chute – Initial work at Tadpole includes extending a dike to the right descending bank, converting the interior chute dike to a flow control structure with a 200-foot invert at 0 CRP in center of the structure, and adding new bank heads 150 feet downstream and 80 feet upstream to +7 CRP. This work is estimated to require approximately 50,000 tons of rock.
- Overton North Chute – Fill notches in the existing L-head structure at the chute entrance and repair that structure to +2 CRP on the revetment and +4 CRP on the dike. The invert of the existing flow control structure on the downstream end of the chute would be raised approximately 8 feet (it is currently degraded 5 to 10 feet from pre-flood condition). Bank paving would be repaired along entire alignment of both banks of the flow control structure. This work is estimated to require approximately 12,000 tons of rock.

This initial phase of work is anticipated to place over 120,000 tons of rock at five MRRP chutes. Full repair and modification are expected to require additional work at each chute included in the initial phase. This additional work and the work at the three chutes not included in the initial phase would involve application of any of the management actions previously listed for the Proposed Action. It is estimated that completing full modifications at all eight chutes as part of the Proposed Action could require placement of approximately 700,000 to 900,000 tons of rock.

AQUATIC HABITAT: The project features will take place within the side channel chutes on the Missouri River. As described in the Draft Environmental Assessment, the quality of aquatic habitat in the chutes is anticipated to improve as a result of the Proposed Action.

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, 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 US: 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 the Corps of Engineers, 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 the relevant states 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 MDNR 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 chute projects. Coordination with the Missouri and Kansas State Historic Preservation Officer (SHPO) is ongoing. 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 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. The Draft EA includes evaluation of temporary and direct effects of the Proposed Action on the human and natural environment, as well as potential cumulative impacts resulting from other reasonably foreseeable projects within the study areas. All relevant cumulative 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.

