



**US Army Corps  
of Engineers**

Omaha District

# PUBLIC NOTICE

**Application No: 2001-90-285**

**Applicant: Broadwater County**

**Waterway: Canyon Ferry Lake / Missouri River**

**Issue Date: January 2, 2003**

**Expiration Date: February 1, 2003**

**30 DAY NOTICE**

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**Helena Regulatory Office**

**10 West 15<sup>th</sup> Street, Suite 2200**

**Helena, Montana 59626**

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**JOINT PUBLIC NOTICE  
FOR PERMIT APPLICATION SUBMITTED TO  
U.S. ARMY CORPS OF ENGINEERS  
AND  
MONTANA DEPARTMENT OF ENVIRONMENTAL QUALITY**

The application of Broadwater County, for approval of plans and issuance of a permit under authority of the Secretary of the Army is being considered by the District Engineer, U.S. Army Corps of Engineers, Omaha, Nebraska. **The project described herein is not being proposed by the Corps, but by the applicant; the Corps will evaluate the proposed work to determine if it is permissible under current laws and regulations.**

**Description of Proposed Project:** The applicant requests permission to excavate a boat basin and an access channel, construct a new boat ramp, and stabilize the shoreline along approximately 1000 feet, which includes the area excavated for the boat ramp. Approximately 106,000 cubic yards of shoreline substrate will be excavated and used to build a new 6 acre parking area and in road construction. The project will be constructed in five phases over a period of several years. Drawings showing the location and extent of the project are attached to this notice.

**Location:** The proposed activity is located at the Silos Recreation Area on the west shore of Canyon Ferry Lake, in the NW1/4, NW1/4 of Section 35, Township 8 North, Range 1 East, Broadwater County, Montana.

**Purpose:** The purpose of the proposed project is to create a safe boat harbor, and to facilitate boat access on the west shore of the lake.

**Background:** Broadwater County has an agreement with the US Bureau of Reclamation, who owns the land where the project will take place. The Bureau is assisting the county with the project design and will oversee construction. It is the goal of the county to begin the first phase of excavation in mid February.

The majority of fill placement will take place above elevation 3798 feet msl, which is considered the equivalent of the ordinary high water line. The OHW line demarcates the Corps jurisdiction on Canyon Ferry Lake. All work below the elevation of 3798 msl requires a Corps permit. The majority of excavation will take place below the OHW line.

**401 Water Quality Certification:** The Montana Department of Environmental Quality, 1520 East 6th Avenue, PO Box 200901, Helena, Montana 59620-0901, will review the proposed project with the intent to certify in accordance with the provisions of Section 401 of the Clean Water Act. The certification, if issued, will express the State's opinion that the operations undertaken by the applicant will not result in a violation of applicable water quality standards. The Montana Department of Environmental Quality hereby incorporates this public notice as its own public notice and procedures by reference thereto.

**Cultural Resources:** The Corps of Engineers, Omaha District will comply with the National Historic Preservation Act of 1966, as amended. We have checked the National Register of Historic Places and its current supplements, and there are no known National Register sites in the vicinity; however, we will evaluate input by the State Historic Preservation

Office 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 or prehistoric properties, if warranted.

**Threatened / Endangered Species:** In compliance with the Endangered Species Act, a preliminary determination has been made that the described work will not affect species designated as threatened or endangered, or adversely affect critical habitat. In order to complete our evaluation of this activity, comments are solicited from the U.S. Fish and Wildlife Service and other interested agencies and individuals.

**Evaluation Factors:** The decision whether to issue a permit will be based on an evaluation of the probable impacts, including 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 proposed activity 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, aesthetics, general environmental concerns, wetlands, historic properties, 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, considerations of property ownership and, in general, the needs and welfare of the people. In addition, the evaluation of the impact of work 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 (40 C.F.R.; Part 230).

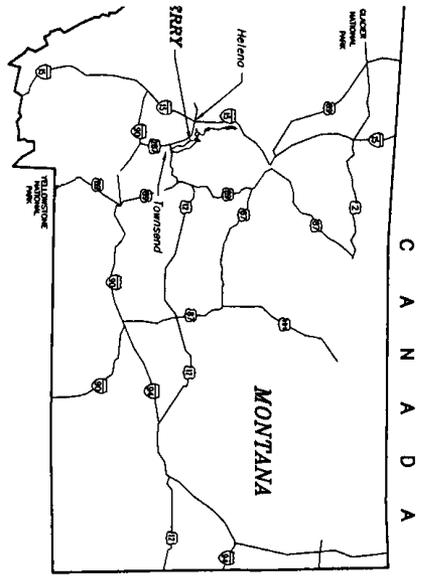
**Comments:** The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of 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 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. All public notice comments will be considered public information and will be subject to review by the applicant.

Any person may request, in writing and within the comment period specified in this notice, that a public hearing be held for the purpose of gathering additional information. Requests for public hearings must be identified as such and shall state specifically the reasons for holding a public hearing and what additional information would be obtained. The request must be submitted to the U.S. Army Corps of Engineers, 10 West 15th Street, Suite 2200, Helena, Montana 59626. If it is decided that additional information is required and that a public hearing should be held, interested parties will be notified of the date, time and location.

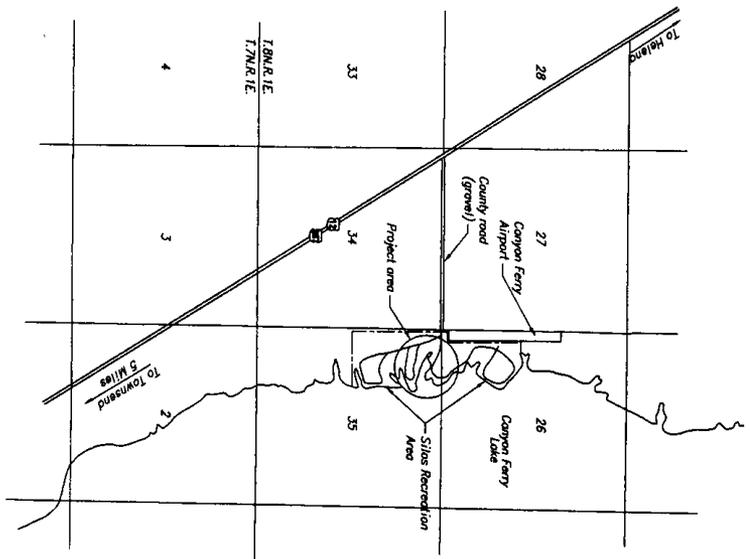
Any interested party (particularly officials of any town, city, county, state, or Federal agency; Indian tribe; or local association whose interests may be affected by the work) is invited to submit to this office written facts, arguments, or objections on or before the expiration date listed on the front of this notice. Any agency or individual having an objection to the work should specifically identify it as an objection with clear and specific reasons. Comments, both favorable and unfavorable, will be accepted, made a part of the record and will receive full consideration in subsequent actions on this application. All replies to the public notice should be addressed to the **U.S. Army Corps of Engineers, 10 West 15th Street, Suite 2200, Helena, Montana 59626. Please reference the Application Number found on the first page of this notice in any correspondence.** Jean Ramer (project manager), telephone number (406) 441-1375, may be contacted for additional information. You may also fax your comments to (406) 441-1380, or email to: **Jean.L.Ramer@usace.army.mil**

Comments postmarked after the expiration date of this public notice will not be considered.

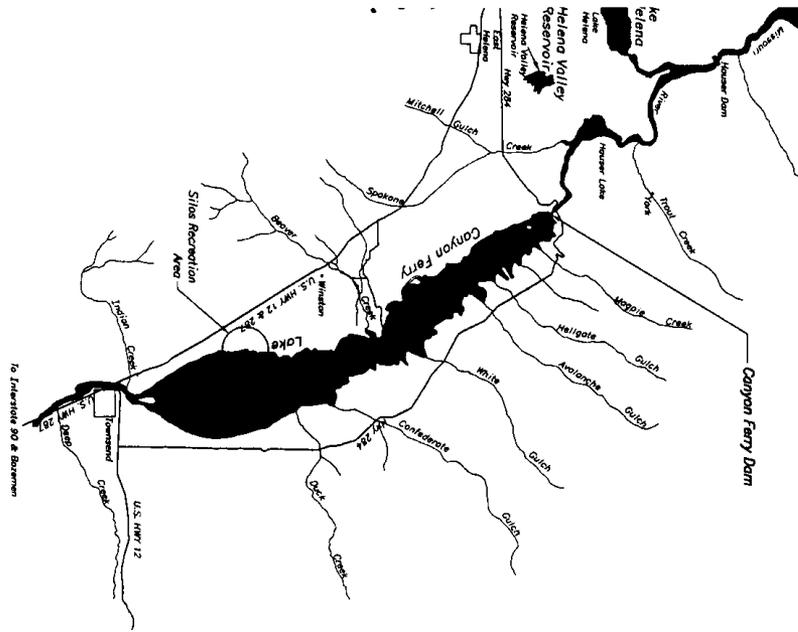
**Statutory Authorities:** A permit, if issued, will be under the provisions of Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act.



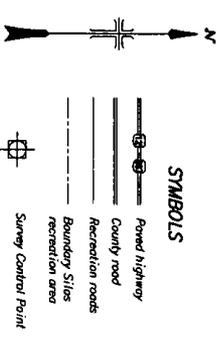
STATE LOCATION



LOCATION MAP

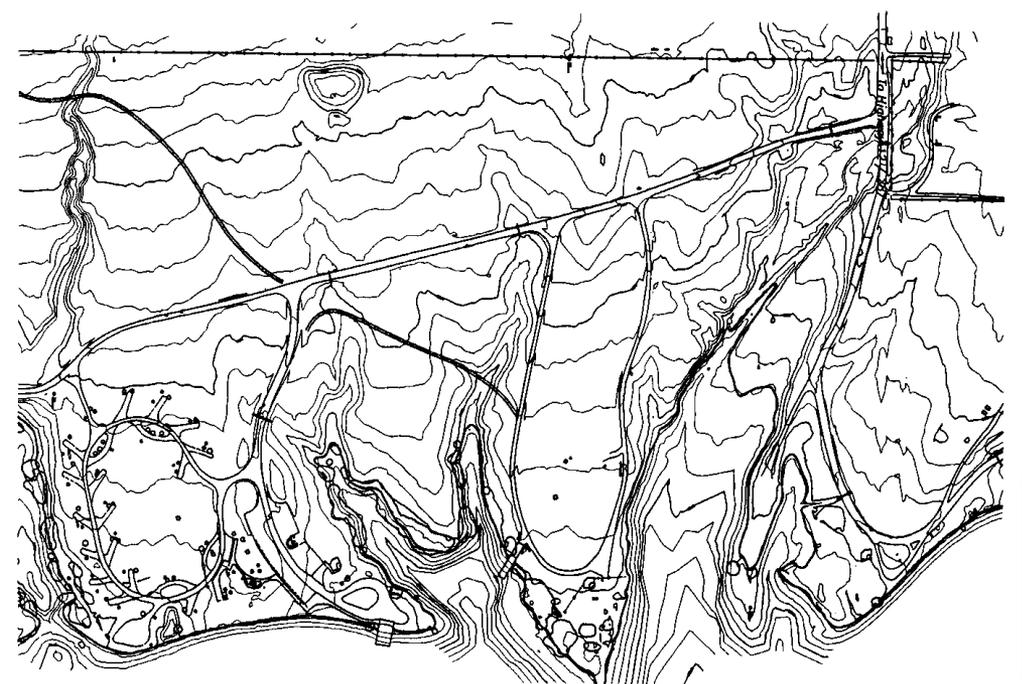


VICINITY MAP

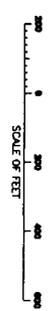


Control point coordinates to be provided at preconstruction meeting.

Control Point	Description	Heighting	Establish	Elimination
A	1" x 4" iron pipe driven 48"			
B	3 ft deep and 12" dia. concrete			
C	Same as B/A			



SURVEY CONTROL



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**ALWAYS THINK SAFETY**

REGISTERED PROFESSIONAL ENGINEER  
 P.L.C. - SLITS RECREATION AREA  
 BROADWATER RAY  
 SLITS RECREATION AREA  
 LOCATION MAP

REV. APPROVED: *[Signature]*  
 DATE: 04/23/2003

DESIGNED & DRAWN: *[Signature]*  
 DATE: 12/17/2002

PROJECT NO.: 296-600-3103

SHEET 1 OF 1



## **Work Plan for Construction of Broadwater Bay**

### **Phase I**

Excavation of the area where the boat ramp is located.  
The ramp will be excavated and graded according to the design to elevation 3775'. Forms will be placed and rebar installed on 12" centers. The concrete will be placed in sections as the design calls for. Water that accumulates in the excavation will be disposed of on dry land as specified in the design specification. Waste material from the excavation will be placed at the top of the ramp to design elevation and continuing northwest with emphasis on bringing the parking area to design elevation. Remaining waste will be placed in locations and in a manner specified by contract.

### **Phase II**

Excavation of the center part of the bay out to lake.  
Material will be removed from this area and placed in a manner and location as specified by the Design Specification. The depth of this excavation will be to 3775'. The depth of excavation will only be allowed to proceed toward the lake far enough to prevent the excavation from being inundated by water from the lake. Water seeping into the excavation will be disposed of in a manner specified in the contract. This excavation may initially be done to elevation 3780' or 3785'. Lake elevation and seepage water will determine the depth of construction in 2003.

### **Phase III**

Excavation of the south and west portion of the bay.  
This may be done in two stages; the portion directly south of the boat ramp and the portion extending to the west. Material will be removed from this area and placed in a manner and location as specified by the Design Specification. The depth of this excavation will be to 3780'. This depth of excavation will only be allowed to proceed if the water from the lake is not allowed to inundate the area being excavated. Water seeping into the excavation will be disposed of in a manner specified in the contract. If this phase is delayed and the barrier

preventing inundation during Phase I and II is removed excavation to depth of 3780' will only be allowed if a temporary barrier, such as a hydro-dam, is installed or the lake elevation falls below 3780'.

#### **Phase IV**

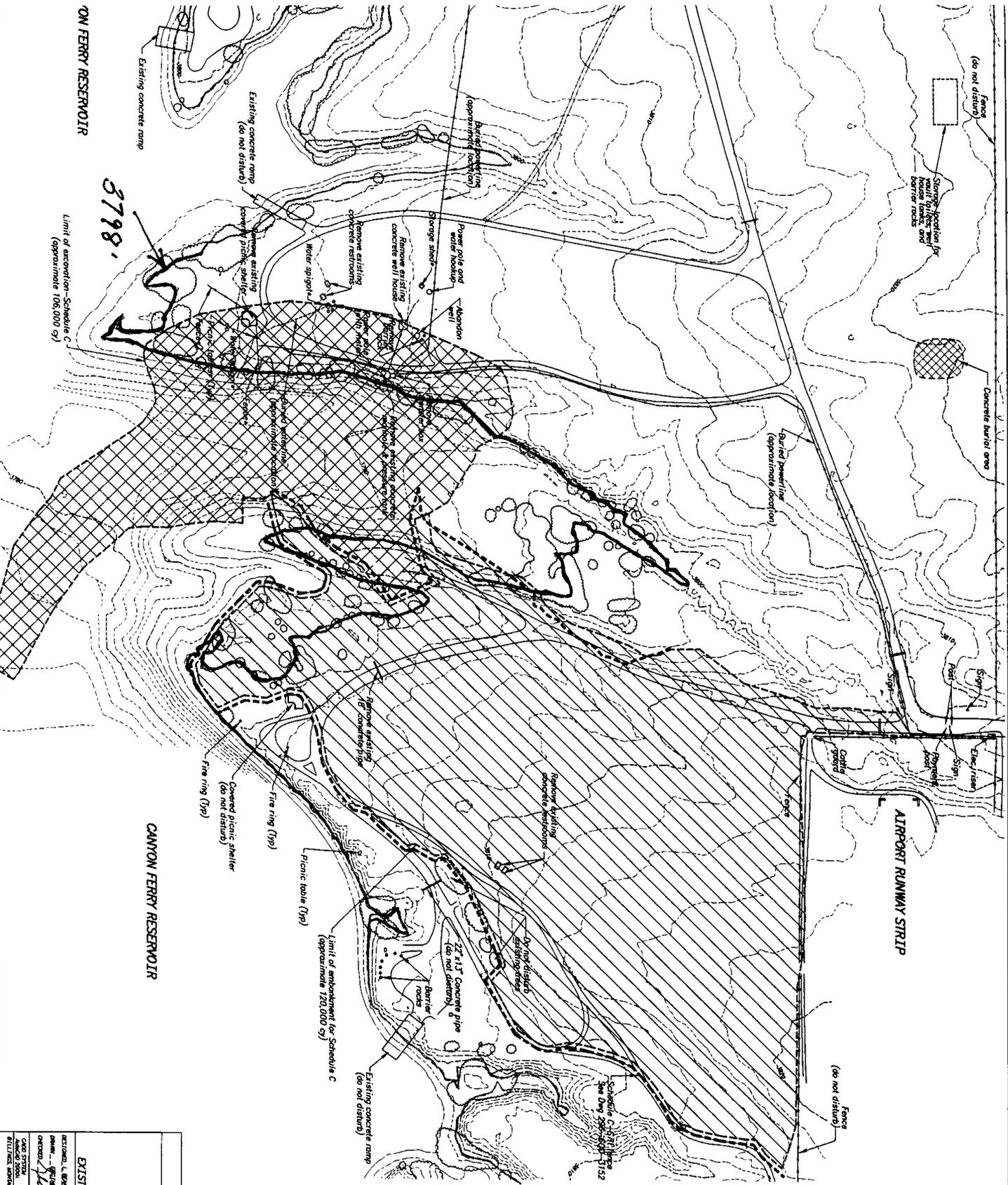
Rip-rap, course gravel protection and beach belting or reinforcing of excavation and lake shore.

This is listed as a separate phase. It is anticipated this will occur as soon as excavation has taken place. The placement of the rip-rap, course gravel protection or beach belting on the shore of the lake will only occur above the current lake elevation. The area between the existing lake and the excavated bay will be used as a location for waste material. As that material is placed it will be protected by the beach belting or rip-rap. Rip-rap, course gravel protection and beach belting will be placed on the slopes of the excavated bay and the lake shore as specified in the contract.

#### **Phase V**

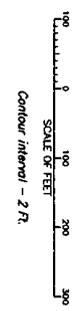
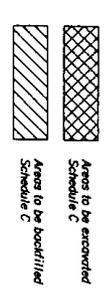
Excavation of the channel to the lake.

This phase will only occur if the lake elevation falls below 3775'. The channel will be excavated to the specification in the contract. Waste material will be located and placed in a manner as specified in the Design Specification. Water seeping into the excavation will be disposed of in the manner prescribed by the contract.



- NOTES**
1. Volume calculations for backfill areas are based on raw volumes.
  2. Begin fill on east side of fill area along catch line - filling to the west.

\* Facilities to be removed by the Government prior to construction.



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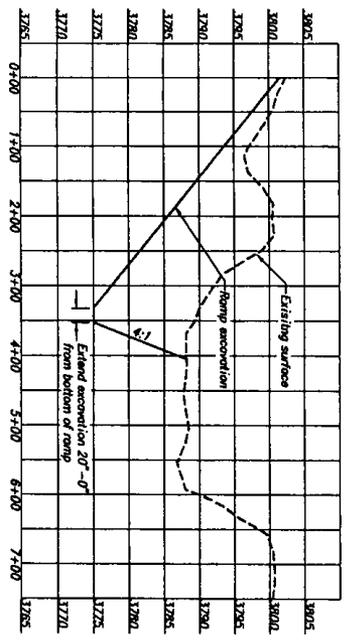
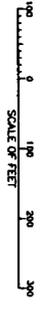
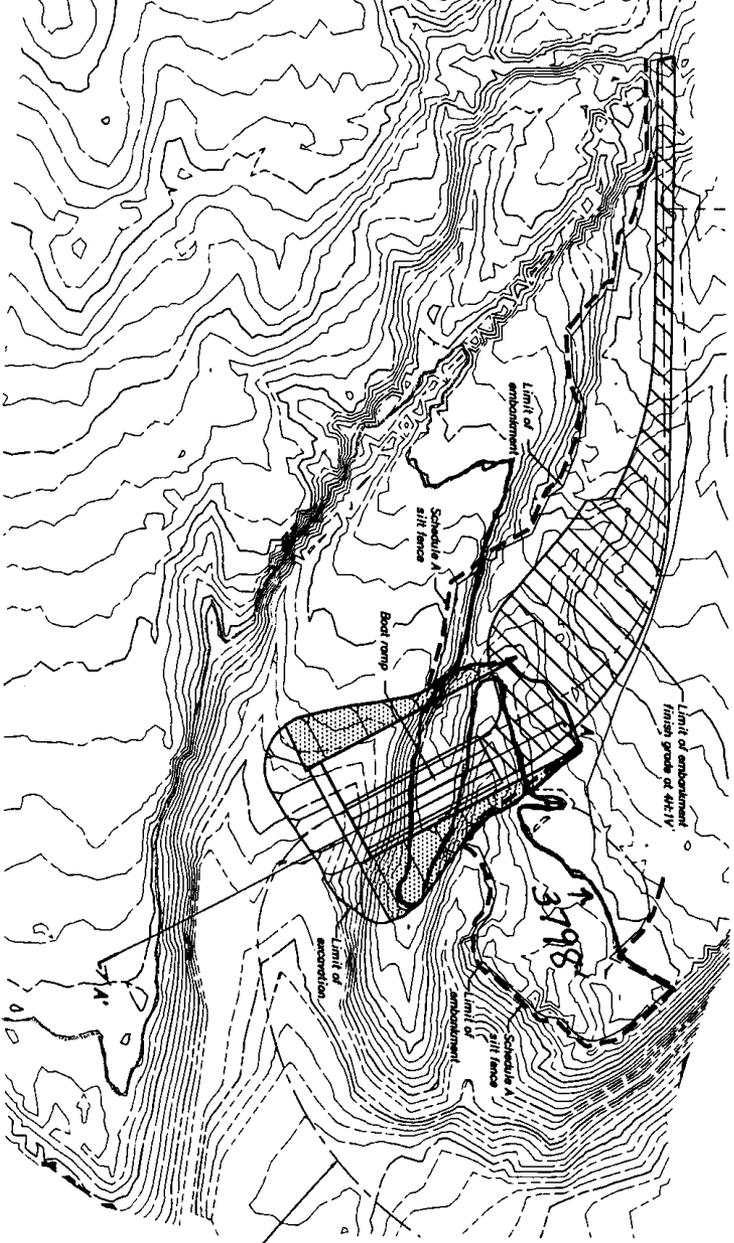
ALWAYS THINK SAFETY

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF LAND MANAGEMENT  
CANYON FERRY UNIT - ARIZONA  
**BROADWATER BAY**  
PROJECT WORK AREA

EXISTING CONDITIONS AND DEMOLITIONS AREA

APPROVED: *[Signature]* DATE: 12/20/01  
DRAWN: *[Signature]* DATE: 12/20/01  
CHECKED: *[Signature]* DATE: 12/20/01

CONTRACT NO. 286-800-3135



Access ramp & channel alignment baseline 3136

- NOTES**
1. See Dwg 296-600-3138 for lookramp profile and Dwg 296-600-3141 for lookramp section.
  2. Begin placing embankment on the south and west limits to elevations described on drawing 296-600-3138, 3139, 3140, 3141, 3142, 3143, and 3144 and extending to the northern limit on shown on this drawing to the extent material is available. Finish grade the north edge of embankment at 44.1V.

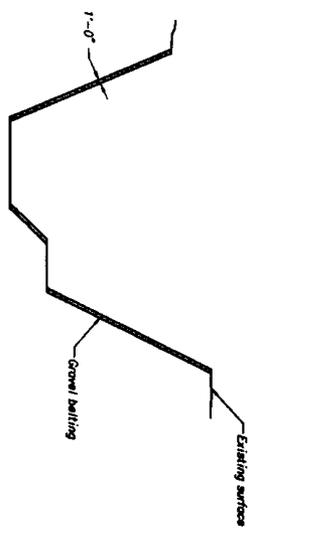
- LEGEND**
- Area to receive gravel balling
  - Area to receive gravel surfacing

DEC 2 2 2002

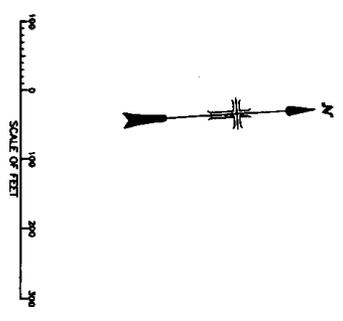
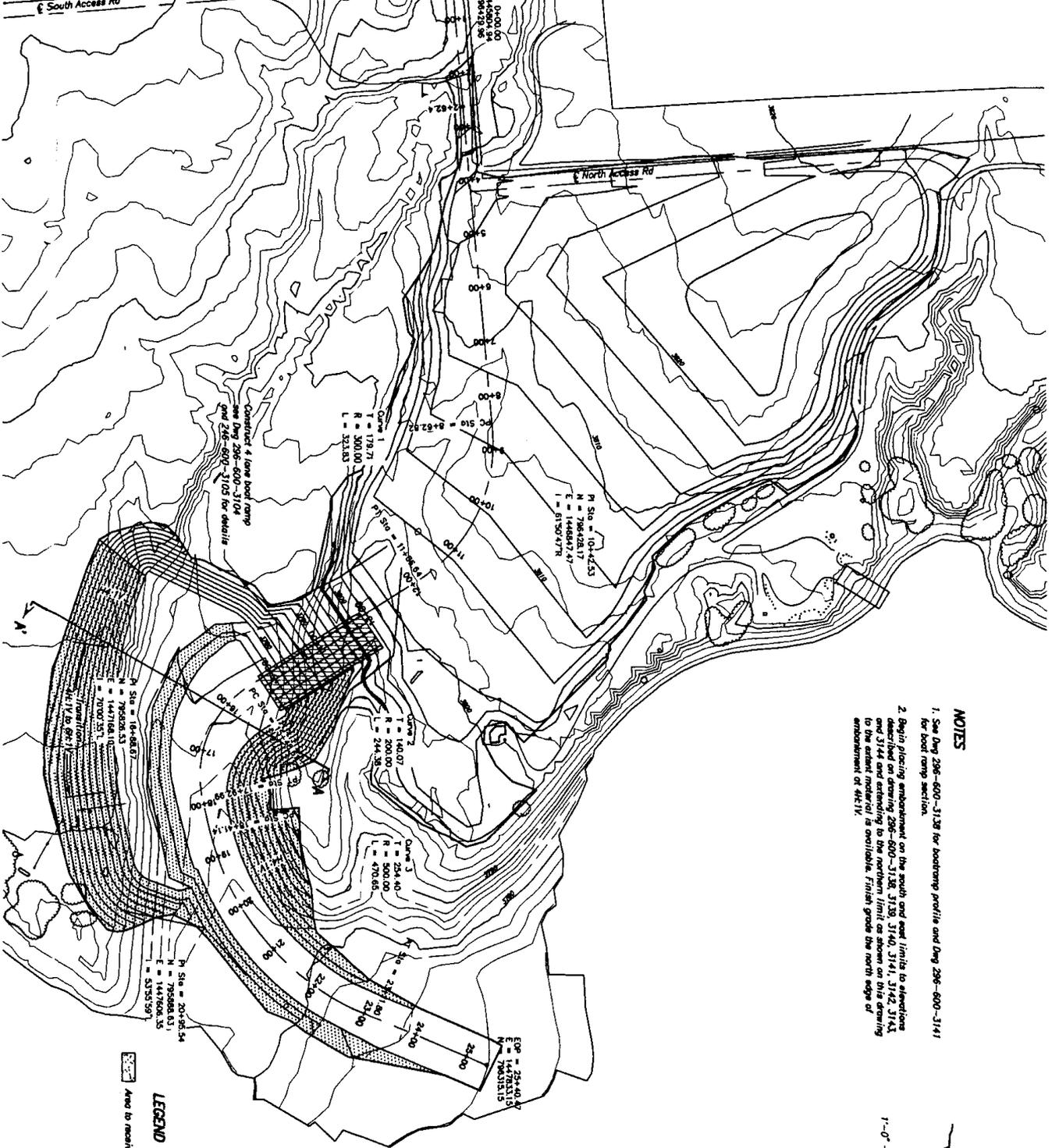
UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION PIONEER DIVISION CHANDLER RESORT UNIT - ARIZONA <b>BROADWATER BAY</b> RAMP & ACCESS - SCHEDULE A PLAN	
DESIGNED BY: L. W. B. W.	CHECKED BY: <i>[Signature]</i>
DRAWN BY: <i>[Signature]</i>	APPROVED BY: <i>[Signature]</i>
DATE: 12/20/02	SCALE: AS SHOWN
SHEET 1 OF 1	296-600-3171



- NOTES**
1. See Dwg 296-600-3138 for boontemp profile and Dwg 296-600-3141 for boat camp section.
  2. Begin placing embankment on the south end east limits to elevations described on drawing 296-600-3138, 3139, 3140, 3141, 3142, 3143 and 3144 and extending to the northern limit as shown on this drawing to the extent material is available. Finish grade the north edge of embankment of 24:1V.



SECTION A-A' - TYPICAL BELTING

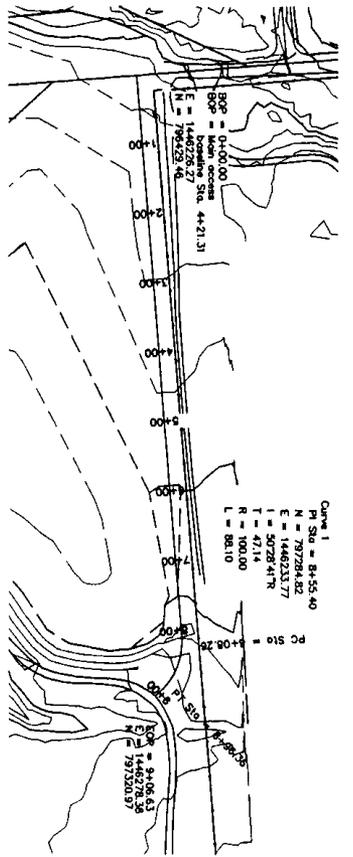


For Schedule C  
North access road see drawing 296-600-3137

DEC 22 2002

**LEGEND**  
 Area to machine ground belting

<p>UNITED STATES                  DEPARTMENT OF THE INTERIOR                  FISH &amp; WILDLIFE SERVICE                  CHRYSLER FERRY GAIT - ANCHORAGE                  ACCESS RAMP AND CHANNEL ALIGNMENT - SCHEDULE C                  PLAN</p>		<p>ALWAYS WEAR YOUR SAFETY BELT</p>
<p>DESIGNED BY: J. M. [Signature]</p>	<p>DATE: 12/17/02</p>	<p>SCALE: AS SHOWN</p>
<p>CHECKED BY: [Signature]</p>	<p>DATE: 12/17/02</p>	<p>PROJECT NO: 296-600-3136</p>
<p>PROJECT: CHRYSLER FERRY GAIT - ANCHORAGE</p>	<p>CONTRACT: [Signature]</p>	<p>SHEET NO: 1 OF 7</p>



Station	Elevation	Notes
3850		
3845		VPI STA = 0+43.56 VPI EL = 3814.41 CURVE LEN = 500.00
3840		
3835		
3830		VPC STA = 1+22.85 VPC EL = 3814.57
3825		VPI STA = 2+22.85 VPI EL = 3815.28
3820		
3815		
3810		
3805		
3800		VPI STA = 1+22.85 VPI EL = 3814.57 CURVE LEN = 100.00
3795		
3790		
3785		
3780		
3775		
3770		
3765		

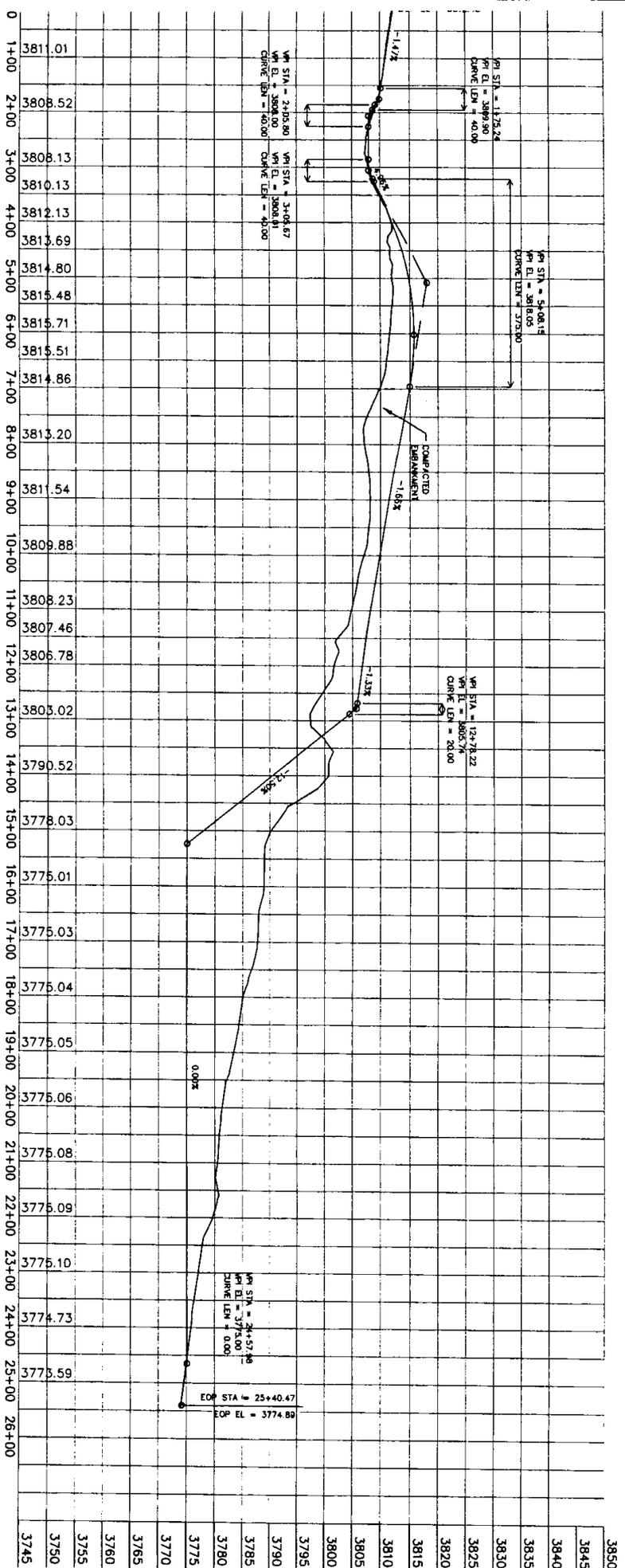
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DEPARTMENT OF TRANSPORTATION  
 PICKUP-SLOW ASSISTANT BRUSH PROGRAM  
 CANTON FERRY UNIT - MONTANA  
 BROADWATER BAY  
 ACCESS ROAD - NORTH  
 PLAN AND PROFILE

DESIGNED BY: [Signature]  
 CHECKED BY: [Signature]  
 DATE AND TIME: [Blank]  
 SHEET 1 OF 1

286-600-3137



DEC 22 2002

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UNLTD STAFF

DEPARTMENT OF THE TERRITORY

PLUCK-SLOW ASSISTANT DISTRICT ENGINEER

CHRYSTAL FERRY UNIT - MONTANA

**BROADWATER BAY**

ACCESS ROAD & CHANNEL ALIGNMENT

PROFILE

DESIGNED: L. BERRY

DRAWN: J. H. BERRY

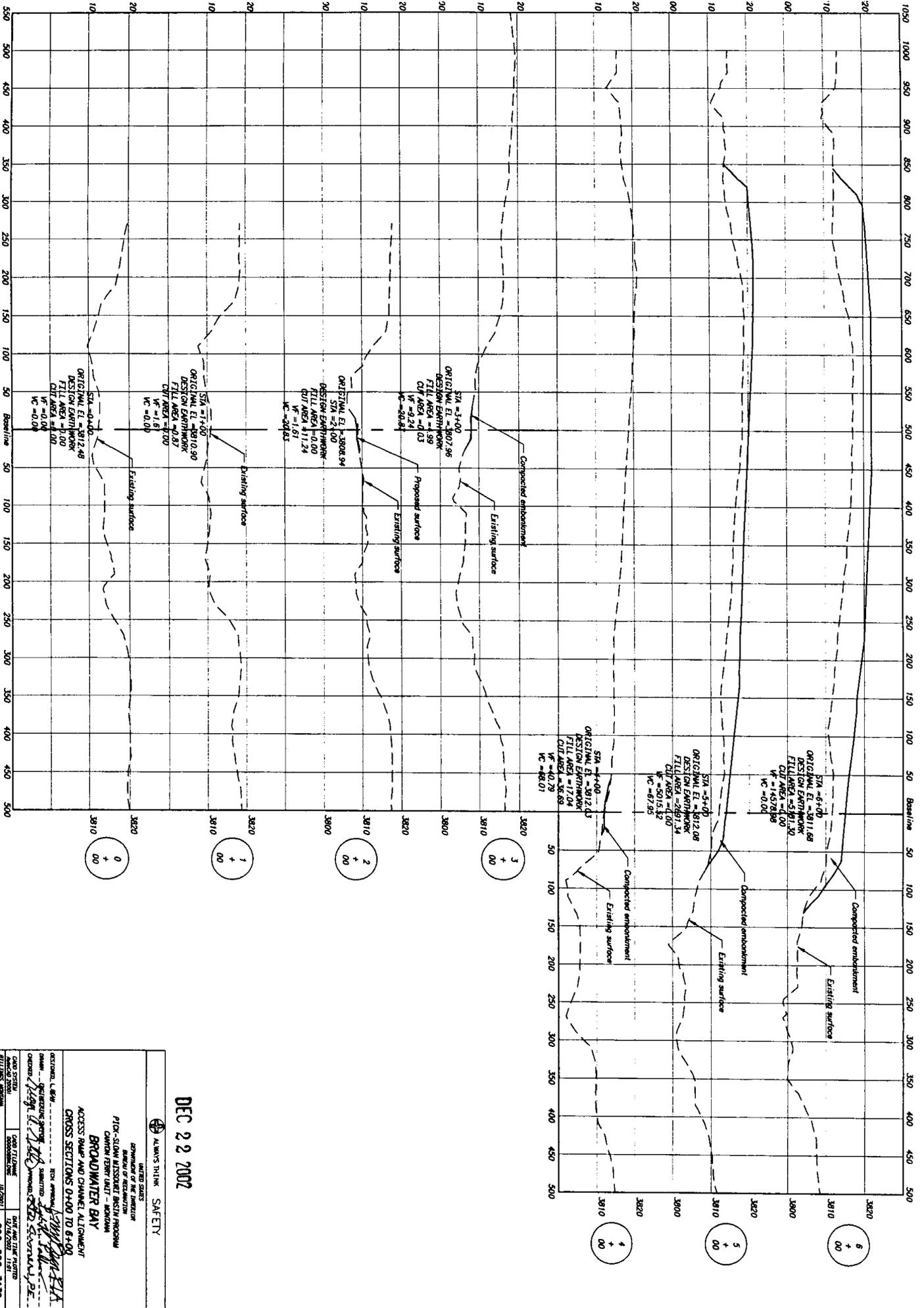
CHECKED: J. H. BERRY

DATE: 12/22/02

SCALE: 1" = 10'

PROJECT NO: 296-800-3138

SHEET 1 OF 1

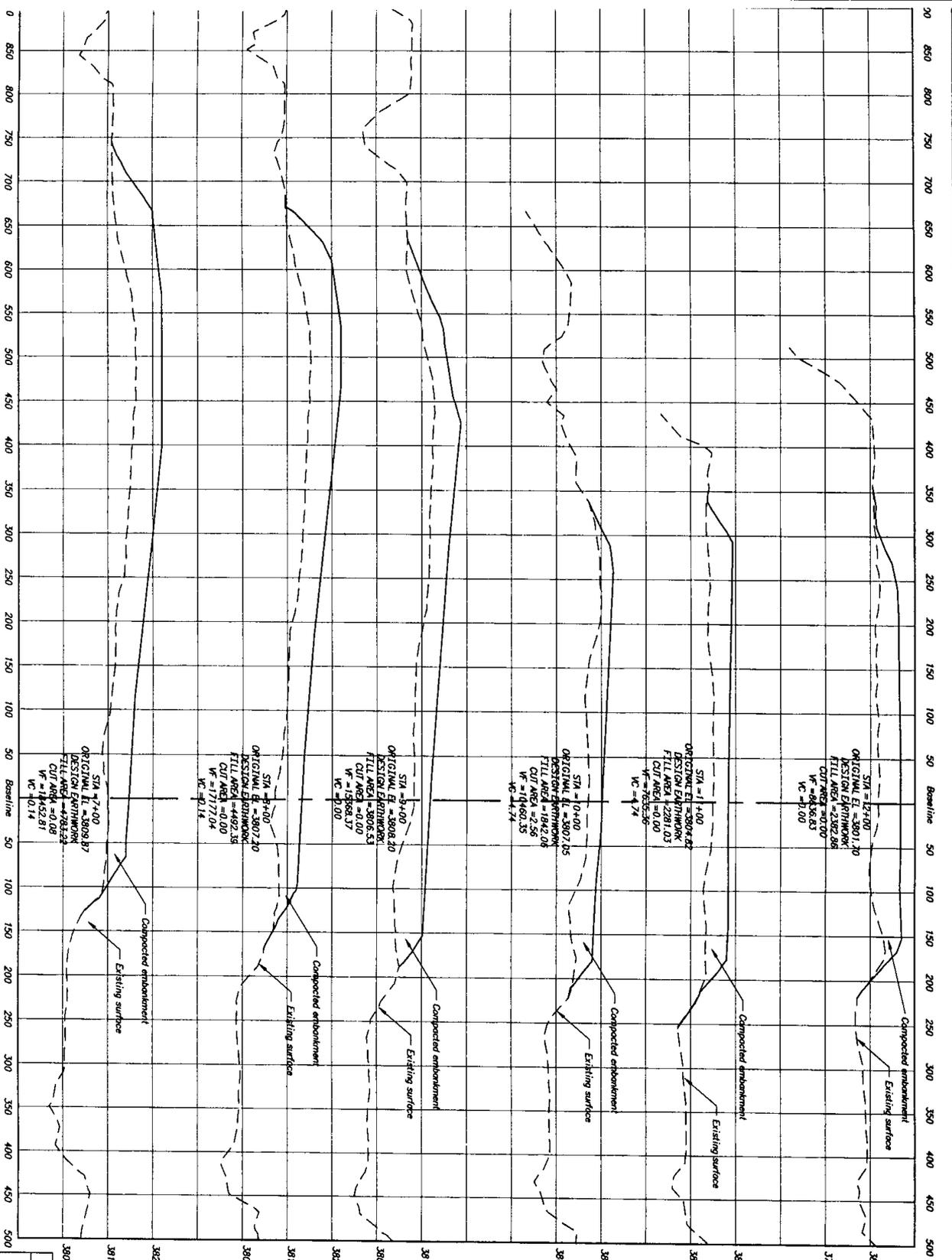


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ILLINOIS STATE  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF RECONSTRUCTION  
 PICK-SLOW MISSOURI BOSTON PROGRAM  
 CANTON FERRY TUNNEL - ILLINOIS  
 BROADWATER BAY  
 CROSS SECTIONS 0+00 TO 6+00

DESIGNER: L. B. W. H. INC.  
 OWNER: ILLINOIS STATE DEPARTMENT OF TRANSPORTATION  
 CHECKED: [Signature]  
 DATE: 12/18/02  
 DRAWING NUMBER: 296-600-3139



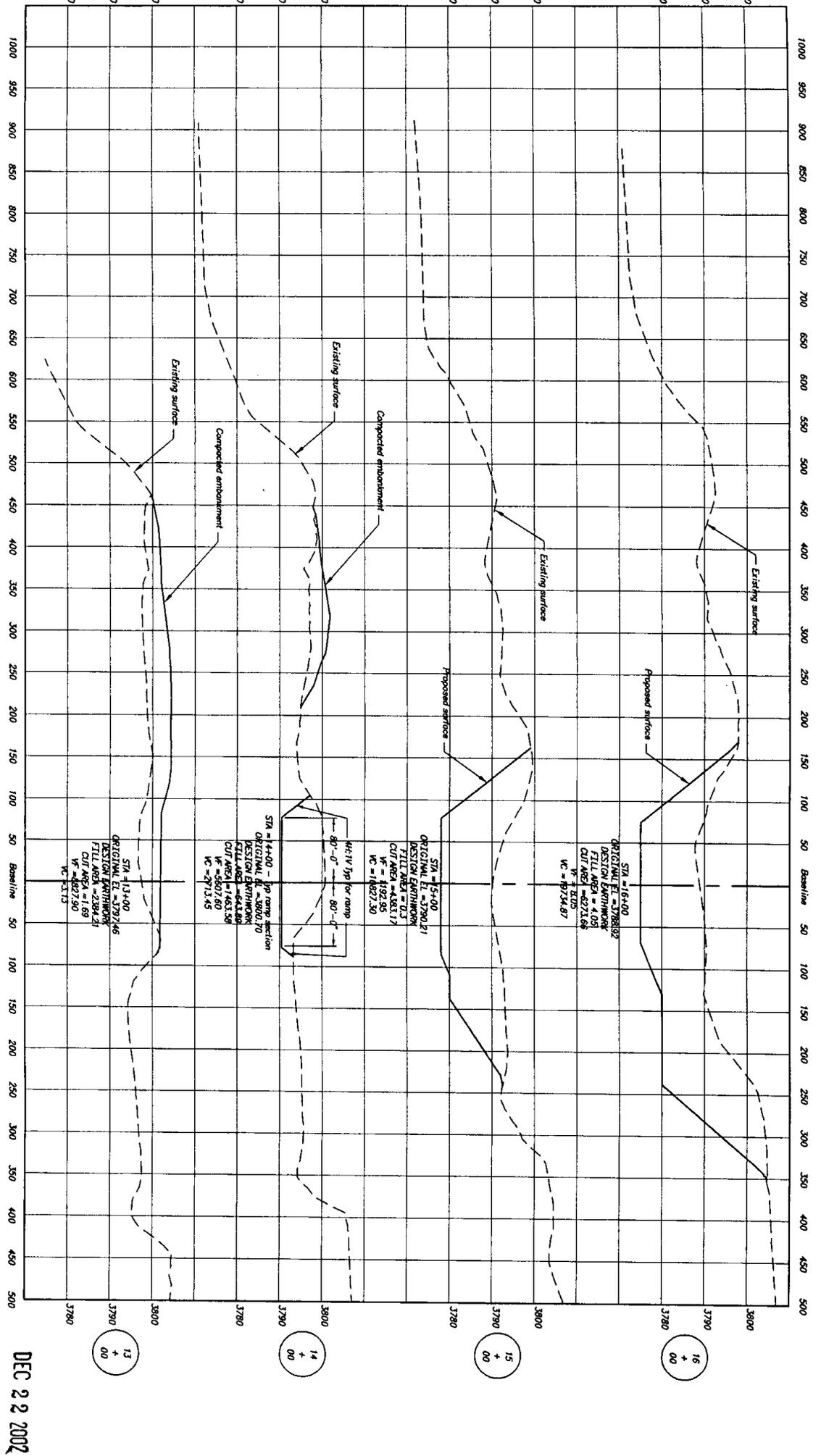
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- 10  
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- 8  
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- 7  
+  
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DEPARTMENT OF THE ENVIRONMENT  
 PICK-SLAW ASSISTANT ENGINEER PROGRAM  
 CANYON FRONT UNIT - JORDAN VALLEY  
**BROADWATER BAY**  
 ACCESS RAMP AND CHANNEL ALIGNMENT  
 CROSS SECTIONS 7+00 TO 12+00

DESIGNED BY: *[Signature]*  
 CHECKED BY: *[Signature]*  
 DATE: 12/20/01  
 SHEET 8 OF 8  
 296-600-3140

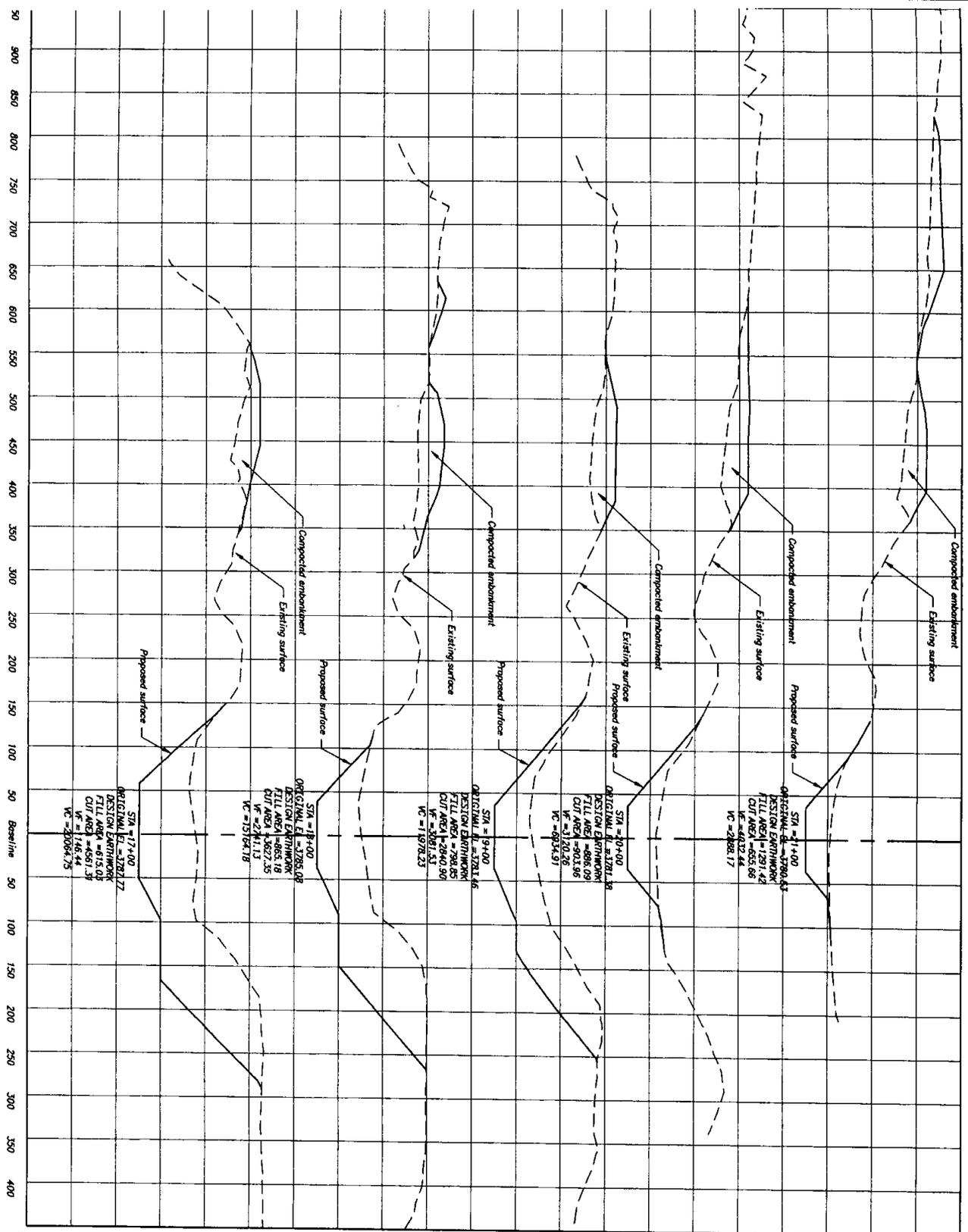


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 UNITED STATES  
 DEPARTMENT OF THE INTERIOR  
 BUREAU OF RECLAMATION  
 FLOOD CONTROL DISTRICT PROGRAM  
 CANYON REGIONAL DISTRICT  
**BROADWATER BAY**  
 ACCESS RAMP AND CHANNEL ALIGNMENT  
 CROSS SECTIONS 13+00 TO 16+00

REGIONAL ENGINEER: *[Signature]*  
 DISTRICT ENGINEER: *[Signature]*  
 PROJECT ENGINEER: *[Signature]*  
 CHECKED BY: *[Signature]*  
 DATE: 12/17/2002  
 SHEET 3 OF 4

296-600-3141



3800  
3790  
3780  
3790  
3800  
3780  
3790  
3800  
3780  
3790  
3800

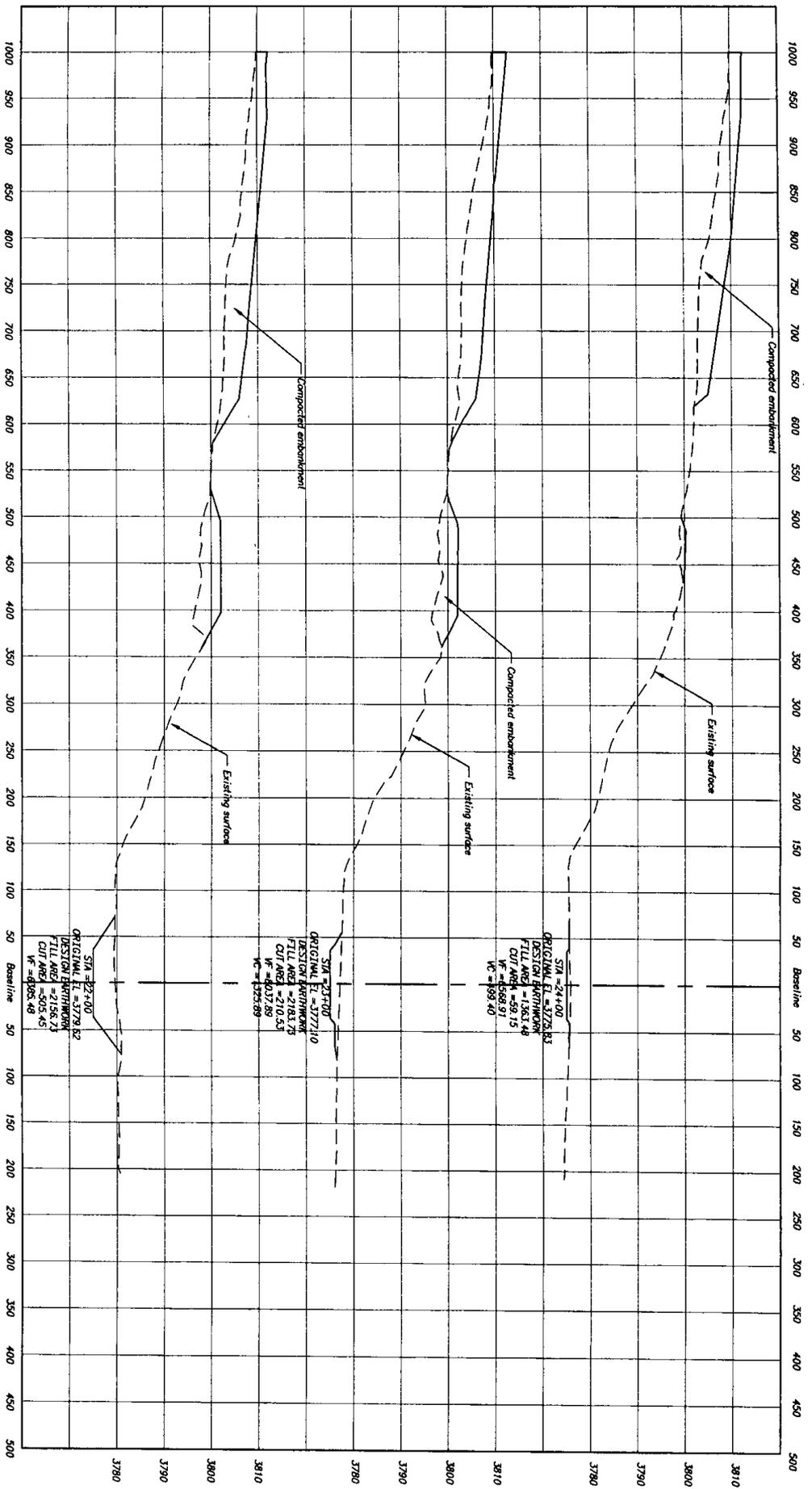
21 + 00  
19 + 00  
18 + 00  
20 + 00  
17 + 00

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APR 2005  
 DIVISION OF RECREATION  
 PISCATAWAY RECREATION DISTRICT  
 BROADWATER BAY  
 ACCESS, RAMP AND CHANNEL ALIGNMENT  
 CROSS SECTIONS 17+00 TO 21+00

DESIGNED BY: L. B. BIRD  
 CHECKED BY: S. B. BIRD  
 DRAWN BY: J. S. BIRD  
 DATE AND TIME FOR THIS SHEET: 12/19/2005 11:11  
 SHEET NO. 8  
 296-600-3142



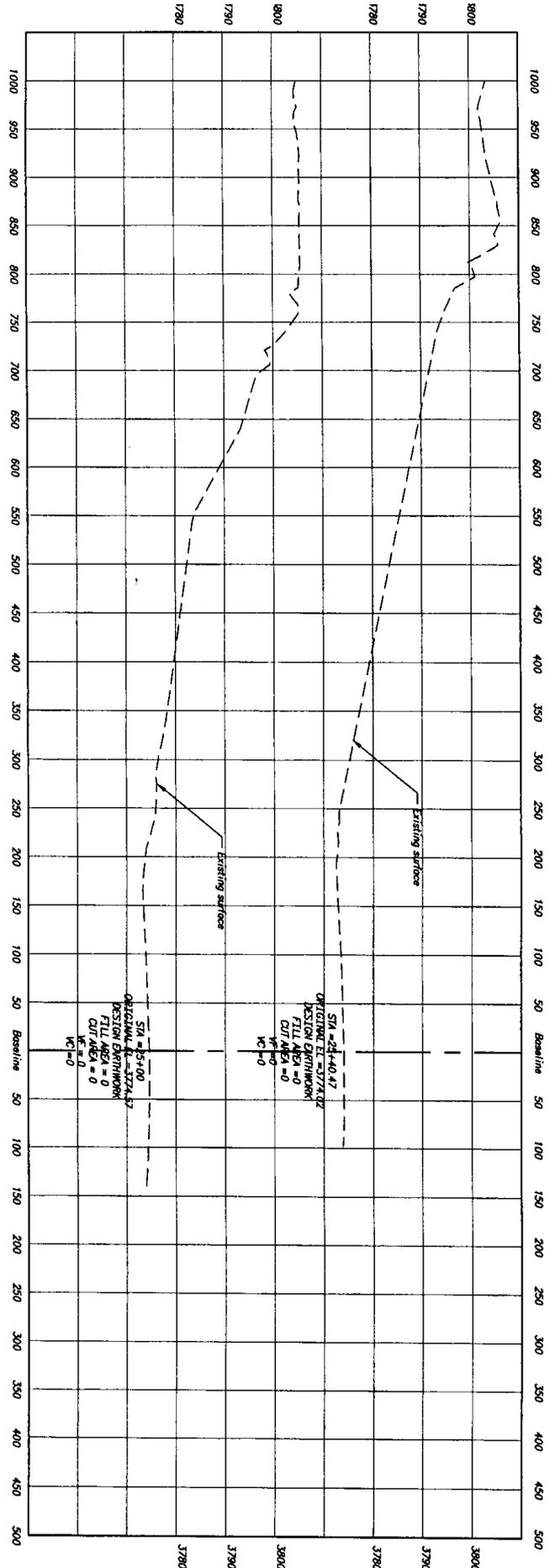
DEC 22 2002

ALIENS THINK SAFETY  
 UNITED STATES  
 DEPARTMENT OF THE INTERIOR  
 BUREAU OF LAND MANAGEMENT  
 PLOTTING - SLOW ASSOCIATED DESIGN PROGRAM  
 CANYON FERRY UNIT - KANAWHA  
**BROADWATER BAY**  
 ACCESS, RAMP AND CHANNEL ALIGNMENT  
 CROSS SECTIONS 21+00 TO 24+00  
 REGIONAL L.D.M. -  
 DESIGNER - SECURITY ENGINEERING, SHELTON, VT  
 CHECKED - *[Signature]*  
 DATE AND TIME PLOTTED  
 12/20/02 298-600-3143

22 + 00

23 + 00

24 + 00

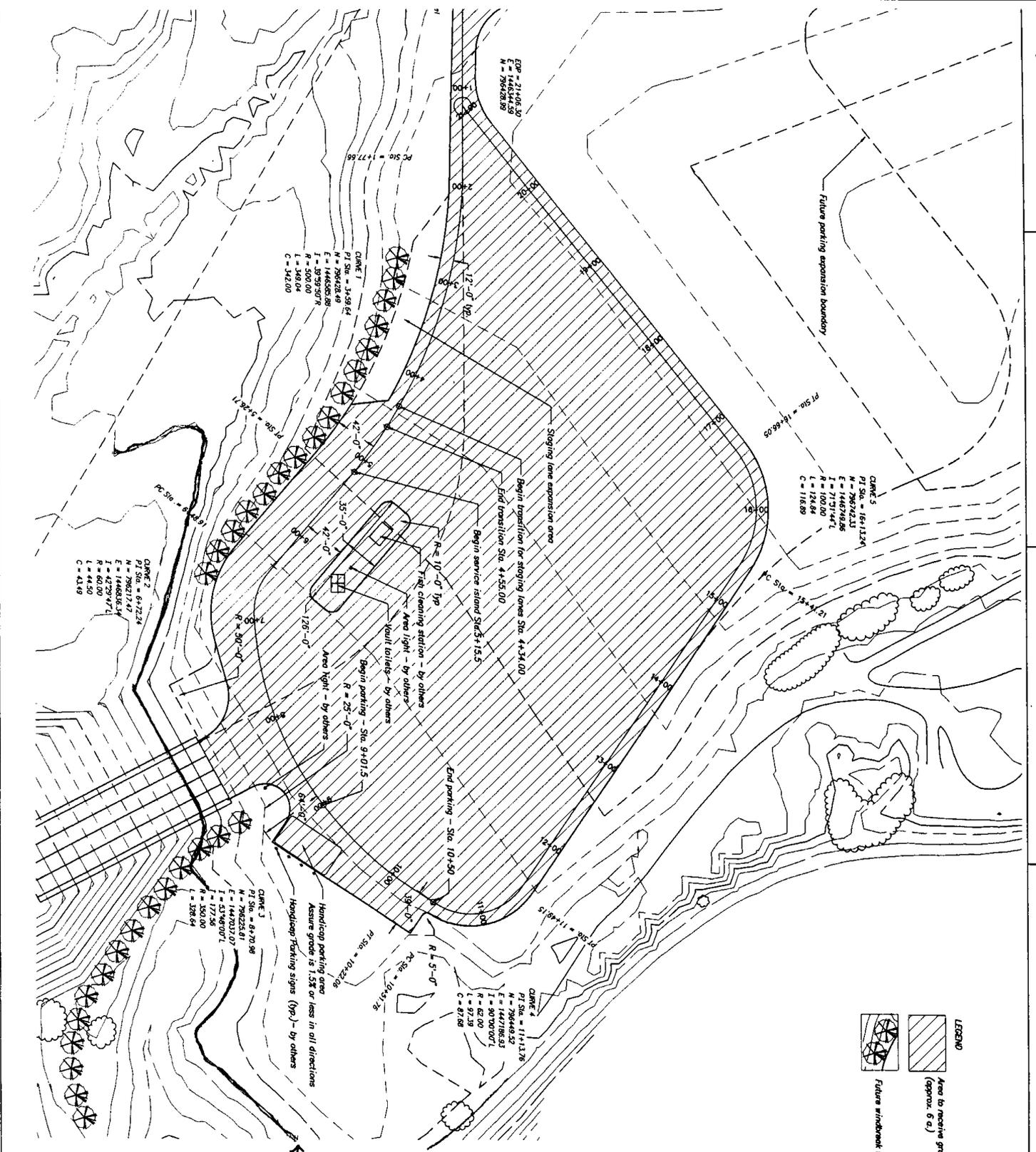


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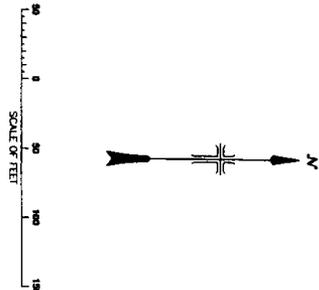
UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION  
PITCO-SOUTH PLACER  
CANTON FERRY LIFT BRIDGE  
**BROADWATER BAY**  
ACCESS, RAMP, AND CHANNEL ALIGNMENT  
CROSS SECTIONS STA. 25+00 - 25+40.47

DESIGNED BY: L. B. BIRN  
CHECKED BY: S. B. BIRN  
DRAWN BY: S. B. BIRN  
DATE: 12/17/2001  
SCALE: 1" = 20'  
SHEET 6 OF 6



**LEGEND**

- Area to receive gravel surfacing (approx. 6 ac.)
- Future windbreak trees - by others

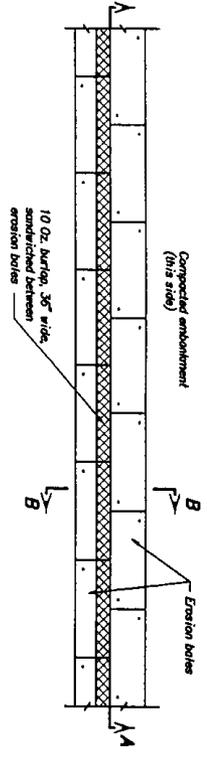


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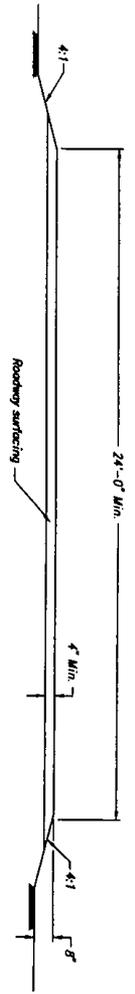
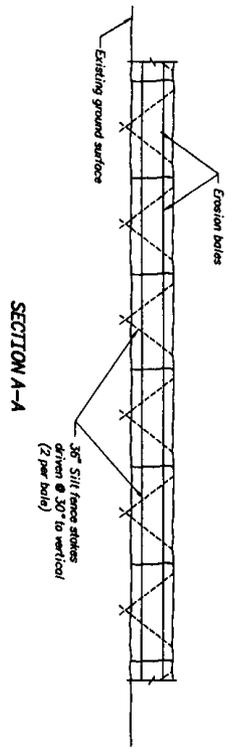
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**LIMITED SITES**  
 DIVISION OF RECREATION  
 PARK-TO-SLOW LEISURE/BIKE/STAIR PROGRAM  
 CANTON TRERRY UNIT - LAKEMANA  
**BROADWATER BAY**  
 BOAT RAMP PARKING AREA  
**LAYOUT AND IMPROVEMENTS**

DESIGNED BY: *[Signature]*  
 CHECKED BY: *[Signature]*  
 DATE: 12/20/02  
 BILLING NUMBER: 296-600-3151

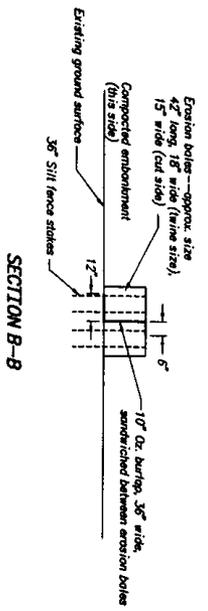


PLAN VIEW - EROSION BALE INSTALLATION



TYPICAL ACCESS ROAD SECTION

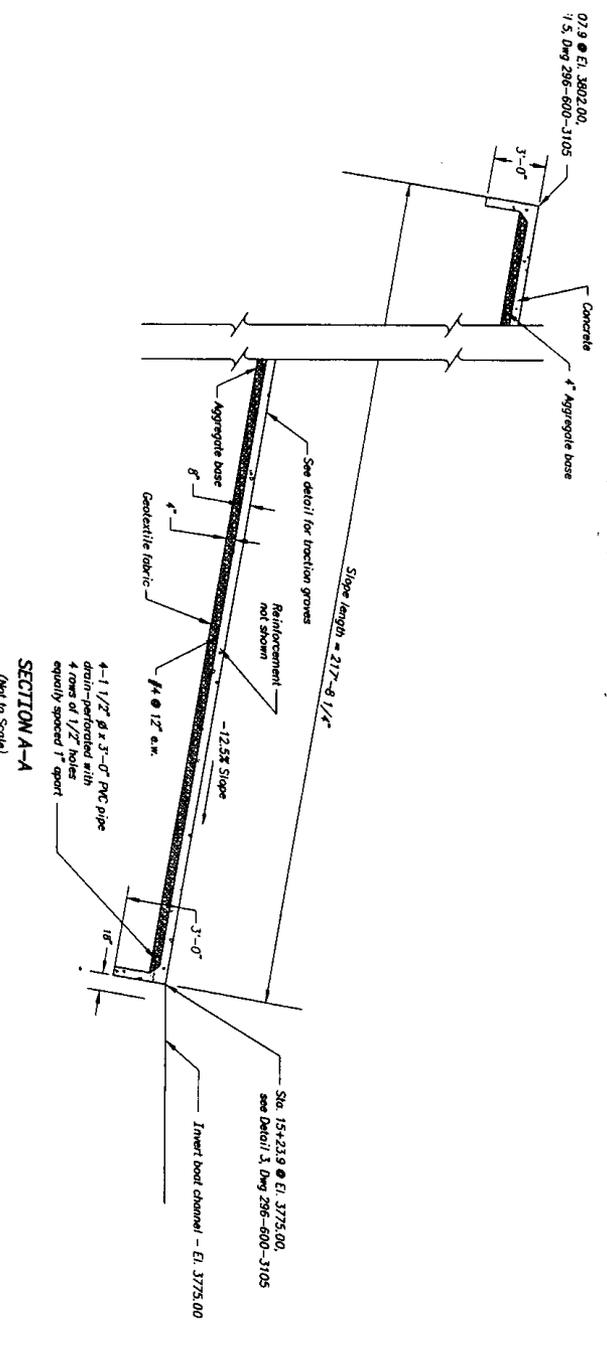
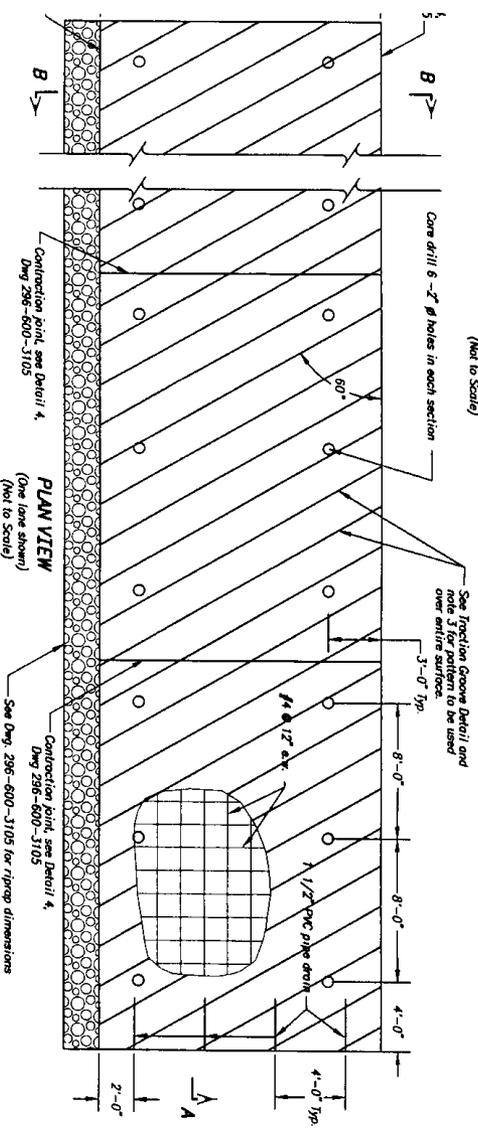
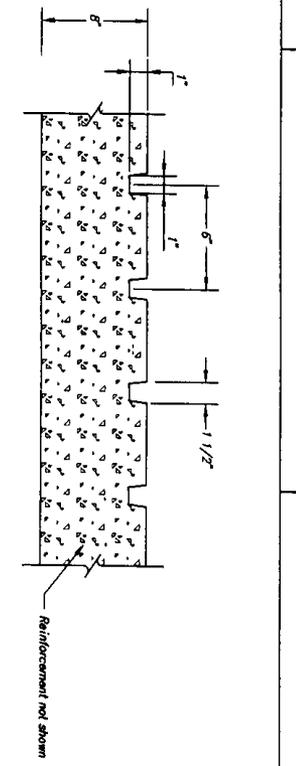
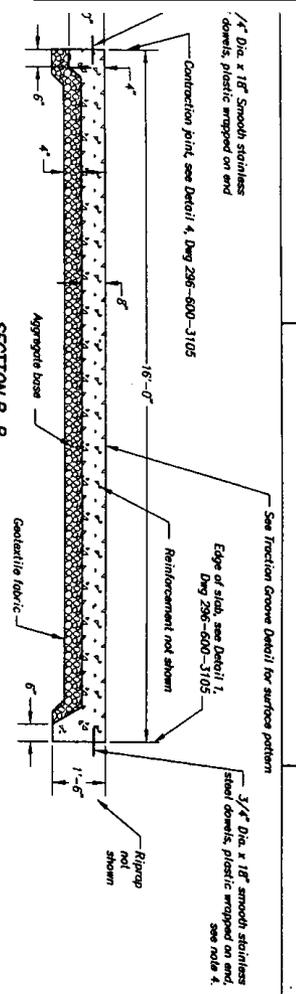
NOTE  
1. Parking areas shall have a minimum of 4" of roadway surfacing.



SECTION B-B

DEC 22 2002

<b>ALWAYS THINK SAFETY</b>	
UNITED STATES DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT BROADWATER BAY ROADS AND EROSION CONTROL DETAILS	
DESIGNED: GENE S. ALLEN	TEXT APPROVED: <i>[Signature]</i>
DRAWN: J. BOHLEN	STAMPED: <i>[Signature]</i>
CHECKED: <i>[Signature]</i>	APPROVED: <i>[Signature]</i>
DATE: 12/11/2001	DATE AND TIME ADDED: 290-600-3152
SHEET 1 OF 1	



- NOTES**
1. Boat ramp groove shall generally be 2" ± above the riprap surface.
  2. Furnish and install one layer of geotextile over the entire ground surface, under the aggregate base, for the entire boat ramp.
  3. Traction groove pattern alternates on adjacent boat lanes.
  4. Stainless steel dowels to be removed from edge of concrete slab once the concrete has cured. Dowels to be delivered to Contracting Officer's Representative.

DEC 22 2002

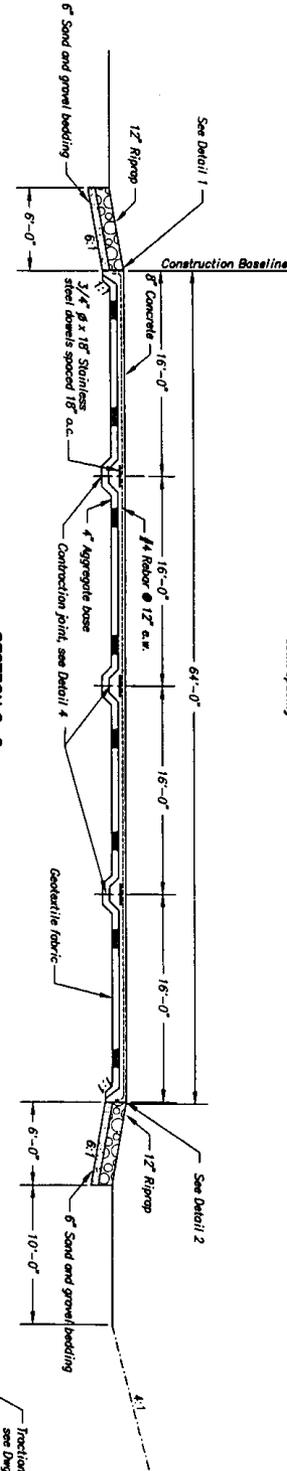
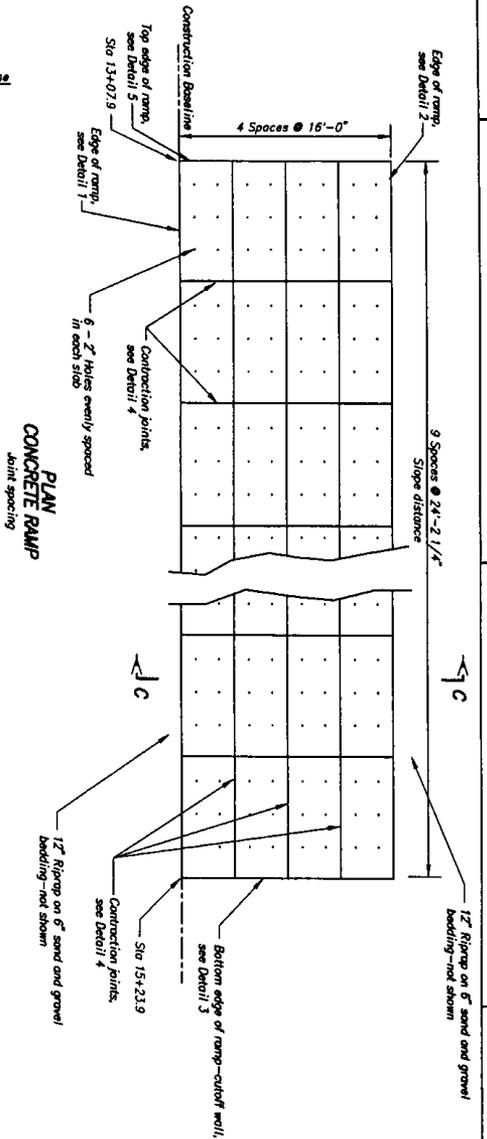
ALWAYS THINK SAFETY

UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION  
PITkin-SUMMIT MOUNTAIN RECREATION  
CANYON DISTRICT  
BROADWATER BAY  
BOAT RAMP

DESIGN: S. G. BIRD  
CHECKED: J. L. BIRD  
DATE: 12/16/2002

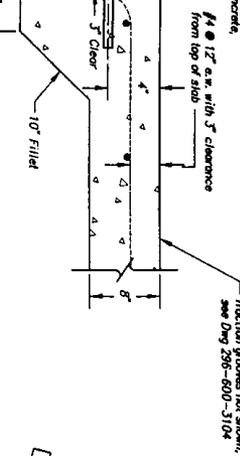
TECH APPROVAL: J. L. BIRD  
DATE: 12/16/2002

CONTRACT NO. 296-600-3104

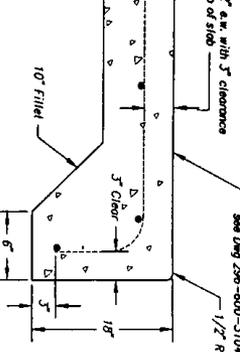


PLAN  
CONCRETE RAMP  
Joint spacing

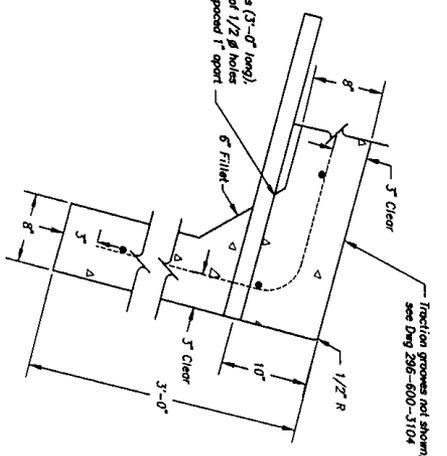
SECTION C-C  
Typical ramp section



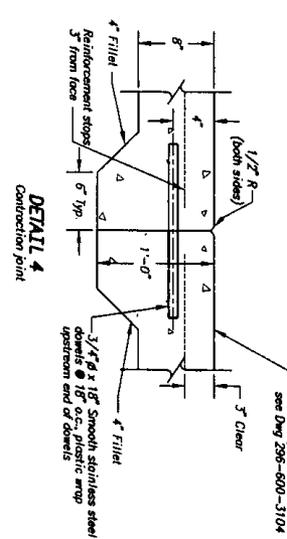
DETAIL 1  
Edge of ramp



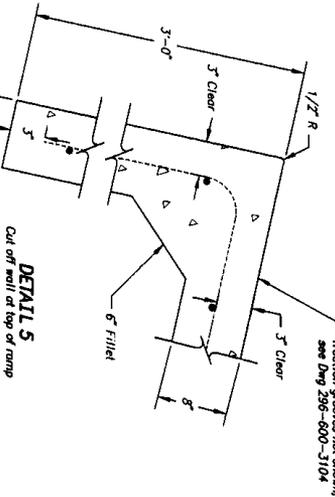
DETAIL 2  
Edge of ramp



DETAIL 3  
Cut off wall at bottom edge of ramp



DETAIL 4  
Construction joint



DETAIL 5  
Cut off wall at top of ramp

- NOTES**
- See drawing 296-600-3104 for reinforcement and details for traction grooves.
  - Concrete shall be 4,000 PSI.
  - Install 1 1/2 lb polypropylene fibers per yard.
  - The Contractor shall vibrator all of the concrete.
  - Details on this drawing are not drawn to scale.
  - Stainless steel dowels to be removed from edge of concrete slab once the concrete has cured. Dowels to be delivered to Contracting Officer's Representative.

**REFERENCE DRAWINGS**

Boat Ramp - General Layout 296-600-3136

DEC 22 2002

<p>ALWAYS THINK SAFETY</p>	
<p>UNITS: METERS</p>	
<p>DEPARTMENT OF THE INTERIOR BUREAU OF LAND MANAGEMENT PICK-SLOAN ASSASSIN BASTIN PROGRAM CANYON FERRY UNIT-4000000 BROADWATER BAY BOAT RAMP</p>	
<p>DESIGNED &amp; DRAWN BY: [Signature]</p>	<p>DATE: 12/20/02</p>
<p>CHECKED BY: [Signature]</p>	<p>DATE: 12/20/02</p>
<p>APPROVED BY: [Signature]</p>	<p>DATE: 12/20/02</p>
<p>PROJECT NUMBER: 296-600-3105</p>	<p>SHEET 2 OF 2</p>