
PUBLIC NOTICE



**US Army Corps
of Engineers**

Omaha District

Application No: NE 2007-853-WEH
Applicant: IDOT & NDOR
Waterway: Missouri River & Adjacent Wetlands
Issue Date: March 29, 2007
Expiration Date: April 18, 2007

21 DAY NOTICE

Reply To:
NEBRASKA REGULATORY OFFICE – WEHRSPANN
8901 SOUTH 154TH STREET, SUITE 1, OMAHA, NEBRASKA 68138-3621

JOINT PUBLIC NOTICE: This public notice is issued jointly by the U.S. Army Corps of Engineers, Omaha District, and the Nebraska Department of Environmental Quality (NDEQ), P.O. Box 98922, State House Station, Lincoln, Nebraska 68509 and the Iowa Department of Natural Resources, 502 E 9th Street, Des Moines, Iowa 56319. They will review the proposed project for state certification in accordance with the provisions of Section 401 of the Clean Water Act. NDEQ and IDNR hereby incorporate this public notice as its own public notice and procedures by reference thereto. For the purposes of the NDEQ and IDNR, their public notice will expire 30 days from the issue date shown above.

AUTHORITY: Section 404 of the Clean Water Act (33 USC 1344).

APPLICANT: Iowa Department of Transportation, Mr. Jim Rost, 800 Lincoln Way, Ames, Iowa 50010 and Nebraska Department of Roads, Mr. Tim Weander, 4425 S. 108th Street, Omaha, Nebraska 68145.

PROJECT LOCATION: The project is located in Section 2 and 3, Township 14 North, Range 13 East, Douglas County, Nebraska and Section 16, Township 74 North, Range 44 West, Pottawattamie County, Iowa. The bridge is located at Missouri River mile 612.2.

PROJECT DESCRIPTION: The Iowa Department of Transportation (Iowa DOT) and the Nebraska Department of Roads (NDOR) are proposing to replace the existing US Highway 275 (US 275) bridge, also know as the South Omaha Veterans Memorial Bridge, over the Missouri River, in Omaha, Nebraska and Council Bluffs, Iowa (project). The existing bridge will be replace with a new 4, 298 foot x 87.6 foot bridge with a center truss span constructed approximately 110 feet (centerline to centerline) north of the existing bridge. The proposed bridge will have a cross section consisting of four 12-foot lanes: 10 foot outside shoulders, a 4 foot wide (back of curb to back of curb), 4 inch raised median with 1 foot curbs and a 10 foot wide sidewalk on the north side. The

project will also include the following work in Omaha and Council Bluffs:

- 1) Realignment of Missouri Avenue in Omaha from 16th Street east to the west approach of the new Missouri River bridge. Missouri Avenue will have a cross section of four 12 foot wide lanes with curb and gutter, a 4 foot raised median and sidewalks on both sides. Left turn lanes will be provided at 13th, 14th, and 15th Streets and a right turn lane at 13th Street.
- 2) Widening of 13th Street in Omaha from J Street to south of O Street. The cross section of 13th Street will be four 12 foot wide lanes with curb and a 4 foot wide raised median. Left and right turn lanes will be provided at Missouri Avenue, and a left turn lane will be provided at Archer Avenue, the proposed Gibson Road Viaduct and at Spring Lake Drive.
- 3) Realignment of US 275 in Council Bluffs from the east approach of the new Missouri River bridge east approximately 1.0 mile. US 275 will have a cross section of four 12 foot wide lanes, a 16 foot wide raised median and 4 foot inside curb and gutter units, and 8 foot outside paved shoulders. A new bike trail will be constructed along the north right of way line.
- 4) Relocation of the off-highway vehicle (OHV) parking lot on the north side of US 275 from the west side of the levee to the east side.

The existing bridge will be removed. A temporary access road and causeway or work platforms may be required for bridge removal. Over land the existing reinforced concrete deck will be broken up and debris will fall onto the ground. All debris falling on the ground will be picked up and transported to an approved site. The deck concrete over the river will not be allowed to fall into the river. The deck over the water shall be cut into sections and removed via the approach spans roadway or catch barges shall be utilized to catch falling concrete if the deck is obliterated in place. The existing truss will be rigged with explosives that will cut the truss into manageable pieces (approximately 50 tons) and dropped in to the river. The pieces will be retrieved or pulled from the river using winches and/or heavy equipment. The contractor must account for all pieces. Cofferdams around the existing river piers will be required (sheet piling driven into the river bottom) so that the piers can be removed to an elevation of 948. Other existing foundations will be removed to a point two feet below the ground line.

A 38 ft x 92 ft cofferdam will be needed to construct Pier 9. Some existing riprap at Pier 9 will need to be removed from the Nebraska bank to facilitate driving of the sheet pile. Approximately 10 feet of riprap will have to be removed from the east side of the cofferdam. The new revetment place at Pier 9 will meet USACE specifications.

A 38ft x 92 ft cofferdam will be needed to construct Pier 10. Access to Pier 10 will be by use of a causeway if the river is shallow or by barge if the river is deep enough. If the river is shallow the contractor would have to dredge the river in order to access the pier by barge. If the contractor elects to use barges for access, the contractor will have multiple barges anchored next to the cofferdam. If the river is low a causeway would be the safest and most economical method to construct Pier 10. The causeway would be constructed of material dredged

from the river and capped with upland material. The causeway would be no larger than 350 ft. long and 300 ft wide and extend from approximately Pier 11 to approximately 75 feet past Pier 10. The sides of the causeway may be protected from erosion with sheet piling or with rock or concrete riprap. The end of the causeway may also be used as a docking station for barges to supply material for the construction of Pier 9. The cap material will be removed from the causeway and disposed of at an upland site. The river material will be returned to the river.

A barge will be required to construct the bridge. Dredging of the river will likely be required wherever the barge dock is located. At this time, the applicant is estimating that the barge dock station will be on the Iowa side of the river and somewhere between 50 and 400 feet north of the new bridge.

The preferred option for erecting this 625 foot long truss is to construct two temporary bents. The two temporary bents would need to be located at either L4 and L4', or L5 and L5' or L6 and one or two panel points east of L6. The temporary bents will be removed once the truss span is in place. Each temporary support will consist of two groups of piling driven into the river bed on each side of the bridge. Each support group will consist of a number of bearing pile driven into the river bed and by sheet pile cofferdam also driven into the river bed. However, the contractor may request to construct three temporary bents to erect this truss.

Another option is to erect this truss would be to construct the truss on barges that are anchored to the river bank and then float the barges into the final location fully assembled. This "float in" scheme would require two sets of barges with erection towers at the L4 points of the truss. The width of the barges would each need to be 300 feet. The preferred location for staging of the barges would be upstream of the existing bridge along the convex bank on the Iowa side.

A copy of the plan and profile drawings for the bridge can be requested from the U.S. Army Corps of Engineer (see additional information) if needed for review.

PROJECT PURPOSE: The purpose of this project is to provide a safe, environmentally sound, cost-effective, and efficient crossing for motor vehicles, bicycles, and pedestrians over the Missouri River for US 275 between Omaha and Council Bluffs and to improve the level of traffic service and access through the expansion of the existing US 275.

SPECIAL AQUATIC SITES: The proposed bridge replacement would result in the unavoidable discharge of fill material into Waters of the U.S., including nine wetland areas, of which 2.17 acres are forested and 0.60 acres are emergent, for a total permanent impact of 2.77 acres. Construction activities will cause temporary impacts to 4.31 acres of wetlands. All wetland impacts occur on the Iowa side of the Missouri River. No wetlands were identified on the Nebraska side of the river. The applicant is proposing to re-grade and revegetate any temporarily impacted wetlands. The applicant has also proposed a wetland mitigation site for the unavoidable wetland impacts. The wetland mitigation site (Missouri River Bottoms Wetland Mitigation Site) is located in Section 5, Township 78 North, Range 45 West, Harrison County, Nebraska. The site is located within the Blackbird-Soldier HUC 8 watershed, which is adjacent to the Big Papillion-Mosquito watershed (location of

impacts). A copy of the wetland mitigation plan can be requested from the U.S. Army Corps of Engineers (see additional information) if needed for review.

CULTURAL RESOURCES: The Corps views the Federal Highway Administration as the lead Federal Agency for the proposed project and is responsible to ensure compliance with the NHPA of 1966. A concurrence determination is contained with the Final EIS from both Nebraska and Iowa State Historic Preservation Officer. We will evaluate input by SHPO and the public relative to this statute in response to this public notice, and we may conduct or require a reconnaissance of the permit area or check for unknown historic properties, if warranted.

ENDANGERED SPECIES: The Corps views the Federal Highway Administration as the lead Federal Agency for the proposed project and is responsible to ensure compliance with the Endangered Species Act. A No Effect determination is included in the Final EIS on threatened and endangered species known from (or with the likelihood to occur in) Douglas County, Nebraska and Pottawattamie County, Iowa.

FLOODPLAIN: 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 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 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 whether to issue the Corps' permit will be based on an evaluation of the probable impacts including cumulative impacts of the proposed/completed 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 their 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 the 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 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 project. 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 activity.

Anyone whose interests may be affected by the proposed/completed work is invited to submit favorable or unfavorable written comments to the Nebraska Regulatory Office – Wehrspann, 8901 South 154th Street, Suite 1, Omaha, NE 68138-3621. The District Engineer is particularly interested in receiving comments related to the proposal's probable impacts on the affected aquatic system's functional values, cumulative and secondary effects and endangered species. All comments received will be considered public information; copies of all comments, including names and addresses of commentors, may be provided to the applicant unless confidentiality is requested. Comments must be submitted on or before the expiration date (located at the top of the first page) of this notice to be considered in the subsequent actions on this application.

PUBLIC HEARING: Before the expiration date of this notice, anyone may request, in writing, that a public hearing be held to consider this application. Requests shall specifically state the reason(s) for holding a public hearing. If the District Engineer determines that the information received in response to this notice is inadequate for thorough evaluation, a public hearing may be warranted. If a public hearing is warranted, interested parties will be notified of the time, date, and location.

ADDITIONAL INFORMATION: Additional information about this application may be obtained by writing to Matt Wray at the address shown on page one or by calling him at (402) 896-0896. You can also e-mail him at matt.t.wray@usace.army.mil.

REQUEST TO POSTMASTERS: Please post this notice conspicuously and continuously until the expiration date specified at the top of page one.

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