



**US Army Corps  
of Engineers®**

Nashville District

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# Public Notice

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Public Notice No. 04-51

Date: August 31, 2004

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Application No. 200101580

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Please address all comments to:  
Nashville District Corps of Engineers, Regulatory Branch  
3701 Bell Road, Nashville, TN 37214

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JOINT PUBLIC NOTICE  
US ARMY CORPS OF ENGINEERS  
TENNESSEE VALLEY AUTHORITY  
AND  
STATE OF TENNESSEE

**SUBJECT:** Proposed Fill in Wetlands Adjacent to Hiwassee River, at Mile 7.3L, Meigs County, Tennessee

**TO ALL CONCERNED:** The application described below has been submitted for a Department of the Army Permit pursuant to **Section 404 of the Clean Water Act (33 U.S.C. 1344)**. Before a permit can be issued, certification must be provided by the State of Tennessee, Division of Water Pollution Control, pursuant to Section 401(a)(1) of the CWA, that applicable water quality standards will not be violated. By copy of this notice, the applicant hereby applies for the required certification.

**APPLICANT:** Tennessee Department of Transportation  
Suite 900, J.K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0334

**LOCATION:** Hiwassee River Mile 7.3L, Chickamauga Lake, Meigs County, TN  
Latitude: 35-21-38  
Longitude: 84-54-48  
USGS Topo Map: Birchwood, TN

**DESCRIPTION:** The proposed work consists of the replacement of an existing 3-span truss bridge with a 1,810-foot 11-span concrete girder bridge and enhancement of its approaches along State Route 58. This work would require the permanent fill of approximately 1.02 wetland acres and 2.60 mudflat acres, and the temporary fill of 0.20 wetland acres. Fill material would consist of graded solid rock.

The applicant proposes to mitigate for permanent wetland and mudflat loses at a 4:1 ratio by purchasing 14.5 credits from the Coffee County Mitigation Bank.

In addition to the work identified above, the applicant has requested that the Corps of Engineers verify additional project activities that meet the criteria for authorization under the Nationwide Permit Program [January 15, 2002, Federal Register (Vol. 67, No. 10, pg.2020)]. Activities would involve the discharge of fill material associated with the replacement of an existing bridge. The new bridge would be constructed immediately downstream of the existing bridge. New piers would be constructed within steel pile cofferdams driven into the substrate. Main pier foundation construction would be accomplished by barge and/or within cofferdams.

Plans of the proposed work are attached to this notice.

The decision whether to issue a permit will be based on an evaluation of the probable impacts including cumulative impacts of the activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the work must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the work will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore 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 activity on the public interest will include application of the guidelines promulgated by the Administrator, Environmental Protection Agency, under authority of Section 404(b)(1) of the CWA (40 CFR Part 230). A permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

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.

An Environmental Assessment will be prepared by this office prior to a final decision concerning issuance or denial of the requested Department of the Army Permit.

The National Register of Historic Places has been consulted and no properties listed in or eligible for the National Register are known which would be affected by the proposed work. This review constitutes the full extent of cultural resources investigations unless comment to this notice is received documenting that significant sites or properties exist which may be affected by this work, or that adequately documents that a potential exists for the location of significant sites or properties within the permit area. Copies of this notice are being sent to the office of the State

Historic Preservation Officer. In a letter dated October 31, 2001, the Tennessee Historical Commission (THC) requested a Phase II testing report or Avoidance Strategy from the applicant. On June 14, 2002, the applicant provided the THC with an Avoidance Strategy showing a shift in the location of the replacement bridge in order to avoid archaeological resources. In response to this Avoidance Strategy, the THC stated in a letter dated June 18, 2002 that the project area contains no historic properties eligible for listing in the National Register of Historic Places, and that the THC has no objection to the implementation of this project.

Based on available information, the proposed work will not destroy or endanger any federally-listed threatened or endangered species or their critical habitats, as identified under the Endangered Species Act, and, therefore, initiation of formal consultation procedures with the U.S. Fish and Wildlife Service is not planned at this time. In response to USCG Public Notice D8 OBR-731, dated June 2, 2003, the US Fish and Wildlife Service (FWS) issued a letter dated June 27, 2003, recommending permit denial pending receipt and concurrence with a wetland mitigation plan. The applicant provided the requested information in a letter dated March 10, 2004. The FWS issued a letter dated March 23, 2004 providing their formal approval of the mitigation plan and the proposed project.

Other federal, state, and/or local approvals required for the proposed work are as follows:

- a. Tennessee Valley Authority (TVA) approval under Section 26a of the TVA Act. In addition to other provisions of its approval, TVA would require the applicant to employ best management practices to control erosion and sedimentation, as necessary, to prevent adverse aquatic impacts.
- b. Water quality certification from the State of Tennessee, in accordance with Section 401(a)(1) of the Clean Water Act.
- c. United States Coast Guard (USCG) approval pursuant to Section 9 of the Rivers and Harbors Act for construction of the new bridge.

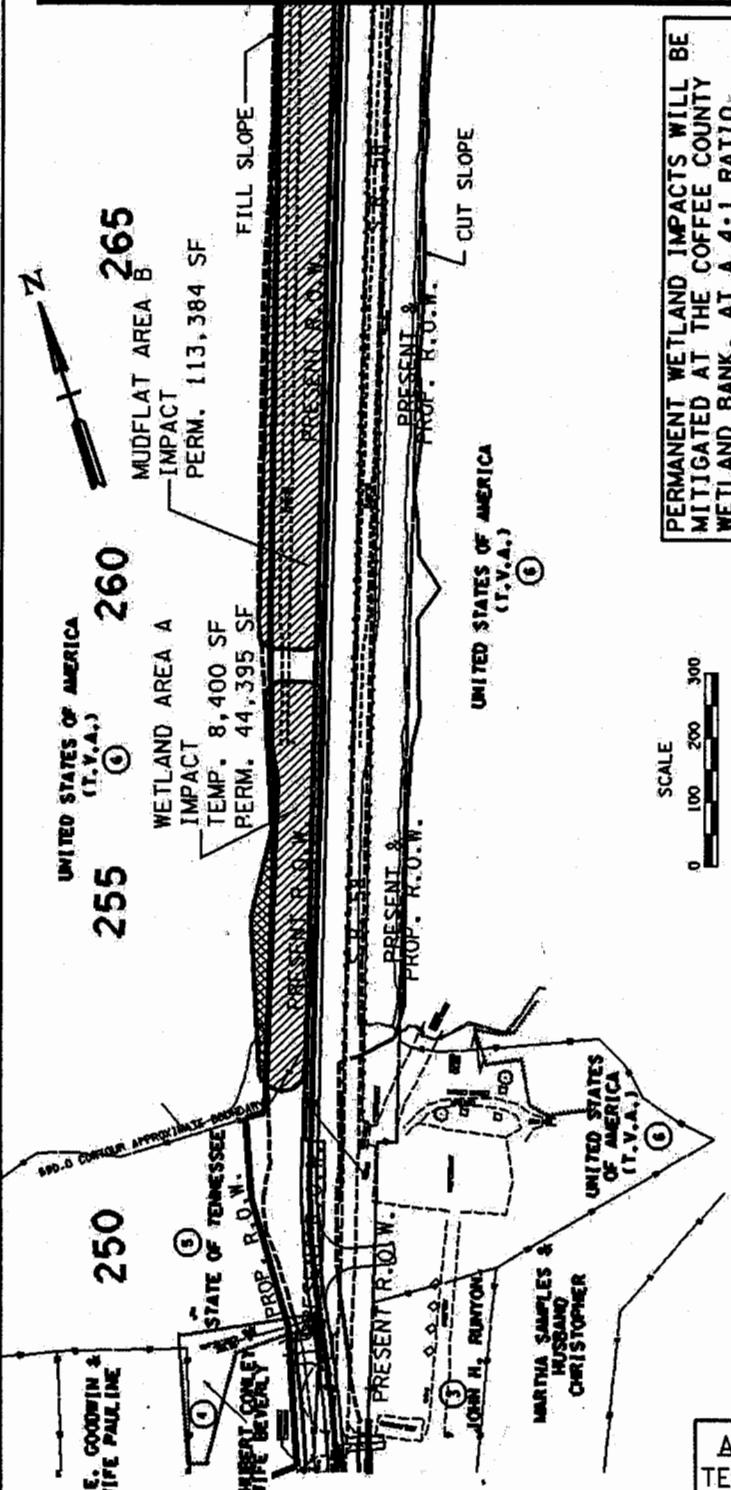
Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

Written statements received in this office on or before September 30, 2004, will become a part of the record and will be considered in the determination. Any response to this notice should be directed to the Regulatory Branch, Attention: Maryellen Farmer, at the above address, telephone (615) 736-5181. It is not necessary to comment separately to TVA since copies of all comments will be sent to that agency and will become part of its record on the proposal. However, if comments are sent to TVA, they should be mailed to Mr. Dan Fisher, 1101 Market Street, PSC 1E-C, Chattanooga, Tennessee 37402.



**Permit Sketch**

MATCH LINE STA. 269+00 SEE SHEET NO. 2



UNITED STATES OF AMERICA (T.V.A.)

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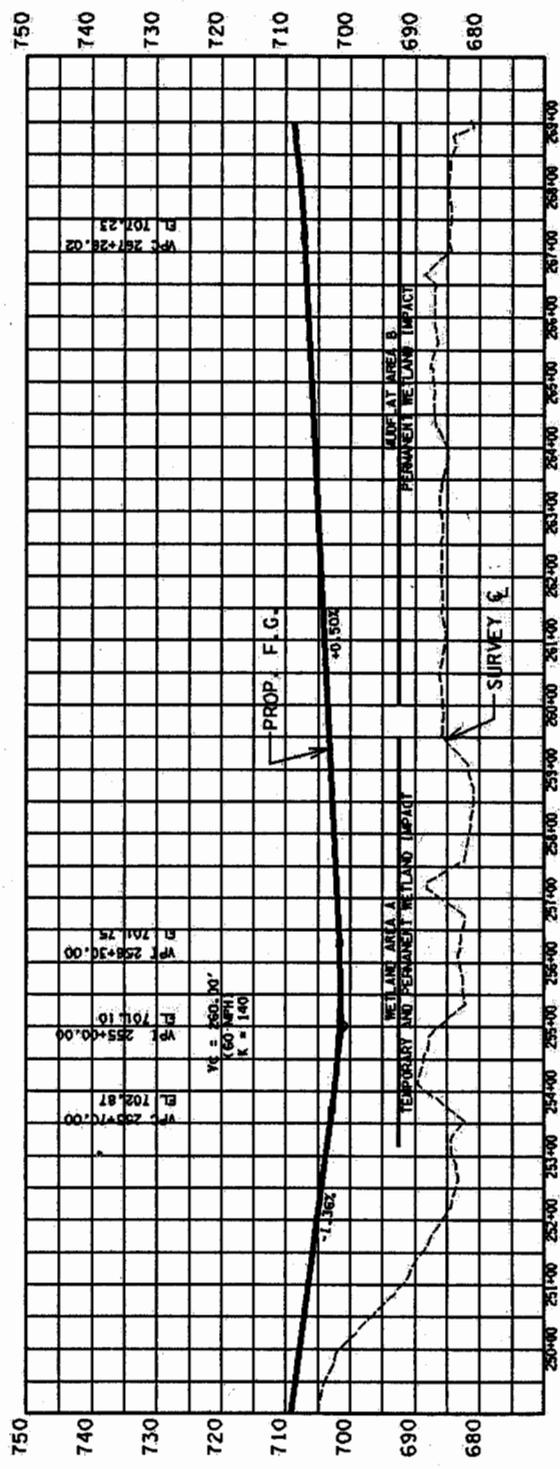
WETLAND AREA A  
IMPACT TEMP. 8,400 SF  
PERM. 44,395 SF

MUDFLAT AREA B  
IMPACT PERM. 113,384 SF

WETLAND IMPACTS	
AREA OF PERMANENT FILL	= 3.6 AC.
FILL BELOW 690.9	77282 Y03
FILL BELOW	= 686.7
GSR	= 63,426 C.Y.3
FILL BELOW	= 690.9 77282 C.Y.3
AREA OF TEMPORARY IMPACT	= 0.2 AC.



PERMANENT WETLAND IMPACTS WILL BE MITIGATED AT THE COFFEE COUNTY WETLAND BANK, AT A 4:1 RATIO.



APPLICATION BY:  
 TENNESSEE DEPARTMENT OF TRANSPORTATION  
 PROJECT No. BR-STP-58(13), 61003-2243-94  
 BRIDGE OVER HIWASSEE RIVER @ L.M. 5.22  
 (RUSSELL FERRY BRIDGE)  
 MEIGS COUNTY  
 PIN: 101554.00

DATE: 08/26/03

REVISED: 04/20/04

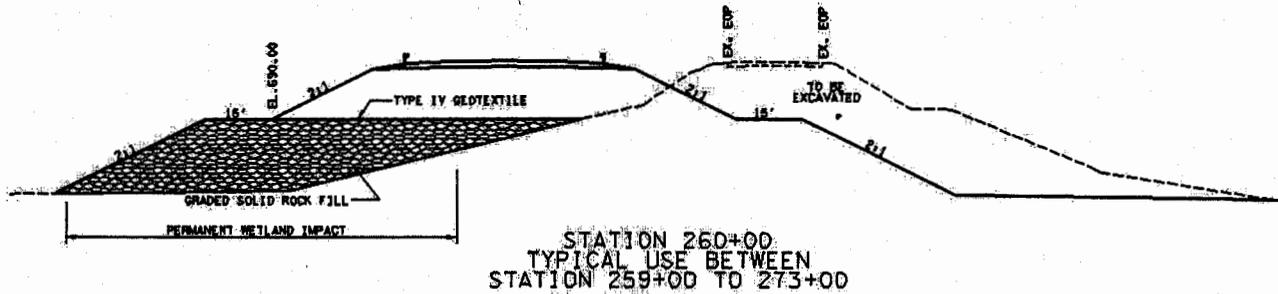
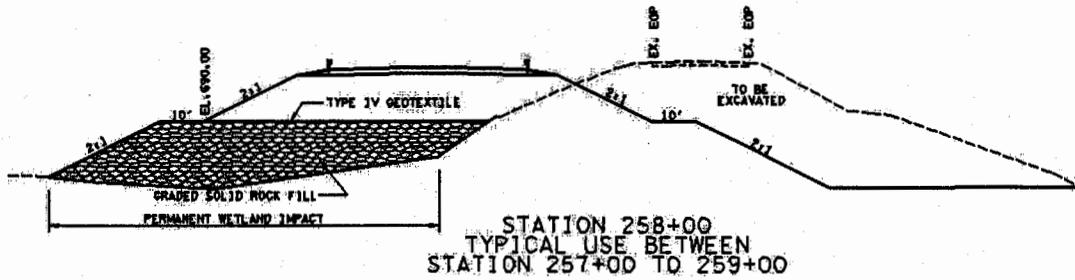
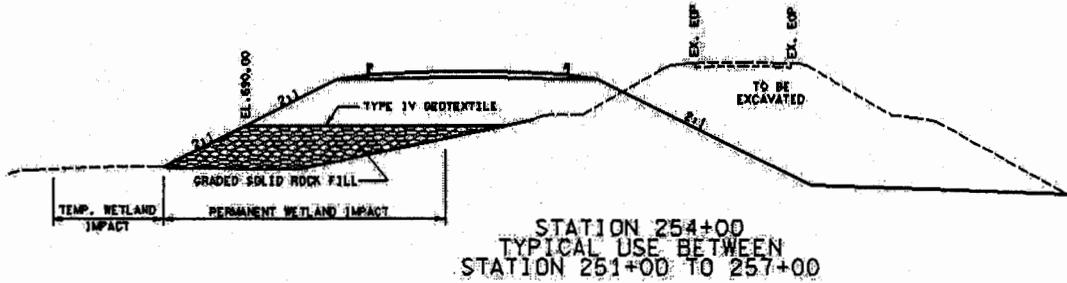
SHEET 1 OF 3

FILE NO. 20010158

PN 04-51



**Permit Sketch**



**TYPICAL  
SECTIONS**

APPLICATION BY:  
TENNESSEE DEPARTMENT OF TRANSPORTATION  
PROJECT No. BR-STP-58(13)  
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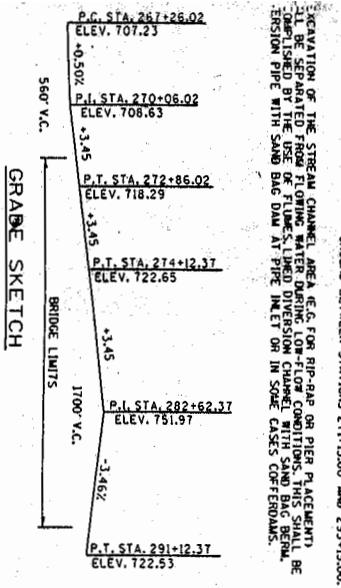
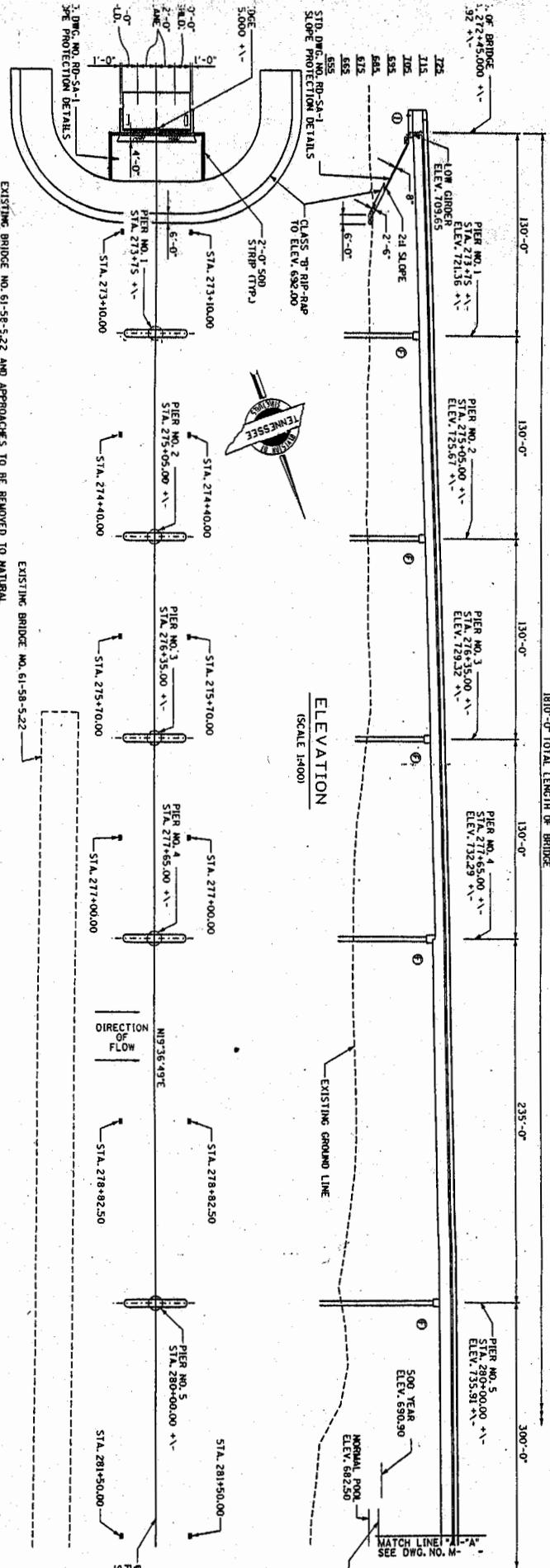
**FILE NO. 20010158**

**PN 04-51**

© REMOTES FIXED.  
 © REMOTES INTEGRAL.

REV	DATE	BY
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02		
03		
04		
05		
06		
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P.E. #61003-124  
 PROJECT NO. 200  
 DR-STR-58(13)  
 REV 1



REVISION OF THE STREAM CHANNEL AREA OF FOR RIP-RAP ON PIER PLACEMENTS SHALL BE SEPARATED FROM FLOWING WATER DURING LOW-FLOW CONDITIONS BY THE USE OF FLAME-LINED DIVERSION CHANNEL WITH SAND BAG BERM. EROSION PIPE WITH SAND BAG DAM AT PIPE INLET ON IN SOME CASES CONFERMANS.

EXISTING BRIDGE NO. 61-58-5-22 AND APPROACHES TO BE REMOVED TO NATURAL GROUND BETWEEN STATIONS 271+15.00 AND 283+15.00.

EXISTING BRIDGE NO. 61-58-5-22 TO BE REMOVED TO NATURAL GROUND.

GENERAL NOTES:  
 1) SPECIFICATIONS, STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION, MARCH 1, 1935 EDITION, OR FUTURE OVERLAY EDITIONS SHALL APPLY UNLESS OTHERWISE NOTED.  
 2) DESIGN SPECIFICATIONS ASHTO 1932 EDITION WITH APPENDIX INCLUDING THE STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES, PRELIMINARY EDITION, MAY 1964, SHALL APPLY UNLESS OTHERWISE NOTED.  
 3) CONCRETE SHALL BE TYPE III OR TYPE IV, 4000 PSI.  
 4) REINFORCING STEEL TO BE ASTM A615 GRADE 60, EPOXY COAT ALL SLAB STEEL AND 3 SPANS 90 DEEP STEEL GIRDERS WITH COMPOSITE DECK SLAB.  
 5) SUPERSTRUCTURE TO BE ASIM A45 GRADE 60, EPOXY COAT ALL SLAB STEEL AND 3 SPANS 90 DEEP STEEL GIRDERS WITH COMPOSITE DECK SLAB.  
 6) THE STRUCTURE DESIGNER WILL DISCREETLY PLACE WITH THE HYDRAULIC DESIGNER WHEN FOUNDATION DATA BECOMES AVAILABLE.  
 7) MAINTAIN TRAFFIC OPENING TO BE 110 FT.  
 8) BRIDGE DECK DRAINS ARE REQUIRED GRAPHER TYPE CURB OPENING STD-1-21.  
 9) BRIDGE DECK DRAINS TO BE 3" TO 6" (60-54) IN ACCORDANCE WITH SECTION 109 OF STANDARD SPECIFICATIONS FOR BRIDGES AND STRUCTURES UNDER ROADWAY ITEM NO. 109-05.04.  
 10) MAINTAIN TRAFFIC OPENING TO BE 110 FT.  
 11) MAINTAIN TRAFFIC OPENING TO BE 110 FT.  
 12) MAINTAIN TRAFFIC OPENING TO BE 110 FT.  
 13) END OF BRIDGE DRAINS ARE REQUIRED AS SHOWN IN PLAN VIEW.

REVISIONS:  
 1) BRIDGE DECK DRAINS REQUIRED.  
 2) BRIDGE DECK DRAINS REQUIRED.  
 3) BRIDGE DECK DRAINS REQUIRED.  
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HYDRAULIC DATA  
 TOTAL BRIDGE AREA = 2558 SQ. FT.  
 100 YR. DESIGN DISCHARGE = 15,000 CFS  
 ELEVATION FROM 1985 MSL TO 100 YR. DESIGN DISCHARGE = 4.28 FT.  
 100 YR. DESIGN BRIDGE BACKWATER = 0.00 FT.  
 ROADWAY OVERFLOWING ELEV. 701.50  
 500 YEAR DISCHARGE 95,000 CFS ELEV. 690.90  
 2023 ADI = 9600  
 41'-0" RADIUS  
 1/2" RADIUS  
 DESIGN SPEED = 60 MPH

DEPARTMENT OF TRANSPORTATION  
 STATE OF TENNESSEE  
 HYDRAULIC PRELIMINARY  
 OVER THE STATE RIVER  
 BRIDGE NO. 61-58-5-22  
 STATION 281+50.00  
 MEIGS COUNTY  
 2001

DATE: 11-00  
 DATE: 11-00  
 DATE: 11-00  
 DATE: 11-00

CORRECT  
 Edward P. Williams  
 CONSULTING ENGINEER

FILE NO. 20010158  
 PN 04-51

