



REPLY TO  
ATTENTION OF:

**DEPARTMENT OF THE ARMY**  
CORPS OF ENGINEERS, MOBILE DISTRICT  
P.O. BOX 2288  
MOBILE, AL 36628-0001

**CESAM-RD-A**  
**PUBLIC NOTICE NO. SAM-2020-00908-ELB**

**February 02, 2021**

**JOINT PUBLIC NOTICE**  
**U.S. ARMY CORPS OF ENGINEERS AND**  
**STATE OF ALABAMA**  
**DEPARTMENT OF ENVIRONMENTAL MANAGEMENT**

**REQUEST TO IMPACT 0.45-ACRE OF WATER BOTTOMS IN CONJUNCTION WITH**  
**THE INSTALLATION OF A NEW BOAT RAMP AND ACCESS PIER ON TOMBIGBEE**  
**RIVER, DEMOPOLIS, MARENGO COUNTY, ALABAMA**

TO WHOM IT MAY CONCERN: This District has received an application for a Department of the Army (DA) permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403), and Section 404 of the Clean Water Act (33 U.S.C. 1344). Please communicate this information to interested parties.

**APPLICANT:** Alabama Department of Conservation  
and Natural Resources  
Attention: Mr. Todd Mize  
64 North Union Street, Room 551  
Montgomery, Alabama 36130

**LOCATION:** The project is located on Black Warrior/Tombigbee River, at Childers Street; within Section 13, Township 18 North, Range 2 East; at Latitude 32.524925°, Longitude -87.839238°; in Demopolis, Marengo County, Alabama.

**PROJECT PURPOSE:** The purpose of this project is to move an existing boat ramp from an area of natural river silt deposition to a location within the property where siltation is less likely to occur, and to provide to the public an American with Disabilities Act (ADA) accessible boat ramp.

**PROPOSED WORK:** The following is a second Public Notice for this proposed project, which is needed due to revised project plans received by this office after the original Public Notice period ended. The applicant has proposed to remove two existing boat ramps and to place new fill within a 14,250-square-foot (0.33-acre) area of open water bottoms in order to install a new boat ramp with an adjacent rip-rap jetty/breakwater placed at the northern end.

In addition, the applicant has proposed to install an 8-foot-wide by 240-foot-long aluminum floating pier and adjoining 5-foot-wide by 50-foot-long aluminum walkway, all with steel pilings for support. New riverbank stabilization adjacent to the new pier is proposed to include placement of new fill within a 3,100-square-foot (0.07-acre) area of open water bottoms.



The project would require the total placement below the plane of Ordinary High Water (OHW) of approximately 3,105-cubic-yards of push-in-place concrete, stone, and rip-rap. Vehicle access roads, parking, and sidewalks would be construction in upland portions of the project area. No dredging is proposed. See attached plans for additional information.

**AVOIDANCE AND MINIMIZATION:** The applicant has indicated the proposed fill for the boat ramp and jetty structures has been planned to completely avoid any impacts to wetlands. While the new boat ramp would be placed within the main channel of the Tombigbee River, the proposed ramp structure has been designed within a naturally occurring riverbank recess in order to avoid potential navigational hazards on the river. The applicant has proposed to implement appropriate Best Management Practices (BMPs) to prevent loss of sediment and turbidity in the adjacent waterway. The U.S. Army Corps of Engineers (USACE), Mobile District, has not verified the adequacy of the applicant's avoidance and minimization efforts at this time.

**MITIGATION:** Compensatory mitigation would not be required because the activity consists of construction of structures that would not adversely impact wetlands or other special aquatic sites.

**WATER QUALITY CERTIFICATION:** The applicant has applied for certification from the State of Alabama in accordance with Section 401(a)(1) of the Clean Water Act. Upon completion of the required advertising and public comment review, a determination relative to Water Quality Certification will be made by the Alabama Department of Environmental Management (ADEM).

**HISTORIC PROPERTIES:** In accordance with Section 106 of the National Historic Preservation Act and Appendix C of 33 CFR Part 325, the undertaking defined in this notice is being considered for the potential to affect cultural and historic properties within the permit area. In accordance with Appendix C of 33 CFR Part 325, the Mobile District has determined the permit area consists of the entire undertaking in waters of the United States as well as portions of the upland lot. The permit area described above is currently under review by District Archaeologists to provide a final determination on the potential for existence of significant cultural and historic properties. The Mobile District is seeking comment from the State Historic Preservation Officer (SHPO) regarding the existence, or the potential for existence, of significant cultural and historic properties within the permit area. Our final determination relative to project impacts to cultural and historic properties within the permit area are subject to review by and coordination with the SHPO.

**ESSENTIAL FISH HABITAT:** This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. The proposed project would be located in non-tidal riverine habitat inland of marine and estuarine waterways; therefore, no EFH complexes or areas used by life stages of marine species would be affected. Our initial determination is that the proposed action would have No Effect on EFH or federally managed fisheries. Our final determination relative to project impacts and the need for mitigative measures is subject to review by and coordination with the National Marine Fisheries Service.

**ENDANGERED SPECIES:** The USACE, Mobile District's review of the U.S. Department of the Interior's List of Endangered and Threatened Wildlife and Plants indicate the following listed endangered or threatened species with the potential to exist within Mobile Bay or the watershed of the project: northern long-eared bat (*Myotis septentrionalis*) (T), wood stork (*Mycteria americana*) (T); Alabama heelsplitter mussel (*Potamilus inflatus*) (T), ovate clubshell mussel (*Pleurobema perovatum*) (E), and southern clubshell mussel (*Pleurobema decisum*) (E). There is no designated critical habitat within the project's action area.

Review of this proposed activity for potential effects on the above list of threatened or endangered species has been accomplished by use of species-specific Standard Local Operating Procedures for Endangered Species (SLOPES). The USACE, Mobile District's review has indicated the proposed activity will have no effect on the northern long-eared bat and wood stork. The review also found the activity may affect, but is not likely to adversely affect the Alabama heelsplitter mussel, ovate clubshell mussel, and southern clubshell mussel. Details of the proposed activity are being provided to federal and state agencies via this Public Notice for receipt of any relevant comments regarding potential effects of the proposed project on the listed species.

**COMMENTS:** This public notice is being distributed to all known interested persons in order to assist in developing facts on which a decision by the USACE can be based. The Mobile District 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 USACE 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 below. 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. 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. For accuracy and completeness of the record, all data in support of or in opposition to the proposed work should be submitted in writing, setting forth sufficient detail to furnish a clear understanding of the reasons for support or opposition.

The decision whether to issue a permit will be based on an evaluation of the probable impact, 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 benefit, which reasonably may be expected to accrue from the proposal, 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, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and



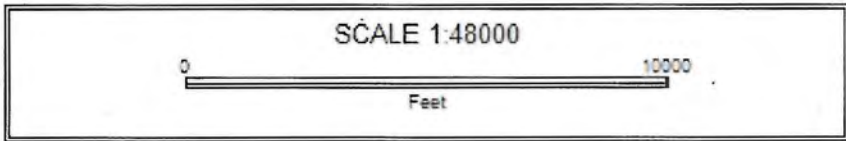
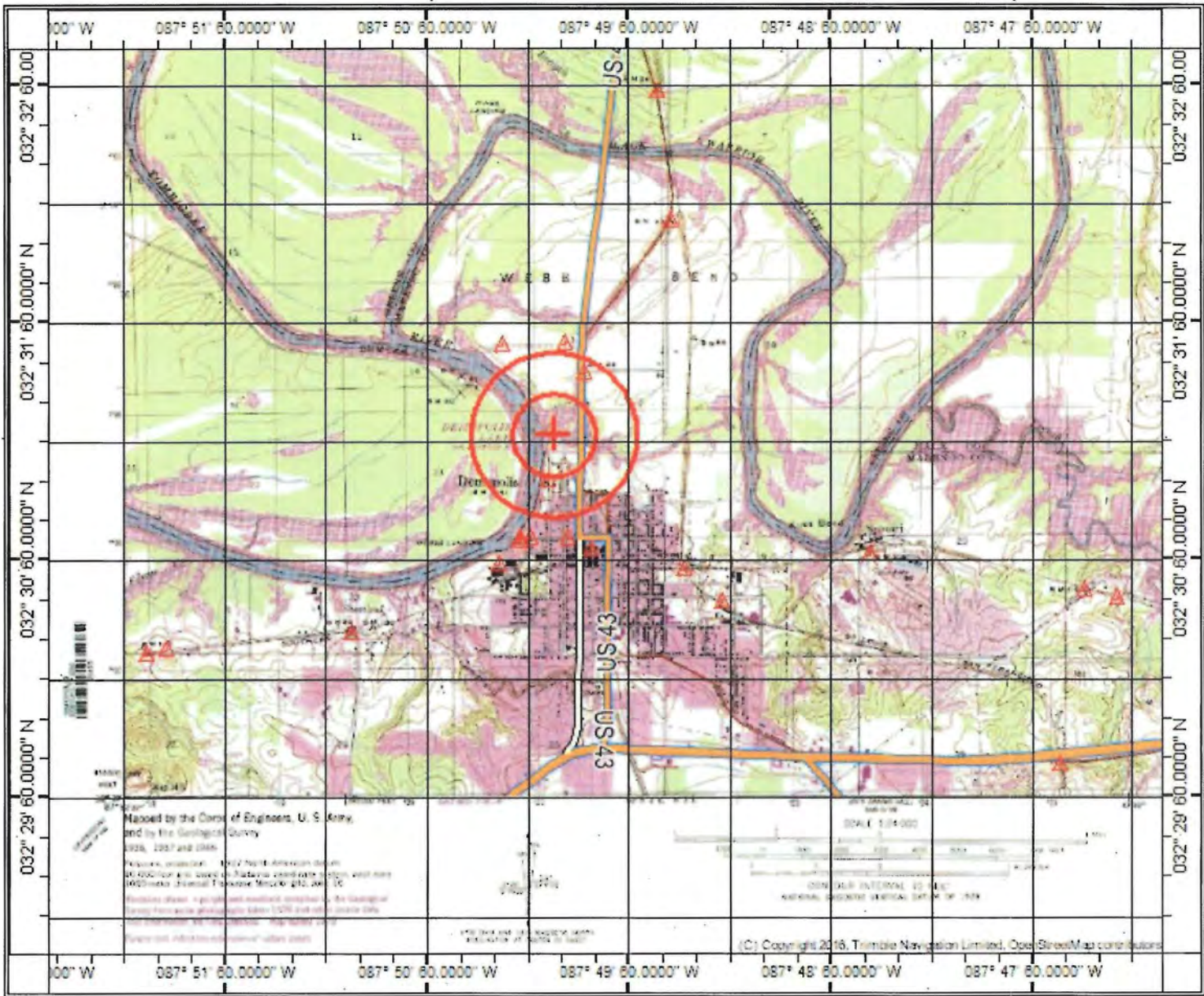
conservation, water quality, energy needs, safety, food and fiber production, and in general, the needs and welfare of the people. Evaluation of the probable impacts involving deposits of dredged or fill material into waters of the United States will also include the application of guidelines established by the Administrator of the U.S. Environmental Protection Agency.

Correspondence concerning this notice should refer to Public Notice Number **SAM-2020-00908-ELB**, and should be directed to the project manager, Ms. Emma L. Bickerstaff by e-mail at [Emma.L.Bickerstaff@usace.army.mil](mailto:Emma.L.Bickerstaff@usace.army.mil), or to the USACE, Mobile District, Regulatory Division, Attention: Ms. Emma L. Bickerstaff, Post Office Box 2288, Mobile, Alabama 36628-0001. Copies of all comments should be furnished to the Alabama Department of Environmental Management at [fieldmail@adem.alabama.gov](mailto:fieldmail@adem.alabama.gov), or sent to: Alabama Department of Environmental Management, Field Operations Division, Office of Field Services, Post Office Box 301463, Montgomery, Alabama 36130-1463. **All comments should be received no later than 30 days from the date of this Public Notice.**

For additional information about our Regulatory Program, please visit our web site at [www.sam.usace.army.mil/Missions/Regulatory.aspx](http://www.sam.usace.army.mil/Missions/Regulatory.aspx).

MOBILE DISTRICT  
U.S. Army Corps of Engineers

Attachments

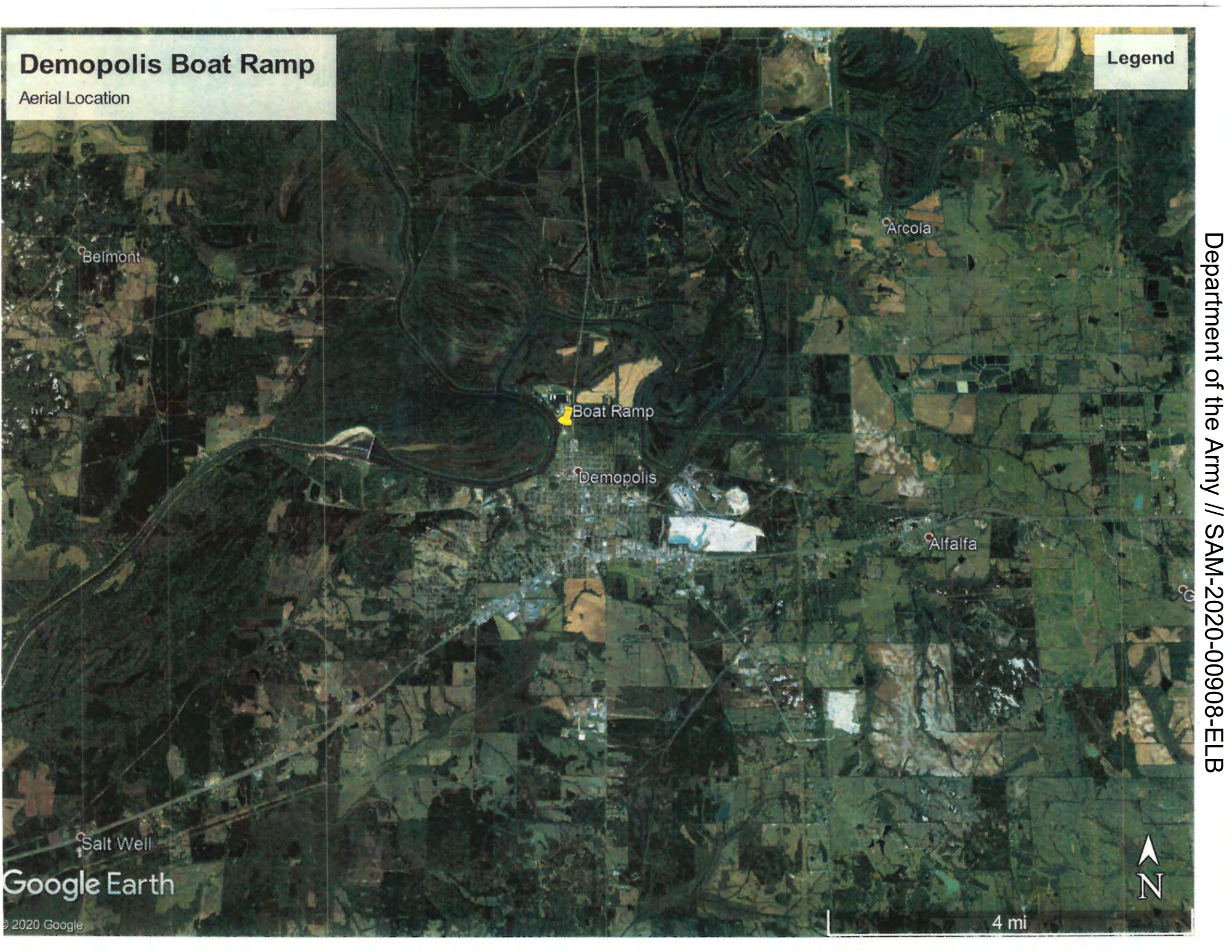




# Demopolis Boat Ramp

Aerial Location

Legend



Belmont

Arcola

Boat Ramp

Demopolis

Alfalfa

Salt Well

Google Earth

© 2020 Google

Department of the Army // SAM-2020-00908-ELB



4 mi





# STATE OF ALABAMA

Department of Conservation & Natural Resources

Engineering Section

Kay Ivey, Governor

Christopher M. Blankenship, Commissioner



## DEMOPOLIS BOAT RAMP SITE IMPROVEMENTS

BARBOUR COUNTY, ALABAMA

Project No. X-WFF-XXX

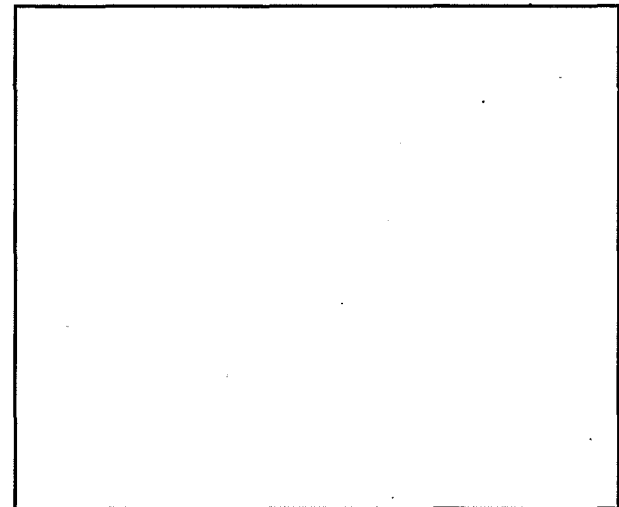
Summer 2021

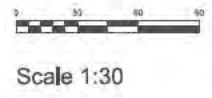
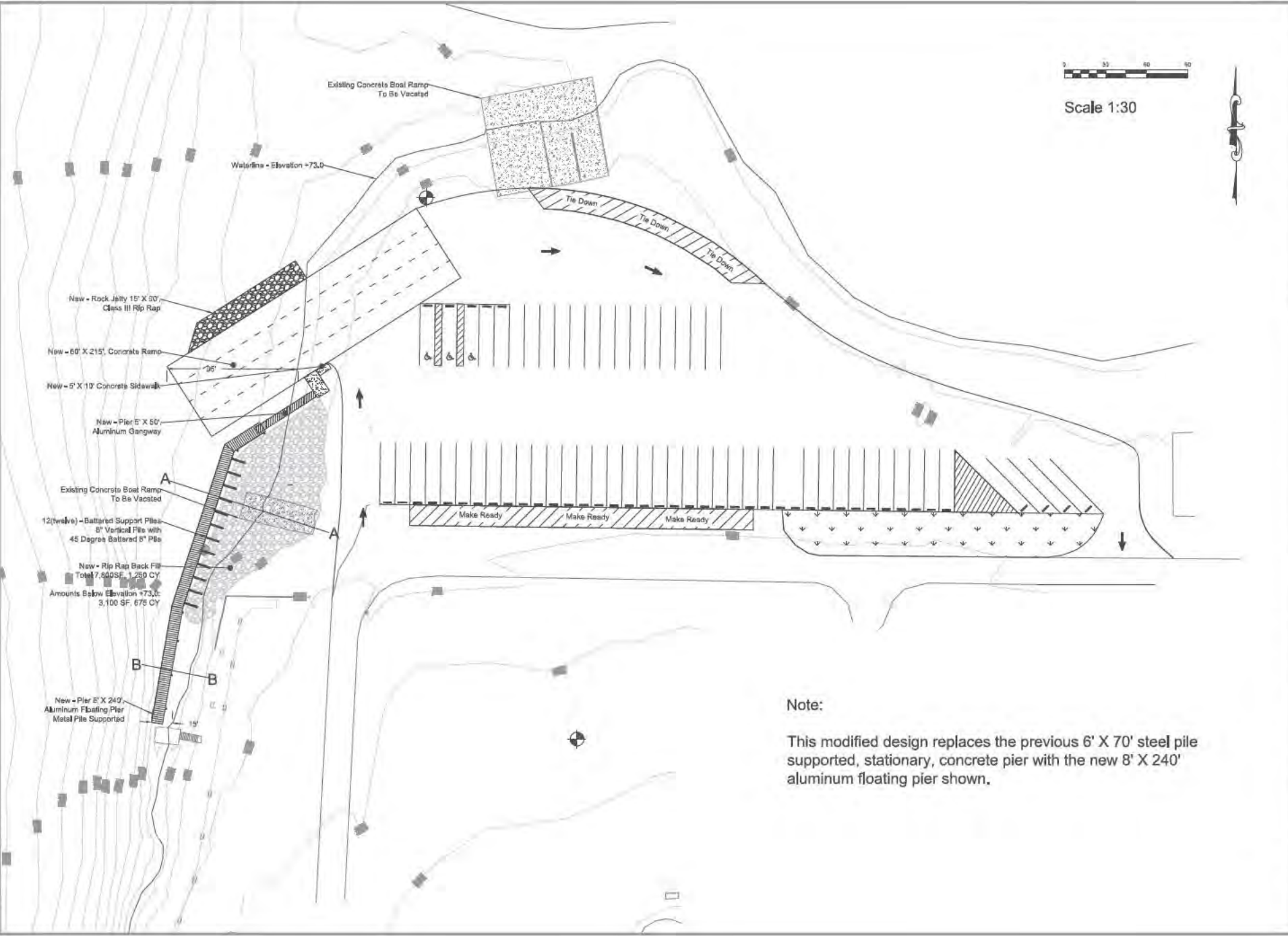
INDEX TO DRAWINGS					
SHEET	DESCRIPTION	SHEET	DESCRIPTION	SHEET	DESCRIPTION
1	TITLE SHEET				
2	SITE PLAN				
3	DETAILS AND NOTES				

Wildlife and Freshwater Fisheries Director  
Chuck Sykes

Freshwater Fisheries Chief  
Chris Greene

Design Engineer  
Todd Mize, PE

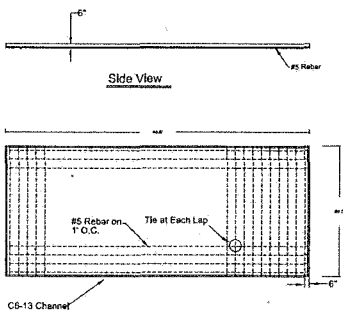
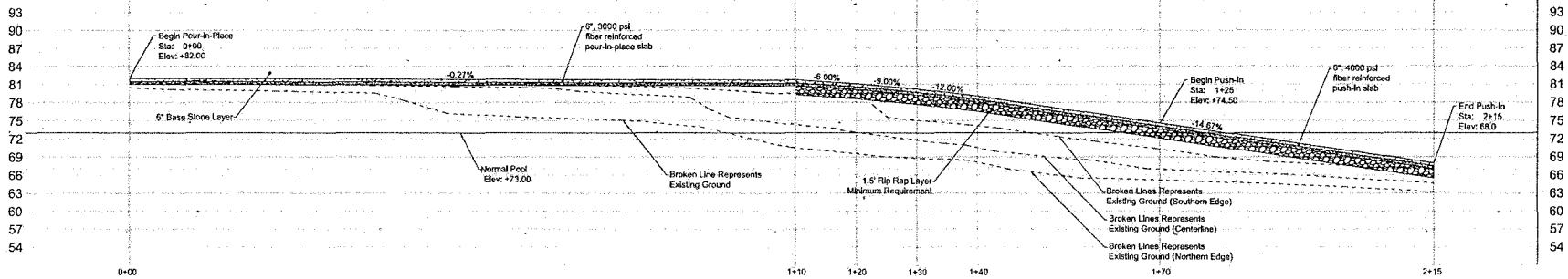




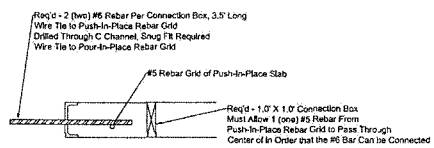
**Note:**  
This modified design replaces the previous 6' X 70' steel pile supported, stationary, concrete pier with the new 8' X 240' aluminum floating pier shown.

DATE	DESCRIPTION

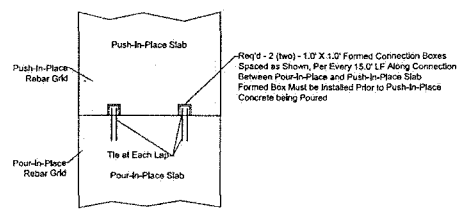




Typical Reinforcement Detail  
Push-In-Place Slab  
Plan View  
N.T.S. For Clarification

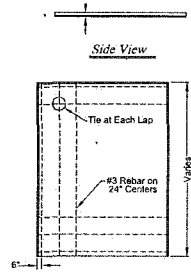


Typical Connection Box Detail  
Push-In-Place Slab/Pour-In-Place Slab  
Section View  
N.T.S. For Clarification

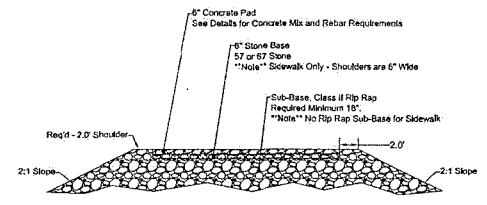


Typical Connection Box Detail  
Push-In-Place Slab/Pour-In-Place Slab  
Plan View  
N.T.S. For Clarification

- Notes:
- All concrete shall be fiber reinforced with 1.5 pounds of poly-fiber per cubic yard of concrete (required concrete psi is specified on profile above)
  - All rebar shall be standard steel rebar. Contractor must ensure rebar grid is suspended in concrete between 2"-3" above bottom of slab via concrete blocks or concrete rebar saddles.
  - The Push-in slab should be poured on two layers of polyurethane over a 4" bed of Gravel (place filter fabric under Gravel when necessary) and then allowed to cure for 10 days before pushing into place. The concrete shall be covered with plastic sheeting during curing process. Any damage or vandalism will be repaired at the contractors expense. Test Cylinders shall be required.
  - Concrete shall have a rough rake finish applied to the ramp on all finished slopes greater than 5 percent. All other concrete shall receive a broom finish unless specified differently by the project engineer. Where applicable, when looking in a cross-sectional view, the new concrete ramp's finish needs to match the finish of the existing concrete ramp. (If a raked finish needs to match raked finish and broom finish needs to match broom finish)
  - Push-In Slab - Weld each corner of the channel to form a rectangular shaped form. Weld ends of #5 rebar to channels before pouring concrete.
  - Contractor shall saw cut all control joints in pour-in-place concrete within 24 hours of the concrete being poured. Control joints are to be 2" deep (1/2 slab thickness) and shall be cut not to exceed a 20' X 20' Grid.
  - Contractor MUST notify the ADCNR project engineer 3 working days prior to any concrete being poured. An ADCNR representative MUST inspect the concrete site work (grade, base, forms, rebar installation, etc.) prior to concrete being poured. An ADCNR representative MUST be present during EVERY concrete pour. Failure to meet any of these requirements WILL RESULT in the ADCNR rejecting all of the work in question. Thus requiring the contractor to remove and replace all rejected work (to the required specifications), prior to receiving payment for the work performed.

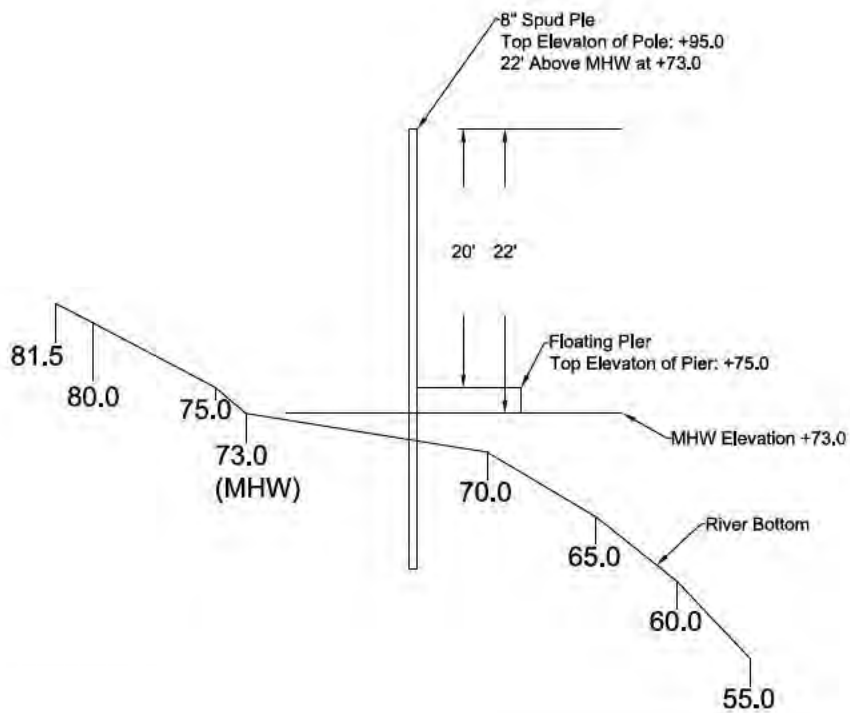
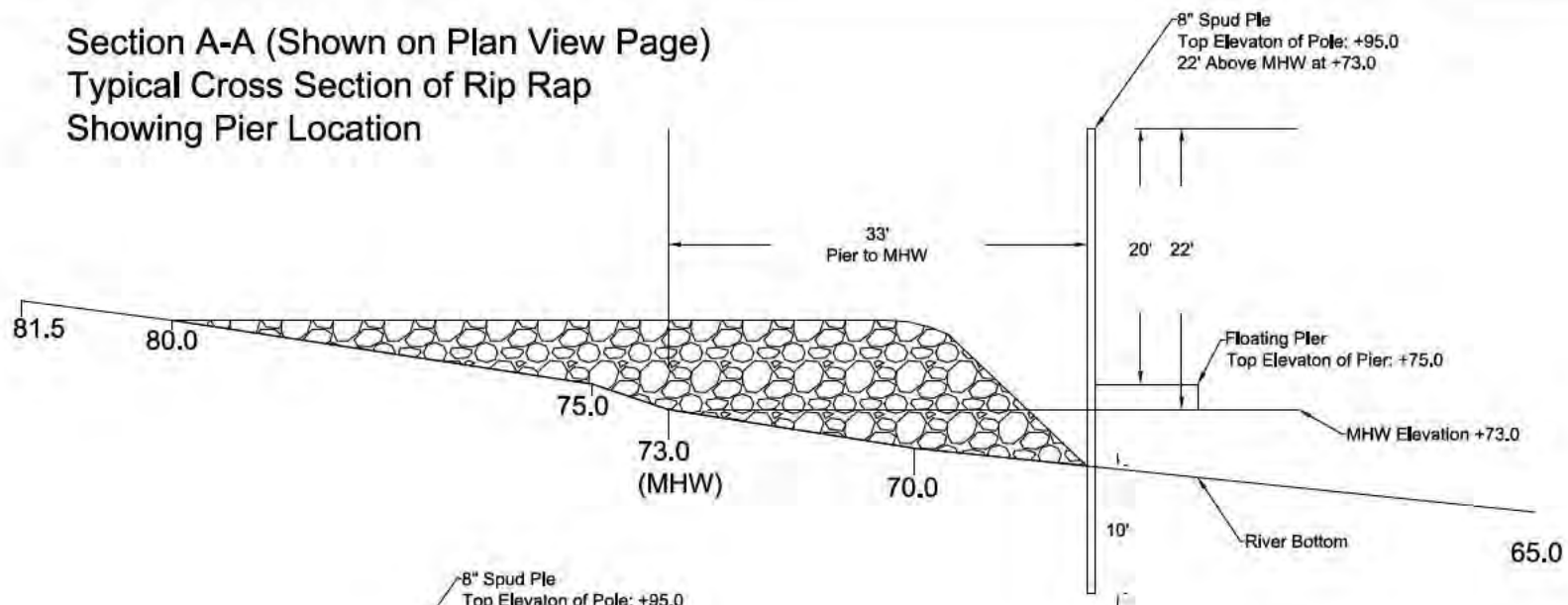


Typical Reinforcement Detail  
Pour-In-Place Boat Ramp & Sidewalk  
Plan View  
N.T.S. For Clarification



Typical Concrete Boat Ramp & Sidewalk  
Section View  
N.T.S. For Clarification

Section A-A (Shown on Plan View Page)  
 Typical Cross Section of Rip Rap  
 Showing Pier Location



Section B-B (Shown on Plan View Page)  
 Typical Cross Section of Pier  
 Located in Tombigee River

DATE	
REVISED	
NO.	
BY	
CHECKED BY	
DESIGNED BY	
CHECKED	
PROJECT NO.	
DATE	
SCALE	
4	



