

US Army Corps  
of Engineers  
Memphis District

# Public Notice

FILE NUMBER: MVM 2011-420

NOTICE DATE:  
April 18, 2013

Attn: Postmaster,  
Please Post Until

EXPIRATION DATE:  
⇒ May 20, 2013

**AUTHORITY:** Pursuant to 33 CFR 325, as published in the Federal Register dated November 13, 1986, this notice announces an application submitted for a Department of the Army permit under Section 404 of the Clean Water Act.

**APPLICANT:**

Mr. Thomas E. Needham  
Shelby County Public Works  
160 North Main Street  
Memphis, Tennessee 38103  
(901) 222-2036

**AGENT:**

Mr. Christopher Jason Youngblood  
W. H. Porter Consultants, PLLC  
4821 American Way, Suite 100  
Memphis, Tennessee 38118  
(901) 363-9453

**DESCRIPTION OF WORK:** The project would widen a segment of Raleigh-Millington Road from a two lane road to four lanes and replace the bridge where it crosses the Loosahatchie River. The project would begin approximately 800 feet north of New Allen Road and continue north for a total project length of approximately 2,880 linear feet, which includes the replacement of approximately 1,000-foot of bridge. Regarding the bridge replacement, this would involve replacement of the existing two lane steel girder bridge (24 spans) with a four lane, concrete beam bridge (7 spans). To accomplish the project, a tributary to the Loosahatchie River which flows immediately parallel along the east side of the road would have to be slightly realigned to flow more parallel to the new piers. Work would be conducted within approximately 200 feet of the tributary and stabilized by installing rip-rap along 2H:1V slopes. Approximately 0.84-acre of wetlands would be permanently impacted due to the widening of the roadway with an additional 0.5-acre of temporary impact due to construction access. The impact to these wetlands requires permit authorization under Section 404 of the Clean Water Act.

**MITIGATION:** To offset the proposed impacts described above, the applicant has submitted a mitigation plan which would restore wetland characteristics at a combined mitigation site owned by the Chickasaw Basin Authority and referred to as the Bethany Road mitigation site. Work at the site would include tree planting and any necessary earth work to provide for hydrology at a 3:1 ratio (as shown on the attached maps). The areas which would be temporarily impacted for access would be restored after project construction. Regarding the stream impacts noted above, restoration would include re-establishment of a riparian buffer to be planted with various oak species. All planting would occur at 10-foot x 10-foot spacing.

**PURPOSE:** The purpose of this project is to replace a bridge that has experienced significant deterioration and provide an increased level of service by expanding the road from two lanes to four lanes.

**LOCATION:** The project vicinity is north of Memphis in Shelby County, Tennessee, as shown on the attached map(s). The site is located at latitude 35.26318°/longitude -89.92940° on the Millington Tennessee 7.5-minute quadrangle map.

**COMMENTS:** To request additional information, contact Joe Brougher at (901) 544-3472. The Corps may provide copies of all comments, (including name & address of those providing comments) to the applicant for consideration and response prior to a decision. Comments should be received by the expiration date listed above. Comments may be sent via mail or E-mail to the following:

U.S. Army Corps of Engineers, Memphis District  
ATTN: Joe Brougher  
167 N. Main Street, Room B-202  
Memphis, Tennessee 38103-1894  
Fax (901) 544-0211  
E-mail: [joseph.f.brougher@mvm02.usace.army.mil](mailto:joseph.f.brougher@mvm02.usace.army.mil)

**ENDANGERED SPECIES:** No endangered or threatened species or their critical habitat, are known to exist in the project area. This application is being coordinated with the U.S. Fish and Wildlife Service. Any comments they may have regarding endangered or threatened wildlife or plants or their critical habitat, will be considered in our evaluation of the described work.

**CULTURAL RESOURCES:** The Memphis District will evaluate information provided by the State Historic Preservation Officer and the public in response to this public notice and we may conduct or require a reconnaissance survey of the project area. A preliminary records search indicated no sites have been recorded within the project area. However, the lack of recorded sites may be due to lack of cultural surveys around the project area.

**FLOOD PLAIN:** In accordance with 44 CFR Part 60 (Flood Plain Management and Use), participating communities are required to review all proposed development to determine if a flood plain development permit is required. Flood plain administrators should review the proposed public notice and notify this office of any flood plain development permit requirements.

**PUBLIC INTEREST REVIEW:** The purpose of this public notice is to advise all interested parties of the activities for which a permit is sought and to solicit comments and information necessary to evaluate the probable impact on the public interest. The decision whether to issue a permit will be based on an evaluation of the probable impact 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 benefits, which reasonably may be expected to accrue from the project, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the project 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. The Corps of Engineers is soliciting comments from the public; Federal, state and local agencies and officials; Federally recognized 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.

**PUBLIC HEARING:** 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 a public hearing shall state, with particularity, the reason for holding a public hearing. The District Engineer will determine if the issues raised are substantial and whether a hearing is needed for making a decision. If a public hearing is held, it will be for the purpose of obtaining additional information that we could not otherwise obtain through a public notice process; not to inform the public about the specific details of the project in greater detail than what is found in this notice. This is not a Corps project. We are not a proponent nor are we an opponent of the project. We are merely the permitting authority of Section 404 and Section 10 permits required by our office.

For Final Individual Permits actions in the Memphis District, go to the following link:

<http://geo.usace.army.mil/egis/f?p=340:2:0::NO:RP>. Using the Filter by District drop down box, select MVM-Memphis District, then select the year and month (information will populate in the table below). All pending individual permits can be located by selecting the **“Pending IP”** tab above. All of the environmental documents and statements of findings supporting issuance or denial of the permit decisions are available upon written request and where applicable, upon the payment of administrative fees. They are also available at the Memphis District, Regulatory Branch office for examination.

Gregg Williams  
Chief  
Regulatory Branch



**Legend**

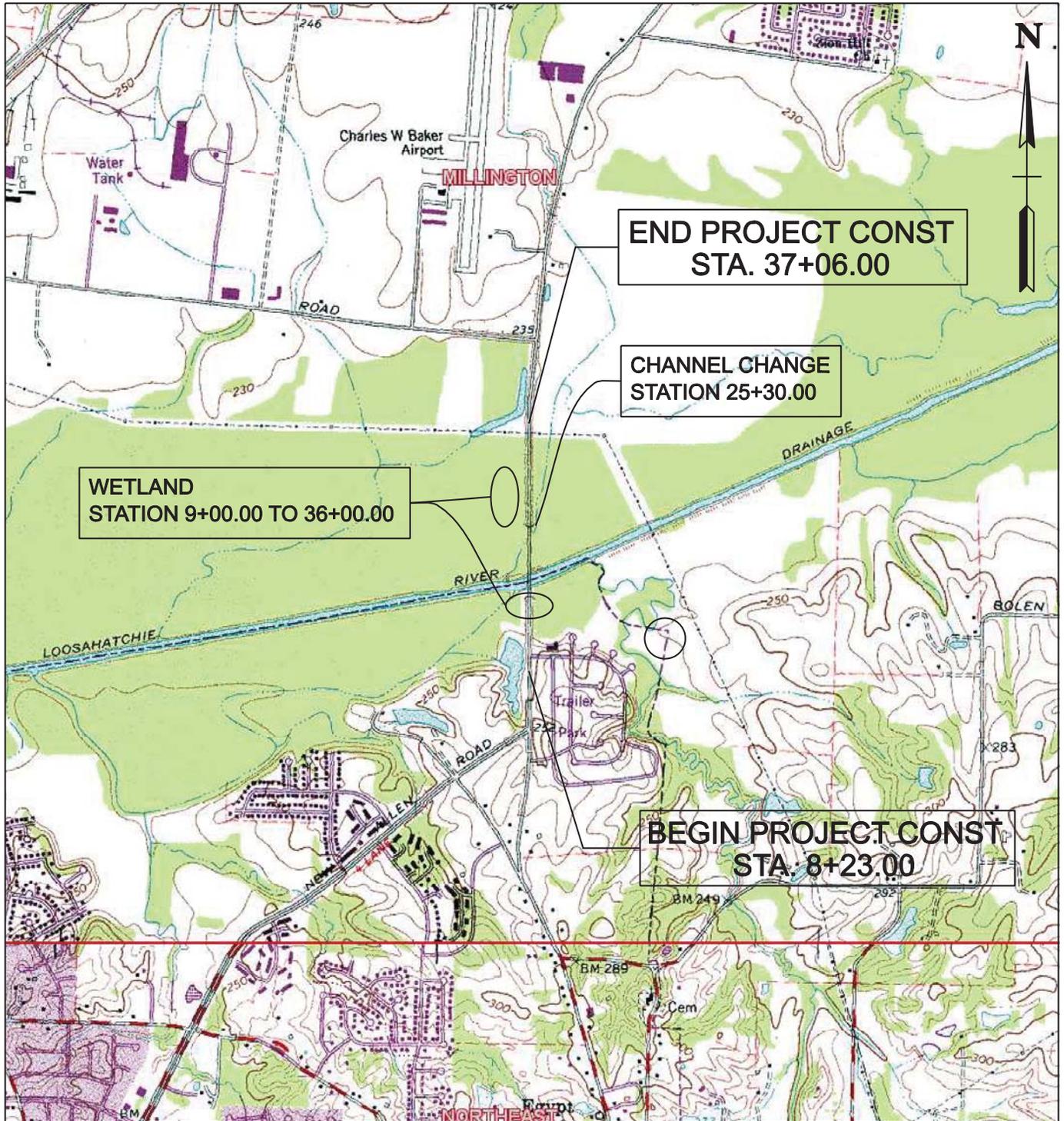
-  Sewer Line
-  Wetland
-  Drainage Channel
-  Streams

100 ft.  
From Roadway



Raleigh Millington Road Project  
Preliminary Wetland and  
Other Aquatic Resources

# VICINITY MAP



APPLICATION BY:  
 SHELBY COUNTY PUBLIC WORKS  
 PE #  
 PIN 115769.00  
 FED. CONST. PROJ. #  
 QUAD: 3054 IV SW, 3054 III NW (1983)

COUNTY: SHELBY  
 NEAR: MILLINGTON, TENNESSEE

DATE: 01/11/13

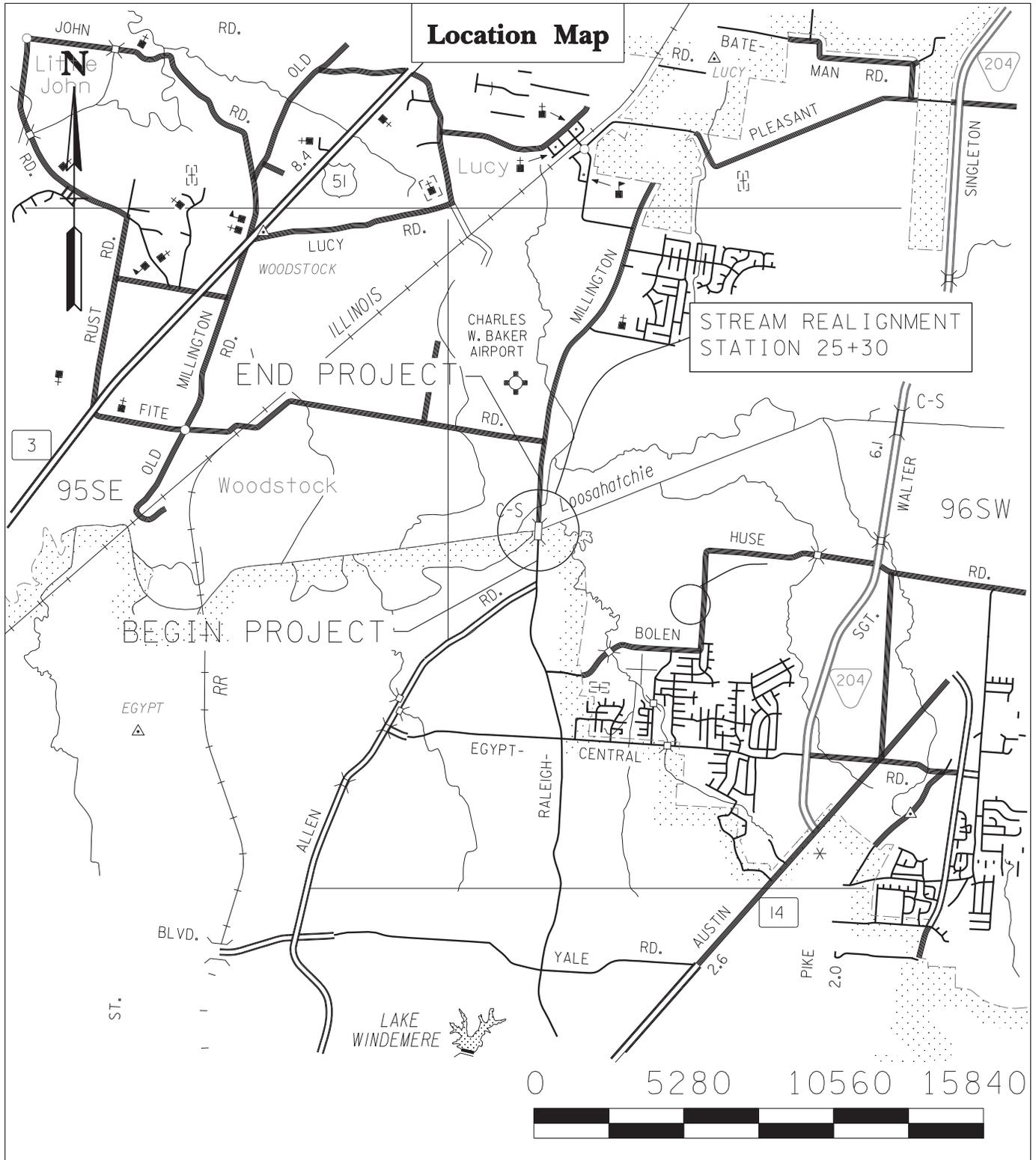
REVISED: / /

SHEET 1 OF 1

SCALE = 1:24000

CONTOUR INTERVAL 20 FEET



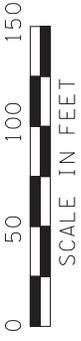


APPLICATION BY:  
 SHELBY COUNTY  
 PE #  
 PIN # 115769.00  
 RALEIGH MILLINGTON ROAD  
 BRIDGE OVER LOOSAATCHIE RIVER  
 NEAR MILLINGTON, TENNESSEE

DATE: 01/11/13

REVISED: / /

SHEET OF

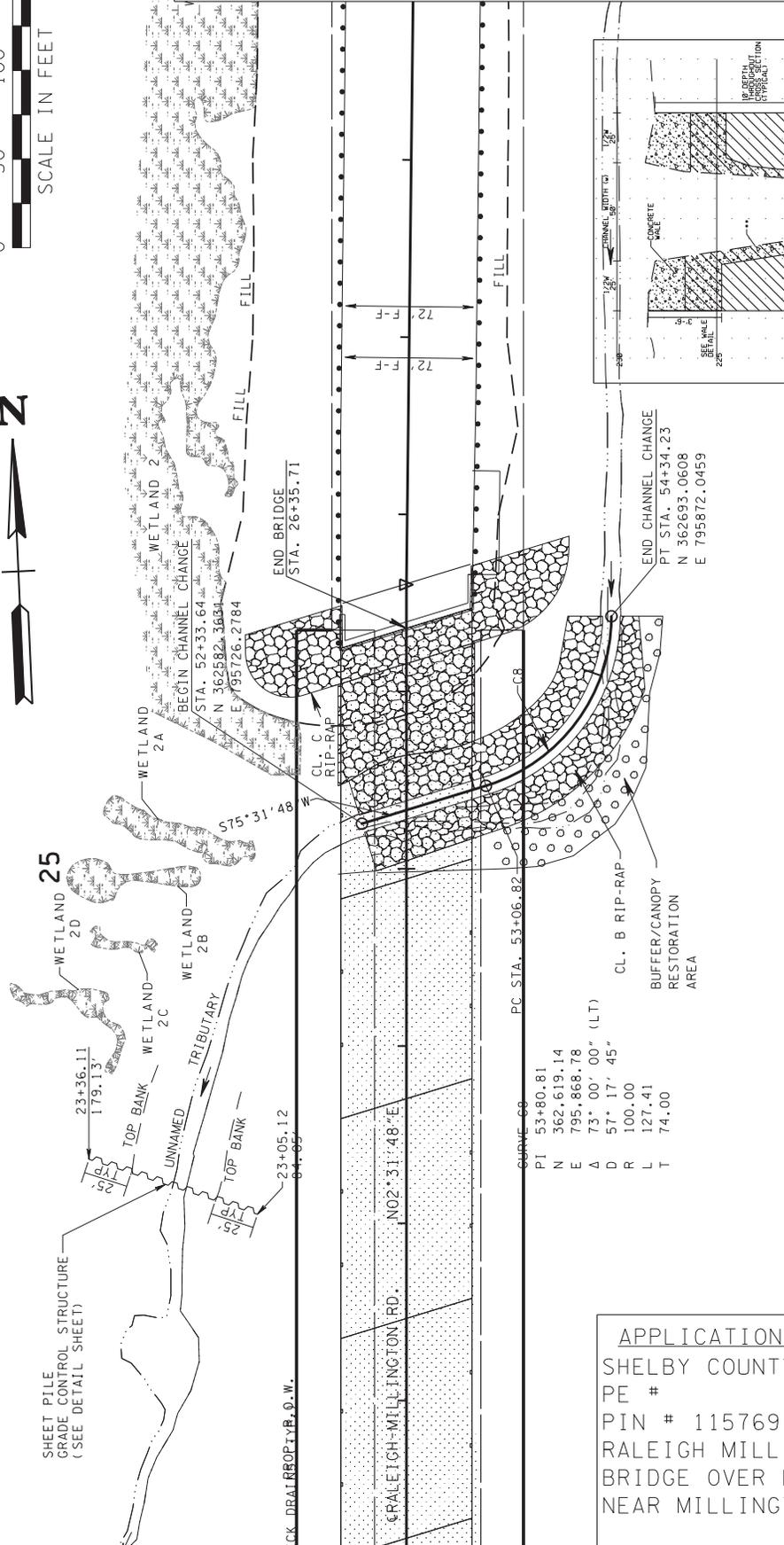


DATE: 01/11/13

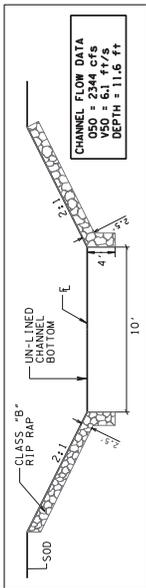
REVISED: / /

SHEET OF

# Permit Sketch

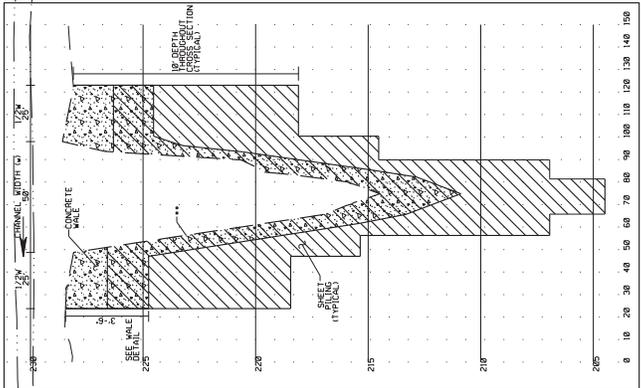


THE AREA OF TEMPORARY IMPACT ON TOP OF BANK SHALL BE RESTORED AND RESEEDED OR REPLANTED, SPACED ON 10' X 10' O.C., AS PRESENTED ABOVE AS SOON AS POSSIBLE FOLLOWING THE COMPLETION OF CONSTRUCTION ACTIVITIES.



CHANNEL CHANGE TYPICAL SECTION

STREAM IMPACT TABLE	
EXISTING	234.00 FT.
PROPOSED	200.59 FT.
INCLUDES: RIP-RAP FOR BANK STABILIZATION 401 FT.	



GRADE CONTROL STRUCTURE CROSS SECTION  
 \*\* MATCH EXISTING STREAM CROSS SECTION UP & DOWN STREAM

APPLICATION BY:  
 SHELBY COUNTY PUBLIC WORKS  
 PE #  
 PIN # 115769.00  
 RALEIGH MILLINGTON ROAD  
 BRIDGE OVER LOOSAHATCHIE RIVER  
 NEAR MILLINGTON, TENNESSEE

## Permit Sketch

**STANDARD STREAM MITIGATION:**

1) IF THE RELOCATED CHANNEL FLOWS INTO A PROPOSED CULVERT, THE NEW CHANNEL SHALL BE RELOCATED PRIOR TO INSTALLATION OF THE CULVERT TO ENSURE CORRECT ELEVATION LEVELS ARE SET FOR THE INLET. THE NEW CHANNEL SHALL BE EXCAVATED AND STABILIZED DURING A LOW-WATER PERIOD. RIP-RAP (ONLY AS SHOWN ON PLANS), SEEDING OR SOD SHALL BE INSTALLED IMMEDIATELY FOLLOWING CHANNEL COMPLETION. TREES SHALL BE INSTALLED IN THE FIRST PLANTING SEASON FOLLOWING CHANNEL EXCAVATION. WATER SHALL BE DIVERTED INTO THE NEW CHANNEL ONLY AFTER IT IS COMPLETELY STABILIZED, AND ONLY DURING A LOW WATER PERIOD. STABILIZED MEANS THAT ALL SPECIFIED ROCK AND EROSION CONTROL BLANKET IS IN PLACE, AND SEEDING AND SOD ARE IN PLACE AND ESTABLISHED.

**2) CHANNEL RELOCATION SEQUENCE:**

- A) FLAG EDGE OF THE NEW CHANNEL TOP OF BANK PRIOR TO CLEARING. DO NOT CLEAR LARGE TREES IN POSITION TO SHADE THE NEW CHANNEL. LEAVE AS MANY TREES AND SHRUBS AS POSSIBLE BETWEEN TOE OF THE NEW HIGHWAY SLOPE AND THE STREAM.
- B) EXCAVATE THE NEW CHANNEL IN THE DRY BY LEAVING AREAS OF UNDISTURBED EARTH (DIVERSION BERMS) IN PLACE AT BOTH ENDS.
- C) SHAPE CHANNEL TO SPECIFICATIONS SHOWN. REMOVE LOOSE SOILS AND DEBRIS.
- D) PLACE TOPSOIL, EROSION CONTROL BLANKET, SEED AND SOD AS SPECIFIED.
- E) REMOVE DIVERSION BERMS, BEGINNING WITH THE MOST DOWN STREAM. BANKS AND BOTTOM ELEVATION OF THE OLD CHANNEL SHOULD TRANSITION SMOOTHLY INTO THE NEW CHANNEL. THE ELEVATIONS OF THE NEW CHANNEL BOTTOM AT EACH END OF THE RELOCATION SEQUENCE SHOULD MATCH THE ELEVATIONS OF THE EXISTING CHANNEL, AND A STEADY PERCENT SLOPE SHOULD BE MAINTAINED THROUGHOUT THE RELOCATED CHANNEL CENTERLINE OR AS SPECIFIED.
- F) INSTALL TREES ACCORDING TO STANDARD SPECIFICATIONS SECTION 802.

3) ONLY RIP-RAP SHOWN ON PLANS SHOULD BE USED IN THE RELOCATED CHANNEL REACH. ANY OTHER PROPOSED RIP-RAP SHOULD BE COORDINATED WITH THE ENGINEER.

4) REQUESTS BY ANY AGENCY THAT WOULD REQUIRE THE MODIFICATION OF CHANNEL, DITCHES, ELEVATIONS, RIP-RAP OR ANY OTHER STREAM MITIGATION ITEMS ASSOCIATED WITH THE CHANNEL RELOCATIONS SHALL BE REFERRED TO THE ENGINEER VIA THE HEADQUARTERS CONSTRUCTION OFFICE FOR THE COORDINATION WITH ALL AGENCIES AND TDOT DIVISIONS. THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION MAY MAKE RECOMMENDATIONS CONCERNING EROSION CONTROL VIA THE ENGINEER WITHOUT SUCH REFERRAL.

**TREES:**

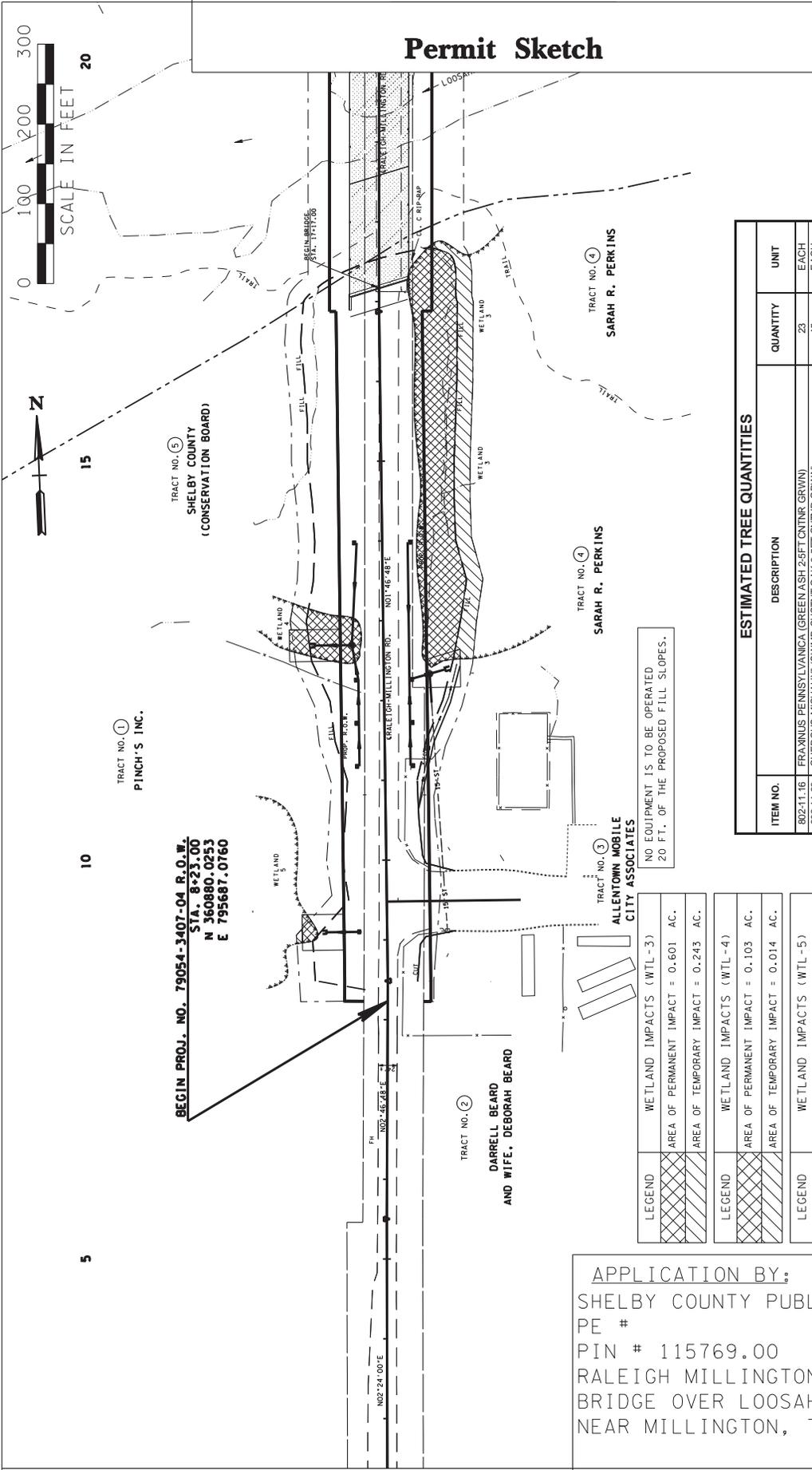
- 1. NO SUBSTITUTIONS OF TREE SPECIES OR SIZES SHALL BE ALLOWED WITHOUT THE WRITTEN APPROVAL OF TDOT ENVIRONMENTAL DIVISION. TREES SHALL BE THE VARIETY REQUESTED AND FIRST QUALITY. NO CLONES OR CULTIVARS WILL BE ACCEPTED. ANY FOUND TO BE INCORRECT SPECIES, OR IMPROPERLY PLANTED, AT ANY TIME PRIOR TO TERMINATION OF THE CONTRACT SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE. STAKES AND WIRES SHALL BE REMOVED IMMEDIATELY PRIOR TO CONTRACT TERMINATION, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- 2. THE CONTRACTOR SHOULD ARRANGE SEVERAL MONTHS AHEAD OF TIME TO OBTAIN THE CORRECT TREE SPECIES, AS SOME MAY REQUIRE SOME TIME TO LOCATE.
- 3. TREES SHALL BE WATERED AS REQUIRED THROUGH THE PERIOD OF ESTABLISHMENT TO ENSURE SURVIVAL.

ESTIMATED TREE QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
802-11.16	FRAXINUS PENNSYLVANICA (GREEN ASH 2-5FT CNTNR GRWN)	10	EACH
802-11.33	QUERCUS MICHAUXII (SWAMP CHSTNT OAK 2-5FT CNTNR GRWN)	19	EACH
802-11.36	QUERCUS NUTTALLII (NUTTALL OAK 2-5FT CNTNR GRWN)	19	EACH
802-11.38	QUERCUS PHELLOS (WILLOW OAK 2-5FT CNTNR GRWN)	19	EACH
802-11.42	TAXODIUM DISTICHUM (BALD CYPRESS 2-5FT CNTNR GRWN)	10	EACH
802-11.46	QUERCUS SHUMARDII (SHUMARD OAK 2-5 FT CNTNR GRWN)	19	EACH



APPLICATION BY:  
 TENNESSEE DEPARTMENT OF TRANSPORTATION  
 PE #  
 PIN # 115769.00  
 RALEIGH MILLINGTON ROAD  
 BRIDGE OVER LOOSAHATCHIE RIVER  
 NEAR MILLINGTON, TENNESSEE





# Permit Sketch



SCALE IN FEET

10

5

TRACT NO. 1  
PINCH'S INC.

BEGIN PROJ. NO. 79054-3407-04 R.O.W.  
STA. 8+23.00  
N 360880.0253  
E 795687.0760

TRACT NO. 5  
SHELBY COUNTY  
(CONSERVATION BOARD)

TRACT NO. 2  
DARRELL BEARD  
AND WIFE, DEBORAH BEARD

TRACT NO. 3  
ALLENTOWN MOBILE  
CITY ASSOCIATES

TRACT NO. 4  
SARAH R. PERKINS

TRACT NO. 4  
SARAH R. PERKINS

NO EQUIPMENT IS TO BE OPERATED  
20 FT. OF THE PROPOSED FILL SLOPES.

LEGEND	WETLAND IMPACTS (WTL-3)
	AREA OF PERMANENT IMPACT = 0.601 AC.
	AREA OF TEMPORARY IMPACT = 0.243 AC.
LEGEND	WETLAND IMPACTS (WTL-4)
	AREA OF PERMANENT IMPACT = 0.103 AC.
	AREA OF TEMPORARY IMPACT = 0.014 AC.
LEGEND	WETLAND IMPACTS (WTL-5)
	AREA OF PERMANENT IMPACT = 0.012 AC.
	AREA OF TEMPORARY IMPACT = 0.002 AC.

ESTIMATED TREE QUANTITIES			
ITEM NO.	DESCRIPTION	QUANTITY	UNIT
802-11-16	FRAXINUS PENNSYLVANICA (GREEN WASH 2-5FT CNTRN GRWN)	23	EACH
802-11-33	QUERUS MICHAUXII (SWAMP CHRIST OAK 2-5FT CNTRN GRWN)	45	EACH
802-11-36	QUERUS NUTTALLII (NUTTALL OAK 2-5FT CNTRN GRWN)	45	EACH
802-11-38	QUERUS PHELLOUS (WILLOW OAK 2-5FT CNTRN GRWN)	45	EACH
802-11-42	TAXODIUM DISTICHUM (BALD CYPRESS 2-5FT CNTRN GRWN)	23	EACH
802-11-46	QUERUS SHUMARDII (SHUMARD OAK 2-5 FT CNTRN GRWN)	45	EACH

APPLICATION BY:  
SHELBY COUNTY PUBLIC WORKS  
PE #  
PIN # 115769.00  
RALEIGH MILLINGTON ROAD  
BRIDGE OVER LOOSAHATCHIE RIVER  
NEAR MILLINGTON, TENNESSEE

**MITIGATION NOTES:**

1. REMOVE THE TOP 12 INCHES OF TOPSOIL AND STOCKPILE IT UNTIL CONSTRUCTION IS COMPLETE.
2. ONCE CONSTRUCTION ACTIVITIES ARE COMPLETED, RESTORE ALL TEMPORARY WETLAND IMPACT AREAS TO PRE-CONSTRUCTION CONDITIONS. THIS INCLUDES REMOVING HAUL ROAD (IF APPLICABLE), RESTORING THE SITE TO THE ORIGINAL (PRE-CONSTRUCTION) ELEVATION AND SPREADING STOCKPILED TOPSOIL BACK OVER THE WETLAND SITE.
3. THE AREA OF TEMPORARY IMPACTS WILL BE STABILIZED ACCORDING TO STANDARD PRACTICES.
4. PLANTING WILL BE BASED ON NOTES PROVIDED BY ECOLOGY.
5. WETLAND AREAS LOCATED OUTSIDE OF PROPOSED RIGHT-OF-WAY AND CONSTRUCTION EASEMENTS ARE TO BE CLEARLY MARKED AND NOT TO BE DISTRIBUTED.

**TREES:**

1. NO SUBSTITUTIONS OF TREE SPECIES OR SIZES SHALL BE ALLOWED WITHOUT THE WRITTEN APPROVAL OF TROT ENVIRONMENTAL DIVISION. TREES SHALL BE THE VARIETY REQUESTED AND FIRST QUALITY. NO CLONES OR CULTIVARS WILL BE ACCEPTED. ANY FOUND TO BE INCORRECT SPECIES, OR IMPROPERLY PLANTED, AT ANY TIME PRIOR TO TERMINATION OF THE CONTRACT SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE. STAKES AND WIRES SHALL BE REMOVED IMMEDIATELY PRIOR TO CONTRACT TERMINATION, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
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