



**DEPARTMENT OF THE ARMY**  
U.S. ARMY CORPS OF ENGINEERS, TULSA DISTRICT  
2488 E. 81 ST  
TULSA, OKLAHOMA 74137

Programs and Project Management Division  
Civil Works Branch

## **PUBLIC NOTICE**

### **REQUEST FOR PERMISSION TO ALTER A U.S. ARMY CORPS OF ENGINEERS PROJECT UNDER SECTION 408**

**TITLE:** I-135, I-235, K-254, and K-96 Interchange – Wichita North Junction Improvement  
Phase 2B, Park City, Sedgwick County, Kansas (408-SWT-2022-0004)

**PUBLIC NOTICE COMMENT PERIOD:**

Begins: February 4, 2022

Ends: February 18, 2022

**REQUESTER:** In compliance with U.S.C. Title 33, Chapter 9, Subchapter 1, Section 408, the Kansas Department of Transportation (requester) has requested permission from the U.S. Army Corps of Engineers (USACE) for the WVC Chisholm Levee P and WVC Big Slough Levee D.

**LOCATION:** Park City, Sedgwick County, Kansas (Attachment 1)

**REQUESTERS PROPOSED ACTION:** A new highway bridge crossing over the WVC Chisholm Levee P and BNSF railway spur (Bridge No. 856) and a new highway bridge crossing over WVC Big Slough Levee D and the Middle Fork Chisholm Creek (Bridge No. 857) will be constructed (Attachment 2, #1 and #2). Compacted fill will be placed within the retention basin connected to the Middle Fork Chisholm Creek and storage losses will be compensated by excavation to offset storage volume in the retention basin (Attachment 2, #3 and #4). Bridge No. 857, as proposed, is a 3-span reinforced concrete slab bridge over the Middle Fork Chisholm Creek, 162.3-feet long and 49.5-feet wide. The bridge foundations will consist of HP steel piles driven to bearing at the abutments and piers and roadway will be placed over the federal levee south of the bridge. Bridge No. 856, as proposed, is a 3-span steel (rolled beams) bridge over the BNSF railway spur, 202.9-feet long and 51.0-feet wide. The bridge foundations will consist of HP steel piles driven to bearing at the abutments and below grade concrete footings founded on driven piles at the piers and roadway embankment will be placed over the federal levee east of the bridge.

**ENVIRONMENTAL IMPACTS OF PROPOSED ACTION:** USACE reviewed the environmental compliance documentation submitted by the requester and will adopt the Federal Highway Administration Categorical Exclusion Determination, dated February 2020, which has determined there is no suitable habitat for federally listed species under the jurisdiction of the U.S. Fish and Wildlife Service (USFWS). Therefore, USACE determined activities associated with the proposed are not likely to cause adverse effects to federally listed species or designated critical habitat under the jurisdiction of the USFWS.

The proposed project was reviewed for cultural resources, in accordance with Section 106 of the National Historic Preservation Act, based on an area of potential effect determined based upon construction plans and Endangered Species Act figures. Based on the cultural resources review, the project meets the No Effect threshold, concluding the Section 106 process.

**AUTHORITY:** The authority to grant permission for a temporary or permanent use, occupation, or alteration of any USACE civil works project is contained in Section 14 of the Rivers and Harbors Act of 1899, as amended, codified at 33 U.S.C. 408 (“Section 408”). Section 408 authorized the Secretary of the Army, on the recommendation of the Chief of Engineers, to grant permission for the alteration or occupation or use of a public interest and will not impair the usefulness of the project. The Secretary of Army’s authority under Section 408 has been delegated to the USACE, Chief of Engineers. The USACE Chief of Engineers has further delegated the authority to the USACE, Directorate of Civil Works and Division and District Engineers, depending upon the nature of the activity.

**LIMITS OF SECTION 408 AUTHORITY:** A requester has the responsibility to acquire all other permissions or authorizations required by federal, state, and local laws or regulations, including any required permits from the USACE Regulatory Program under Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403), Section 404 of the Clean Water Act (33 U.S.C. Section 1344), and/or Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972 (33 U.S.C. 1413). In addition, an approval under Section 408 does not grant any property rights or exclusive privileges nor does it authorize any injury to the property or rights of others.

**EVALUATION FACTORS:** The decision whether to grant the requested permission for project alteration under Section 408 will be based on several factors. 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. Review of requests for alteration will be reviewed by a USACE technical review team considering the following factors:

- 1) Impair the Usefulness of the Project Determination. The review team will determine if the proposed alteration would limit the ability of the USACE project to function as authorized, or would compromise or change any authorized project conditions, purposes, or outputs. In order for an alteration to be approved, the Requester must demonstrate that the alteration does not impair the usefulness of the federally authorized project.
- 2) Injurious to the Public Interest Determination. Proposed alterations will be reviewed to determine the probable impacts, including cumulative impacts, on the public interest. Factors that may be relevant to the public interest evaluation depend upon the type of USACE project being altered and the nature of the proposed alteration and may include, but are not limited to, such things as conservation, economic development, historic properties, cultural resources, environmental impacts, water supply, water quality, flood hazards, floodplains, residual risk, induced damages, navigation, shore erosion or accretion, and recreation. This evaluation will consider information received from the interested parties, including tribes, agencies, and the public. The benefits that reasonably may be expected to accrue from the proposal must be compared against its

reasonably foreseeable detriments. The decision whether to approve an alteration will be determined by the consideration of whether benefits are commensurate with risks and by the net impact of the alteration on the public interest using the public interest factors.

- 3) Environmental Compliance. A decision on a Section 408 request is a federal action, and therefore subject to the National Environmental Policy Act (NEPA) and other environmental compliance requirements. While USACE is responsible for ensuring environmental compliance, the requester is responsible for providing all information that the Tulsa District identifies as necessary to satisfy all applicable federal laws, executive orders, regulations, policies, and procedures. NEPA and other analysis completed to comply with other environmental statutes (e.g., Endangered Species Act) should be commensurate with the scale and potential effects of the activity that would alter the USACE project. The Tulsa District will work with the requester to determine the requirements, which will be scaled to the likely impacts of the proposed alteration and should convey the relevant considerations and impacts in a concise and effective manner.

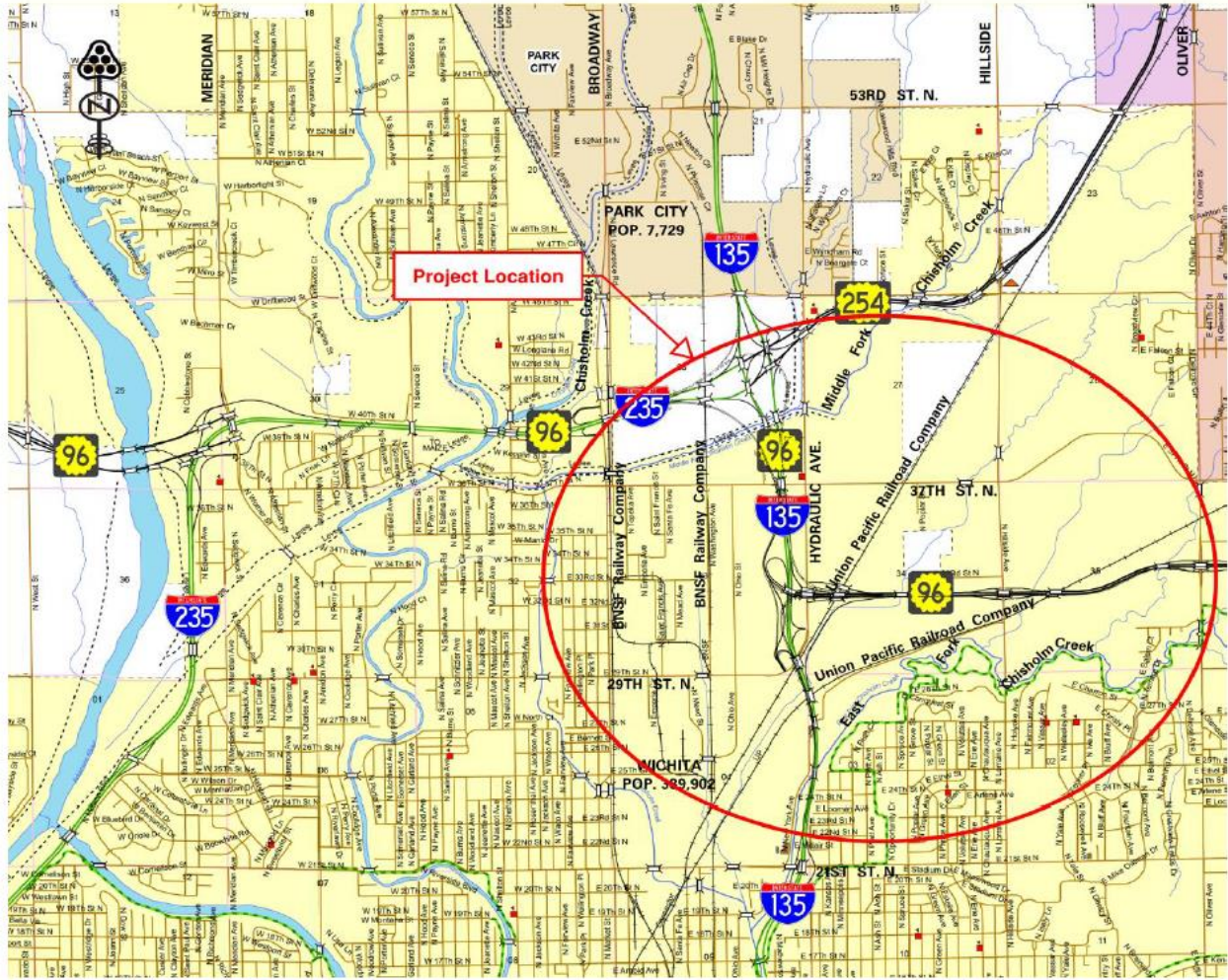
**PUBLIC INVOLVEMENT:** The purpose of this notice is to solicit comments from the public; federal, state, and local agencies and officials; tribes; and other interested parties regarding the I-135, I-235, K-254, and K-96 Interchange – Wichita North Junction Improvement Phase 2B, Park City, Sedgwick County, Kansas. Comments received within 10 days of publication of this notice will be used in the evaluation of potential impacts of the proposed action on important resources and in the evaluation of whether the proposed alteration would be injurious to the public interest and/or would impair the usefulness of the authorized project. Only the specific activities that have the potential to occupy, use, or alter WVC Chisholm Levee P and WVC Big Slough Levee D will be evaluated. Please limit comments to the area of the alteration and those adjacent areas that would be directly or indirectly affected by proposed highway interchange expansion.

**SUBMITTING COMMENTS:** Written comments, referencing Identification Number 408-SWT-2022-0004 must be submitted to the office listed below on or before February 18, 2022.

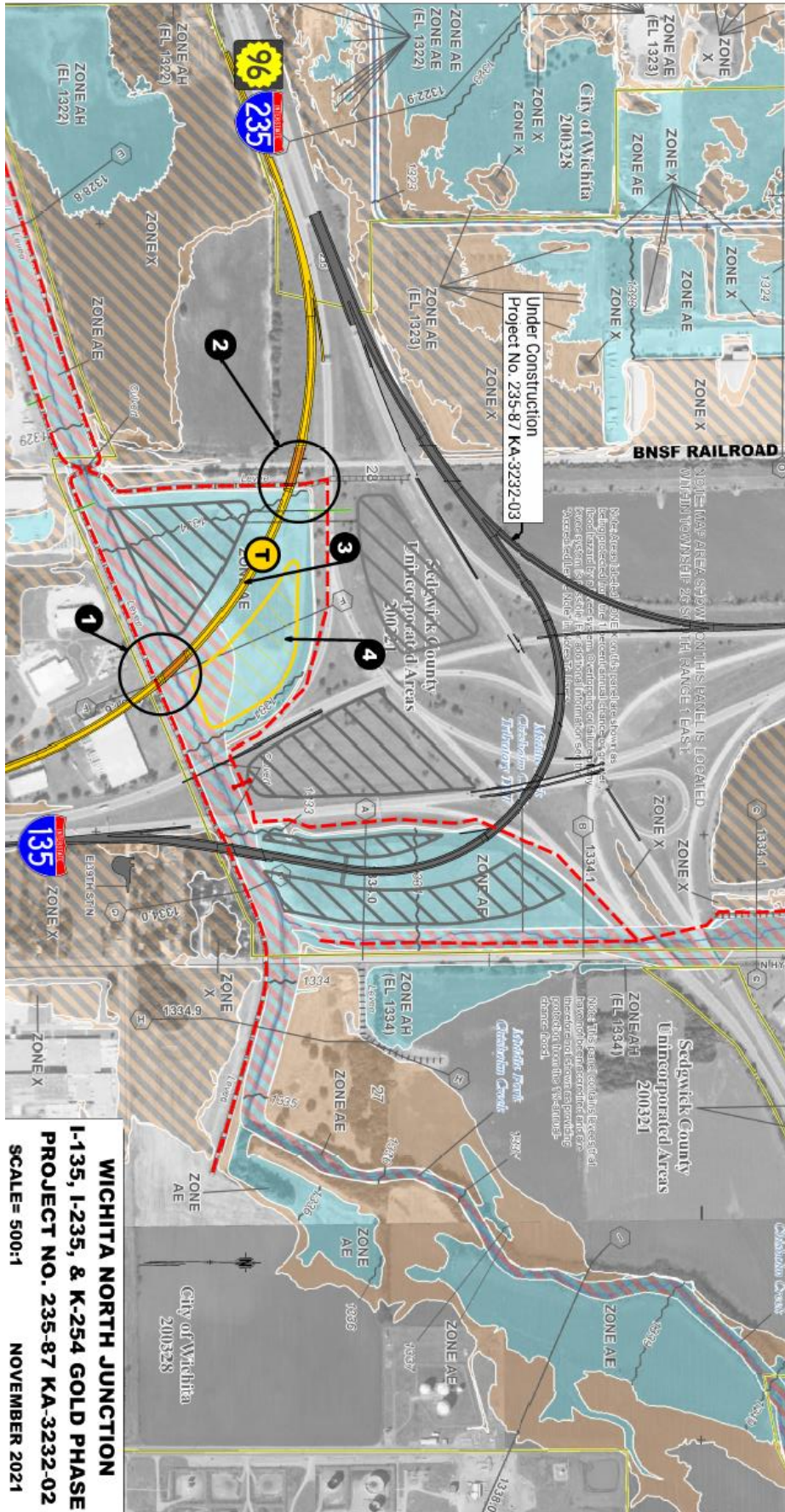
Tony Clyde, Project Manager – 408 Coordinator  
U.S. Army Corps of Engineers, Tulsa District  
2488 E 81<sup>st</sup> Street  
Tulsa, Oklahoma 74137

Email: [Tony.Clyde@usace.army.mil](mailto:Tony.Clyde@usace.army.mil)

Attachment 1: Project vicinity.



Attachment 2: Project Location



**WICHITA NORTH JUNCTION**  
**I-135, I-235, & K-254 GOLD PHASE**  
**PROJECT NO. 235-87 KA-3232-02**  
**SCALE = 500:1**      **NOVEMBER 2021**