



# PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS  
LOS ANGELES DISTRICT

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## APPLICATION FOR PERMIT Lake Havasu State Park Boat Ramp and Parking Lot Project

**Public Notice/Application No.:** SPL-2013-00159-WHM

**Project:** Lake Havasu Boat Ramp and Parking Lot Enhancement

**Comment Period:** April 27, 2015 through May 27, 2015

**Project Manager:** William Miller; 602-230-6954; [William.H.Miller@usace.army.mil](mailto:William.H.Miller@usace.army.mil)

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### Applicant

Mike Kondelis, Kingman District Engineer  
Arizona Department of Transportation  
3660 E. Andy Devine Avenue  
Kingman, AZ 86401

### Contact

Emily Lester  
Arizona Department of Transportation  
Environmental Planning Group  
1611 W. Jackson MD EM02  
Phoenix, Arizona 85007

### Location

The project is located within Lake Havasu City, Mohave, AZ (34.477426 N, -114.353488 W) at the southern end of the Windsor Beach portion of Lake Havasu State Park on the eastern shore of Lake Havasu.

### Activity

Arizona State Parks (ASP), in cooperation with the Arizona Department of Transportation, is proposing to construct a new boat ramp, parking lot, and associated features within the Windsor 4 area of Lake Havasu State Park. Based on current safety concerns and congestion levels, the proposed project intends to address lake access for safety personnel and visitors through an appropriately sized boat ramp and paved parking lot. (see attached drawings). For more information see page 3 of this notice.

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Interested parties are hereby notified an application has been received for a Department of the Army permit for the activity described herein and shown on the attached drawing(s). We invite you to review today's public notice and provide views on the proposed work. By providing substantive, site-specific comments to the Corps Regulatory Division, you provide information that supports the Corps' decision-making process. All comments received during the comment period become part of the record and will be considered in the decision. This permit will be issued, issued with special

conditions, or denied under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act.

Comments should be mailed to:

**DEPARTMENT OF THE ARMY  
LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS  
REGULATORY DIVISION  
ATTN: William Miller  
3636 N CENTRAL AVE SUITE 900  
PHOENIX AZ 85012-1939**

Alternatively, comments can be sent electronically to: [William.H.Miller@usace.army.mil](mailto:William.H.Miller@usace.army.mil)

The mission of the U.S. Army Corps of Engineers Regulatory Program is to protect the Nation's aquatic resources, while allowing reasonable development through fair, flexible and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands. The Regulatory Program in the Los Angeles District is executed to protect aquatic resources by developing and implementing short- and long-term initiatives to improve regulatory products, processes, program transparency, and customer feedback considering current staffing levels and historical funding trends.

Corps permits are necessary for any work, including construction and dredging, in the Nation's navigable water and their tributary waters. The Corps balances the reasonably foreseeable benefits and detriments of proposed projects, and makes permit decisions that recognize the essential values of the Nation's aquatic ecosystems to the general public, as well as the property rights of private citizens who want to use their land. The Corps strives to make its permit decisions in a timely manner that minimizes impacts to the regulated public.

During the permit process, the Corps considers the views of other Federal, state and local agencies, interest groups, and the general public. The results of this careful public interest review are fair and equitable decisions that allow reasonable use of private property, infrastructure development, and growth of the economy, while offsetting the authorized impacts to the waters of the United States. The permit review process serves to first avoid and then minimize adverse effects of projects on aquatic resources to the maximum practicable extent. Any remaining unavoidable adverse impacts to the aquatic environment are offset by compensatory mitigation requirements, which may include restoration, enhancement, establishment, and/or preservation of aquatic ecosystem system functions and services.

### **Evaluation Factors**

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. Factors that will be considered include conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, 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 production and, in general, the needs and welfare of the people. In addition, if the proposal would discharge dredged or fill material, the evaluation of the activity will include application of the EPA Guidelines (40 CFR Part 230) as required by Section 404 (b)(1) of the Clean Water Act.

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.

### **Preliminary Review of Selected Factors**

**EIS Determination**- A preliminary determination has been made an environmental impact statement is not required for the proposed work.

**Water Quality**- The applicant is required to obtain water quality certification, under Section 401 of the Clean Water Act, from the Arizona Department of Environmental Quality. Section 401 requires any applicant for an individual Section 404 permit provide proof of water quality certification to the Corps of Engineers prior to permit issuance.

**Essential Fish Habitat**- No Essential Fish Habitat (EFH), as defined by the Magnuson-Stevens Fishery Conservation and Management Act, occurs within the project area and no EFH is affected by the proposed project.

**Cultural Resources**- The latest version of the National Register of Historic Places has been consulted and this site is not listed. This review constitutes the extent of cultural resources investigations by the District Engineer, and she is otherwise unaware of the presence of such resources.

**Endangered Species**- Preliminary determinations indicate the proposed activity would not affect federally-listed endangered or threatened species, or their critical habitat. Therefore, formal consultation under Section 7 of the Endangered Species Act does not appear to be required at this time.

**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 public hearing shall state with particularity the reasons for holding a public hearing.

### **Proposed Activity for Which a Permit is Required**

**Basic Project Purpose**- The basic project purpose comprises the fundamental, essential, or irreducible purpose of the proposed project, and is used by the Corps to determine whether the applicant's project is water dependent (i.e., requires access or proximity to or siting within the special aquatic site to fulfill its basic purpose). Establishment of the basic project purpose is necessary only

when the proposed activity would discharge dredged or fill material into a special aquatic site (e.g., wetlands, pool and riffle complex, mudflats, coral reefs). Because no fills are proposed within special aquatic sites, identification of the basic project purpose is not necessary. The project is not water dependent.

Overall Project Purpose- The overall project purpose serves as the basis for the Corps' 404(b)(1) alternatives analysis and is determined by further defining the basic project purpose in a manner that more specifically describes the applicant's goals for the project, and which allows a reasonable range of alternatives to be analyzed. The overall project purpose for the proposed project is to 1) increase general lake safety by reducing traffic congestion and improving lake access for emergency personnel; 2) improve Windsor Beach visitor safety and experience by reducing wait times, decreasing traffic congestion, and improving traffic flow; and 3) increase recreational opportunities at Windsor Beach by providing lake access for oversized watercraft and additional facilities for non boating visitors.

### **Additional Project Information**

Baseline information- Lake Havasu State Park is one of the most intensively used recreation areas in Arizona, with Windsor Beach serving as one of the most in demand boating access points on Lake Havasu. During the peak season, many of the visitors to the park are traveling from California, as well as from Arizona, Nevada, and Utah. Due to the popularity of Lake Havasu, Windsor Beach experiences high usage of park amenities, including the Windsor 1, 2 and 3 boat ramps, parking areas, and the associated park roads. During typical summer weekends and/or holidays, traffic patterns and maneuverability are encumbered at the existing ramp locations and throughout the entire Windsor Beach area due to the high number of users waiting to launch or remove their watercrafts and park their vehicle and haul trailer. A wait time of multiple hours is a common occurrence during busy weekends

Project description- The proposed improvements include construction of a new boat ramp, jetty, floating docks, gangways, and boat launch staging areas adjacent to the new boat ramp; geotechnical analysis; construction of a new parking lot; improvements to Main Park Road in the vicinity of the new parking lot and staging area; improvements to the existing Windsor 4 parking lot; improvements to the existing Mohave Sunset Trail; and construction of a new multi-use path and new beach area along the London Bridge Channel. In the case of an emergency, ASP and/or emergency personnel will typically close the boat ramps to public traffic, but congestion in the parking areas adjacent to the ramps causes delays for emergency personnel to access the ramps. By reducing congestion and adding an emergency access lane in the boat launch staging area between Main Park Road and the proposed ramp, emergency personnel would be able to access the lake more quickly; when not being used for emergency situations, the access lane would be designated for pedestrian use. The proposed project will improve safety conditions and experience for park visitors (e.g., boaters, drivers, and pedestrians) by redistributing a portion of the visiting boats to a separate launch area, which will reduce congestion at the ramps and in the parking lots, reduce idle vehicle queuing, provide an additional access point for emergency personnel, and improve access for oversized boats. The project will also increase recreation opportunities for non boating visitors by adding a new beach area and improving the trail system. The proposed project includes the following:

#### **Boat Ramp**

- Constructing a new 8-lane, 108-foot-wide by 107-foot-long boat ramp with four 15-foot-wide lanes that will accommodate oversized boats and four 12-foot-wide lanes for standard-sized boats.
  - The boat ramp will be constructed between the campgrounds to the north and the day-use/beach/group ramada area to the south.
  - The new boat ramp will support motorized watercraft and boats of all class sizes, including those greater than 40 feet in length up to 65 feet in length (referred to as Class 3 boats).
  - The construction of the new boat ramp will require dredging portions of Lake Havasu immediately surrounding the new structure.
  - The ramp will have a 15% slope and will be overlaid on compacted subgrade, geotextile fabric, compacted bedding stone, and geogrid. It will consist of 40 feet of concrete pavement with V groove finish and 67 feet of prefabricated Armorflex Class 50S mats backfilled with crushed stone and 2 feet of riprap along the bottom edge.
  - The Armorflex mats used for the ramp will be 6 inches thick and will have 20% open area, which will allow vegetation to grow through the material.
  - Approximately 8-foot-wide Armorflex turndowns covered with riprap will be located on both sides of the ramp.
  - Retaining walls will be located on each side of the boat ramp.
  - Geotechnical analysis will be completed at two locations to confirm substrate in the location of the new retaining walls. Analysis would include 4-foot-wide borings at each new wall location at a depth of 5 to 15 feet.

#### Jetty

- Constructing a new riprap-lined jetty adjacent to the west side of the new boat ramp to dissipate wave action and protect the ramp from erosion.
  - The top surface of the jetty will be 15 feet wide and will consist of 2 inches of stabilized decomposed granite over compacted engineered fill, with 3 feet of the structure above the high water elevation.
  - The sideslopes will have a 2:1 slope and will consist of 12 inches of riprap overlaid on compacted engineered fill.
- Installing an indicator light on the new jetty to caution approaching watercraft.

#### Floating docks and Gangways

- Installing a new 195-foot-long and 5-foot-wide floating dock to the east of the new boat ramp to assist in the loading and off-loading of boat passengers
  - An 86-foot-long floating dock will connect the two segments of gangways and will be supported by 6- to 8-inch-diameter driven piles.
  - The floating dock will have a 4-inch-tall lip for edge protection along each side.
- Installing a new 9-foot-wide Americans with Disabilities Act (ADA)-compliant gangways to the east of the new boat ramp, which will be completed in two segments totaling approximately 140 feet (leading up to the floating dock from either side)
  - The gangways will be supported by 6- to 8-inch-diameter driven steel piles to the lake bottom and on the shoreline in portions of Wetland 2.
  - An ADA-compliant concrete sidewalk will lead up to the gangways from either side.
  - Both the floating docks and gangways will provide for loading and off-loading of boat passengers, as well as provide pedestrian access to the new boat ramp and the Mohave Sunset Trail.

### Boat Launch Staging Area and Parking Lot

- Constructing a designated boat launch staging area west of Main Park Road (a.k.a. Windsor Beach Road) for the new boat ramp, with six 15-foot-wide slots on either side of the ramp, for a total of 12 slots for staging activities.
  - The staging areas are not intended to be parking areas, but rather areas to untie or tie down the boats prior to entering or after exiting the water.
- Constructing an ADA-compliant concrete sidewalk and ramp with a handrail at the crossing of Willow Wash west of Main Park Road to connect the new boat launch staging area to the existing sidewalk that leads to the day-use area.
- Constructing a new overflow paved parking lot east of Main Park Road that will support the use of the new boat ramp and will provide approximately 86 vehicle parking spaces (accommodating a truck plus a boat trailer).
  - The new paved parking lot will replace a portion of the approximately 45 overflow parking spaces currently located in the existing day-use area at the southern end of the park that ASP currently stripes during periods of high use to provide additional parking spaces. The new lot will avoid the need for the current day-use area to be used for parking, thereby allowing for greater availability and intended use of the day-use area.
  - Signage will be installed within the new parking lot to assist in directing the ingress and egress through the new parking lot.
- Constructing a painted pedestrian crosswalk leading from the new parking lot to the boat launch area, crossing Main Park Road.
- Constructing a 10-foot-wide asphalt path with removable bollards for pedestrian access, and that may be used for emergency access when needed.
- Constructing four retention basins, including two located immediately west of Main Park Road in the boat launch staging area and two located immediately east of Main Park Road in the new overflow parking lot area.

### Main Park Road Improvements

- Constructing a dedicated right-turn lane along Main Park Road for access into the boat launch staging area from the north.

### Existing Parking Lot Improvements

- Constructing a vehicle and pedestrian access driveway to the east of the existing Windsor 4 paved parking lot.
  - During special events within the day-use area, it is anticipated that location will serve as a pedestrian exit/entrance and vehicle exit-only location for visitors traveling via Paseo del Sol Avenue.
  - The new two-lane access driveway will be 40 feet wide, with 2-foot shoulders, and a 6.5-foot sidewalk. This driveway will provide vehicles an exit from the existing ASP parking lot east of Main Park Road to the Lake Havasu City parking lot to the east of the park.
  - To provide drainage beneath the driveway, five 24-inch-diameter by 66-foot-long corrugated metal pipes (CMPs) with headwalls will be installed in the drainage swale.
  - A tire ripper will be installed to prevent vehicle entrance at the driveway.

- Removable bollards will be installed at the entryway of the pedestrian sidewalk to prevent use of the sidewalk by vehicles.
- The existing gate and pedestrian drainage crossing located east of the parking lot will be removed.
- Repaving and restriping the existing Windsor 4 parking lot to accommodate the new exit/entrance.
  - The improvements to the existing parking lot will provide for 96 vehicle spaces (truck plus a boat trailer).
  - The restriping will result in a total of 26 spaces being removed.

#### Mohave Sunset Trail improvements

- Reconstructing and realigning the portions of the Mohave Sunset Trail within the footprint of the new structures with stabilized decomposed granite in order to maintain connection of the existing path system to the south and to the north of the project.

#### Multi-use Pathway and Beach Area

- Constructing a new 10-foot-wide concrete multi-use pathway at the southern end of the park along the north bank of London Bridge Channel, stretching approximately 1,318 feet from the existing lighthouse to the eastern park boundary where it will connect to the existing Lake Havasu City Shoreline Trail.
- Constructing approximately 1,000 feet of beach area along the London Bridge Channel
  - The construction of the beach area will be completed at an elevation above of the ordinary high water mark (OHWM) of the London Bridge Channel. Therefore, no permanent impacts to the London Bridge Channel will occur as a result of this project.
  - The upland areas north of London Bridge Channel will be graded at a 6:1 slope to create the beach area and to allow for boat mooring along the channel. Approximately 2,400 tons of sand imported from off-site will be deposited in the new beach area.

#### Other Associated Features

- Installing conduit for future video/web camera installation and use.
- Installing lighting along the new multi-use path, as well as in the new parking lot.
- Installing and relocating power poles and adjusting existing utilities to grade.
- Installing of a temporary coffer dam to support dewatering and dredging activities associated with the proposed boat ramp and jetty.
- Installing weighted buoys within Lake Havasu to designate access points at the new ramp.

The proposed project will permanently impact a total of 2.009 acres of Waters. Of this total, approximately 0.958 acre of permanent impacts will occur to wetlands.

Proposed Mitigation– The proposed mitigation may change as a result of comments received in response to this public notice, the applicant's response to those comments, and/or the need for the project to comply with the 404(b)(1) Guidelines. In consideration of the above, the applicant has proposed to compensate for the loss of Waters associated with this project by providing in-lieu fees to an appropriate program.

## **Proposed Special Conditions**

No special conditions have been proposed at this time.

For additional information please call William Miller of my staff at 602-230-6954 or via e-mail at [William.H.Miller@usace.army.mil](mailto:William.H.Miller@usace.army.mil). This public notice is issued by the Chief, Regulatory Division.



### *Regulatory Program Goals:*

- To provide strong protection of the nation's aquatic environment, including wetlands.
- To ensure the Corps provides the regulated public with fair and reasonable decisions.
- To enhance the efficiency of the Corps' administration of its regulatory program.

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**DEPARTMENT OF THE ARMY**  
**LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS**  
3636 N CENTRAL AVE SUITE 900  
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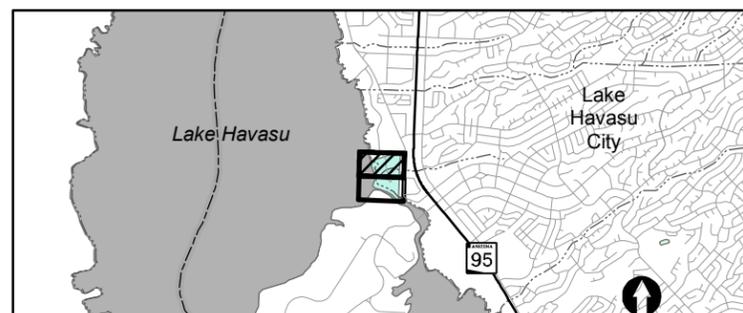


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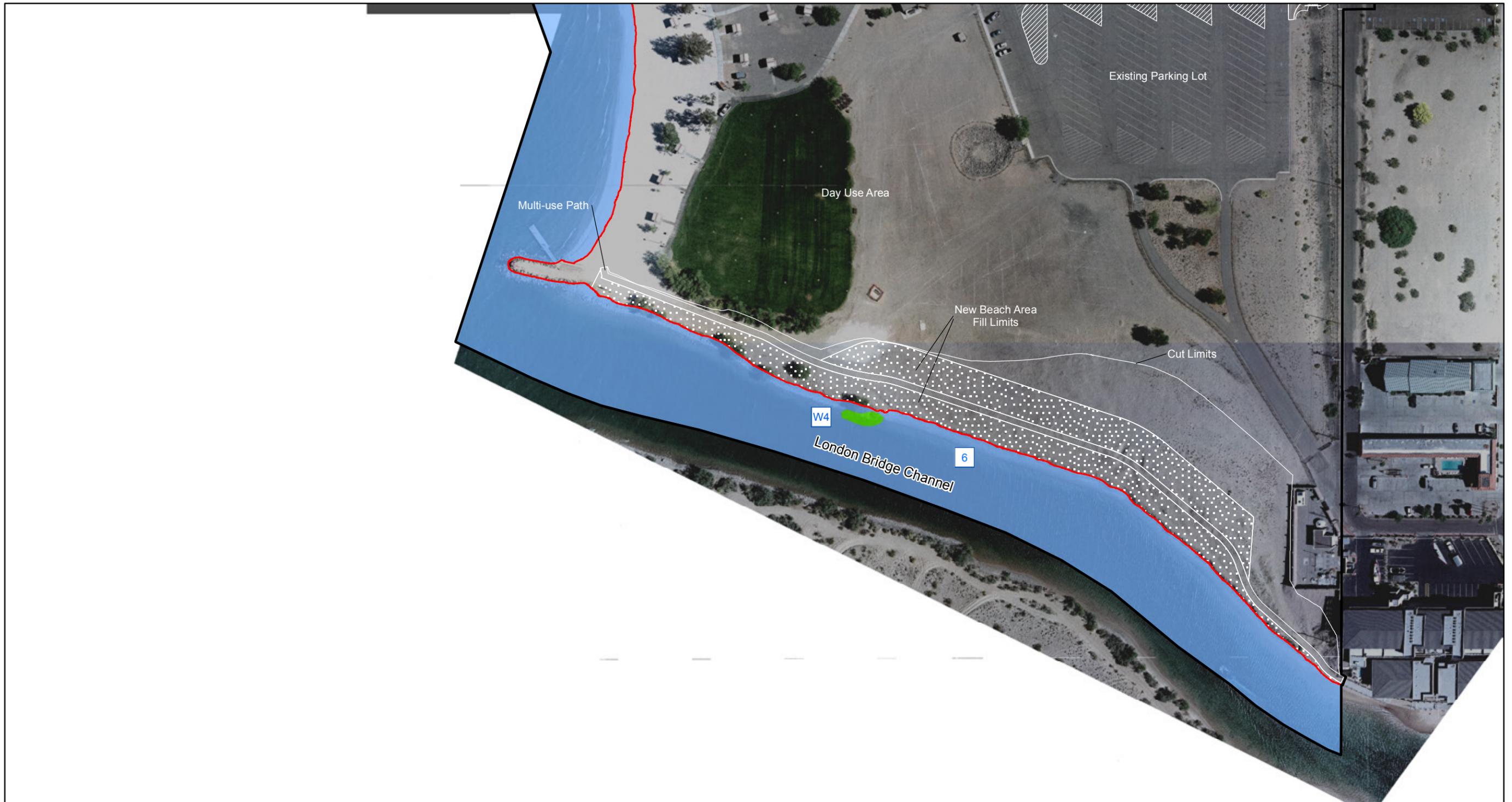
Prepared by J. Casteel of LSD for ADOT Feb. 2014, rev July 2014

**Key**

-  Geotechnical Investigation
-  Feature Number
-  Wetland Number
-  Ordinary High Water Mark
-  Project Area (32 acres)
-  Areas of Cleared Hydrophytic Vegetation (0.6 acre)
-  Wetlands (3.742 acres)
-  Permanent Impacts to Wetlands (0.358 acre not including areas of cleared hydrophytic vegetation)
-  Open Waters (3.005 acres)
-  Waters of the US (0.354 acre)
-  Permanent Impacts to Non-wetland Waters of the US (1.051 acres)
-  Temporary Impacts to Waters of the US (0.011 acre)



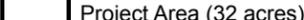
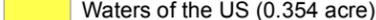
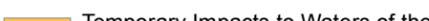
<p><b>Section 404 Individual Permit</b>  <b>Lake Havasu State Park Boat Ramp and Parking Lot Project</b>  <b>095 MO 185 H8193 01C</b></p>		
<p>Source: USGS 7.5' Quadrangles          Lake Havasu City South, Ariz. (1978);          T13N, R20W, Sec. 9;          UTM 1983 Zone 11S          742963.20mE, 3818377.10mN</p>	<p>Feet</p>  <p>0 150</p>	<p>February 2015</p>
<p>1" = 150'</p> 	<p>Figure 5a</p>	

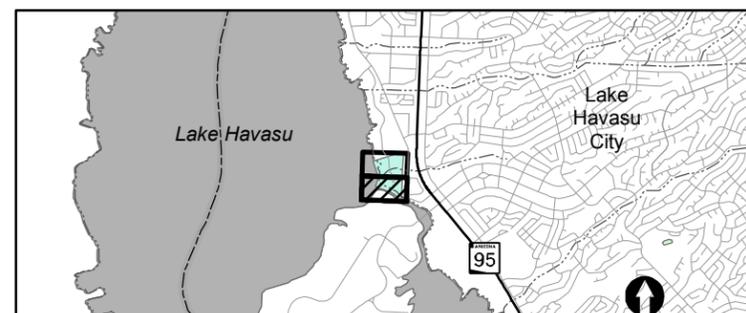


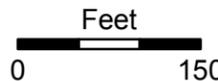
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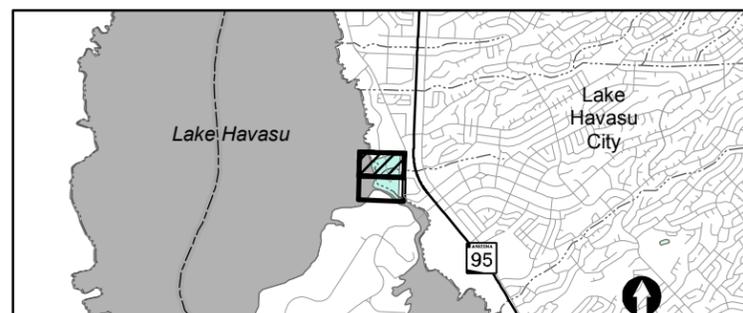


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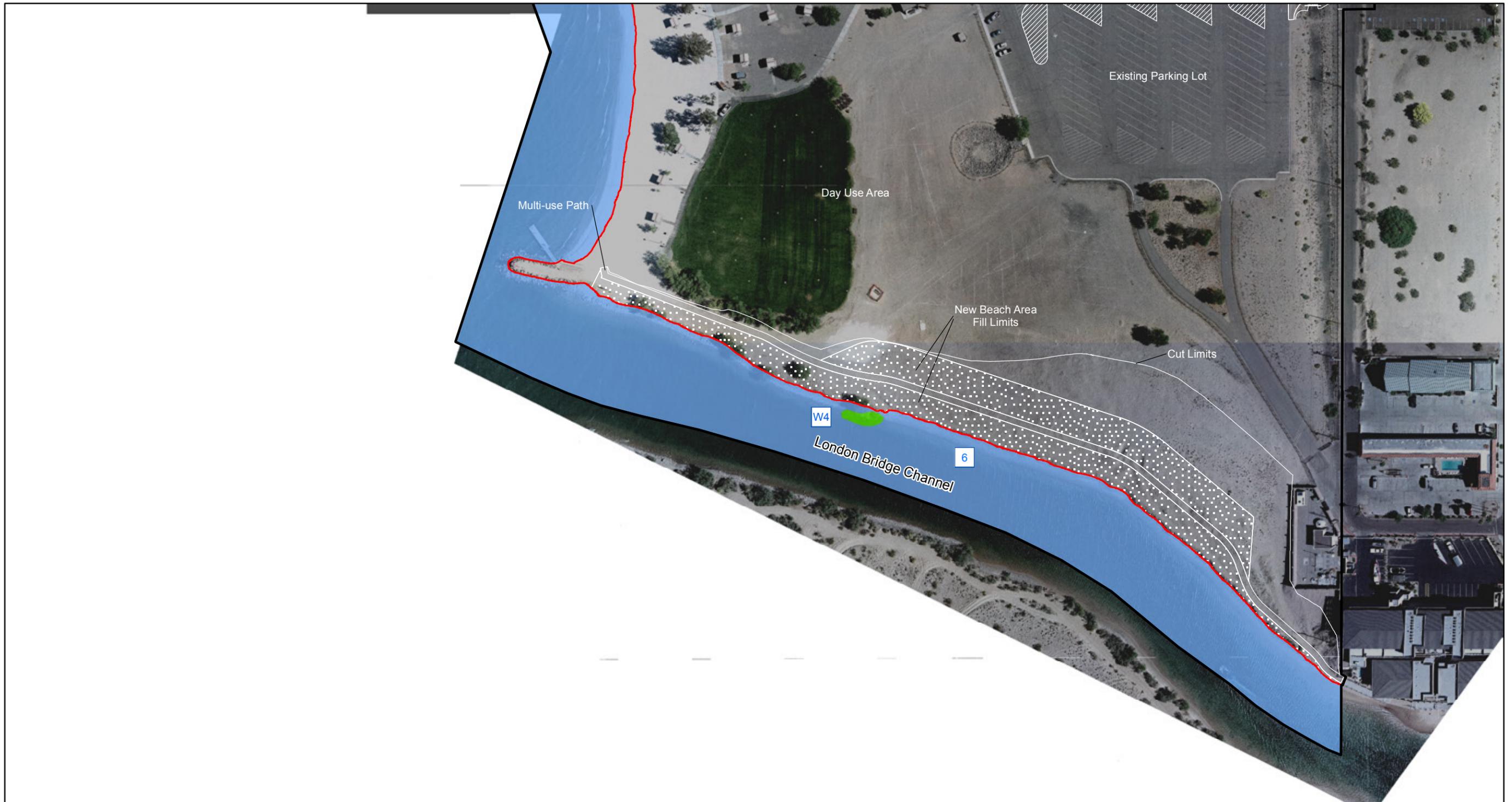
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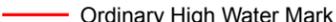
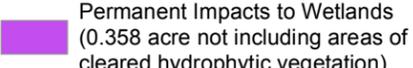
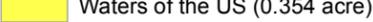
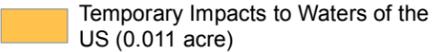
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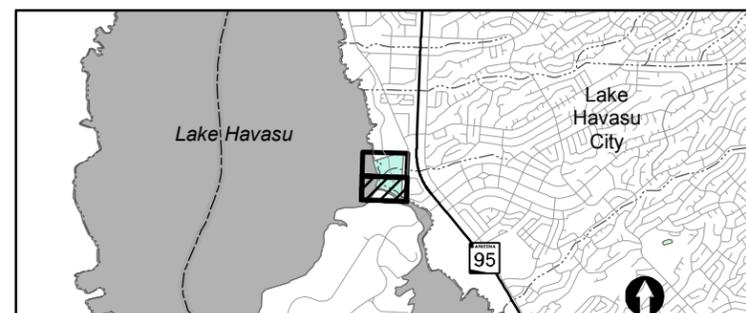


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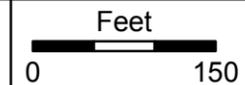
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February 2015

Figure 5b