



US Army Corps
of Engineers
St Paul District

PUBLIC NOTICE

Applicant:
Kent Skaar
MN Dept of Natural Resources

Published: April 2, 2026
Expires: April 17, 2026

St. Paul District
Permit Application No. MVP-2025-00762

TO WHOM IT MAY CONCERN: The St. Paul District of the U.S. Army Corps of Engineers (Corps) has received an application for a Department of the Army permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. §403). The purpose of this public notice is to solicit comments from the public regarding the work described below:

APPLICANT: Kent Skaar
MN Dept of Natural Resources
500 Lafayette Road
St. Paul, MN 55155

AGENT: Ben Hodapp
Anderson Engineering of Minnesota, LLC
13605 1st Ave North
Suite 100
Plymouth, MN 55441

WATERWAY AND LOCATION: The project would affect navigable waters of the United States within the Minnesota River. The project/review area is located along the north shore of the Minnesota River, directly east of trunk highway (TH) 25, in 31 Section, 114 North Township, 24 West Range; at Latitude 44.634548 and Longitude - 93.765943; in Belle Plaine, Sibley County, Minnesota.

EXISTING CONDITIONS: The Minnesota River – Belle Plaine Public Water Access allows for boat launching and vehicle with trailer parking for the launch users. The access is maintained by the Minnesota Department of Natural Resources (MNDNR). The existing public water access includes a single lane boat launch ramp, and a gravel/sand parking lot. As it currently exists, the ramp is subject to recurring, seasonal flooding which leaves large volumes of deposited silty sediment directly on the existing ramp. This requires increased maintenance and costs to remove deposited sediment to ensure continuity of public access to the Minnesota River for recreation, commercial and emergency purposes. The unpaved access fails to meet several design standards; the parking area lacks adequate parking spaces and is usually subject to tire rutting. The access also lacks an Aquatic Invasive Species (AIS) drain stall, and the entire facility does not accommodate ADA compliance. The current facility limits the

maneuverability of modern tow vehicles and watercraft that create access issues to the river and fail to utilize the space effectively.

PROJECT PURPOSE: The purpose is to redevelop the public water access to provide safe and resilient public access meeting modern design standards to withstand channel erosion and minimize impacts of sediment deposition from the Minnesota River during flooding events. The project minimizes operational maintenance costs and provides Aquatic Invasive Species best management practices (BMPs).

The project is needed to address design deficiencies needed for loading and offloading modern watercraft and meet ADA parking requirements. A secondary need for the project is to provide bank stabilization and address recurring operational and maintenance costs associated with removal of the deposited sediment on the existing ramp.

PROPOSED WORK: The Minnesota Department of Natural Resources has applied for a Department of the Army Permit for the removal of an existing concrete plank ramp, removal of accumulated sediment, and the installation of a new boat ramp 150-foot immediately upstream of the existing concrete plank ramp. The project also includes elevating the parking lot and installing a bituminous surface parking lot that includes ADA accessibility improvements, storm-water management practices, and an Aquatic Invasive Species (AIS) drain basin/tie-down stall. The proposed parking lot area will provide space to safely navigate and better accommodate tow vehicles and boats. The parking lot will also include ADA compliant parking. The parking lot will feature nine boat-trailer parking spots. Flush concrete curb parking barriers will be installed at the north and south ends of the lot to allow a better turn radius for tow-vehicles

QUANTITY, TYPE, AND AREA OF FILL: The project would involve permanent impacts to waters of the United States.

The applicant requests authorization to permanently discharge fill material into 4,558 square feet (220 linear feet) of the Minnesota River for the boat ramp and associated riprap for bank stabilization. The applicant also proposes to excavate 7,179 square feet (135 linear feet) of material from the Minnesota River to remove the existing concrete plank ramp and accumulated sediment for the new boat ramp installation. The new boat ramp will extend 100 feet into the Minnesota River from the Ordinary High Water Mark (OHWM).

DESCRIPTION OF STRUCTURE: The new boat ramp will be comprised of 12' long by 12' wide by 7.35" thick concrete planks, with an additional 2' shoulder on either side of the ramp, totaling 16' in width.

DESCRIPTION OF DREDGING OR EXCAVATION: The existing boat ramp extends 135 linear feet into the Minnesota River. The applicant proposes to remove/excavate the existing concrete plank ramp (1,890 square feet) and salvage the material off-site in

an upland location. The previous ramp footprint will be naturally restored via sediment deposition

To accommodate for the construction of the new boat ramp, 4,457 square feet of material is planned to be excavated/removed from the Minnesota River. This is to allow for the slope and grading extent to support the minimum required expectancies for safe movements by tow-vehicles, trailers, and the riverbank stabilization to withstand scour and erosion.

THE FOLLOWING POTENTIALLY TOXIC MATERIALS COULD BE USED AT THE PROJECT SITE: None identified/known.

THE FOLLOWING PRECAUTIONS TO PROTECT WATER QUALITY HAVE BEEN DESCRIBED BY THE APPLICANT: Current design and engineering standards ensure that the water quality parameters of concern will be managed prior to entry into the local watershed hydraulic system. The following measures will ensure that water quality in the surrounding watershed area will remain the same or be improved post project:

1. The installation of Aquatic Invasive Species (AIS) drain basins and tie-down stalls will provide dedicated, convenient, and visible areas for boaters to comply with "Clean, Drain, Dry" regulations, preventing the spread of invasive species. They will facilitate the removal of plants, mud, and water from boats and trailers, reducing risks to ecosystems and protecting water infrastructure.
2. Erosion and sediment control practices will be employed to minimize contribution of water quality parameters of concern to aquatic resources, resulting in qualitative changes to the hydrologic regime (project-wide).
3. A Stormwater Pollution Prevention Plan (SWPPP) is developed for the project. Erosion prevention and sediment control requirements will be followed in accordance with the National Pollutant Discharge Elimination System (NPDES) permit, which includes both temporary and permanent erosion and sediment control plans as well as other BMPs to protect downgradient resources. The SWPPP has been completed as part of the project process and no net increases in loading or other degradation are planned to occur.

AVOIDANCE AND MINIMIZATION: The applicant has provided the following information in support of efforts to avoid and/or minimize impacts to the aquatic environment:

Avoidance Alternative 1: No-build

This alternative was ultimately rejected due to its inability to address maintenance issues associated with bank stabilization, erosion, and deposition at the current launch site. Additionally, a no-build alternative would not address ADA deficiencies, nor parking and traffic circulation issues of tow vehicles and watercraft and not provide Aquatic Invasive Species BMPs.

Avoidance Alternative 2: Reconstruct in Existing Footprint

A second avoidance alternative considered was reconstructing the parking lot and access ramp within the existing footprint. This alternative was ultimately rejected due to it does not meet engineering and safety standards for ramp length, width. The current layout of the unpaved parking lot doesn't allow safe traffic flow and limits turning radius for vehicles towing watercraft and leaves inadequate parking space for modern tow-vehicles with trailers. Additional items including stormwater basins, aquatic invasive species drain basins and ADA compliant parking stalls, wouldn't be accommodated within the existing footprint.

Preferred Alternative

The preferred alternative proposes to permanently impact 220 linear feet of the Minnesota River for the improvement and expansion of the parking area, removal of the existing boat ramp, and the construction of the new boat ramp. This alternative was chosen because it meets the project purpose and need. The preferred alternative for the proposed boat launch construction and placement of the new parking stall will avoid wetland impacts. Aquatic resource impacts are confined below the OHWM of the Minnesota River. Minimization measures will ultimately minimize direct and indirect impacts to the soils, hydrology, and the overall function of surrounding resources found throughout the landscape.

Additional minimization measures include:

- Work in Water Exclusion dates
- Utilize wildlife-friendly erosion prevention and sediment control measures.
- Following MN DNR guidelines to prevent the spread of invasive species.
- Revegetate disturbed soil with appropriate native species as soon as possible after construction.
- Erosion and sediment control practices will be employed to minimize contribution of sediment to aquatic resources (project-wide).
- No tree clearing between April 1 and August 15

Note: Other locations were considered and evaluated, such as constructing a new ramp on the south side of the river. However, this location was determined to be a high-risk, safety hazard for watercraft users as the location is in a high velocity flow area located on the outside bend of the channel. Additionally, this area is subject to significant erosion, collection of debris such as floating logs and may develop incised banks that are prone to collapsing and an increased likelihood of high maintenance costs.

COMPENSATORY MITIGATION: The applicant has provided the following explanation why compensatory mitigation should not be required: The applicant has not proposed compensatory mitigation for this project as there are no wetland impacts.

CULTURAL RESOURCES:

The Corps is evaluating the undertaking for effects to historic properties as required under Section 106 of the National Historic Preservation Act. This public notice serves to inform the public of the proposed undertaking and invites comments including those

from local, State, and Federal government Agencies with respect to historic resources. Our final determination relative to historic resource impacts may be subject to additional coordination with the State Historic Preservation Officer, federally recognized tribes and other interested parties.

The District Engineer's final eligibility and effect determination will be based upon coordination with the SHPO and/or THPO, as appropriate and required, and with full consideration given to the proposed undertaking's potential direct and indirect effects on historic properties within the Corps-identified permit area.

ENDANGERED SPECIES: The Corps has performed an initial review of the application, the and the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) to determine if any threatened, endangered, proposed, or candidate species, as well as the proposed and final designated critical habitat may occur in the vicinity of the proposed project. Based on this initial review, the Corps has made a preliminary determination that the proposed project will not affect any listed species or critical habitat.

Table 1: ESA-listed species and/or critical habitat potentially present in the action area.

Species Common Name and/or Critical Habitat Name	Scientific Name	Federal Status
Whooping Crane	<i>Grus americana</i>	Experimental Population, Non-Essential
Monarch Butterfly	<i>Danaus plexippus</i>	Proposed Threatened
Western Regal Fritillary	<i>Argynnis idalia occidentalis</i>	Proposed Threatened

Pursuant to Section 7 ESA, any required consultation with the Service(s) will be conducted in accordance with 50 CFR part 402.

This notice serves as request to the U.S. Fish and Wildlife Service for any additional information on whether any listed or proposed to be listed endangered or threatened species or critical habitat may be present in the area which would be affected by the proposed activity.

NAVIGATION: The proposed structure or activity is not located in the vicinity of a federal navigation channel.

SECTION 408: The applicant will not require permission under Section 14 of the Rivers and Harbors Act of 1899 (33 USC 408) because the activity, in whole or in part, would not alter, occupy, or use a Corps Civil Works project.

WATER QUALITY CERTIFICATION: Valid Section 404 permits cannot be issued for any activity unless water quality certification for the activity is granted or waived pursuant to Section 401 of the Clean Water Act. The Section 401 authority for this project is the Minnesota Pollution Control Agency (MPCA). A Department of the Army permit will not be granted until the MPCA has issued or waived Section 401 WQC certification and the U.S. Environmental Protection Agency (USEPA) neighboring jurisdiction process is completed. Corps Section 404 Clean Water Act decisions may not be finalized until after the USEPA completes this process.

The MPCA has indicated that this public notice serves as its public notice of the application for Section 401 water quality certification under Minnesota Rules Part 7001 Section 401 of the Clean Water Act (33 U.S. Code 1341 (a)(1)). The MPCA has indicated that if, at a later date, it makes a preliminary anti-degradation determination regarding Section 401 Water Quality Certification, it will at that time plan to issue an additional public notice under Minnesota Rules Part 7001.

Any comments relative to MPCA's Section 401 Certification for the activity proposed in this public notice may be sent to:

Minnesota Pollution Control Agency
Resource Management and Assistance Division
Attention: 401 Certification
520 Lafayette Road North
St. Paul, Minnesota 55155-4194
401Certification.PCA@state.mn.us

EVALUATION: 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 benefits, 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 cumulative impacts thereof; among these are conservation, economics, esthetics, general environmental concerns, wetlands, historical 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. Evaluation of the impact of the activity on the public interest will also include application of the guidelines promulgated by the Administrator, EPA, under authority of Section 404(b) of the Clean Water Act or the criteria established under authority of Section 102(a) of the Marine Protection Research and Sanctuaries Act of 1972. A permit will be granted unless its issuance is found to be contrary to the public interest.

COMMENTS: The Corps 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 to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this determination, comments are used to assess impacts to 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 (EA) and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act (NEPA). Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

The St. Paul District will receive written comments on the proposed work, as outlined above, until April 17, 2026. Comments should be submitted electronically via the Regulatory Request System (RRS) at <https://rrs.usace.army.mil/rrs> or by email to trace.r.strahle@usace.army.mil. Please refer to the permit application number in your comments.

If electronic submittal is not available, you may submit comments in writing to:

(Replace with Field Office address if needed)

Regulatory Division
St. Paul District Corps of Engineers
332 Minnesota Street, Suite E1500
St. Paul, MN 55101-1323

IF YOU HAVE QUESTIONS ABOUT THE PROJECT, contact Trace Strahle at the Stevens Point Office at 651-290-5535.

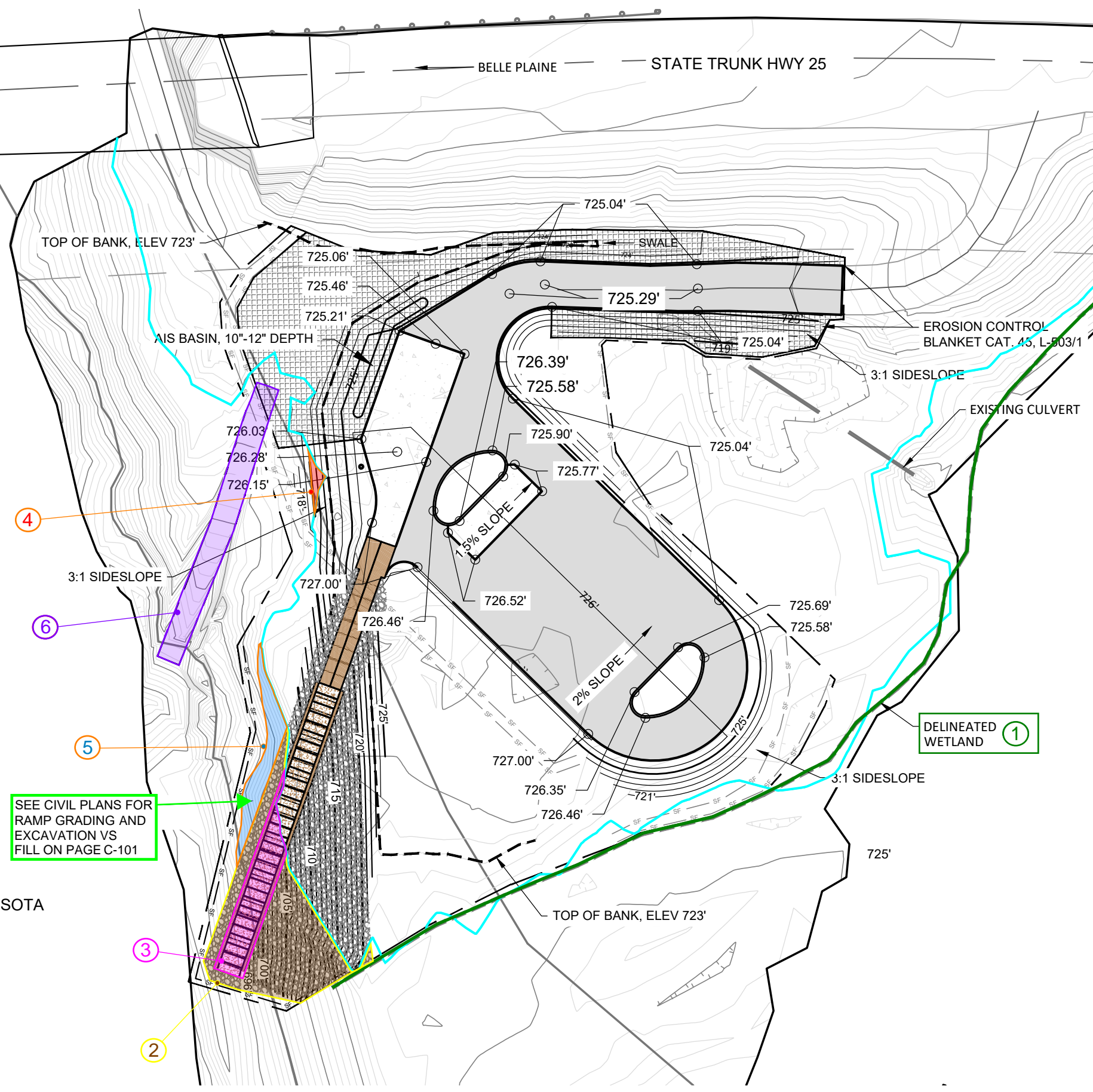
To receive Public Notice notifications, go to: <https://www.mvp.usace.army.mil/Contact/RSS/> and subscribe to the RSS Feed for which you would like to receive Public Notices.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing. Requests for a public hearing will be granted, unless the District Engineer determines that the issues raised are insubstantial or there is otherwise no valid interest to be served by a hearing.

Enclosures:
Project Figures

NOTES:

1. ALL EXCESS AND UNSUITABLE MATERIAL TO BE HAULED OFF SITE, INCIDENTAL TO 31 23 00 COMMON EXCAVATION.



Existing 720' OHWM

AQUATIC RESOURCE IMPACTS

Permanent Wetland Impacts

① Wetland Impact: 0 LF/ 0 yd³ (0 Sq ft)

Permanent Tributary Impacts

② Rip-rap/Grading: 85 LF (3,115 Sq ft)
200 yd³ Fill and 227 yd³ Excavation

③ Boat Ramp: 100 LF (1,342 Sq ft)
64 yd³ Fill and 686 yd³ Excavation

④ Grading/Fill: 35 LF (101 Sq ft)
14 yd³ Fill

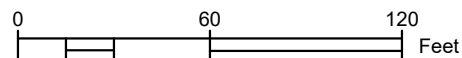
⑤ Grading/Fill: 110 LF (832 Sq ft)
43 yd³ Fill

Temporary Tributary Impacts

⑥ Boat Ramp Removal: 135 LF (1,890 sq ft)
Excavation (Material beyond concrete plants) – 0.00 Ac (0 Sf) – 0 yd³
Excavation (Existing concrete planks only) – 0.05 Ac (1,890 Sf) – 29 yd³

SEE CIVIL PLANS FOR RAMP GRADING AND EXCAVATION VS FILL ON PAGE C-101

©Copyright 2025, State of Minnesota, Department of Natural Resources



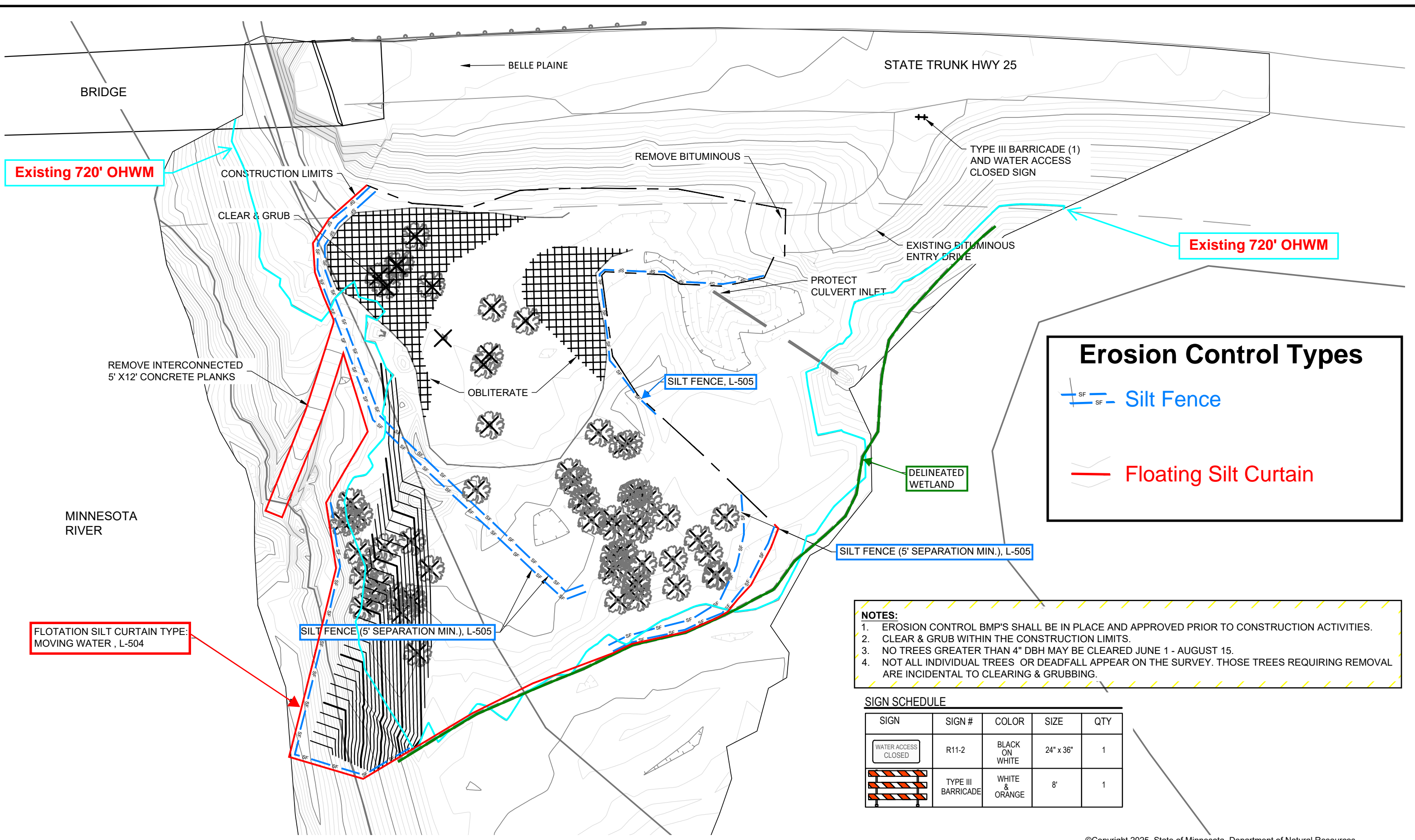
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.
Name: Trent Luger **License #:** 41457
Date:

Belle Plaine Water Access
 Minnesota River
 DNR Parks & Trails Division
Sibley County **Near City of Belle Plaine**
 Lat: 44.634524° Long: 93.765775°

Revisions	
Date	By

Title: Grading Plan
 Survey: AD Designed: TL
 Drawn: AD Drawn: TL
 Checked: RL Checked:
 Horz. datum: NAD83 Vert. datum: NAVD88


Sheet: **L-102**
 CC2: 8A144
 File #: COW00624.05.17.30
 Site #: R290445




Existing 720' OHWM

Existing 720' OHWM


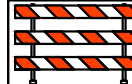
Erosion Control Types

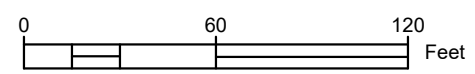
 Silt Fence

 Floating Silt Curtain

- NOTES:**
1. EROSION CONTROL BMP'S SHALL BE IN PLACE AND APPROVED PRIOR TO CONSTRUCTION ACTIVITIES.
 2. CLEAR & GRUB WITHIN THE CONSTRUCTION LIMITS.
 3. NO TREES GREATER THAN 4" DBH MAY BE CLEARED JUNE 1 - AUGUST 15.
 4. NOT ALL INDIVIDUAL TREES OR DEADFALL APPEAR ON THE SURVEY. THOSE TREES REQUIRING REMOVAL ARE INCIDENTAL TO CLEARING & GRUBBING.

SIGN SCHEDULE

SIGN	SIGN #	COLOR	SIZE	QTY
	R11-2	BLACK ON WHITE	24" x 36"	1
	TYPE III BARRICADE	WHITE & ORANGE	8'	1





DEPARTMENT OF NATURAL RESOURCES

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.

Name: Trent Luger **License #:** 41457

Date:

Belle Plaine Water Access
Minnesota River
DNR Parks & Trails Division

Sibley County Near City of Belle Plaine
Lat: 44.634524° Long: 93.765775°

Revisions

Date	By

Title: Erosion Control & Removal Plan

Survey: AD	Designed: TL
Drawn: AD	Drawn: TL
Checked: RL	Checked:
Horz. datum: NAD83	Vert. datum: NAVD88

Sheet: **L-003**

CC2: 8A144

File #: COW00624.05.17.30

Site #: R290445

©Copyright 2025, State of Minnesota, Department of Natural Resources