



PUBLIC NOTICE

US Army Corps
of Engineers
Rock Island District

Applicant: Iowa Department of Transportation

Date: February 15, 2013
Expires: March 16, 2013

CEMVR-OD-P-2013-0013

Section 404

**Joint Public Notice
US Army Corps of Engineers
Iowa Department of Natural Resources**

1. Applicant: Iowa Department of Transportation, 800 Lincoln Way, Ames Iowa 50010.
2. Project Location. Sections 1, 2, 10, & 11, Township 83 North, Range 8 West, Linn County; and Sections 5 & 6, Township 83 North, Range 7 West, Linn County, Iowa: UTM NAD-83 Zone.15, Northing 4653719 Easting 604317.
3. Project Description. The applicant, Iowa Department of Transportation (IADOT) proposes to extend Iowa Highway 100 from its current terminus at Edgewood Rd. in Cedar Rapids westward to Covington Rd., approximately ¼ mile north of Covington in Linn County. The proposed project will construct approximately four miles of new roadway, including new dual bridges crossing the Cedar River. The project will utilize both an urban and a rural cross section. From Covington Rd. eastward to near the Cedar River, the new roadway will have a four-lane rural cross section with two 12-ft. wide lanes in each direction, a 64-ft. grass median and 10-ft. outside and 6-ft. inside paved shoulders. East of the river, the new roadway will be a four-lane urban facility with two 12-ft. wide lanes in each direction, a 16-ft. wide median with a concrete barrier, and 10-ft. outside and 6-ft. inside paved shoulders. The proposed project will cross over both the Cedar River and the Iowa Northern Railroad (INRR) on dual steel girder bridges constructed on a super-elevated curve. The eastbound bridge will be 1,853.9-ft. long x 40-ft. wide and the westbound bridge will be 1,876-ft. long x 40-ft. wide. The dual bridges were designed to allow a minimum of 23 ft., 4 inches vertical clearance over the INRR and to provide for wildlife crossing, flood conveyance and maintenance of surface drainage under the new bridges. Two of the eight bridge piers will be constructed in the Cedar River. Armoring of the INRR embankment, the Iowa 100 bridge abutments and three bridge piers against scour will also occur. South of the INRR Bridge, shaping of the western bank of the Cedar River will be required to increase conveyance and to satisfy zero rise requirements.

The proposed project will include construction of an on-ramp and an off-ramp to Covington Rd., a reinforced concrete box culvert (RCB) under Covington Rd. as a bicycle underpass, a RCB under the new roadway at Station 1033+20 as a Blanding's turtle and wildlife underpass, overpass bridges for Covington Rd. and Edgewood Rd. over Iowa 100, Iowa 100 overpass bridges over both Old Ferry Rd. and Ushers Ferry Creek/Ushers Ferry Rd., retaining walls at multiple locations, and a new single-point interchange at Edgewood Rd. Also, as part of the project, portions of Covington Rd., Ushers Ferry Rd. and Edgewood Rd. will be improved. At Ushers Ferry Creek, an existing RCB (fish impassable) will be removed and the stream restored to an open channel. East of Edgewood Rd. minor grading and paving will also occur to join the new and existing Iowa 100 roadways. Temporary construction access to the channels of the Cedar River, Ushers Ferry Creek, and two unnamed tributaries will be necessary to construct the project. Construction of two bridge piers within the river will require temporary access measures which may include a combination of temporary work pads, falsework, portable or moveable bridges, cofferdams, causeways, and barge slips to facilitate the use of barges. Any temporary structures used will be constructed so that downstream flow conditions are maintained. Following construction, all temporary structures would be removed and all disturbed areas reshaped and stabilized to restore pre-construction streambed conditions. Use of dredged material from the Cedar River for construction of any temporary construction access structures is not proposed. Temporary access roads will also be required to facilitate movement of construction equipment and materials along the project corridor. Access roads will be constructed within the proposed ROW boundary.

The proposed project will utilize contractor furnished borrow sites for roadway fill materials. The project will result in the unavoidable, permanent discharge of fill material into 13.67 acres of wetlands. Wetland impacts by type include 8.56 acres of emergent wetland, 4.20 acres of forested wetland and 0.91 acre of shrub-scrub wetland. In addition, the project will result in 97 linear ft. of an unnamed tributary of Silver Creek being placed into a 60 inch diameter pipe culvert and relocation of 447 linear ft. of an unnamed tributary of the Cedar River. Minor impacts will also occur to Ushers Ferry Creek from RCB culvert removal and to the Cedar River from channel shaping and the placing of two bridge piers in the channel.

To **mitigate** for the unavoidable adverse impacts to wetlands, the IADOT proposes to restore and create 14.2 acres of emergent wetland and 12.6 acres of forested wetland at the Ludwig Mitigation Site located in Section 19, Township 87 North, Range 11 West, and Section 24, Township 87 North, Range 12 West, Black Hawk County, Iowa. 7.5 acres of emergent wetland will also be preserved at the Ludwig Mitigation Site and an additional 4.8 acres of emergent wetland and 5.8 acres of forested wetland will be preserved at the Cedar River Wetland Preservation Site immediately south of the INRR on the west bank of the Cedar River. To compensate for impacts associated with the relocation of 447 linear ft. of stream channel at Station 1001+41, IADOT proposes to create a new channel 460 linear ft. long by 12 ft. wide with no steeper than 3:1 side slopes. Three rock riffle structures will be constructed in the new channel for grade control and to provide aquatic habitat.

To **compensate** for additional stream impacts associated the proposed project, the IADOT proposes to install splash basins at both the inlet and outlet of a 60" pipe culvert (Station 921+25) and to restore approximately 140 ft. of Ushers Ferry Creek to a 20-ft. wide, fish-passable open channel. To **compensate** for impacts to the habitat of the Blanding's turtle (*Emys blandingii*) the IADOT proposes to construct a replacement pond for winter hibernation 1/3 larger than the pond lost to the project, a combined turtle/wildlife underpass under the new roadway to maintain habitat connectivity and to exclude the turtles by barrier fencing from both the construction zone and the finished roadway.

4. Agency Review.

a. Department of the Army, Corps of Engineers. The Department of the Army application is being processed under the provisions of Section 404 of the Clean Water Act (33 U.S.C. 1344).

b. State of Iowa. The project plans have been submitted to the Iowa Department of Natural Resources (IDNR) for state certification of the proposed work in accordance with Section 401 of the Clean Water Act. The certification, if issued, will express the Department's opinion that the proposed activity will comply with Iowa's water quality standards (Chapter 61 IAC). The applicant has also applied for authorization of work in the floodplain pursuant to Chapter 455B of the Iowa Code and other applicable state permits. Written comments concerning possible impacts to waters of Iowa should be addressed to: Iowa Department of Natural Resources, 900 East Grand Avenue, Des Moines, Iowa 50319. A copy of the comments should be provided to the Corps of Engineers office (see paragraph 11. of this public notice for address).

5. Historical/Archaeological. The Iowa Department of Transportation (IADOT), the Iowa Division of the Federal Highway Administration (FHWA), the Iowa State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (ACHP) have entered into a Programmatic Agreement (PA) to document the commitment of the IADOT, FHWA, SHPO, and the ACHP to fully comply with Section 106 of the *National Historic Preservation Act of 1966*, as amended (*16 U.S.C. 470 et seq.*) and implementing regulations (*36 CFR, Part 800*) for the Federal Aid Highway Program in Iowa. The "*Programmatic Agreement among the Federal Highway Administration, the Iowa Department of Transportation, the Iowa State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Implementation of Federal-Aid Transportation Projects in the State of Iowa*" was executed on December 11, 2012 and states that the FHWA has delegated various Section 106 compliance activities to the IADOT. All Section 106 actions, including those that pertain to wetland mitigation, will be completed by the IADOT before project letting. An initial survey of cultural resources was conducted for the Iowa 100 project corridor in June 2000. This survey was followed by a series of supplemental surveys in 2002, 2004 and 2008. The findings of these reports were forwarded to the Iowa SHPO for the concurrence. On January 20, 2008, a finding of "No Historic Properties Affected" was concurred with by the Iowa SHPO office (R&C 990357075).

6. Endangered Species. District staff has performed a preliminary review of this application for the potential impact on threatened or endangered species pursuant to Section 7 of the Endangered Species Act as amended. The Indiana bat (*Myotis sodalis*) has potential habitat in Linn County. In May 2012, IADOT conducted a habitat survey of the Hwy 100 corridor for the species. It was determined that the project limits contain an area with marginal suitable habitat for the Indiana bat. A mist net survey conducted from July 6 thru 11, 2012 netted several bat species, but no Indiana bats. In accordance with FWS and DNR Best Management Practices, the IADOT will limit the cutting of trees within the project corridor to a timeframe of after September 15 and ending before April 15. Our preliminary determination is that this project is "not likely to adversely affect" federally endangered species or critical habitat. We are coordinating this application with the FWS through this public notice. Accordingly, our preliminary determination is subject to change should further information become available.

7. Dredge/Fill Material Guidelines. The evaluation of the impact of the proposed activity on the public interest will also include application of the guidelines promulgated by the Administrator of the United States Environmental Protection Agency under authority of Section 404(b) of the Clean Water Act (40 CFR Part 230).

8. Public Interest Review. The decision whether to issue the Corps 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, cultural values, 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 production and, in general, the needs and welfare of the people.

9. Who Should Reply. 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. These statements should be submitted on or before the expiration date specified at the top of page 1. These statements should bear upon the adequacy of plans and suitability of locations and should, if appropriate, suggest any changes considered desirable.

10. Public Hearing Requests. 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. A request may be denied if substantive reasons for holding a hearing are not provided.

11. Reply to the Corps. Comments concerning the Corps permit should be addressed to the District Engineer, US Army Corps of Engineers, Rock Island District, ATTN: OD-P, Clock Tower Building - Post Office Box 2004, Rock Island, Illinois 61204-2004. **Mr. Mike Hayes (309/794-5367)** may be contacted for additional information.

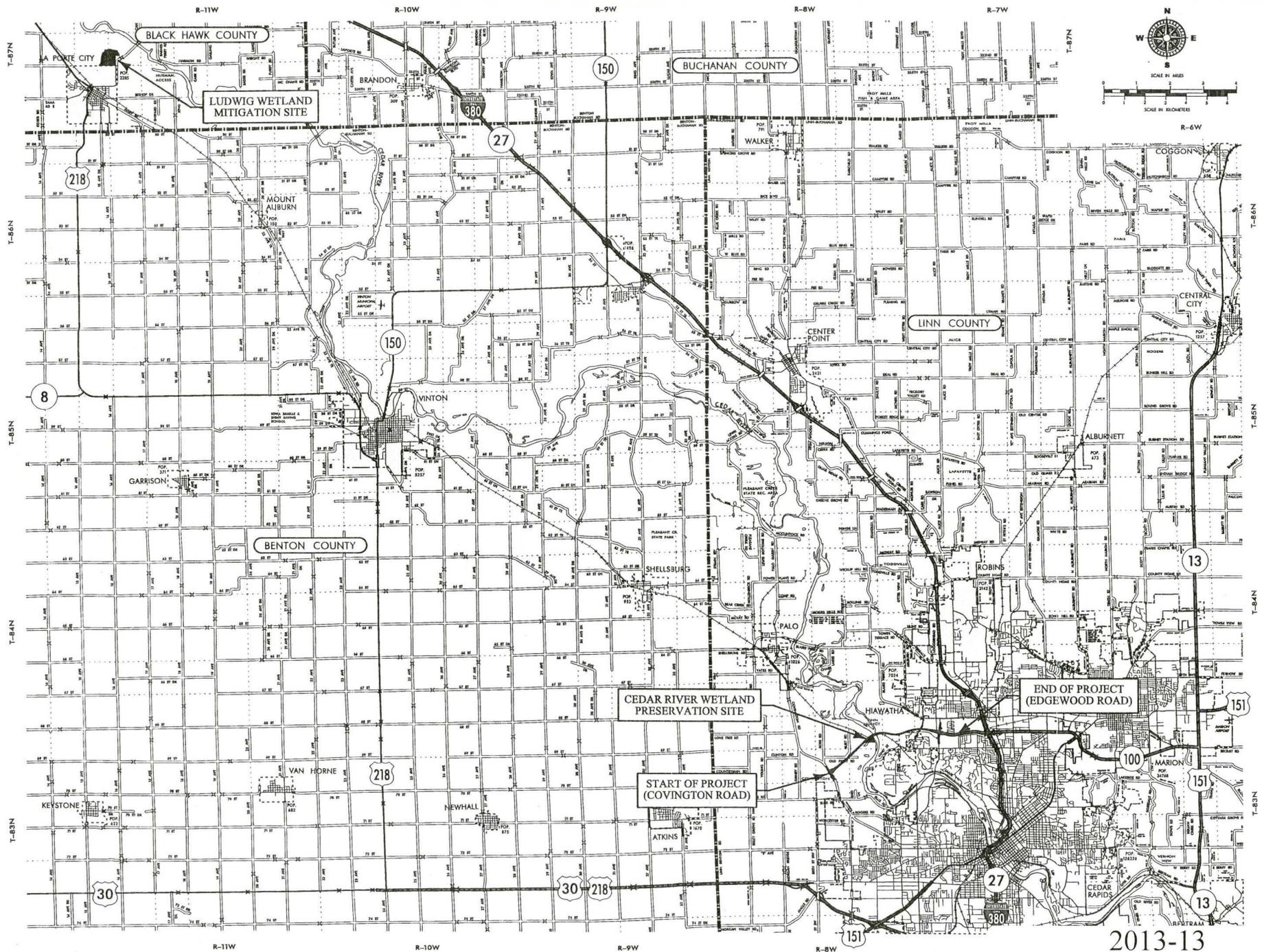


Michael D. Hayes
Project Manager
Regulatory Branch

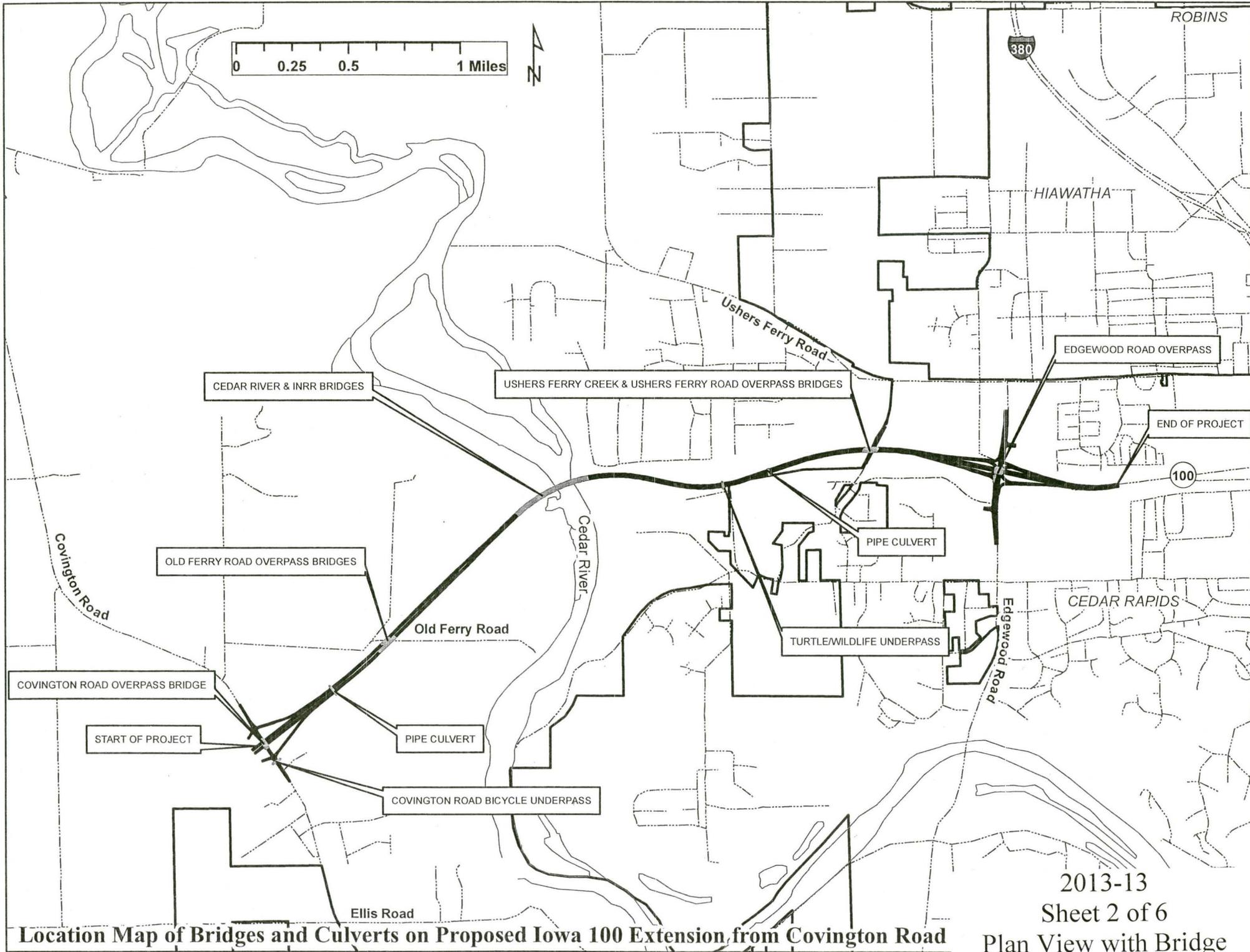
Attach
Plan

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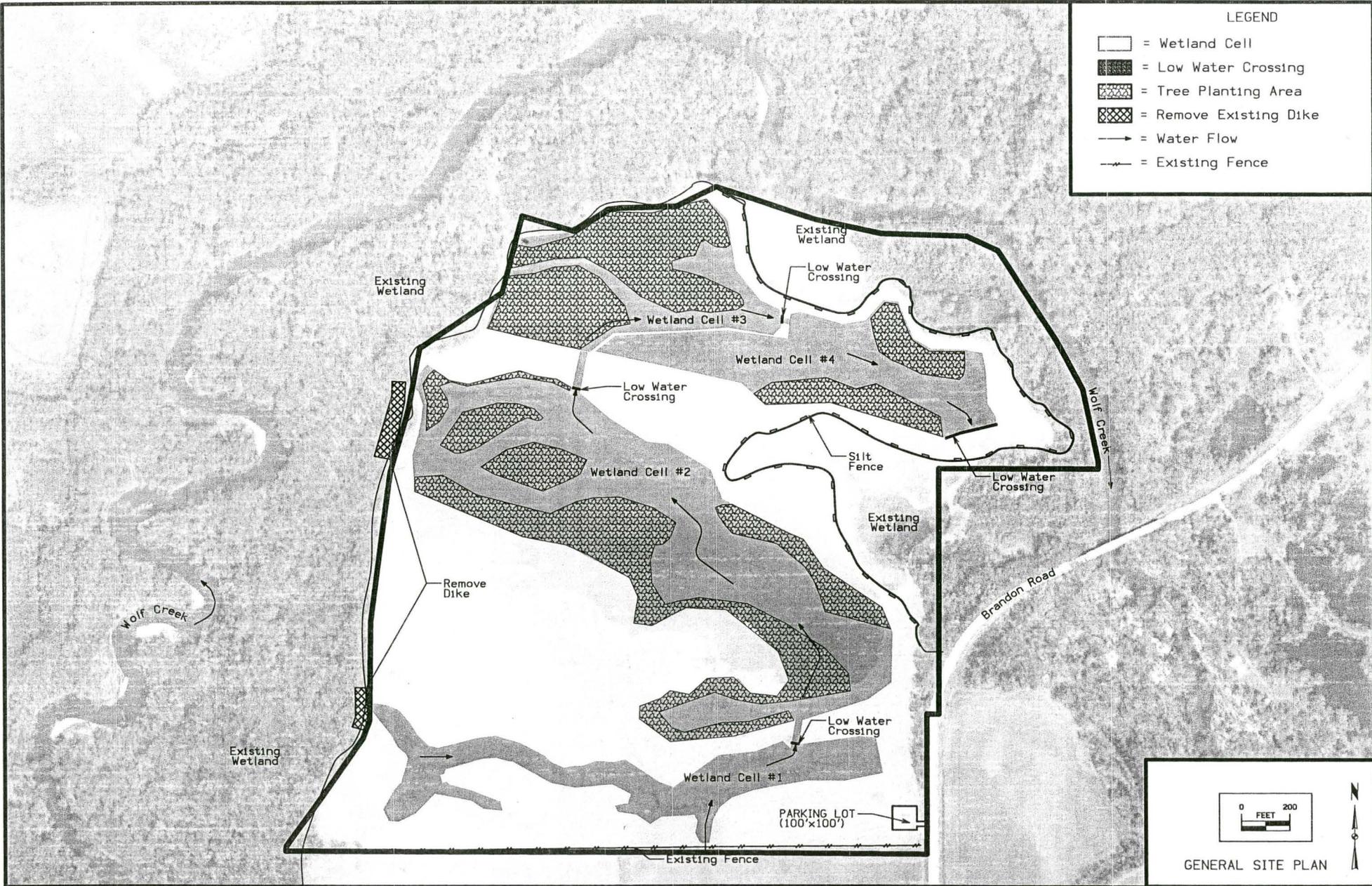
Location map showing Iowa 100 project, the Ludwig Wetland Mitigation Site, and the Cedar River Wetland Preservation Site.



Location Map of Bridges and Culverts on Proposed Iowa 100 Extension from Covington Road

LEGEND

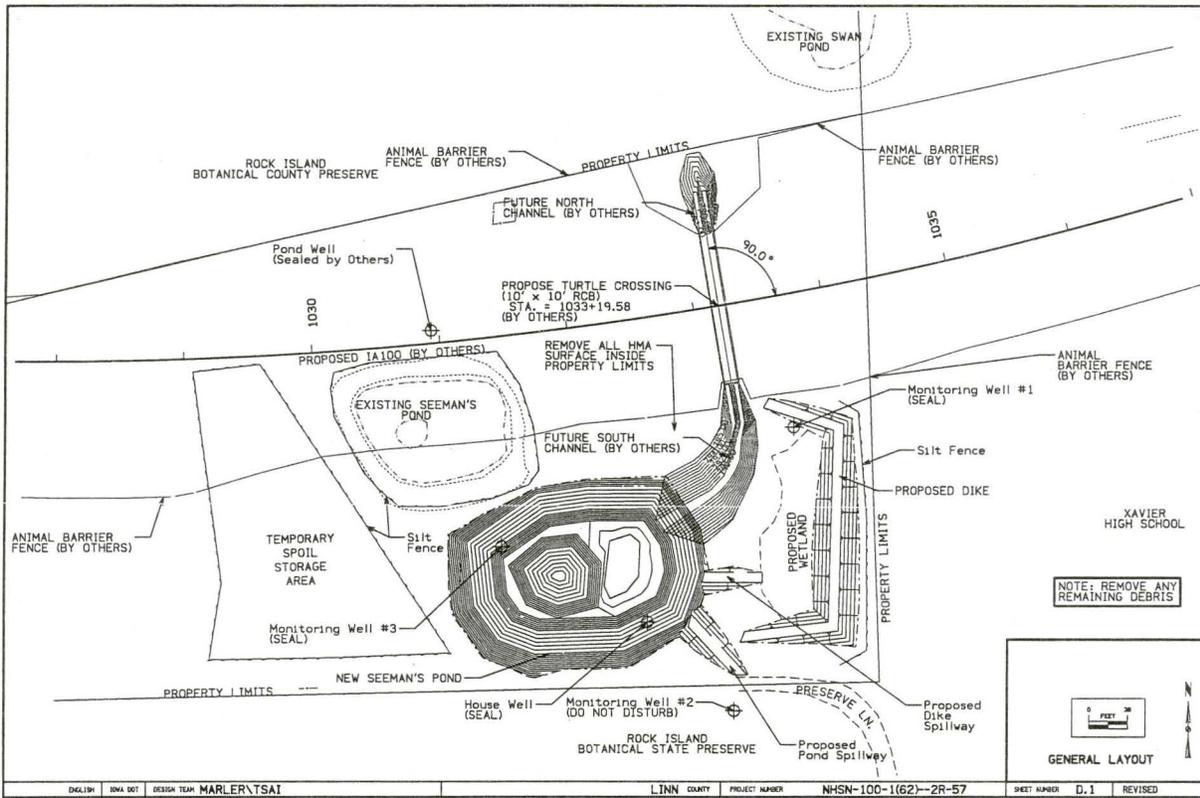
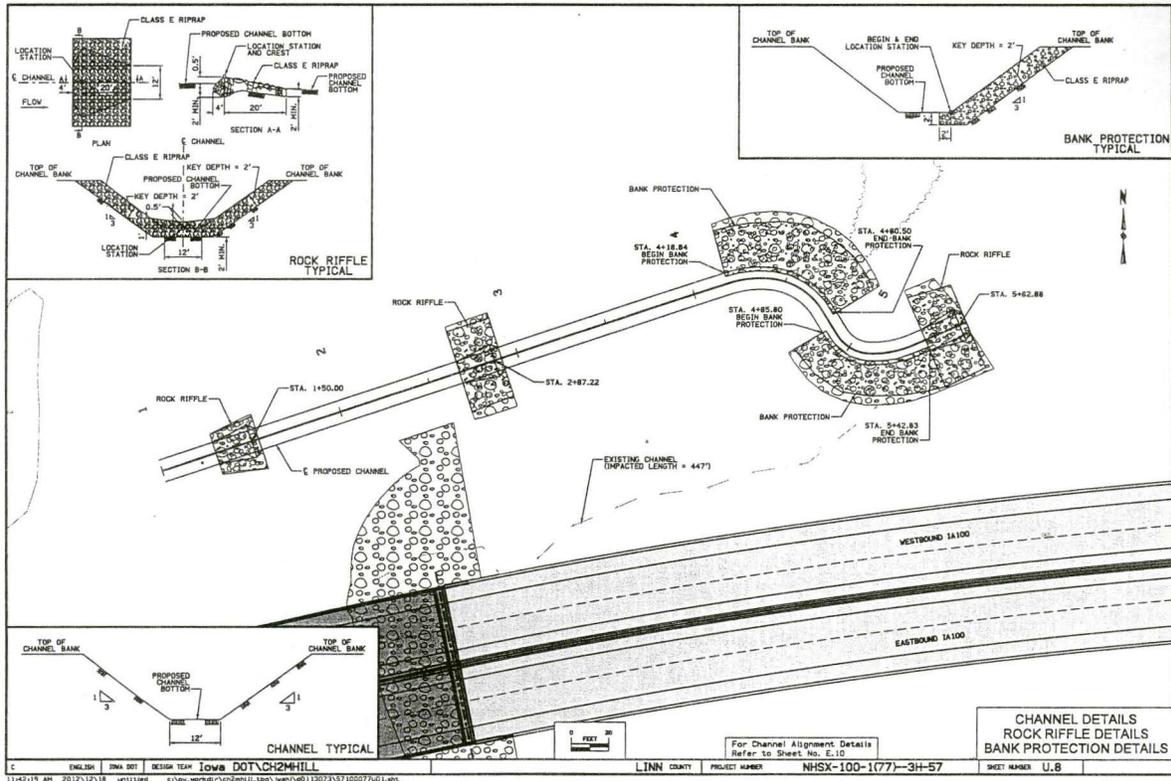
-  = Wetland Cell
-  = Low Water Crossing
-  = Tree Planting Area
-  = Remove Existing Dike
-  = Water Flow
-  = Existing Fence



0 FEET 200

GENERAL SITE PLAN





2013-13
 Sheet 6 of 6
 Channel Relocation @ Sta. 1001
 + 41 Details & New Seeman's
 Pond Details