



**US Army Corps
of Engineers** ®
Rock Island District

PUBLIC NOTICE

Applicant: Iowa Department of Transportation

Date: December 21, 2021

CEMVR-OD-P-2017-335

Expires: January 19, 2022

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:** Waters of the United States, Otter Creek and Salt Creek all tributaries of the Iowa River. Beginning just west of N Avenue, Iowa, in Sections 34-36, Township 83 North, Range 13 West; Sections 31-36, Township 83 North, Range 13 West in Tama County, Iowa. UTM NAD-83 Zone 15 Starting at Northing 4,645,868 and Easting 540,341 and ending at Northing 4,645,975 and Easting 556,780.
3. **Project Description:** This permit for the original project expired December 31, 2020. The Iowa Department of Transportation (IA DOT) is re-applying for the same permit for the purposes of obtaining a new permit that will allow them to complete the entire project. All of the impacts that were planned for in the original permit have been accounted for through the compensatory mitigation plan in the original permit. No additional mitigation will be required. The work described below was within the original permit, but it was not completed, and the IA DOT did not request an extension of time prior to the permit expiration.
 - a. The IA DOT proposes to obliterate and re-grade the two lanes of old U.S. Highway 30 (U.S. 30) from the end of the Tama/Toledo Bypass (authorized by Department of Army (D.A.) Permit 2007-328) east to just west of the Benton County line in Tama County. The D.A. Permit 2017-335, which authorized the new four lanes of U.S 30 and the obliteration and regrading of the two lanes of old U.S. 30, expired in December 2020. U.S. 30 is now open to traffic and the old U.S. 30 concrete road and roadbed will be removed and some of the excavated material will be used to build the U.S. 30/IA Hwy 21 Interchange (authorized by D.A. Permit 2019-1442). The old roadbed will be graded into the foreslope/ backslope of the new eastbound U.S. 30. Because most of the remaining work (i.e., structure removal/ replacement, minor shaping of the outlets, obliteration and grading of the old US 30 roadbed) is located within existing Iowa DOT right of way, there was no alternatives analysis completed for this project. Other work includes removing and replacing previously authorized serviceable structures, shaping of streams to provide for proper drainage, minor tree and brush clearing, moving affected utility poles and applying erosion control.
 - b. There are two bridges in the project limits, one that spans Otter Creek which will be removed, and the streambanks shaped and seeded. The other is at Salt Creek where there will be minor grading up to the bridge approach. Old culverts under old U.S. 30 will either be totally or partially removed and reconstructed in an immediate adjacent location. Existing drainage will be maintained to the extent possible. Minor reconstruction and final grading of side road foreslopes will occur. Any excess excavated material not used for the U.S. 30/IA Hwy 21 Interchange project will be relocated to a non-wetland area.

c. Construction of the project may require temporary stream crossings and will require a approximately 11.3 acres of temporary easement right of way for jacking pits to place new culverts. Traffic will be maintained on the new four lanes of U.S. 30 during construction. Dredging has not been proposed. Letting for the grading project was October 19, 2021 with grading, bridges and culvert construction scheduled to be complete by November 17, 2023.

d. **National Environmental Policy Act:** The Environmental Assessment (EA) was signed on September 26, 2013. A Finding of No Significant Impact (FONSI) and Section 5(f) De Minimis Impact Finding was approved and signed by the FHWA on March 12, 2014. The basis for the FONSI was that the EA documented the absence of significant impacts to the human and natural environment associated with the implementation of the Preferred Alternative. Due to adjustment of stability berms and extension of side roads (slight adjustment in the project limits), a re-evaluation of the NEPA Cleared Area was initiated in March 2016 and FHWA concurred on June 14, 2016.

e. Waters of the United States impacts: Permanent impacts to 0.16 acre emergent and 0.05-acre sapling/shrub wetland and temporary impacts to 971 feet of stream and 0.12 acres of emergent wetland will occur from the shaping, grading, and adding splash basins around the reconstructed culverts at 24 crossings (an average of 68 linear feet of impact per crossing). Five of the crossings will increase the length of open channel stream, after construction is completed. All the wetlands and streams that will be impacted by the project are located in the Middle Iowa HUC8 and Iowa HUC6 watersheds.

f. Compensatory Mitigation: Permanent wetland impacts were already accounted for in the D.A. Permit 2017-335 at the 305-acre Stanley Mill Wetland Mitigation Site, located in Section 2, Township 84 North, Range 19 West, and permanent stream impacts were already mitigated at a segment of Price Creek encompassing 50 acres, located in Section 8, Township 81 North, Range 9 West. No additional mitigation is proposed for these temporary impacts.

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 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, 502 E. 9th Street, 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:** All coordination for this action was completed. The Iowa State Historic Preservation Office (SHPO) concurred with the determination on February 3, 2014.

6. **Endangered Species:** All coordination with the USFWS was completed when this project was permitted in 2017. No further action is required.

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: RD-W (Frohlich), Clock Tower Building - Post Office Box 2004, Rock Island, Illinois 61204-2004. For additional information contact **Mr. Albert Frohlich (309/794-5859)** or email: Albert.J.Frohlich@usace.army.mil.



Mr. Albert J. Frohlich
Project Manager, Western Branch
Regulatory Division

Attach
Plan

REQUEST TO POSTMASTERS: Please post this notice conspicuously and continuously until the expiration date specified at the top of page 1.

NOTICE TO EDITORS: This notice is provided as background information for your use in formatting news stories. This notice is not a contract for classified display advertising.

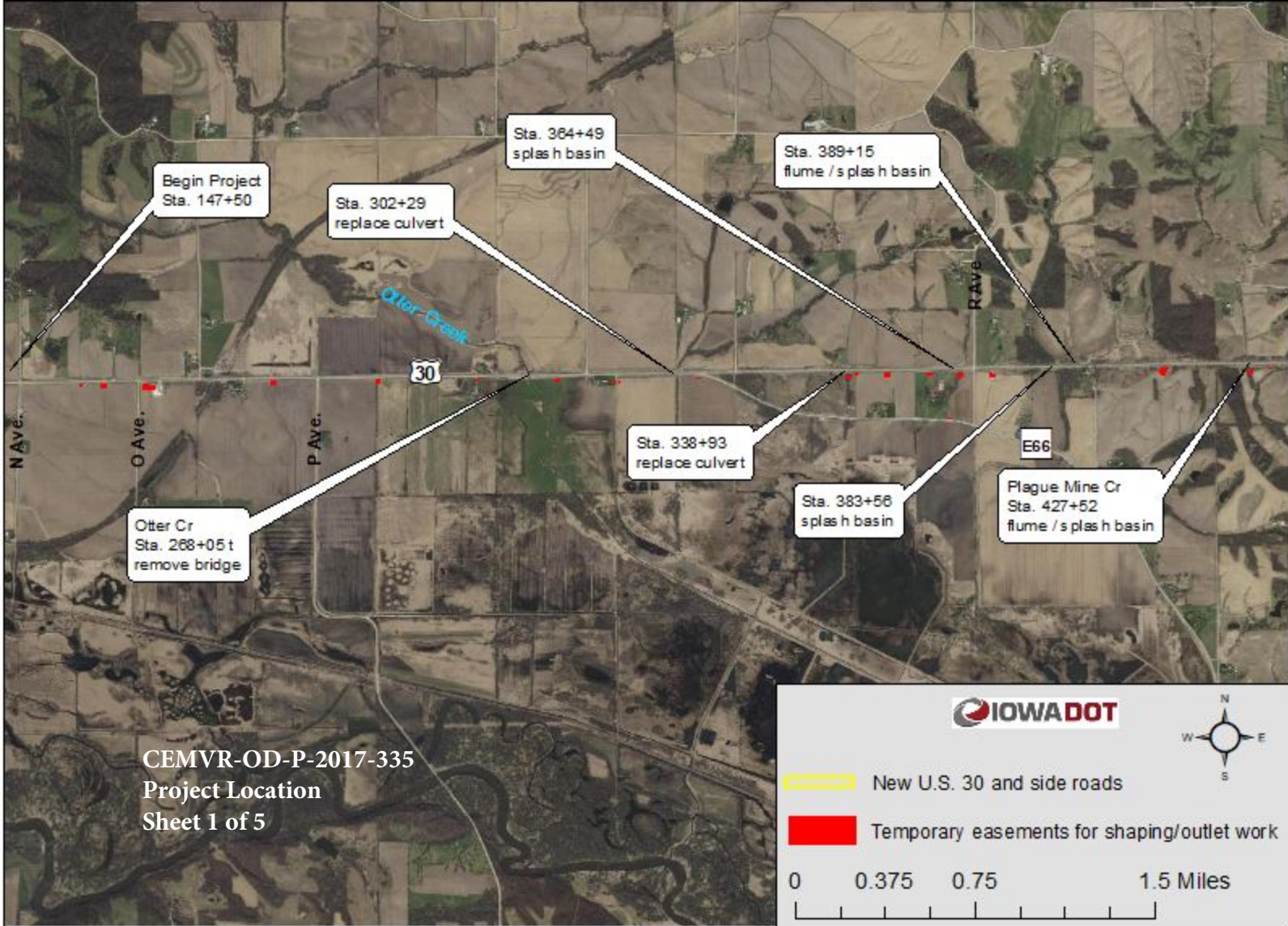
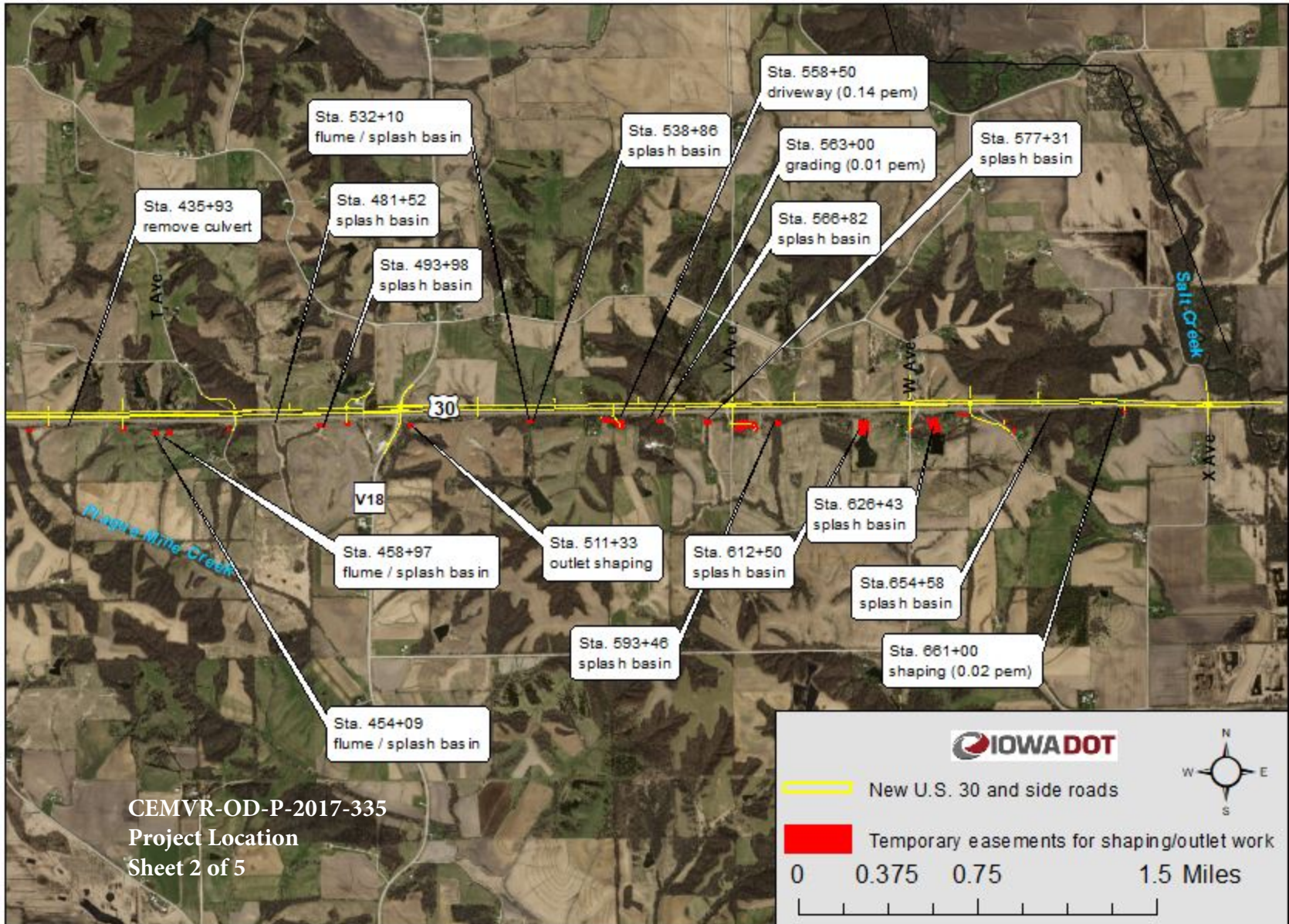
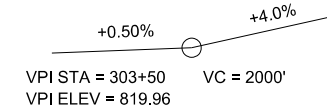
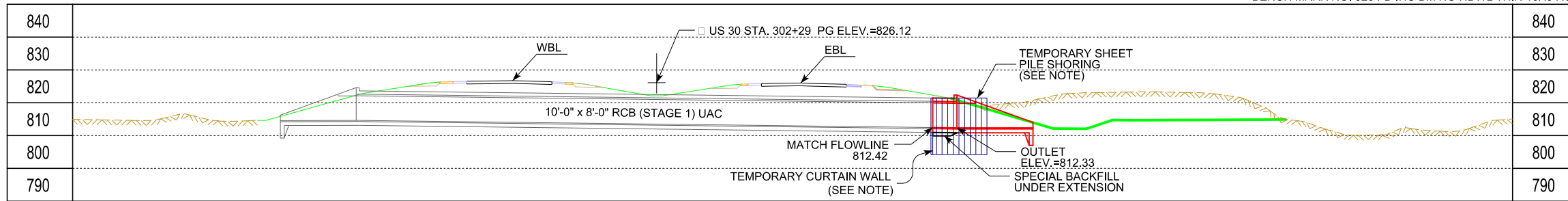


Figure 1a. Locations of work in WUS, grading and replacing existing structures on old US 30 roadbed.



CEMVR-OD-P-2017-335
 Project Location
 Sheet 2 of 5

Figure 2a. Locations of work in WUS, grading and replacing existing structures on old US 30 roadbed.



**PROPOSED PROFILE
GRADE US 30**

LONGITUDINAL SECTION ALONG CULVERT

**CEMVR-OD-P-2017-335
Typical Culvert Extension
Sheet 3 of 5**

work yet to be completed



LOCATION

ON PROP. RELOC. US 30
OVER UNNAMED STREAM
T-83N R-14W
SECTION 27/34
OTTER TOWNSHIP
TAMA COUNTY
LATITUDE 41.954278°
LONGITUDE -92.458920°

HYDRAULIC DATA

DRAINAGE AREA = 657 ACRES H
Q₁₀₀ = 739 CFS
HW ELEV. = 823.16

TRAFFIC ESTIMATE

2009 AADT	4540	V.P.D.
202_ AADT	4700	V.P.D.
202_ DHV	710	V.P.H.
TRUCKS	21	%
TOTAL DESIGN ESALS	2,800,000	

NOTE:
EXISTING REVETMENT TO BE REMOVED AS NECESSARY TO FACILITATE NEW CONSTRUCTION. REVETMENT IS TO BE STOCKPILED ON SITE AT THE DIRECTION OF THE ENGINEER AND REUSED WHERE NECESSARY IN NEW CONSTRUCTION OR WHERE NEW PLACEMENT IS DIRECTED BY THE ENGINEER.

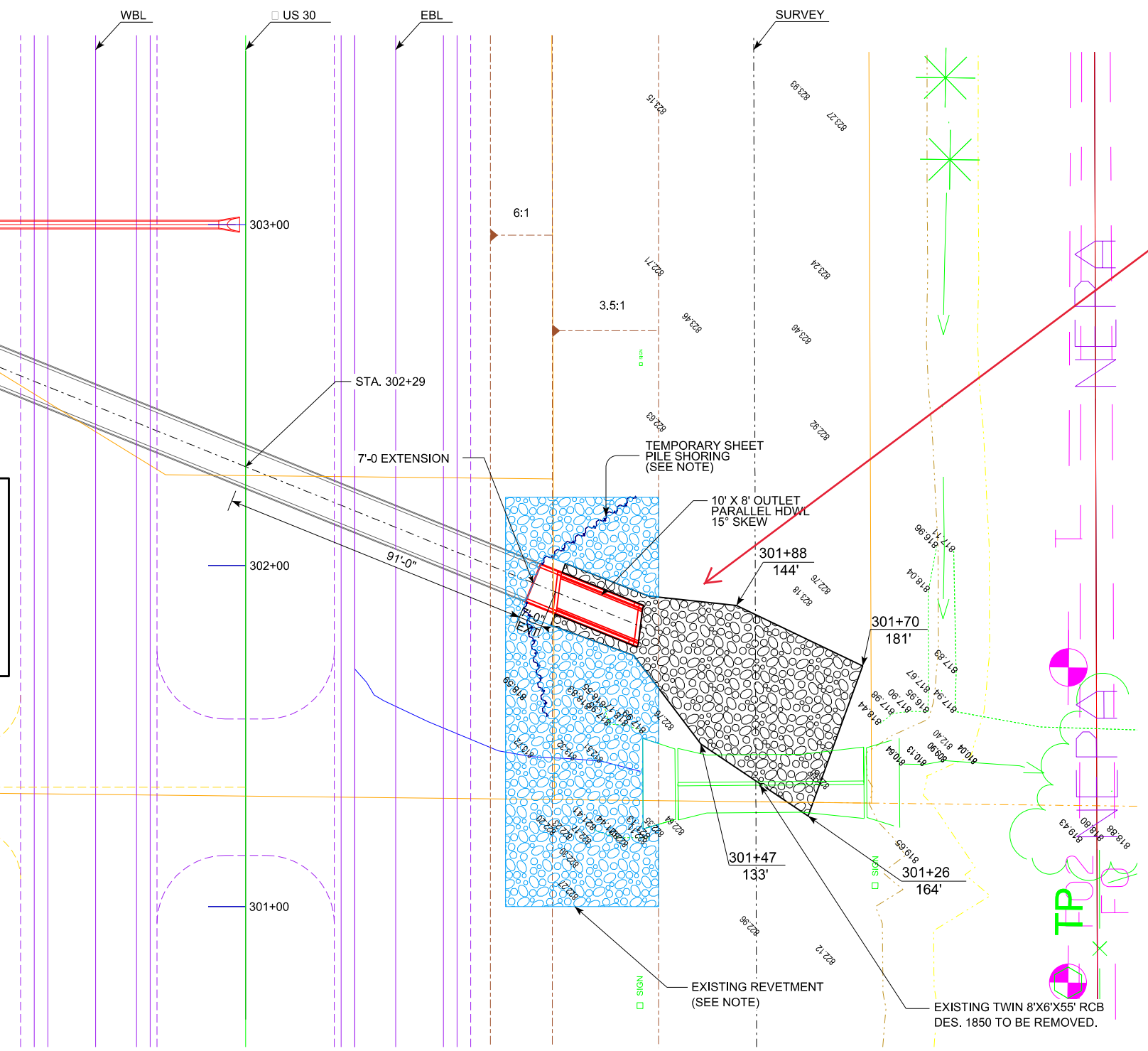
NOTE:
STAGE 1 TEMPORARY SHEET PILE SHORING AND TEMPORARY CURTIAN WALL SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

TYPICAL CHANNEL PROTECTION

ESTIMATED REVETMENT QUANTITIES INCLUDED WITH ROAD PLANS

LOCATION	REVTMENT CL. "E" (TON)	ENGINEERING FABRIC (SY)	EXCAVATION (CY)
OUTLET	365	420	225

EXCAVATION QUANTITY CALCULATED FROM GRADING SURFACE. QUANTITIES SHOWN FOR INFORMATION ONLY. SEE ROAD SHEETS.



SITUATION PLAN

DESIGN FOR EXTENSION TO A 22° SKEW (LA)

10'-0" X 8'-0" REINFORCED CONCRETE BOX CULVERT EXTENSION

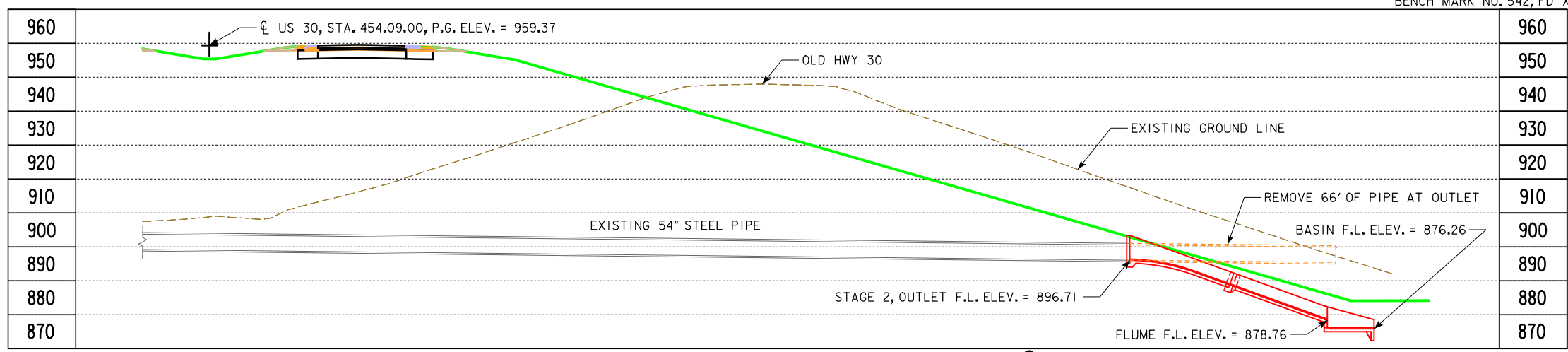
SITUATION PLAN

STA. 302+29.00 (U.S. 30) OCTOBER 2021

TAMA COUNTY

IOWA DOT - TRANSPORTATION DEVELOPMENT DIVISION

DESIGN SHEET NO. 3 OF 3 FILE NO. 31049 DESIGN NO. 119



LONGITUDINAL SECTION ALONG CL CULVERT

+3.500% -2.500%

VPI STA = 451+50 VC = 2000'
 VPI ELEV = 974.09

PROPOSED PROFILE GRADE HWY 30



CEMVR-OD-P-2017-335
Typical Flume and Basin
Sheet 4 of 5

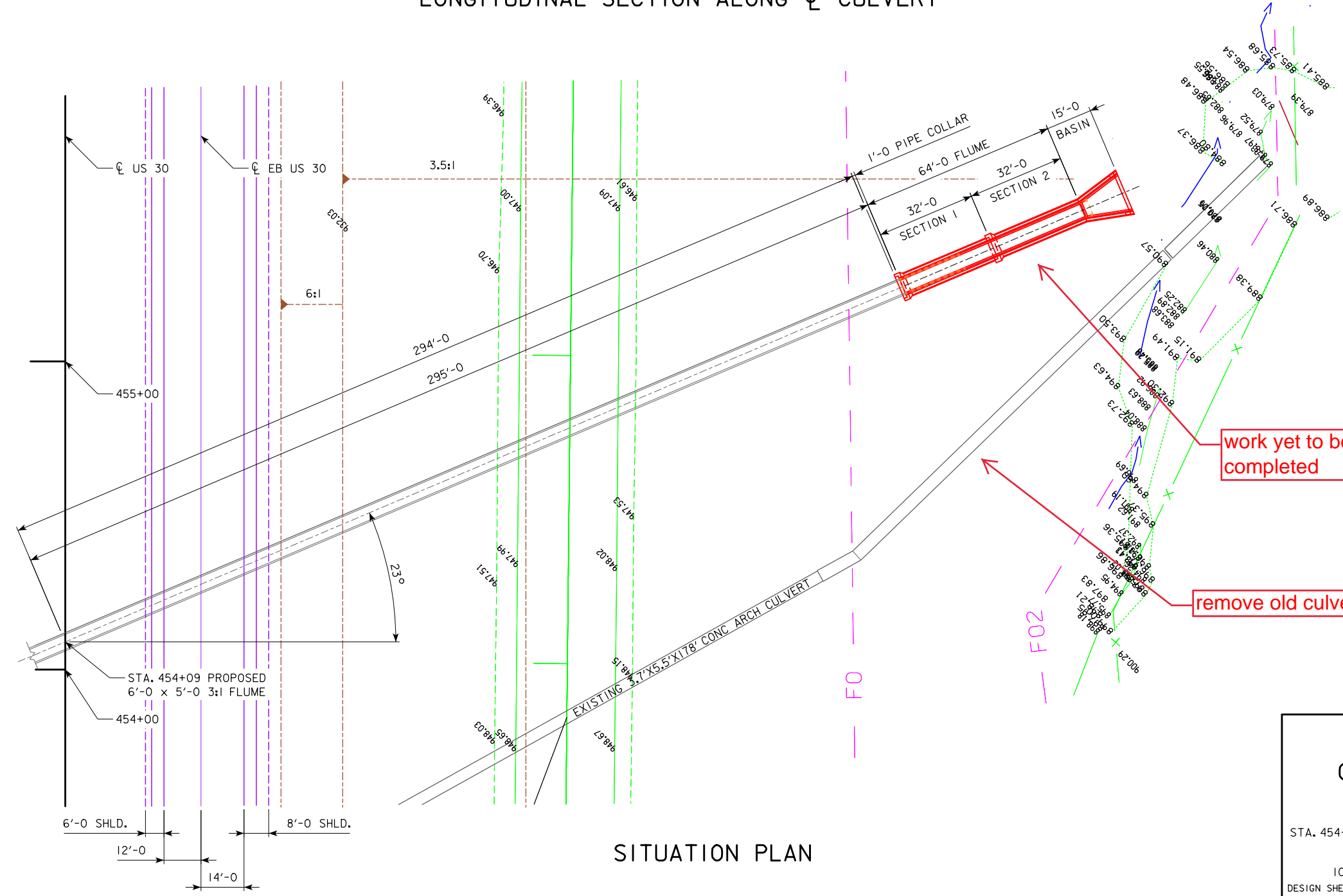
UTILITIES LEGEND:
 - F0 - Digital Lightcore (Paetac) (QLD1)
 - F02 - Windstream (QLD1)

HYDRAULIC DATA
 DRAINAGE AREA = 51 ACRES H
 Q₅₀ = 119 CFS
 HW ELEV. = 920.50

TRAFFIC ESTIMATE

2009 AADT	4540	V.P.D.
2017 AADT	4700	V.P.D.
2037 DHV	710	V.P.H.
TRUCKS	21	%
TOTAL DESIGN ESALs		

LOCATION
 US 30 OVER DRAINAGE DITCH
 T-83N R-13W
 SECTION 30/31
 YORK TOWNSHIP
 TAMA COUNTY
 LATITUDE 41.964428°
 LONGITUDE -92.403108°



SITUATION PLAN

DESIGN FOR 23° (R.A.) SKEW

6'-0 x 5'-0 REINFORCED CONCRETE FLUME & BASIN

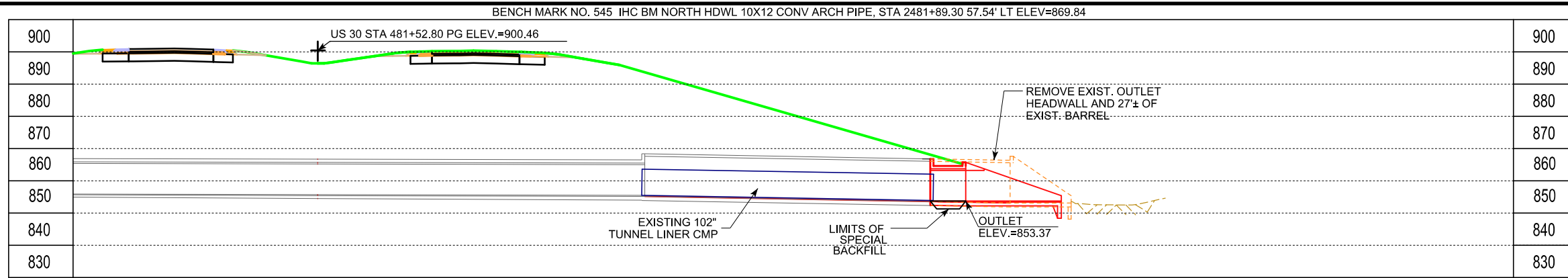
SITUATION PLAN

STA. 454+09.00 (U.S. 30) AUGUST, 2021

TAMA COUNTY

IOWA DOT - TRANSPORTATION DEVELOPMENT DIVISION

DESIGN SHEET NO. 3 OF 5 FILE NO. 31044 DESIGN NO. 619

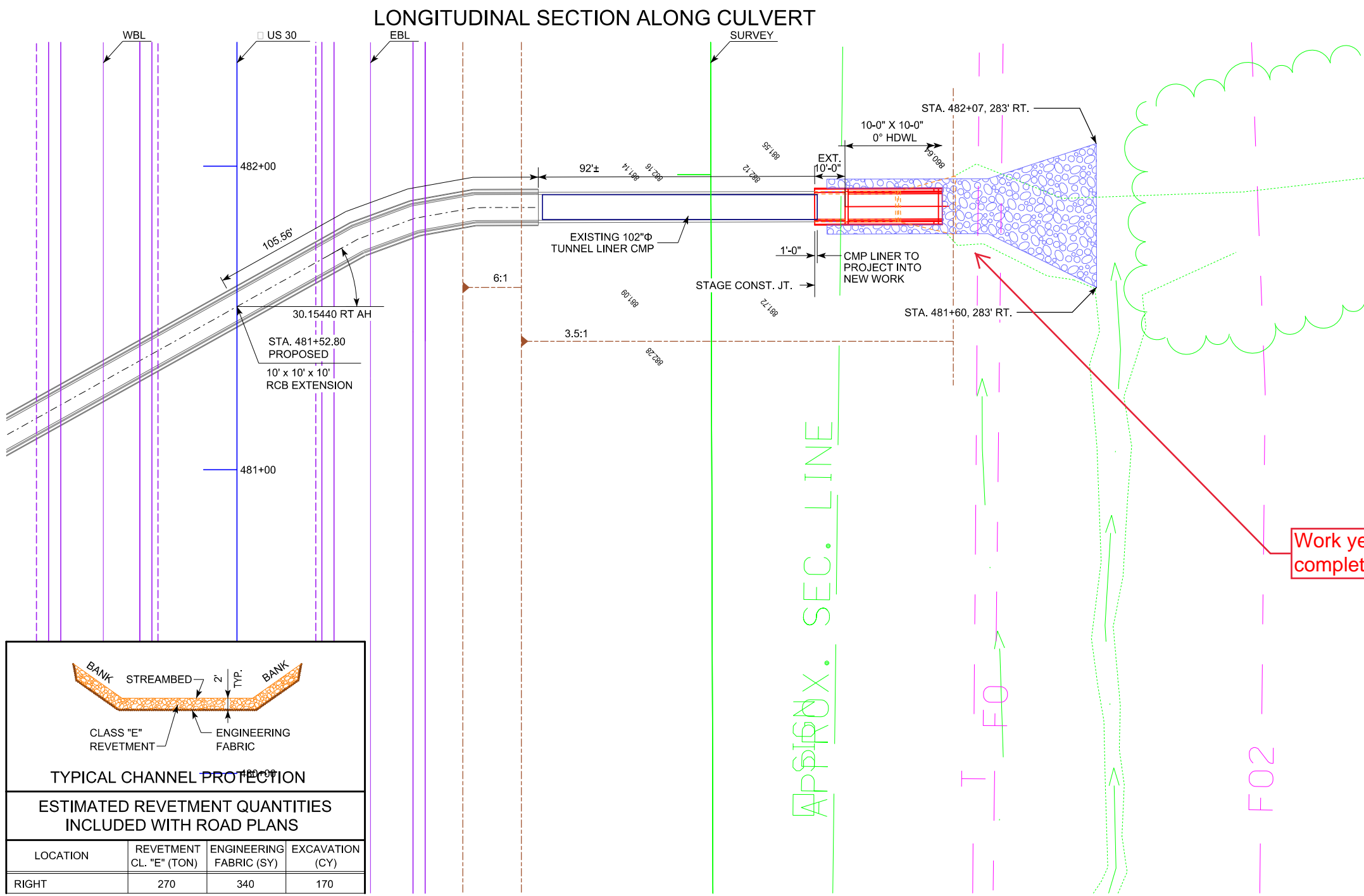


-2.500% +2.000%

VPI STA = 484+00 VC = 1000'
VPI ELEV = 892.84

**PROPOSED PROFILE
GRADE US 30**

**CEMVR-OD-P-2017-335
Typical Culvert Extension
Sheet 5 of 5**



LOCATION

T-83N R-13W
SECTION 29-32
YORK TOWNSHIP
TAMA COUNTY
LATITUDE 41.964396°
LONGITUDE -92.393021°

HYDRAULIC DATA

DRAINAGE AREA = 445 ACRES H
Q^{2.5/64} = 579 CFS

TRAFFIC ESTIMATE

2009 AADT	4540	V.P.D.
202_ AADT	4700	V.P.D.
202_ DHV	710	V.P.H.
TRUCKS	21	%
TOTAL DESIGN ESALs	2,800,000	

TYPICAL CHANNEL PROTECTION

ESTIMATED REVETMENT QUANTITIES INCLUDED WITH ROAD PLANS

LOCATION	REVETMENT CL. "E" (TON)	ENGINEERING FABRIC (SY)	EXCAVATION (CY)
RIGHT	270	340	170

EXCAVATION QUANTITY CALCULATED FROM GRADING SURFACE. QUANTITIES SHOWN FOR INFORMATION ONLY. SEE ROAD SHEETS.

SITUATION PLAN

DESIGN FOR EXTENSION TO A 30.1544° SKEW (LA)

10'-0" X 10'-0" REINFORCED CONCRETE BOX CULVERT EXTENSION

SITUATION PLAN

STA. 481+52.80 (U.S. 30) OCTOBER 2021

TAMA COUNTY

IOWA DOT - TRANSPORTATION DEVELOPMENT DIVISION

DESIGN SHEET NO. 3 OF 7 FILE NO. 31049 DESIGN NO. 819