



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

PUBLIC NOTICE

Applicant: City of Perry, Iowa

Date: May 17, 2022

Expires: June 15, 2022

CEMVR-RD-2020-610

Section 404

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

1. **Applicant:** City of Perry, c/o Mr. Sven Peterson, 1102 Willis Ave., P.O. Box 545, Perry, Dallas County, Iowa 52240.

2. **Project Location:**

- Perry Municipal Airport, unnamed tributary to North Raccoon River, Perry, Iowa
- Section 18, Township 81 North, Range 28 West
- Dallas County, Iowa
- UTM NAD-83 Zone 15
- Lat 41.8208, Long -94.1549.

3. **Project Description and Purpose.**

a. The applicant proposes to expand the Perry Municipal Airport by the relocation and construction of Runway 14/32, 400 feet west, to a length of 4,000 feet and a width of 100 feet. Construction will occur in two phases. Phase 1 will also include a new airfield lighting system consisting of medium intensity runway edge lights, navigational aids, and an electrical vault building. Phase 2 will incorporate a 1,500- foot extension for a Runway 14/32 length of 5,500 feet and converting the existing runway to a full-length taxiway. As proposed Phase 2 will require closure and realignment of approximately $\frac{3}{4}$ mile of 150th Street south of the airport.

b. The project will permanently impact 1,271 linear feet of stream and 9 $\frac{1}{2}$ acres of wetland. The applicant is proposing to mitigate for stream losses and wetland losses through the purchase of stream and wetland credits at an approved Corps mitigation bank.

c. The project plans were designed utilizing an approved jurisdictional determination (AJD) dated August 17, 2020, performed under the Navigable Waters Protection Rule (NWPR). The NWPR was vacated and as such a new AJD under the current regulations will be issued prior to final project issuance, including utilization of RGL 16-01. There are an additional 1.4 acres of wetland within the project area that will be reevaluated for jurisdiction under the current guidance. If any additional wetlands are identified as having geographic jurisdiction under the pre-2015 regulations they will be incorporated into the compensatory mitigation requirements, evaluation for project designs, and final permit decisions.

d. The applicant's stated purpose and need statement is improvements to meet the Federal Aviation Administration (FAA) design standards in FAA Advisory Circular 150/5300-13, *Airport Design*, as amended, and to safely accommodate existing and proposed aviation demand. The need for land acquisition and capital improvement projects are to safely provide for the existing and future aviation needs of the city and the surrounding communities.

e. The applicants stated avoidance included consideration of extending the runway to the north. This alternative was not possible due to impacts to 141st Street (IA 141). It was not possible for the city to close and realign 141st Street as it is a state highway. Minimization was achieved by reducing the grading limits to the runway safety area. A no-action alternative was also considered but was determined by the applicant to not meet the project purpose and need.

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, 502 East 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.** A Phase I Cultural Resource Investigation was completed for the additional land to be acquired for the runway extension. No historical, architectural, archaeological, and cultural resources were found. The FAA determined that "No Historic Properties will be Affected" and the State Historic Preservation Officer (SHPO) concurred. No mitigation measures will be required. Four Tribes were invited to participate as consulting parties during the 2017 EA. No responses were received; therefore, no tribes were contact for this SEA. If construction work uncovers buried archeological materials, cease work in the area of discovery and immediately notify the SHPO and the FAA. The FAA will contact concerned tribes.

6. **Endangered Species.** The FAA made a determination of no effect for Indiana Bat, Northern Long-Eared Bat, Prairie Bush Clover, and Western Prairie Fringed Orchid. The FAA made a determination of may affect, but not likely to adversely affect the Topeka Shiner. Given the distance from the main channel of the Raccoon River, and the ditched condition of the surface waters in the study area, any possible occupied habitat is suspected to only be occupied during above bank-full conditions. The USFWS concurred with this determination provided that Topeka Shiner best management practices are implemented during construction.

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 US Army Corps of Engineers, Rock Island District, Attn: RD (K. Brown), Clock Tower Building - Post Office Box 2004, Rock Island, Illinois 61204-2004. **Mrs. Kirsten Brown** may be contacted for additional information at (309) 794-5369 or email at Kirsten.L.Brown@usace.army.mil.

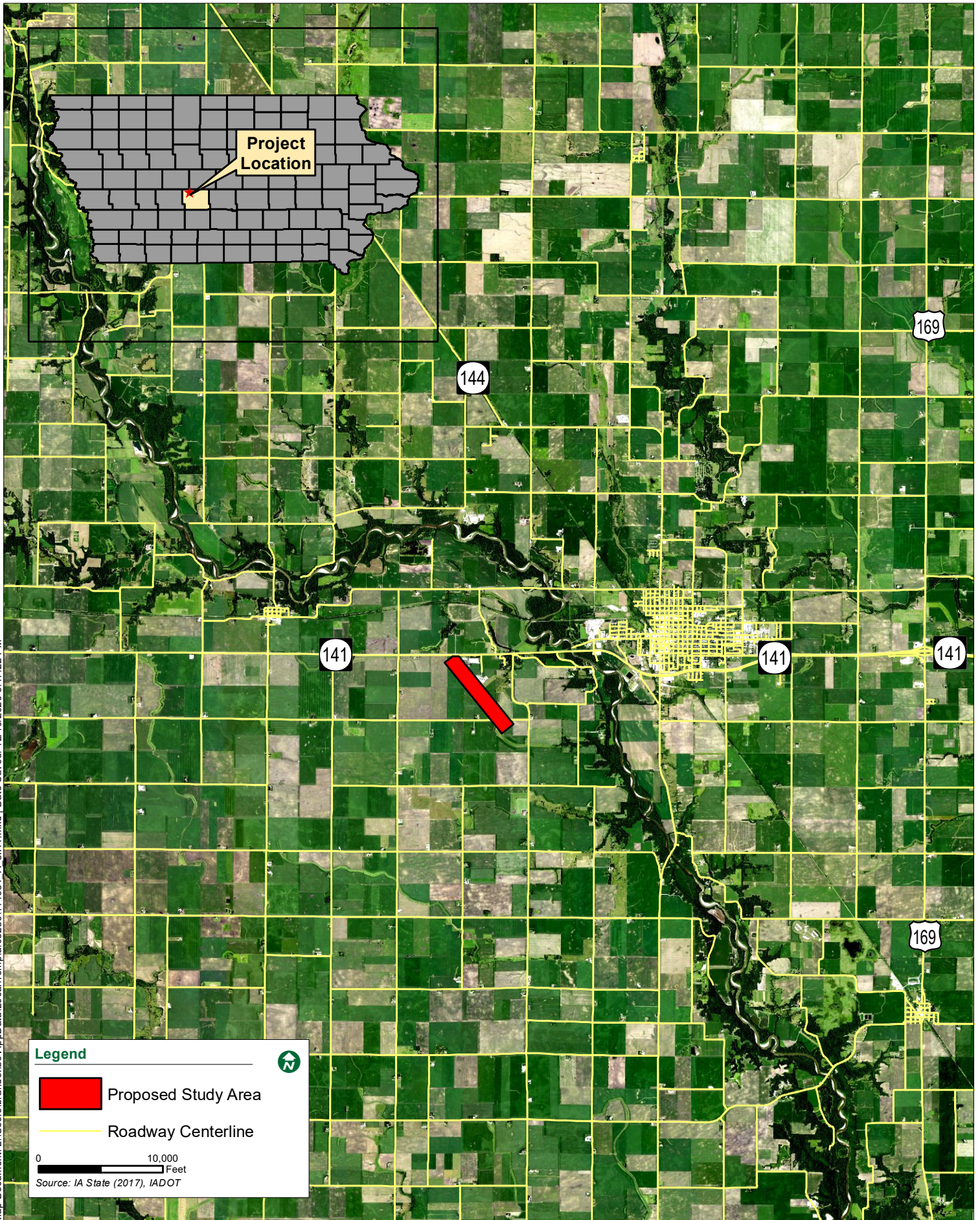
matthew a zehr

Attach
Project Plans (5pgs)

Mr. Matthew A. Zehr
Chief, Western Branch
Regulatory Division

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

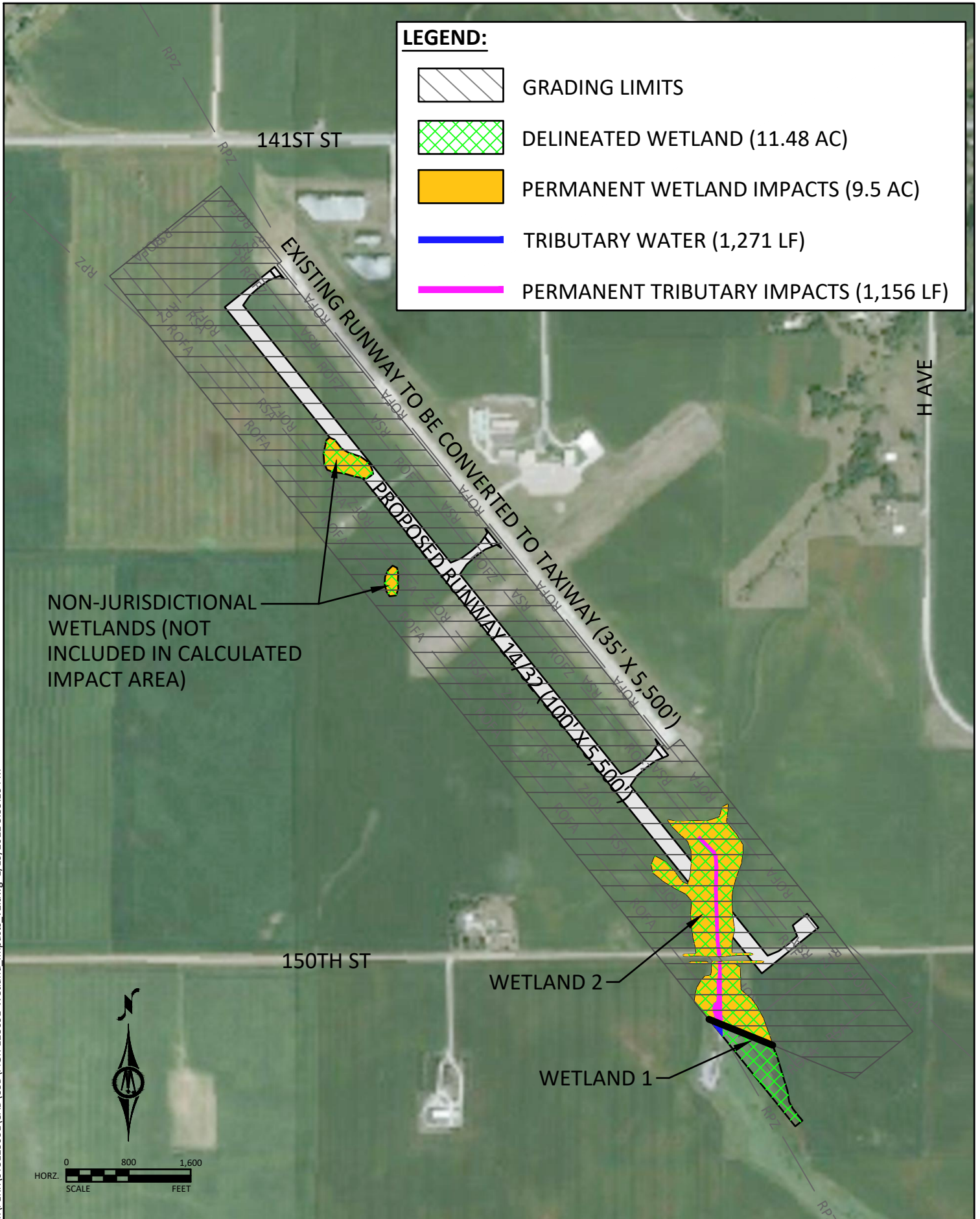
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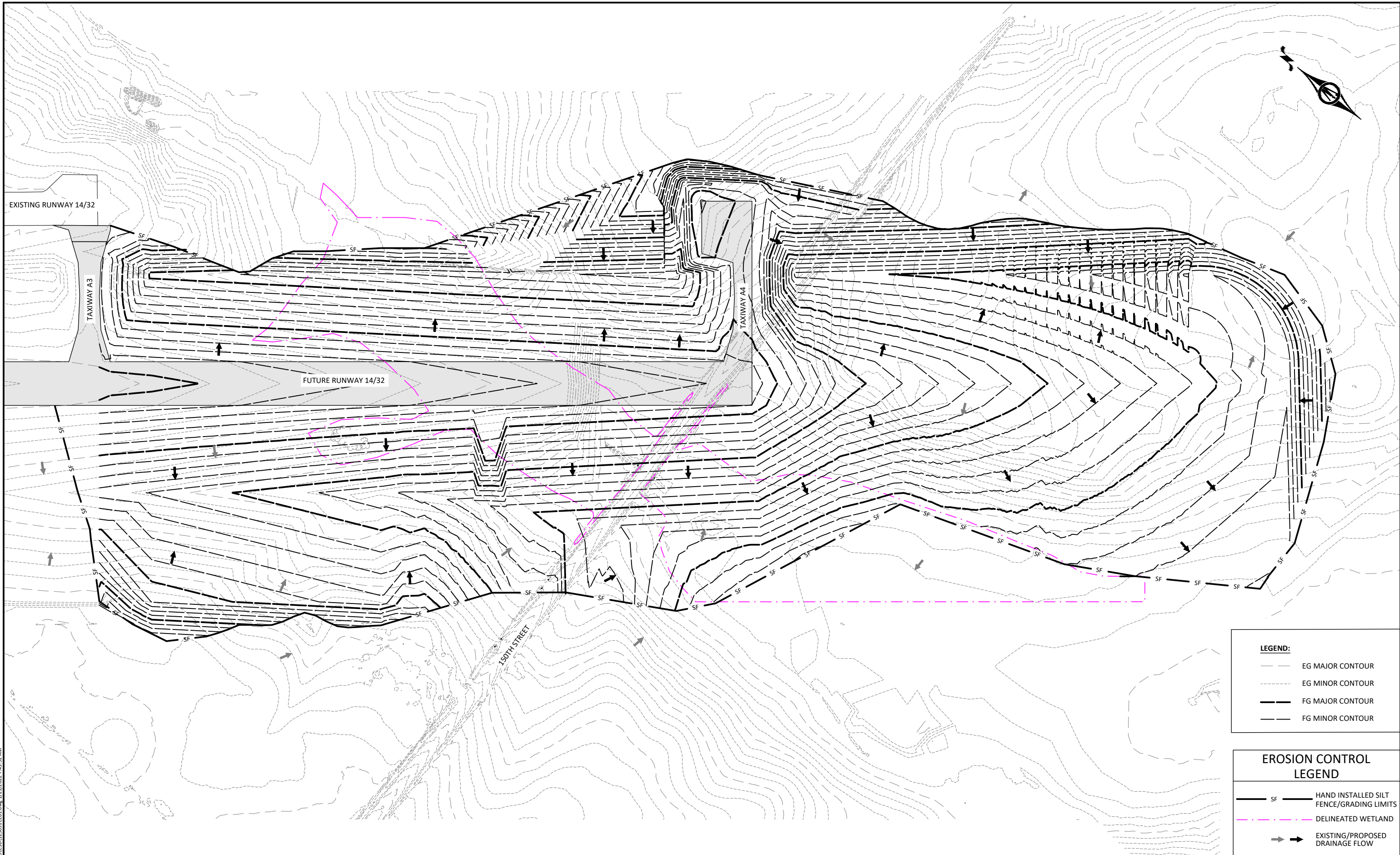


RUNWAY 14/32 RELOCATION FIGURE 2: PROPOSED AQUATIC RESOURCE IMPACTS

PERRY MUNICIPAL AIRPORT (PRO)

JANUARY 2022





EXISTING RUNWAY 14/32

TAXIWAY A3

FUTURE RUNWAY 14/32

TAXIWAY A4

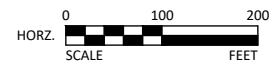
150TH STREET

LEGEND:

	EG MAJOR CONTOUR
	EG MINOR CONTOUR
	FG MAJOR CONTOUR
	FG MINOR CONTOUR

EROSION CONTROL LEGEND

	HAND INSTALLED SILT FENCE/GRADING LIMITS
	DELINEATED WETLAND
	EXISTING/PROPOSED DRAINAGE FLOW



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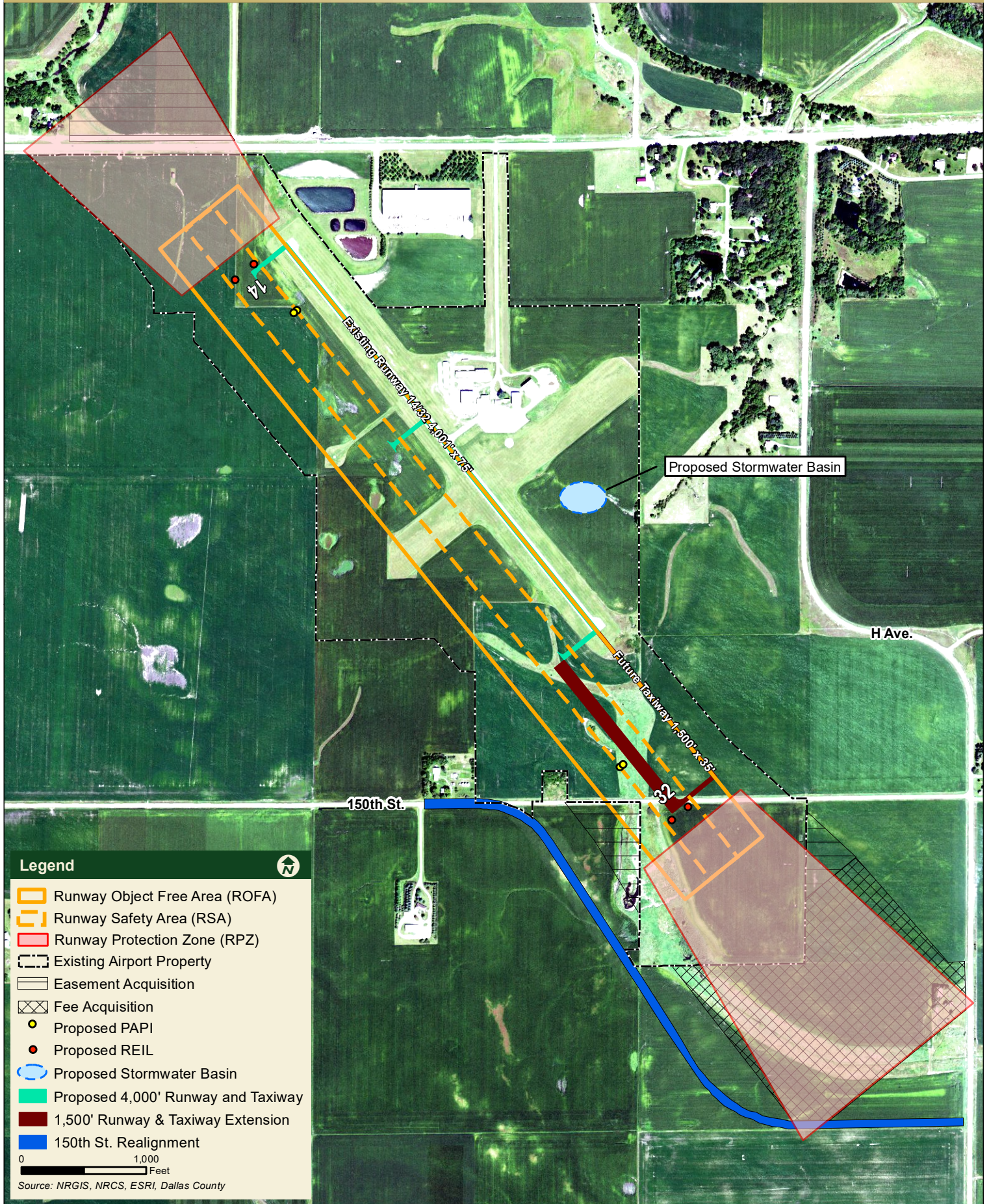
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








PERRY MUNICIPAL AIRPORT (PRO)
 RUNWAY 14/32 RELOCATION - PHASE 2
 GRADING & EROSION CONTROL PLAN

SHEET
CE.01

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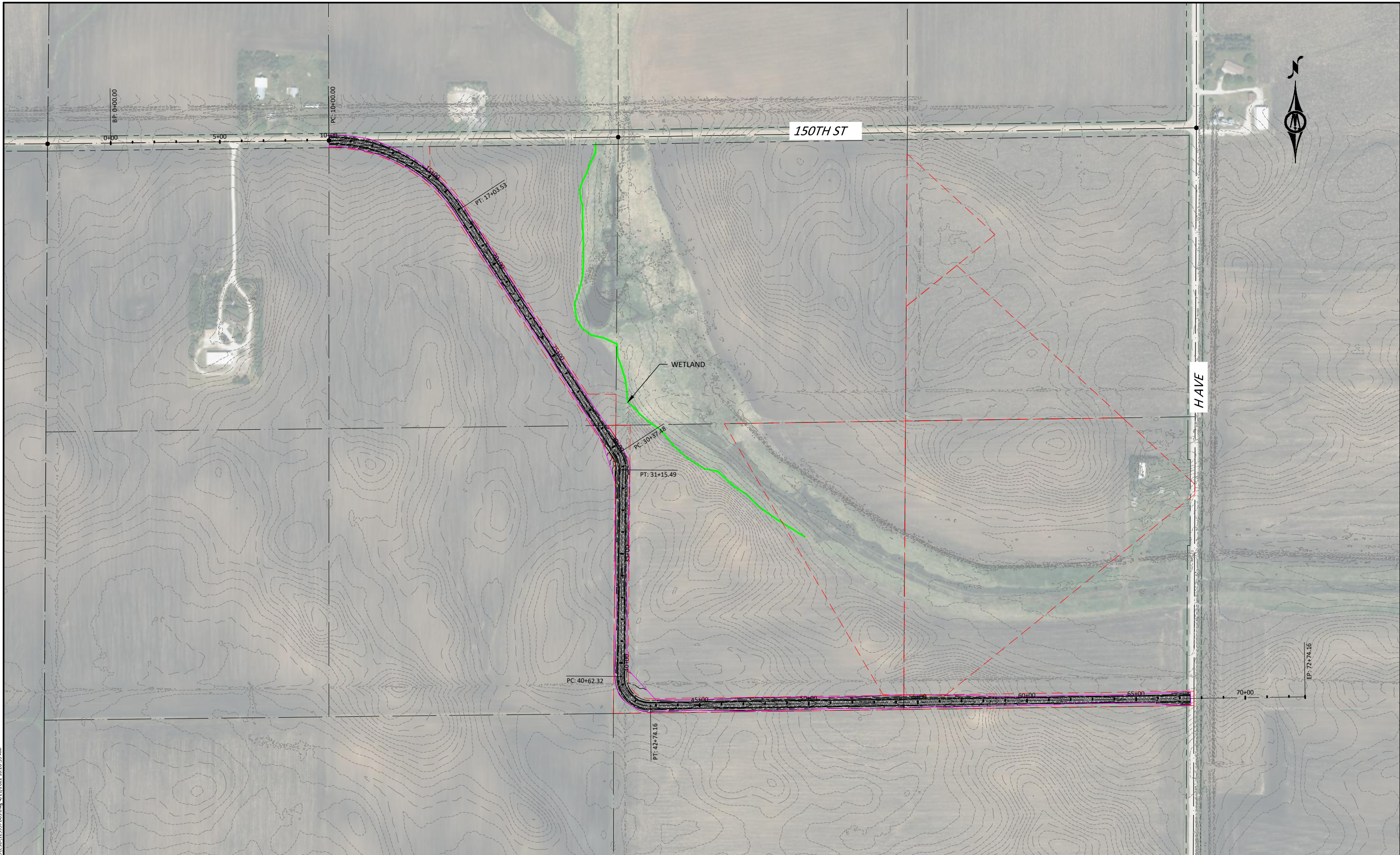


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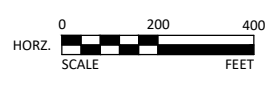
-  Runway Object Free Area (ROFA)
-  Runway Safety Area (RSA)
-  Runway Protection Zone (RPZ)
-  Existing Airport Property
-  Easement Acquisition
-  Fee Acquisition
-  Proposed PAPI
-  Proposed REIL
-  Proposed Stormwater Basin
-  Proposed 4,000' Runway and Taxiway
-  1,500' Runway & Taxiway Extension
-  150th St. Realignment

0 1,000 Feet

Source: NRGIS, NRCS, ESRI, Dallas County



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PERRY, IOWA
 150 ST RELOCATION
 PLAN & PROFILE

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