



PUBLIC NOTICE

US Army Corps
of Engineers
Rock Island District

Applicant: Illinois Department
of Transportation
CEMVR-OD-P-2018-443

Date: August 10, 2018
Expires: September 08, 2018
Section 10/404

**Joint Public Notice
U.S. Army Corps of Engineers
Illinois Environmental Protection Agency**

1. Applicant. Illinois Department of Transportation, c/o Kensil Garnett, Region 3, District 4, 401 Main Street, Peoria, Illinois 61602-1111.

2. Project Location. USGS quad sheet: IL-Peoria East. U.S. 150 eastbound over the Illinois River at river mile 165.8, Peoria and Tazewell Counties, Illinois. Datum NAD-83. UTM Zone 16. Section 35, Township 9 North, Range 8 East and Section 10, Township 26 North, Range 4 West. Northing 4 510 740.498605, Easting 285 025.140299. Latitude: 40.719543. Longitude: -89.545250.

3. Project Description.

A. Purpose. The Illinois Department of Transportation (IDOT) proposes to remove and replace the existing US 150 eastbound bridge over the Illinois River in Peoria, river mile 165.8. The existing eastbound bridge is structurally deficient, functionally obsolete, will not be able to accommodate future transportation projects, and is nearing the end of its expected service life.

B. Proposed Project. The steel tied arch bridge will be a new alignment south of and adjacent to the existing eastbound bridge. The new bridge will have three 12-foot-wide travel lanes of traffic, 10-foot shoulders on either side of the travel lanes, and a barrier wall separating vehicular traffic from a 14-foot-wide multi-use path. The 23 existing bridge piers will be removed and 22 new bridge piers will be constructed in the new alignment. Improvements to the existing interchanges will occur on both sides of the river and involve constructing new structures and widening/modifying existing structures. An existing culvert on a tributary to the Illinois River will be replaced with a concrete double box culvert on the realigned exit ramp. The navigation channel under the proposed bridge would match the existing horizontal and vertical clearance limits currently in place. The project will start construction in the summer of 2019 and is expected to be completed in the spring of 2023. The existing structure will remain open during construction and will be removed upon completion of the new structure.

(1) *Bridge Construction.* Bridge construction methods will be determined by the selected contractor. Typical construction practices assume the use of cofferdams for construction of the bridge piers using cranes on causeways or barges. The superstructure of the bridge will be built using the same cranes with the entire navigation span being lifted into place as a unit. Cofferdams will be located around the proposed piers using piling driven into the existing ground and backfilled with concrete. Borrow material will be identified by the contractor and approved by IDOT for environmental and cultural considerations. The causeway, if constructed, would be removed to pre-construction contours following completion of the new bridge. Best management practices may consist of silt fence, inlet filter, inlet and pipe protection, temporary seeding, ditch checks, and the use of floating silt curtains. Permanent erosion control methods will be utilized.

(2) *Bridge Demolition.* Removal of the existing bridge has not yet been determined, but will likely be one of two removal techniques. The first method is the deconstruction of the bridge in pieces using equipment to remove concrete and steel selectively while limiting the amount of material deposited into the river. Any material accidentally falling into the river will be removed and disposed of out of the waterway. The second method would be explosive demolition of the existing steel structure after concrete components have been removed. This method requires temporary closure of the navigation channel to retrieve debris that would affect navigation, while sections of the bridge outside the navigation channel

could be removed from the water without that specific time restriction. Either method would remove the existing piers at least two feet below existing ground, except the piers adjacent to the navigation channel which will be removed to 12 feet below normal pool elevation or two feet below existing streambed, whichever is lower. A temporary causeway and/or dredging may be required.

(3) *Dredging*. Dredging may be required with an anticipated maximum depth of no more than eight feet of sediment for a total 114,100 cubic yards over an 11.2 acre area for bridge construction and an additional 114,100 cubic yards over 6.3 acres of the river for demolition. The dredged material placement sites will be determined by the contractor. These sites may include upland beneficial re-use areas or certified disposal locations.

C. Wetland Impacts & Mitigation. There are 11 wetlands, totaling 9.58 acres within the project site. Three of these wetlands will be impacted by the project. Permanent impacts include, 0.35 acres of forested floodplain wetland and 0.19 acres of a wetland pond. Temporary impacts are 0.18 acres of forested wetland and 0.03 acres of wetland pond. Total impacts are 0.54 acres of permanent impact and the 0.21 acres of temporary impact to these wetlands. Mitigation will be provided by debiting 2.26 credits from the LaGrange Wetland Mitigation Bank; 2.06 credits for permanent forested wetland impacts and 0.20 credits for permanent wetland pond 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 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344).

B. State of Illinois.

(1) The applicant has applied to the Illinois Environmental Protection Agency (IEPA) for water quality certification, or waiver thereof, for the proposed activity in accordance with Section 401 of the Clean Water Act. Certification or waiver indicates that IEPA believes the activity will not violate applicable water quality standards. The review by the IEPA is conducted in accordance with the Illinois water quality standards under 35 Illinois Administrative Code Subtitle C. The water quality standards provide for the IEPA to review individual projects by providing an antidegradation assessment, which includes an evaluation of alternatives to any proposed increase in pollutant loading that may result from this activity. The "Fact Sheet" containing the antidegradation assessment for this proposed project may be found on the IEPA's web site, at www.epa.state.il.us/public-notices/. In the event that the IEPA is unable to publish the "Fact Sheet" corresponding to the timeframe of this Joint Public Notice, a separate public notice and "Fact Sheet" will be published by the IEPA at the web site identified above. You may also obtain a copy of the "Fact Sheet" by contacting the IEPA at the address or telephone number shown below. Written comments specifically concerning possible impacts to water quality should be addressed to: Illinois Environmental Protection Agency, Bureau of Water, Watershed Management Section, 1021 N. Grand Avenue East, P.O. Box 19276, Springfield, Illinois 62794-9276. A copy of the written comments should be provided to the Corps of Engineers. If you have any questions, please contact IEPA at (217) 782-3362.

(2) The Illinois Department of Natural Resources, Office of Water Resources (IDNR/OWR) is a participant in the joint application process and requires that IDNR/OWR permits be obtained for construction within floodways; construction and other activities within public bodies of water; and construction, operation and maintenance of dams pursuant to the State of Illinois Rivers, Lakes, and Streams Act (615 ILCS 5). Inquiries concerning IDNR/OWR jurisdiction and/or review of the activity should be directed to the Office of Water Resources at dnr.dworm@illinois.gov or 217/782-3863. Information on the IDNR/OWR regulatory and other programs can be found at <http://dnr.state.il.us/owr>.

5. Historical/Archaeological. This project is receiving federal funds through Federal Highway Administrative (FHWA). FHWA is the lead federal agency for compliance with Section 106 of the National Historic Preservation Act (NHPA). To ensure compliance with Section 106, FHWA will follow the Memorandum of Agreement executed April 4, 2017, with the IDOT, FHWA, and the Illinois State Historic Preservation Office. It is the opinion of the Corps that compliance with the NHPA has been completed by the applicant and the FHWA as the lead federal agency on the project (33 CFR Part 325, Appendix C.3.b.).

6. Endangered Species. This project is receiving federal funds through the FHWA. FHWA is the lead federal agency for compliance with Section 7 of the Endangered Species Act. On behalf of the FHWA, the applicant has made a determination of no effect to the Indiana bat, northern long-eared bat, rusty patched bumble bee, lakeside daisy, and eastern prairie fringed orchid. Therefore, we have reviewed the documentation and have concurred with the lead federal agency's determination of no effect on these species. The Corps concurs with the FHWA determination that, with the inclusion of the mitigation and conservation measures, per the biological opinion from the US Fish & Wildlife Service dated December 15, 2015, the project is not likely to jeopardize the continued existence of the decurrent false aster.

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).

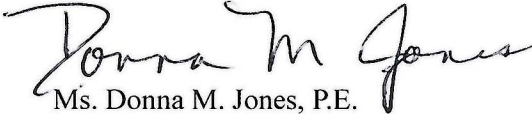
8. Public Interest Review. The decision whether to issue the Corps permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important 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.

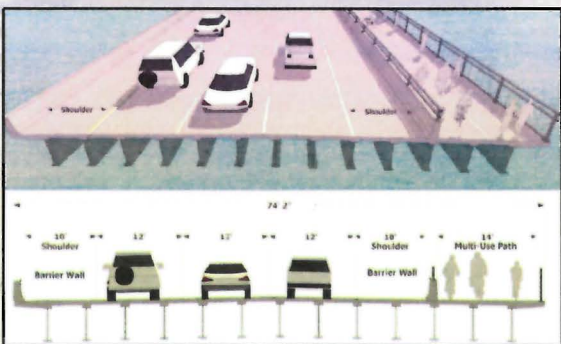
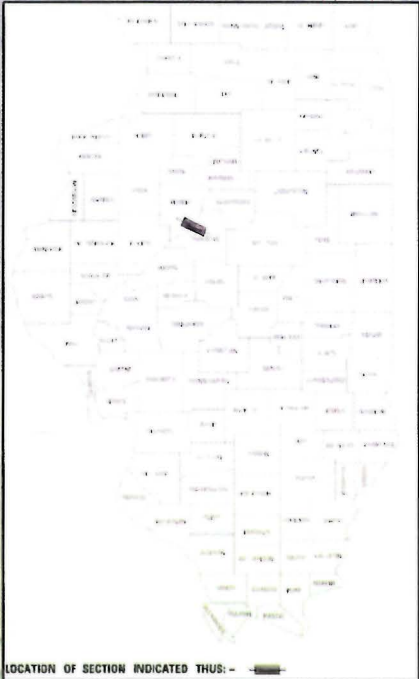
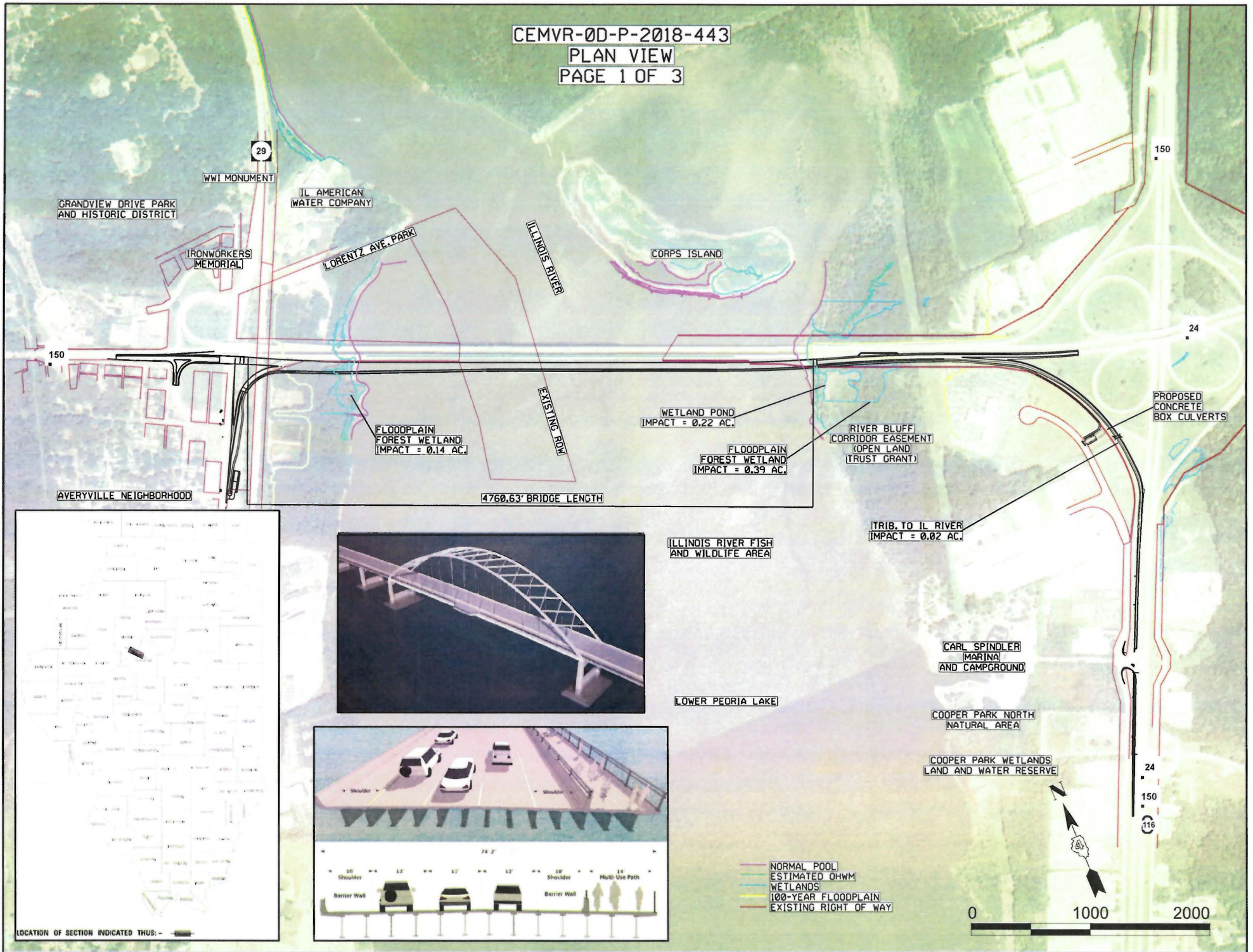
11. Reply to the Corps of Engineers. Comments concerning the Corps permit should be addressed to the District Engineer, U. S. Army Corps of Engineers, Rock Island District, ATTN: OD-PE (Kirsten Brown), Clock Tower Building - Post Office Box 2004, Rock Island, Illinois 61204-2004. The POC for additional information is Mrs. Kirsten Brown (309/794-5104) (email: kirsten.l.brown@usace.army.mil).

Attach
Plan


Ms. Donna M. Jones, P.E.
Chief, Illinois/Missouri Section
Regulatory Branch

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

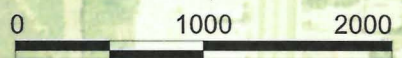
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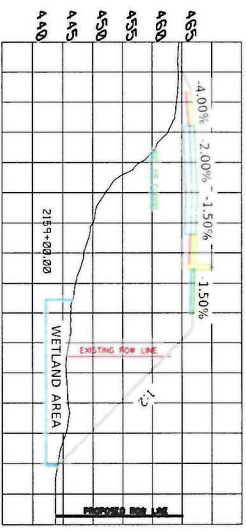
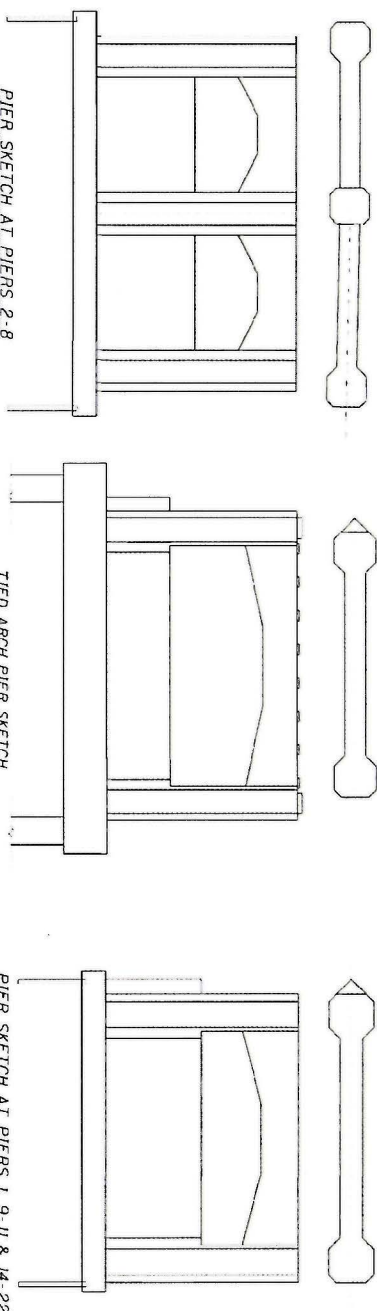
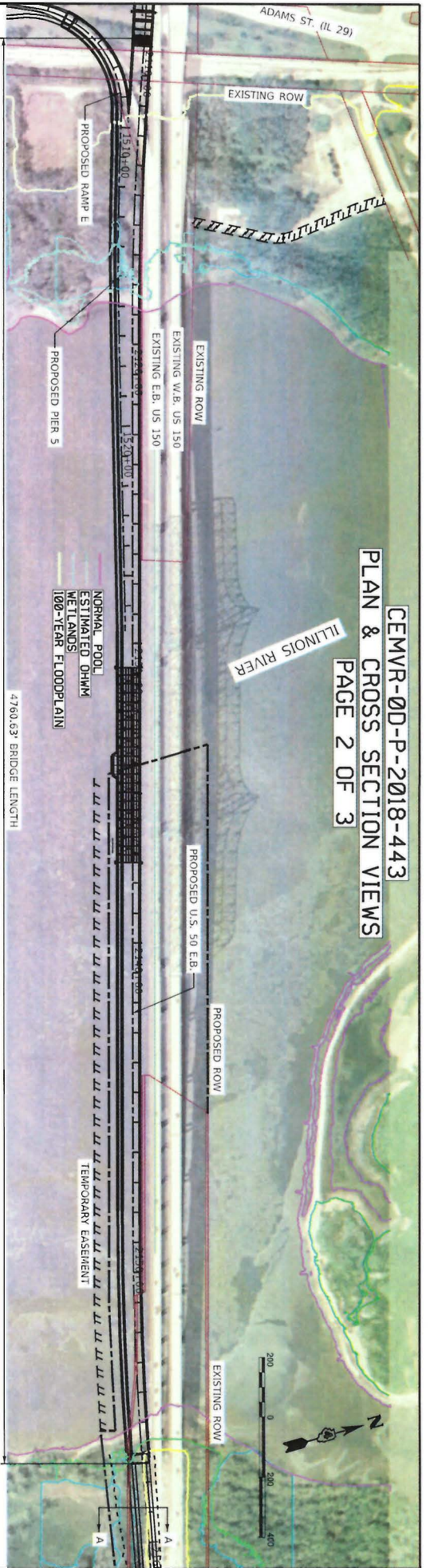
ILLINOIS RIVER FISH AND WILDLIFE AREA

LOWER PEORIA LAKE

- NORMAL POOL
- ESTIMATED OHWM
- WETLANDS
- 100-YEAR FLOODPLAIN
- EXISTING RIGHT OF WAY



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 PLAN & CROSS SECTION VIEWS
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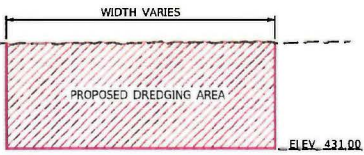
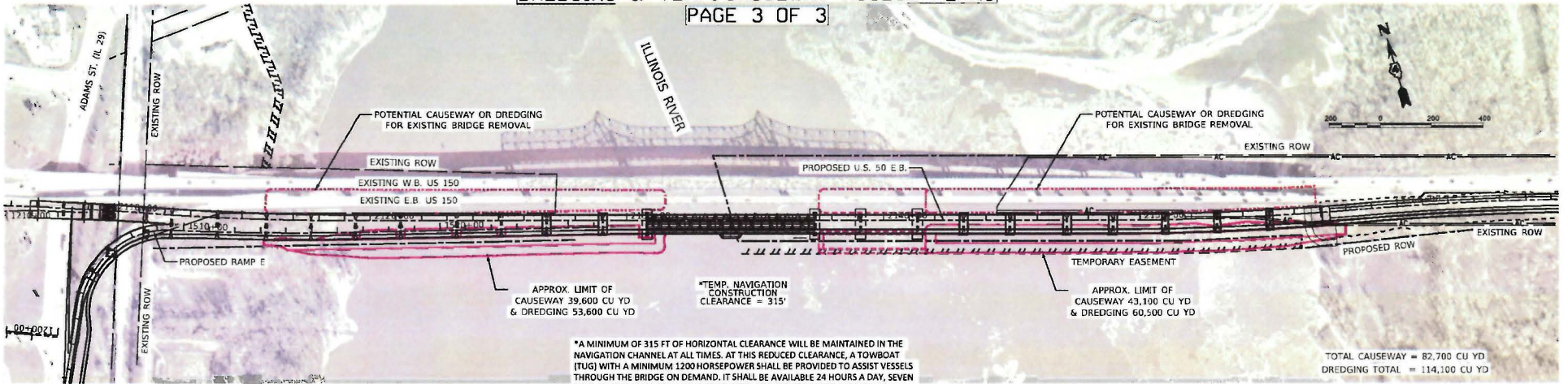


2101+00	479.01	502.83	500
2102+00	468.03	500.30	480
2103+00	462.47	497.78	460
2104+00	456.52	495.25	440
2105+00	453.32	492.82	420
2106+00	450.00	490.93	
2107+00	445.25	489.65	
2108+00	444.28	488.99	
2109+00	443.17	488.93	
2110+00	438.81	489.47	
2111+00	437.71	490.63	
2112+00	437.22	492.40	
2113+00	437.13	494.44	
2114+00	437.10	496.48	
2115+00	437.16	498.52	
2116+00	437.02	500.56	
2117+00	437.67	502.60	
2118+00	437.49	504.64	
2119+00	437.52	506.68	
2120+00	437.84	508.72	
2121+00	437.58	510.76	
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2130+00	430.37	508.96	
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2132+00	435.28	504.88	
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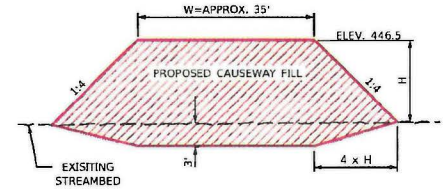
PROPOSED EB US 150
 NORMAL POOL ELEV. 439.70'
 66'
 (NORMAL POOL TO LOW STEEL)
 ESTIMATED OHWM 443.5'

EXISTING GROUND

CEMVR-0D-P-2018-443
DREDGING & TEMP. CAUSEWAY ACCESS PLANS
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SECTION THROUGH DREDGING AREA



SECTION THROUGH CAUSEWAY AREA

