

IEPA Log No.: **C-0614-11**
CoE appl. #: **2011-1311**

Public Notice Beginning Date: **January 17, 2012**
Public Notice Ending Date: **February 7, 2012**

Section 401 of the Federal Water Pollution Control Act
Amendments of 1972

Section 401 Water Quality Certification to Discharge into Waters of the State

Public Notice/Fact Sheet Issued By:

Illinois Environmental Protection Agency
Bureau of Water
Facility Evaluation Unit
1021 North Grand Avenue East
Post Office Box 19276
Springfield, Illinois 62794-9276
217/782-3362

Name and Address of Discharger: Marshall County Airport Board, 117 South Washington Street, PO Box 248, Lacon, IL 61540

Discharge Location: Section 31, T30N, R2W of the 3rd P.M. in Marshall County near Lacon

Name of Receiving Water: Strawn Run Creek

Project Description: Runway extension at Marshall County Airport.

The Illinois Environmental Protection Agency (IEPA) has received an application for a Section 401 water quality certification to discharge into the waters of the state associated with a Section 404 permit application received by the U.S. Army Corps of Engineers. The Public Notice period will begin and end on the dates indicated in the heading of this Public Notice. The last day comments will be received will be on the Public Notice period ending date unless a commenter demonstrating the need for additional time requests an extension to this comment period and the request is granted by the IEPA. Interested persons are invited to submit written comments on the project to the IEPA at the above address. Commenters shall provide their names and addresses along with comments on the certification application. Commenters may include a request for public hearing. The certification and notice number(s) must appear on each comment page.

The attached Fact Sheet provides a description of the project and the antidegradation assessment.

The application, Public Notice/Fact Sheet, comments received, and other documents are available for inspection and may be copied at the IEPA at the address shown above between 9:30 a.m. and 3:30 p.m. Monday through Friday when scheduled by the interested person.

If written comments or requests indicate a significant degree of public interest in the certification application, the IEPA may, at its discretion, hold a public hearing. Public notice will be given 30 days before any public hearing. If a Section 401 water quality certification is issued, response to relevant comments will be provided at the time of the certification. For further information, please call Thaddeus Faught at 217/782-3362.

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Fact Sheet for Antidegradation Assessment
Marshall County Airport – Strawn Run Creek – Marshall County
IEPA Log #C-0614-11
COE Log No. 2011-1311
Contact: Bob Mosher at 217/558-2012
January 17, 2012

Marshall County (“Applicant”) has applied for Section 401 water quality certification for impact associated with the expansion project at the Marshall County Airport (“Airport”) located in Section 31, Township 30 North, Range 2 West, near the town of Lacon. The project includes extending the existing runway 802 feet long by 75 feet wide. The construction of the runway extension will cross Strawn Run Creek which is a small jurisdictional tributary of the Illinois River. The impact to the creek will be result of the need to place 517 feet of the creek into a culvert with an additional 213 feet of riprap protection split on both ends of the culvert. Approximately 406,000 cubic yards of Class A4 and Class A5 riprap will be placed on the bed and banks up and downstream of the new structure. The total linear impact to the stream is 730 feet, approximately 0.1 acres. Normal low flows will be maintained during construction by placing applicable and appropriate water rerouting methods, at the option of the contractor, to divert flow away from the work zone. All in-stream activities will be accomplished in a good workmanship manner with a minimum stream disturbance as much as possible. In addition to the stream impact a small 1 acre farm pond, non-jurisdictional wetland area, will need to be removed. To compensate for the 0.1 acre of the stream impact and for the 1 acre farm pond impact the Applicant will purchase 2.0 acres of emergent wetlands from the IDOT Morris Wetland Bank. This will result in a mitigation ratio of about 1.8:1 (1.1 acres x 1.8 = 2.0 acres - rounded).

Identification and Characterization of the Affected Water Body.

Strawn Run Creek is a General Use Water with a zero 7Q10 flow. Strawn Run Creek Waterbody Segment IL_DZIB has not been evaluated by the Illinois EPA Surface Water Monitoring Unit. The Creek is not an enhanced waterbody pursuant to the dissolved oxygen water quality standard. Using the 2008 Illinois Department of Natural Resources Publication *Integrating Multiple Taxa in a Biological Stream Rating System*, the Creek is not listed as a biologically significant stream nor has it received an integrity rating. Liehr Creek has a drainage area of approximately 2.3 square miles at the project site.

The IDNR WIRT System does not list any threatened or endangered aquatic species residing in the project area.

Identification of Proposed Pollutant Load Increases or Potential Impacts on Uses.

The pollutant load increases that would occur from this project include some possible increases in suspended solids during the construction of the project. Erosion control measures will be utilized to minimize any increase in suspended solids and prevent further impact to the stream. Aquatic life uses in the portion of the creek that will be disturbed during construction may be negatively impacted due to the culvert installation; however, the Applicant will mitigate for this impact.

Fate and Effect of Parameters Proposed for Increased Loading.

The increase in suspended solids will be local and temporary. Applicant has stated:

“Except for the culvert installation during the temporary construction phase, airport traffic will not have any significant sedimentation affects on Strawn Run Creek. The Airport uses sand during winter pavement conditions and does not have any de-icing facilities for aircraft.”

The Applicant will follow an erosion and sediment control program, including the possible use of silt fences, silt traps, retention basins and soil stabilization practices. The Applicant will also be required to develop and follow a Stormwater Pollution Prevention Plan and implement Best Management Practices.

Purpose and Social & Economic Benefits of the Proposed Activity.

The Applicant has stated the following concerning the purpose for this project:

“The Purpose and Need for this project is to satisfy and expand the safe and efficient operations of the aircraft currently using the Airport, as well as for the aircraft expected to use the Airport in the future. The current runway length puts constraints on some aircraft using the facilities and/or prevents some aircraft from landing at the airport...The Need for the Proposed Action is to accommodate aircraft that either operate in a constrained condition at the Airport or are restricted from using the airfield due to the physical limitations of the existing airfield facilities.”

The Applicant has also said that their projections for the Airport usage show that operations are expected to increase with the activity becoming increasingly business in nature with the addition of multi-engine aircraft which will not be able to safely use the Airport without this runway expansion project.

Concerning the need to remove the farm pond the Applicant has stated the following:

“A small farm pond approximately one (1) acre in size and determined to be a non-jurisdictional wetland area, is also planned to be removed to minimize hazardous wildlife attractants. This action is proposed to minimize waterfowl from using portions of these waters and thereby reducing the potential of wildlife collisions with aircraft.”

Assessments of Alternatives for Less Increase in Loading or Minimal Environmental Degradation.

The construction of the proposed project will follow condition set forth by the Agency and USACE. Erosion control measures including using Stormwater Best Management Practices (“BMP”) will need to be implemented to prevent additional impacts to the stream. The Applicant looked at the following alternatives to this proposed project:

- No-build alternative.
- Construction alternative 1, extend existing runway to the SE to overall length of 4,002 feet, the preferred option.
- Construction alternative 2, Construct a new runway 4,002 feet long.
- Construction alternative 3, extend existing runway to the N to overall length of 4,002 feet.
- Construction alternative 4, extend existing runway to the S to overall length of 4,002 feet.
- Construction alternative 5, extend existing runway to the NW to overall length of 4,002 feet.
- Construction alternative 6, build a complete new Airport.
- Alternative 7 have aircraft utilize alternative airports.
- Alternative 8 have travelers use alternative modes of transportation.
- Alternative 9 utilize advanced technologies such as telecommunications and video conferencing and/or tilt rotor aircraft.

The Applicant has stated concerning the no build-option that this option will not provide any additional facilities for the Airport and would therefore not address the purpose and the need for this project. Concerning construction alternative 2 thru 6 the Applicant has stated these options were either more costly, did not fulfill the purpose and the need for the project and/or had more of an environmental impact and therefore were not chosen as the best option. The Applicant determined that alternatives 7 thru 9 did not satisfy the purpose and the need for the project, therefore, these alternatives were not considered.

Summary Comments of the Illinois Department of Natural Resources, Regional Planning Commissions, Zoning Boards or Other Entities

In a report generated through IDNR's EcoCAT system dated July 8, 2010, the Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land & Water Reserves in the vicinity of the project; therefore, consultation is terminated.

Agency Conclusion.

This preliminary assessment was conducted pursuant to the Illinois Pollution Control Board regulation for Antidegradation found at 35 Ill. Adm. Code 302.105 (antidegradation standard) and was based on the information available to the Agency at the time this antidegradation review summary was written. We tentatively find that the proposed activity will result in the attainment of water quality standards; that all existing uses of the receiving waters will be maintained; that all technically and economically reasonable measures to avoid or minimize the extent of the proposed increase in pollutant loading have been incorporated into the proposed activity; and that this activity will benefit the community at large by improving the safety at the airport. Comments received during the 401 Water Quality Certification public notice period will be evaluated before a final decision is made by the Agency.