IEPA Log No.: **C-0346-17**
CoE appl. #: **2015-447**

Public Notice Beginning Date: **January 23, 2018**
Public Notice Ending Date: **February 13, 2018**

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
Division of Water Pollution Control
Permit Section
1021 North Grand Avenue East
Post Office Box 19276
Springfield, Illinois 62794-9276
217/782-3362

Name and Address of Discharger: Quad City International Airport, 2200 69th Avenue, Moline, IL 62701

Discharge Location: Sections 19, 20, 21, 22 and 28, T17N, R1W of the 4th P.M. in Rock Island County within Moline

Name of Receiving Water: Coal Creek, Case Creek, Unnamed tributary to Coal Creek, Unnamed tributaries to Case Creek and Unnamed Wetlands.

Project Description: Quad City International Airport Airfield and Drainage Improvements.

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
Quad City International Airport – Coal Creek, Case Creek, Unnamed Tributary to Coal Creek, Unnamed Tributaries to Case Creek, and Unnamed Wetlands – Rock Island County
Log # C-0346-17
COE #CEMVR-OD-P-2015-447
Contact: Abby Brokaw 217/782-3362
January 23, 2018

Quad City International Airport ("Applicant") has applied for a 401 Water Quality Certification for impacts associated with the proposed airfield, landside and drainage improvement projects located at the Quad City International Airport ("Airport") in the central part of Rock Island County, at 220 69th Avenue, Moline, Illinois. Specifically, the proposed project is located within Section 19-22 and 28, Township 17 North, Range 1 West.

From 1990 to September 2014, there were more than 276 reported aircraft wildlife strikes at the Airport, requiring a Wildlife Hazard Assessment (WHA) conducted by U.S. Department of Agriculture in 2011, per Federal Aviation Regulations. The key recommendation from the WHA included managing storm water basins and water sources by reducing open water, increasing flow rate of surface water, installing grid wire over drainage ditches and/or grading low areas to a slope that drains within 48 hours.

The purpose of the proposed project is to address the recommendations by reducing open or standing water and other wildlife hazard attractants at the Airport to safely accommodate existing and future aeronautical demand. The five proposed improvements include:

1) Northwest Service Road and Associated Drainage Improvements (2018) – including storm sewer enclosure north of Taxiway H;
2) Runway 27 Safety Area Improvements (2019) – including proposed safety area grading, drain tile system and Coal Creek tributary realignment and enclosure;
3) Taxiway K Drainage Improvements (2021) – including storm sewer enclosure north of Taxiway K;
4) General Aviation Roadway Rehabilitation, Expansion, and Drainage Improvements (Post 2022) – including channel widening, culvert and storm sewer upgrades and streambank stabilization; and
5) Case Creek Tributary Improvements (Post 2022) – including low flow channel and cross section modification and unnamed tributary of Case Creek realignment and enclosure.

Identification and Characterization of the Affected Water Body.

The proposed project will impact two unnamed tributaries of Case Creek, Case Creek (IL_PZA), three unnamed tributaries of Coal Creek, and Coal Creek (IL_PZB-01). All of the receiving streams are categorized as General Use Waters with a 7Q10 flow of zero cfs. The receiving streams are not listed as biologically significant streams in the 2008 Illinois Department of Natural Resources Publication *Integrating Multiple Taxa in a Biological Stream Rating System*; nor given an integrity rating in that document. The receiving streams are not listed in the draft 2016 Illinois Integrated Water Quality Report and Section 303(d) List since they have not been assessed. None of the receiving streams are subject to enhanced dissolved oxygen standards. Approximately 12,679 linear feet of streams will be impacted by the improvements, according to the conducted wetland delineation with confirmation from USACE's formal jurisdictional determination.

The proposed project will also impact site wetland areas, including three wet meadows, a marsh and a farmed seep, all of which are degraded systems according to the floristic quality assessment. Specifically, the proposed project improvement would affect approximately 0.93 acres of federally jurisdictional wetlands and 0.29 acres of isolated wetlands, according to the conducted wetland delineation and confirmation from USACE's formal jurisdictional determination.

A mitigation plan has been proposed for impacted wetlands and streams. No other reasonably foreseeable developments at the Airport would be anticipated to affect additional wetlands or streams.

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

Total suspended solids (TSS) are anticipated as a result of on-site grading, piping and fill activities. The proposed project's discharge loading will be temporary and present only during active construction. Impacts to the uses of downstream waters due to suspended solids are not anticipated.

Both the Northwest Service Road and the Runway 27 Safety Improvement projects involve permanent removal by filling of 1.22 acres of emergent wetlands. All five of the project improvement will either impact or permanently fill portions of the on-site streams totaling 12,679 linear feet. The impacts to the wetlands and streams will be compensated with the purchase of mitigation credits from approved mitigation banks.

The Applicant will use appropriate erosion control and stormwater management measures to reduce the potential for unintentional sedimentation and sediment runoff to adjacent, regulated waters.

Fate and Effect of Parameters Proposed for Increased Loading.

Compensatory mitigation will be required for the project. The Applicant has requested to purchase stream and wetland credits from mitigation banks, because on-site mitigation is not a viable option due to the Applicant's interest in reducing wildlife hazards to meet FAA standards.

A total of 31,596.59 credits will be required for the impacts to 12,679 linear feet of streams on the project site. Credits for the Northwest Service Road project may be purchased from the Skare Park Stream Mitigation Bank, which is outside the service area. There are no approved stream mitigation banks within the service area. This stream mitigation bank may also be used for the remaining four improvements and will be purchased as improvements are funded and development finalized. In addition to purchasing the required amount of credits, approximately 17,915.95 credits were generated on-site through re-grading and re-profiling of streams included in the Runway 27 Safety Improvement and Case Creek Tributary Improvement.

The mitigation ratio for the proposed wetland impacts is 1.5:1. Using this mitigation ratio, 1.83 acres of credits would be required to mitigate for impacts to the 1.22 acres of wetlands. The Applicant will use an approved wetland mitigation bank, such as the Killbuck Creek Mitigation Bank, which currently has available credits and is located within the proposed project's service area.

Purpose and Social & Economic Benefits of the Proposed Activity.

The Airport is a critical component of the transportation system in both the Quad Cities and surrounding region, and is therefore an asset to the Illinois, Iowa and the National Airport System. The purpose of the proposed project is to address open/standing water and other wildlife hazard attractants at the Airport to safely accommodate existing and future aeronautical demand. Benefits include meeting FAA's safety standards, improving runway safety, improving maintenance, providing stormwater infrastructure, and employment growth during construction.

Assessments of Alternatives for Less Increase in Loading or Minimal Environmental Degradation.
<u>Northwest Service Road (Phase 2) and Associated Drainage Improvements</u>

- *Alternative 1A: Preferred alternative*
    - Extends the NW Service Road, including installation of a 48-inch diameter storm sewer enclosure with an outfall at the east bank of Case Creek
    - Impacts of ~2,908 linear feet of streams and fills the 0.66-acre wetland
- *Alternative 1B: Alternate road alignment (avoidance alternative)*
    - Shifts the service road north of the wetland to avoid impacts
    - Does not reduce wildlife hazards and requires acquisition of additional land

- *Alternative 1C: Minimization alternative*
    - Construction of the NW Service Road, filling the 0.66-acres wetland, enclosing ~1,600 feet of the unnamed tributary to Case Creek and installing 2-stage channel section west of service road
    - Does not improve flow characteristics of the unnamed tributary, would be difficult to maintain, and would not reduce wildlife hazards

Runway 27 Safety Area Improvements

- *Alternative 3A – Preferred alternative*
    - Grade the existing Runway 27 safety area to meet FAA design standards, fill ~3,013 feet of unnamed tributary to Coal Creek and 0.56 acres of wetlands and redirect the existing tributary to a 1,700 feet in length culvert beneath Runway 27
    - Install a new drain tile system to convey groundwater to the culvert and reprofile/recross-section the unnamed tributary to improve flow characteristics
    - Stabilizes open channel and plant vegetation above the high-water mark
- *Alternative 3B – No tributary realignment or enclosure*
    - Reduces levels of impacts but does not reduce wildlife hazards
- *Alternative 3C – Wire grid – avoidance/minimization alternative*
    - Wired grid not guaranteed effective at reducing wildlife and vegetation within the grid will be difficult to maintain

Taxiway K Drainage Improvements

- *Alternative 4A: Preferred alternative*
    - Encapsulate ~2,116 linear feet of the existing unnamed tributary of Coal Creek north of Taxiway K with storm sewer pipes
    - Fill ~204 feet of adjacent wetland/stream area
- *Alternative 4B: No stream enclosure – maintenance/stabilization only*
    - Does not reduce wildlife hazard and stream characteristics do not allow for re-profiling to improve flow
- *Alternative 4C: Wire grid – avoidance/minimization alternative*
    - Wire grid not guaranteed effective at reducing wildlife and vegetation within the grid will be difficult to maintain

General Aviation Roadway Rehabilitation, Expansion and Associated Drainage Improvements

- *Alternative 5A: Preferred alternative*
    - Includes roadway realignment, expansion of aircraft and vehicular parking and hangar facilities, drainage improvements to accommodate new facilities, channel widening, culvert and storm sewer upgrades and streambank stabilization
    - Widens and stabilizes existing channel with riprap to prevent future erosion caused by large storm events
    - Impacts approximately 1,093 linear feet of streams
- *Alternative 5B: Avoidance alternative*
    - Does not address channel erosion and existing channel currently unaligned with orientation of proposed new driveway entrance for USPS center
- *Alternative 5C: Minimization alternative*
    - Existing channel currently unaligned with orientation of proposed new driveway entrance for USPS center

Case Creek Tributary Improvements

- *Alternative 6A: Preferred alternative*
  - Modifies ~6,020 linear feet of the unnamed tributary of Case Creek to a two-stage low flow channel, redirects existing unnamed tributary to a culvert, and backfills ~2,286 linear feet of that unnamed tributary
  - Installation of erosion protection and re-planting of reinforced turf
- *Alternative 6B: No tributary realignment or enclosure*
  - Does not reduce wildlife hazard
- *Alternative 6C: Wire grid – avoidance/minimization alternative*
  - Wire grid not guaranteed effective at reducing wildlife and vegetation within the grid will be difficult to maintain

The Applicant's proposed alternatives include environmental impacts that are unavoidable. The construction of the proposed improvement projects will follow conditions set forth by the Agency and USACE. The least intrusive alternative would be to not complete the project. This is not an acceptable alternative given the need to reduce wildlife hazards and meet FAA standards. Impacts to site wetlands and streams will be mitigated through the purchase of wetland and stream credits.

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

Illinois Department of Transportation (IDOT) provided an endangered species review through the Illinois Department of Natural Resources (IDNR) EcoCAT web-based tool. On August 15, 2016, IDOT indicated that adverse impacts are unlikely and therefore consultation was terminated. The Illinois State Archaeological Survey (ISAS) conducted a field survey in proximity of the proposed project, concluding with a determination that no historic properties will be affected by the project. The State Historic Preservation Officer (SHPO) also provided a concurrence letter concluding that no historic properties will be affected by the proposed construction improvements.

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 assessment was written. We tentatively find that the proposed activity will result in the attainment of water quality standards; 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 by improving the safety of regional transportation. Comments received during the 401 Water Quality Certification public notice period will be evaluated before a final decision is made by the Agency.