

IEPA Log No.: **C-0145-18**
CoE appl. #: **CEMVR-OD-P-2018-832**

Public Notice Beginning Date: **July 2, 2020**
Public Notice Ending Date: **July 17, 2020**

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

Section 401 Water Quality Certification for Discharge of Dredged or Fill Material

Public Notice/Fact Sheet Issued By:

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

Name and Address of Discharger: Tazewell County Highway Department – 21308 IL Route 9,
Tremont, IL 61568

Discharge Location: Near South Pekin in Section 17 of Township 23-North, Range 5-West of the West
3rd P.M. in Tazewell County.

Name of Receiving Water: Mackinaw River

Project Description: Proposed bank stabilization along the Mackinaw River to prevent failure of the
Wagonseller Road Bridge.

The Illinois Environmental Protection Agency (IEPA) has received an application for a Section 401 water quality certification to discharge dredged or fill material 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 contact Darren Gove at email darren.gove@illinois.gov or phone no. 217/782-3362.

DRG:C-0145-18_401 PN and FS_02Jul18.docx

Fact Sheet for Antidegradation Assessment
For Tazewell County Highway Department
IEPA Log No. C-0145-18
COE Log No. CEMVR-OD-P-2018-832
Contact: Angie Sutton 217/558-2012
Public Notice Start Date: July 2, 2020

Tazewell County Highway Department and the U.S. Army Corps of Engineers (“Applicant”) has applied for a 401 Water Quality Certification for impacts associated with the stabilization of the Mackinaw River bank in order to protect the Wagonseller Road Bridge from bank erosion by the river. The proposed project is located on Wagonseller Road, north of County Road 800 North, near South Pekin. The project site is in Township 23N, Range 5W, Sections 17, in Tazewell County, Illinois. The left descending bank stabilization will include 1700 linear feet (LF) of longitudinal peak stone toe protection (LPSTP) using approximately 3,530 tons of riprap keyed into the existing bank with the downstream end using 932 tons of riprap in a series of 4 stream barbs. The right descending bank will utilize around 970 tons of riprap keyed into the existing bank with installation of 465 linear feet (LF) of LPSTP. The area behind the LPSTP will be filled and graded with borrow material from key installation. Additionally, approximately 431 tons of riprap will be installed on the right descending bank. 1,400 tons of riprap will also be installed to create 5 bendway weirs that will extend 45 LF into the Mackinaw River. This project will ultimately prevent failure of the Wagonseller Road Bridge by continued erosion from the Mackinaw River.

Information used in this review was obtained from the application documents dated November 5, 2018, June 20, 2018 and December 6, 2018.

Identification and Characterization of the Affected Water Body.

The Mackinaw River has 25.2 cfs of flow during critical 7Q10 low-flow conditions. The Mackinaw River is classified as General Use Water. According to the 2008 Illinois Department of Natural Resources Publication *Integrating Multiple Taxa in a Biological Stream Rating System*, the Mackinaw River is not a biologically significant stream at this location; however, it is rated a “D” stream using IDNR’s integrity rating system at this location. The Mackinaw River, Waterbody Segment IL_DK-12, is listed on the draft 2016 Illinois Integrated Water Quality Report and Section 303(d) List as impaired for fish consumption use with a potential cause listed as polychlorinated biphenyls. Aquatic life, aesthetic quality, primary contact recreation and secondary contact uses are fully supported.

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 total suspended solids. These increases, a normal and unavoidable result of bank stabilization, may occur as a result of placement of LPSTP, stream barbs and bendway weirs. 3,350 cubic yards (CY) of riprap will be used as fill material for this project.

Fate and Effect of Parameters Proposed for Increased Loading.

The increase in total suspended solids would be local and temporary and although existing riverbed habitat would be disturbed by construction activities, once construction is finished, river areas are expected to recover naturally. Mitigation is provided as part of the proposed structure as bank stabilization activities will provide infrastructure protection and reduce scour erosion of the bank. Without erosion protection, failure of the bridge is imminent. The proposed activity will also result in clearing of 3.0 acres of trees and vegetation in the area of construction to allow for access and slope modification. Trees lost will range in size from 1-2” diameter saplings to several large silver maples, some of which

may be lost to erosion if no action is taken. The addition of riprap and short pieces of concrete culvert was recommended by IDNR to provide improved habitat and spawning areas.

Purpose and Social & Economic Benefits of the Proposed Activity.

Natural meandering of the Mackinaw River has caused the upstream channel to shift and cause a change in the angle of attack of water flowing through the bridge. This has led to severe scour at the north bridge pier threatening the capacity of the pier and scour susceptibility of both piers. This is despite riprap currently in place. Meandering of the channel and erosion is also threatening to undermine bridge approach roadways. The purpose of this project is to protect eroding banks, redirect water away from the road and bridge, and stabilize the riverbank upstream and adjacent to the Wagonseller Road Bridge and north and south bridge approaches. If left untreated and unprotected, the bridge abutments and approaches may be lost and result in the loss of an important transportation route.

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

Relative to other alternatives considered, the preferred option minimizes the amount of material and cost needed to stabilize the bank effectively. Without erosion protection, failure of Wagonseller Road and Bridge is imminent.

Preferred Option: The left descending bank stabilization will include 1700 linear feet (LF) of longitudinal peak stone toe protection (LPSTP) using approximately 3,530 tons of riprap keyed into the existing bank with the downstream end using 932 tons of riprap in a series of 4 stream barbs. The right descending bank will utilize around 970 tons of riprap keyed into the existing bank with installation of 465 linear feet (LF) of LPSTP. The area behind the LPSTP will be filled and graded with borrow material from key installation. Additionally, approximately 431 tons of riprap will be installed on the right descending bank. 1,400 tons of riprap will also be installed to create 5 bendway weirs that will extend 45 LF into the Mackinaw River. This project will ultimately prevent failure of the Wagonseller Road bridge by continued erosion from the Mackinaw River.

No Action: This option was not chosen as no action would result in eventual failure of Wagonseller Road and Bridge.

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

An EcoCAT endangered species consultation was submitted on December 6, 2018 to the Illinois Department of Natural Resources. Consultation Termination was issued for this project.

In a letter dated December 11, 2018, the IDNR recognizes that no state-listed fish species have been collected at this site, but that the design proposed may worsen habitat upstream of the bridge. This area consists of slower moving water where the majority of fish collected upstream are from. Additionally, the area will be eliminated with the selected design with potential to impact resident fish populations. IDNR does acknowledge that the existing bare eroding bank does not provide suitable fish habitat and recommends the addition of riprap and short pieces of concrete culvert to provide improved habitat and spawning areas.

Additionally, there are no documented occurrences or critical habitat of the Indiana bat (*Myotis sodalis*) in Tazewell county, but the northern long-eared bat (*Myotis septentrionalis*) roosts and forages in upland

woods and forests during summer months and hibernates in caves and mines during winter months, swarming in surrounding wooded areas in autumn. To avoid directly impacting either of these species, tree clearing will be restricted to November 1 through March 31 when bats are not likely to be present. For this reason, the proposed action was determined “not likely to adversely affect” either the Indiana bat or the norther long-eared bat.

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 would 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 would benefit the Mackinaw River by stabilizing the bank and preventing the loss of an important transportation route as well as improving local aquatic habitat as a result of the structures placed to provide infrastructure protection. Comments received during the 401 Water Quality Certification public notice period will be evaluated before a final decision is made by the Agency.