

**Illinois Environmental Protection Agency
Bureau of Water, Permit Section
(IEPA)**

2520 West Iles, Post Office Box 19276, Springfield, Illinois 62794-9276, 217/782-3362

The IEPA has issued a Public Notice of a request for a Clean Water Act Section 401 water quality certification that would allow the issuance of a federal permit for the discharge of pollutants to waters of the State.

Public Notice Beginning Date: Wednesday, August 5, 2026

Public Notice Ending Date: Tuesday, August 25, 2026

Agency Log No.: C-0151-26

Federal Permit Information: Federal permit/license no. MVS-2025-290 is under the jurisdiction of St. Louis District, Regulatory Branch U.S. Army Corps of Engineers

Name and Address of Discharger: Illinois Department of Transportation, Carrie Nelson, P.E. - 1102 Eastport Plaza Drive, Collinsville, IL 62334-6198

Discharge Location: In Section 9 of Township 2-South and Range 6-West of the West 3rd Principal Meridian in St. Clair County. Additional project location information includes the following: IL 4/ IL 15 over Kaskaskia River, Fayetteville, IL 62258

Name of Receiving Water: Kaskaskia River

Project Name/Description: Fayetteville Truss Replacement - proposed removal and replacement of the existing steel through truss carrying the state highway over the Kaskaskia River on a new alignment north of the existing alignment

Construction Schedule: Beginning Sep 2026 and ending Dec 2028

The Public Notice period will begin and end on the dates indicated in the heading of this Public Notice. Interested persons are invited to submit written comments on the project to the IEPA at the above address. Commenters must provide their name and address along with comments on the certification request. The IEPA Log number must appear on each comment page. Commenters may include a request for public hearing. Only hearing requests and comments that pertain to Clean Water Act Section 401 authority will be considered. This authority provides consideration of whether the permit or license would be consistent with Sections 301, 302, 303, 306, or 307 of the CWA, as well as "any other appropriate requirement of State [or tribal] law". Requests for additional comment period must provide a demonstration of need. The final day of comment acceptance will be on the Public Notice Ending date shown above, unless the IEPA grants an extended notice period. The attached Fact Sheet provides a detailed description of the project and the findings of the IEPA's antidegradation assessment.

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 see the contact information below.

Name: Oyetunde Tinuoye Email: Oyetunde.Tinuoye@illinois.gov Phone: 217/782-3362

Post Document. No. C-0151-26-08052026-PublicNoticeAndFactSheet.pdf

401 Water Quality Certification Fact Sheet for Fayetteville Truss Replacement

IEPA Log No. C-151-26

Contact: Angie Sutton 217-782-9864

The Illinois Department of Transportation (IDOT) has applied for a 401 Water Quality Certification for impacts associated with the removal and replacement of structure 082-0077 and overflow structures 082-0078 and 082-0275 carrying IL 4/IL 15 over the Kaskaskia River. The proposed project will be constructed in Township 2 South, Range 6 West, Section 8, St. Clair County, near Fayetteville, Illinois. The existing bridge is being replaced due to age and poor condition.

The new alignment is shifted approximately 60-feet north of the existing alignment and will result in a new bridge over the river as well as two floodplain overflow structures and earthen embankment for portions of the new roadway that are not on the bridge structure. The proposed structures (SN 082-0403, SN 082-0078, and SN 0820275) will measure 907 feet, 513.6 feet, and 147.8 feet, respectively, and are 53.5 feet wide. One pier will be constructed using a cofferdam in the river, while the remainder are anticipated to be constructed in dry conditions. The two longer structures will have pile supported abutments and drilled shaft multi-column piers. The shorter structure is supported on driven h-piles. Riprap will be placed at the abutments of all 3 structures, none of which are located within the river. Aggregate work platforms will be used during construction and removal operations, and the existing truss bridge will be removed using explosive demolition within a portion of the channel.

Wetland impacts expected are 1.775 acres (Ac) and approximately 10.31 Ac of tree removal is proposed. Stream impacts are limited to the footprint of pier 1. Wetland impacts will be mitigated utilizing a total of 8.8 acres of credits at the IDOT Cahokia Mitigation Bank. There are 8.51 Ac of trees within 100 ft of the existing roadway proposed for removal, which are being mitigated at a 1:1 ratio. There are also 1.8 acres of trees that are being removed from 100 ft to 300 ft of the existing roadway which are being mitigated at a 1.75:1 ratio. The tree removal will be mitigated utilizing procedures outlined in the Natural Resource Review that was included as part of the application documents. Temporary impacts associated with the work pad on the western bank are anticipated.

Information used in this review was obtained from the application documents dated July 29, 2024, December 4, 2025, December 23, 2025, March 9, 2026, March 17, 2026, and May 11, 2026.

Identification and Characterization of the Affected Water Body.

The Kaskaskia River has 2.9 cfs of flow during critical 7Q10 low-flow conditions. The Kaskaskia River is classified as General Use Water. The Kaskaskia River is not listed as a biologically significant stream in the 2008 Illinois Department of Natural Resources Publication *Integrating Multiple Taxa in a Biological Stream Rating System*; however, it is given an integrity rating of “B” in that document. The Kaskaskia River, Waterbody Segment IL_O-03, is listed on the 2024 Illinois Integrated Water Quality Report and Section 303(d) List as impaired for aquatic life use with potential causes given as flow alteration-changes in depth and flow velocity, low flow alterations, and sedimentation /siltation, fish consumption use with potential

causes given as aldrin, dieldrin, endrin, heptachlor, mercury, mirex, and toxaphene and public and food processing water supply use. Aesthetic quality uses are fully supported. This segment of the Kaskaskia River is not subject to enhanced dissolved oxygen standards.

The Kaskaskia River flows under IL 4/IL 15 approximately 437 feet east of 1st Street, identified in the wetland survey as Site OSW 2. The river is a perennial waterway identified with a National Wetlands Inventory Code of R2UBH (permanently flooded, unconsolidated bottom, lower perennial, riverine) and R2UBHx (excavated, permanently flooded, unconsolidated bottom, lower perennial, riverine). The Kaskaskia River is a Traditional Navigable Water (TNW) with 1007 LF occurring in the project area.

Within the Kaskaskia River, permanent impacts are expected to be limited to the footprint of pier one of SN 082-0403. Temporary impacts are expected as a result of the work pad on the western bank of the river for work associated with piers 1 and 3.

A wetland survey was conducted by the Illinois Natural History Survey on June 10, 2024, for the project area to determine the presence of Waters of the U.S. (WOUS) in the project area. Fifteen wetland sites and five Other Surface Waters (OSW) were identified within the survey area. Permanent impacts are expected in wetland as outlined below:

*Wetland Site #	Community Type	Mean C/ FQI	Acreage in Project Area	Permanent Impact Acreage
1	Forested	2.7/20.4	3.41	0.865
4	Farmed Wetland	N/A	0.63	0.051
5	Forested	3.1/25.3	2.3	0.561
6	Wet Meadow	1.9/8.3	0.07	0.065
7	Wet Meadow	3.1/17.8	0.02	0.022
8	Wet Shrubland	2.8/9.8	0.11	0.11
9	Forested	3.5/21.6	0.74	0.076
12	Wet Meadow	3.4/26.5	0.18	0.025
		Total	7.46	1.775

*Wetland sites are numbered differently in wetland determination forms as described in delineation report

Site 1 consists of five polygons hydrologically connected to the Kaskaskia River (OSW2). Four of the five directly abut OSW2, while the easternmost one lies in the OSW2 floodplain giving it a continuous surface connection. The site is a wet floodplain forest located approximately 304, 87, and 110 feet north and 50 feet south of IL 4/IL15, and from 32 feet north of the boundary extending beneath the bridge and 500 feet to the south edge of the boundary. The FQI indicates that the area can be considered a natural area of special interest with dominant species consisting of silver maple (*Acer saccharinum*) and poison ivy (*Toxicodendron radicans*).

Site 4 is a farmed wetland adjacent to an ephemeral drainage feature (EDF) that crosses the roadway and hydrologically connects it to Site 5. It is located approximately 108 feet north of IL 4/IL 15. A series of culverts and EDFs drain west of Site 5 to OSW2. This constitutes a continuous surface connection.

Site 5 is a forested wetland located approximately 46 and 52 feet south of IL 4/IL 15. It consists of two polygons that are hydrologically connected via a series of culverts and EDFs that flow west to OSW2. The FQI indicates that the area can be considered a natural area of special interest with dominant species consisting of silver maple (*Acer saccharinum*), trumpet creeper (*Campsis radicans*), narrow-leaved cattail sedge (*Carex squarrosa*), awl-fruited oval sedge (*Carex tribuloides*), green ash (*Fraxinus lanceolata*), swamp holly (*Ilex decidua*), and panicled aster (*Symphyotrichum lanceolatum*).

Site 6 is a wet meadow extending beneath the IL 4/IL 15 bridge from approximately 34 feet south to 54 feet north of the road. It is hydrologically connected to Site 5 via an EDF and culvert. The EDF flows south underneath Route IL 4/IL 15 where it drains into Site 5. Additional EDFs connected to Site 5 flow west to OSW2. The FQI indicates that the area can be considered a natural area of special interest with dominant species consisting of red top (*Agrostis gigantea*), marsh elder (*Iva annua*), smartweed (*Persicaria punctata*), and panicled aster.

Site 7 is a wet meadow located approximately 56 feet south of IL 4/IL 15. It is hydrologically connected to Site 5 via an EDF that flows west towards OSW2, via additional EDFs. Dominant vegetation consisted of short-scaled green sedge (*Carex caroliniana*), narrow-leaved cattail sedge, rice cut grass (*Leersia oryzoides*), and smartweed.

Site 8 is a wet shrubland Site 8 is an excavated channel hydrologically connected to Site 6 via a series of culverts and EDFs. It is located approximately 75 feet north of IL 4/IL 15. Dominant vegetation consisted of spiny barnyard grass (*Echinochloa muricata*), blunt spikesedge (*Eleocharis obtuse*), and black willow (*Salix nigra*).

Site 9 is a forested wetland hydrologically connected to Sites 5 and 7 via a culvert underneath Terminal Access Road. It is located approximately 68 feet south of IL 4/IL 15. The FQI indicates that the area can be considered a natural area of special interest with dominant species consisting of silver maple, trumpet creeper, narrow-leaved cattail sedge, and pin oak (*Quercus palustris*).

Site 12 is a wet meadow that occurs as four polygons within both project corridors that are all hydrologically connected to OSW4. Some polygons of Wetland Site 12 are hydrologically connected to Wetland Site 11 and the southernmost Wetland Site 13 polygon. One polygon of Wetland Site 12 abuts a polygon of Wetland Site 13 that is adjacent to OSW4. Two southern polygons are connected to OSW4 via EDFs. OSW4 flows south out of the project corridor where it eventually drains into Little Mud Creek, which

ultimately drains into OSW2. This constitutes a continuous surface connection. The FQI indicates that the area can be considered a natural area of special interest with dominant species consisting of false aster (*Boltonia asteroides*), narrow-leaved cattail sedge (*Carex squarrosa*), grass-leaved goldenrod (*Euthamia graminifolia*), path rush (*Juncus antheratus*), slender mountain mint (*Pycnanthemum tenuifolium*), bristleless dark green bulsedge (*Scirpus georgianus*), and Missouri ironweed (*Vernonia missurica*).

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. These increases may occur as a result of removal of the existing piers and riprap as well as the installation of the proposed piers. A total of 1.775 Ac of permanent impacts to wetlands are expected as a result of tree removal, bridge structures, and embankment and roadway construction. Temporary impacts are expected from construction of the work pad areas. The temporary workpads will be constructed of approximately 9000 cubic yards (CY) of aggregate. Other fill required will be placed within the eastern floodplain to the north of the existing roadway alignment until it ties back into the existing alignment. An estimated 46,000 CY is required for this portion of the project.

Fate and Effect of Parameters Proposed for Increased Loading.

To minimize the surface water impacts during construction appropriate erosion and sediment control Best Management Practices (BMPs) will be implemented. Short-term construction-related water quality impacts will be avoided or minimized with proper implementation of the BMPs and compliance with the NPDES construction permit. A Stormwater Pollution Prevention Plan (SWPPP) will be included as well as implementation of typical erosion control measures such as perimeter silt fencing, temporary and permanent seeding, mulching, ditch checks, and inlet protection. The applicant proposes the use of a cofferdams to facilitate the installation of a pier.

Winter Operations BMPs include the following:

- Annual snowplow operator training to improve deicing application efficiency and to reduce de-icing chemical loss.
- Utilization of calibrated spreaders equipped with ground sensors that can accurately control the spreading rate.
- Utilization of the practice of prewetting solid deicing chemicals and mixtures for better adhesion to the pavement surface and for ice and snow melting
- Adjusting application rates of deicing chemicals according to pavement temperature and weather conditions.

Wetland mitigation for the permanent wetland impacts will occur at the Cahokia Wetland Mitigation Bank. This mitigation bank is an established wetland mitigation bank owned by IDOT.

Site	Type of Wetland	Permanent Impact Size (Ac)	Mitigation Ratio	Mitigation Total (Ac)
1	Forested	0.865	5.5	4.758
4	Farmed Wetland	0.051	N/A	N/A
5	Forested	0.561	5.5	3.086
6	Wet Meadow	0.065	2	0.13

7	Wet Meadow	0.022	2	0.04
8	Wet Shrubland	0.11	2	0.22
9	Forested	0.076	5.5	0.418
12	Wet Meadow	0.025	5.5	0.138
Total		1.775		8.79

Purpose and Social & Economic Benefits of the Proposed Activity.

The purpose of this project is to replace the existing, functionally obsolete IL 4/IL 15 bridge which spans the Kaskaskia River and allow the road to service the public. The existing bridge is aging and in need of continual repairs. The superstructure, built in 1946, is in poor condition and there is a need to provide a cost-effective long-term improvement plan. The proposed project would provide safer, more reliable access across the Kaskaskia River for farm equipment, Emergency Management Services, school buses, and everyday users of the bridge. Narrow road shoulders are also a concern with the aging structure.

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

The applicant looked at 12 primary alternatives that included 8 alignments with northern offsets, 3 alignments with southern offsets, and 2 alignments using Advanced Bridge Construction (ABC) Methods. Alternatives using the existing alignment and the ABC methods were eliminated due to long-term roadway closure as well as the available detour route length. The rest were evaluated taking into consideration hydraulics, roadway geometry, environmental impacts, traffic impacts, right of way impacts, and cost.

A “Do Nothing” option is not feasible due to the age and condition of the structure. Alignment options were considered either north or south of the existing alignment, and it was determined that a northern alignment would result in less wetland and tree impacts. Construction times and costs were then considered once the northern alignment was determined to result in the least environmental impacts.

Existing Alignment Options:

The lowest cost option for using the existing alignment (Alternative 1a) would require stage construction and provide one lane of traffic. The 80 year old superstructure would be repaired but likely need a major rehabilitation in 25-50 years. Minor repairs would continue to be needed. This was not selected as a preferred alignment.

ABC Options:

These options would minimize traffic disruption and increase the concrete bridge portions. This would increase construction safety. It was determined that more investigation would be required during the design phase to verify if seismic considerations and the location of rock prohibit the use of precast substructure elements.

Alternative 2 - Roadway Alignment North D (2a) and North G (2b):

- Option 2a is not recommended due to double curvature and superelevation transition on bridge 082-0078 which is not suitable on bridges.
- Option 2b replaces both older bridges and keeps the third bridge as is with only minor maintenance repairs as required. Both bridges will be constructed on tangent alignments. Bike path will be added on the main river bridge only and will terminate at Elmrose Ln. This alternative allows for two lanes of traffic to be open for most of the construction season using stage construction.

Alternative 3-Roadway Alignment North F:

This alternative replaces both older bridges and keeps the eastern bridge SN 082-0275 in place with the widening of the substructure and steel superstructure and will have two lanes of traffic open during both stages of construction, using stage construction. The south part of the existing deck will be used for the shared-use path. Disruption to traffic and traffic delays are a concern if the structures are built in one stage. The new profile and cross-slopes may require removal and replacement of the integral deck on SN 082-0275. Integral abutments are not possible as the main river bridge alignment would be curved. Additionally, land acquisition will be required. This alternative was not selected as the Preferred Alternative.

Alternative 4 – Roadway Alignments North and South A, B, and C:

This would involve a difficult and expensive superstructure move to a new location and is not recommended. It would re-use only the superstructure of SN 082-0275, and because of the complicated move it may be more expensive than building a completely new structure. There would be lengthy road closures and extensive land acquisition would be required.

- Alternative North B (Preferred Alternative)- The northern alignment alternative was preferred by the Community Advisory Group and members of the public due to its fewer residential displacements, less tree removal, and fewer wetland impacts. The Preferred Alternative best meets the project Purpose and Need and has less environmental impacts than the southern alignment. The Preferred Alternative was presented at a District 8 Coordination Meeting on January 22, 2025, and concurrence was given for the alternative development and selection process as well as the selection of the Preferred Alternative.

Alternative 5 – Roadway Alignment North E:

This alternative removes all three bridges and replaces them with two structures and allows for 2 lanes of traffic throughout almost all stages of construction, except for a short time of one lane at the west abutment of SN 082-0077. Extensive land acquisition would be required and there may be short term lane closure. This alternative has the highest initial cost and would interfere with existing SN 082-0077.

Alternative 6 – Roadway Alignment North H:

This alternative replaces both the 77 years old structures with one long structure on the new alignment and allows for 2 lanes of traffic throughout all stages of construction, keeping the eastern bridge SN 082- 0275 in place. Due to existing and proposed structures overlapping at the east end on SN 082-0078, two

narrow lanes of traffic, 10'-0" wide in each direction, will be open during construction. Bridge 082-0275 will remain with no changes. The bike path will be constructed on the north side of the new bridge. Short term traffic disruption and traffic delays are possible. This structure would not have integral abutments. Land acquisition would be required, and an earth retention system would be required to construct the roadway in the overlap area.

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

An EcoCAT endangered species consultation (Project Number 2603415) submitted on December 23, 2025, to the Illinois Department of Natural Resources resulted in records of the following state threatened or endangered species:

- Smooth Softshell (*Apalone mutica*) - Endangered

The IDOT Natural Resource Review dated December 19, 2025 provided a commitment to do no instream work from November 1st through February 28th. The Department determined that strict following of this commitment would result in the Smooth Softshell to not be adversely impacted. However, if the commitment cannot be followed, consultation must be reopened.

Given the above recommendations are adopted the Department has determined that impacts to these protected resources are unlikely. The Department has determined impacts to other protected resources in the vicinity of the project location are also unlikely.

Other recommendations made included lighting recommendations, use of wildlife-friendly plastic-free erosion control blankets, and reseeding of all disturbed areas with an appropriate native seed mix.

The project was also reviewed for cultural resource impacts. It was determined that no historic properties would be affected provided that commitments were incorporated. Those commitments included:

- Construction fencing to protect two known fragile environmental sites near the project construction limits
- Area of Potential Effects (APE) be identified
- Survey accessible portions of APE and update report to reflect findings

The USFWS issued a letter to IDOT dated January 8, 2026. The letter addressed determinations made regarding effects to the federally listed endangered Indiana bat (*Myotis sodalis*), northern long-eared

bat (NLEB) (*Myotis septentrionalis*), and the federally proposed endangered tricolored bat (TCB) (*Perimyotis subflavus*). The Illinois Department of Transportation (IDOT) determined that the Project is *likely to*

adversely affect the Indiana bat, NLEB, and the TCB. The Service reviewed the effects of the proposed project including IDOT's commitment to implement any applicable mitigation measures as indicated on the NRR and stated:

"We confirm that the proposed Project's effects are consistent with those analyzed in the Programmatic Biological Opinion (PBO). The Service has determined that projects consistent with the conservation measures and scope of the program analyzed in the PBO are not likely to jeopardize the continued existence of the Indiana bat, NLEB, or TCB. In coordination with your agency and the other sponsoring Federal Transportation Agencies, the Service will reevaluate this conclusion annually in light of any new pertinent information under the adaptive management provisions of the PBO."

The USFWS anticipates that 1.8 Ac of the total tree removal will cause incidental take of all 3 bat species. The project will require 3.15 Ac of tree mitigation because of this. Reinitiation of the consultation will be required if the project removes more than 1.8 Ac of habitat suitable for the bat species. Other factors may require reinitiation as well.

Bat surveys were completed on April 24, 2024, and October 22, 2025 which reported no detections of listed bat species.

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 area by providing a new river crossing that will address safety and issues associated with the age and condition of the structure. Comments received during the 401 Water Quality Certification public notice period will be evaluated before a final decision is made by the Agency.