

**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:** Friday, August 7, 2026

**Public Notice Ending Date:** Thursday, August 27, 2026

**Agency Log No.: C-0172-26**

**Federal Permit Information:** Federal permit/license no. MVR-2026-0507 is under the jurisdiction of Memphis District, Regulatory Branch U.S. Army Corps of Engineers

**Name and Address of Discharger:** Illinois Department of Transportation, Tricia Thompson P.E. - Region 2 Engineer - 700 E. Norris Drive, Ottawa, IL 61350

**Discharge Location:** In Section 8 of Township 32-North and Range 1-East of the East 4th Principal Meridian in LaSalle County. Additional project location information includes the following: IL 71, Cedar Point, IL 61354

**Name of Receiving Water:** Cedar Creek

**Project Name/Description:** IL 71 over Cedar Creek (FAP 619) - proposed replacement of structure no. 050-0124, which carries IL 71 across Cedar Creek, with structure no. 050-2063

**Construction Schedule:** Not identified

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.

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Post Document. No. C-0172-26-08072026-PublicNoticeAndFactSheet.pdf

The Illinois Department of Transportation (IDOT) has applied for a 401 Water Quality Certification for impacts associated with the removal and replacement of structure 050-0124 carrying IL 71 over Cedar Creek. The proposed project will be constructed in Township 32 North, Range 1 East, Section 8, LaSalle County, near Cedar Point, Illinois. The existing bridge is in fair to poor condition and is nearing the end of its expected service life. The existing bridge will be replaced with a double 12-foot by 12-foot box culvert resulting in two 12-foot travel lanes with 4-foot shoulders. Impacts to the stream will consist of 0.03 acres (Ac) of temporary impacts as a result of low-flow construction and 0.03 Ac of permanent stream stabilization impacts as a result of riprap placement upstream and downstream of the new culvert. No wetlands will be impacted, and no mitigation is proposed as a result of the proposed project. Additionally, there will be 0.66 Ac of land acquisition, and 0.36 Ac of tree removal.

Information used in this review was obtained from the application documents dated December 3, 2024, May 2026, and May 28, 2026.

#### **Identification and Characterization of the Affected Water Body.**

The Cedar Creek has 0 cfs of flow during critical 7Q10 low-flow conditions. Cedar Creek is classified as General Use Water. Cedar Creek 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*, nor is it given an integrity rating in that document. Cedar Creek, Waterbody Segment IL\_DZQ, is not listed on the 2024 Illinois Integrated Water Quality Report and Section 303(d) List as it has not been assessed. This segment of Cedar Creek is not subject to enhanced dissolved oxygen standards.

Cedar Creek is a 5.9 mile long tributary of the Illinois River. The stream flows in a southeast to northwest direction and passes beneath IL 71 near Cedar Point in LaSalle County, Illinois. Within the study area, the stream meanders through the surrounding watershed, exhibiting a predominantly trapezoidal channel form. Substrate was determined to be silty clay loam. Cedar Creek is a perennial stream and has a width of 24-50 feet. The stream diversity rating of "D" indicated limited biological integrity and ecological value. As such, no aquatic life was observed. The bank and floodplain areas in the project area are primarily wooded and covered in brush.

The project will impact 0.03 Ac of stream due to low flow construction activities. This may include causeway and work pad areas to provide the ability to remove the existing bridge and construct the new structure. A total of 0.03 acres of stream will be permanently impacted as a result of placement of approximately 90.5 cubic yards (CY) of riprap upstream and downstream of the culvert.

**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. The increases may occur as a result of the new culvert; however, these increases would be expected to settle out relatively quickly once construction is complete. Temporary workpads and causeways will be constructed but will be removed once construction ends. Permanent fill will be placed in 0.03 Ac in the form of riprap. There will be 0.66 Ac of land acquisition and 0.36 Ac of tree removal as a result of the proposed project.

**Fate and Effect of Parameters Proposed for Increased Loading.**

To minimize the surface water impacts during construction, appropriate erosion and sediment control methods will be employed. The contractor may choose to implement various means and methods to dewater the work area using low flow culverts, water pumps with flexible hoses, or other applicable dewatering methods. No rock is proposed to be placed in the center of the channel in a manner that blocks flow. Instream activities will be minimized, and temporary items will be removed from the channel and banks upon project completion.

Instream work will be completed in a way that will minimize stream disturbance to the maximum extent practicable. Temporary causeways constructed of clean coarse aggregate, cofferdams, crane mats, or work pads may be installed as necessary to facilitate removal of the existing structure and construction of the proposed structure. Temporary erosion control blankets and ditch checks are proposed as well as perimeter erosion barriers and inlet protection.

The channel was stabilized previously with riprap; therefore, the culvert installation is not expected to result in stream disturbance beyond what was previously impacted. The existing stream armoring maintains channel stability and preserves existing conditions. The proposed culvert barrels will be installed at least one foot below the flowline in order to maintain aquatic life passage and natural stream function.

**Purpose and Social & Economic Benefits of the Proposed Activity.**

The purpose of the project is to address the poor condition of the existing structure and potential safety issues associated with the bridge for the traveling public. The existing bridge is nearly 100 years old and is in fair to poor condition. Due to age, concerns regarding deterioration, and long-term maintenance cost, replacement of the structure is recommended.

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

The applicant considered the following alternatives:

### Option 1- Do Nothing:

This option would involve no improvements being made to the existing bridge. Construction-related impacts on environmental resources would be avoided and there would be no discharges to Cedar Creek. However, this alternative would not address the deteriorating condition of the existing bridge, which has been approved for replacement by the applicants Central Bridge Office. The existing structure would continue to age and deteriorate, resulting in increased maintenance requirements and potential operational and safety concerns. This option would not address the structural deficiencies of the bridge or meet the project's purpose and need . For these reasons, a no build alternative was not selected for further consideration.

### Option 2-Bridge Repairs/Rehabilitation:

This option would involve repairing the existing abutments and wing walls and the pothole at the east approach pavement, repairing the small spall on the south beam and the spall on the south curb, and performing epoxy crack injection on open cracks. This would extend the service life of the structure, but the bridge is currently in fair to poor condition and approaching the end of its anticipated service life. Upon completion of construction, the substructure would be nearly 100 years old. Given the age of the structure, documented deterioration, anticipated future maintenance requirements, and remaining service-life limitations, rehabilitation would not be a cost-effective long-term solution. For these reasons, this alternative was determined not to be feasible.

### Option 3- Complete Structure Replacement (Preferred Alternative):

This option would replace the existing bridge with a new bridge. The proposed design would utilize integral abutments to eliminate bridge expansion joints and reduce future maintenance requirements. The new structure would provide a 32-foot wide roadway due to construction of two 12-foot travel lanes with 4-foot shoulders. The bridge would be approximately 94 feet long and would maintain the required hydraulic opening. The proposed structure would utilize 45-inch-deep beams and would maintain approximately 6.4 feet of clearance above the design high-water elevation.

This alternative addresses the project's purpose and need by replacing the deficient structure, improving long-term reliability, reducing future maintenance requirements, and providing a bridge that meets current design criteria. Option 3 was selected as the preferred alternative.

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

An IDOT Natural Resource Review dated December 3, 2024, reviewed compliance with 17 Ill. Adm. Code Part 1075 for Illinois Endangered Species Protection and Illinois Natural Areas Protection. The Illinois Natural Heritage Database contains record of State-listed threatened or endangered Indiana Bat six miles northeast of the proposed project location. Conservation measures recommended included tree clearing should not be performed April 1 through September 30. A bridge/structure assessment was performed for this project. If the conservation measures are observed, the project is determined to not likely adversely affect the listed bat species (Tri-colored (*Perimyotis subflavus*), Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*).

USFWS issued a concurrence letter for the Indiana bat and Northern Long-eared bats). The NRR cross-referenced the preferred habitat of the remaining state-listed species and determined the project will have no effect on those 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.