



US Army Corps of Engineers®  
Chicago District

**CHICAGO DISTRICT  
2017 REGIONAL PERMIT PROGRAM  
REVISED JANUARY 10, 2020**

**3. TRANSPORTATION PROJECTS**

RP3 authorizes the construction or replacement of transportation projects, including roads, bridges, runways and taxiways, and railroads. Authorization under RP3 is subject to the General Conditions of the Regional Permit Program beginning on page 6 of this document. In addition, the following requirements must be addressed in writing and submitted with the notification:

- a. The impact to waters of the US must not exceed 1.0 acre for a single and complete project. For projects that impact greater than 0.10 acres of waters of the U.S., the permittee is required to provide compensatory mitigation.
- b. Projects that impact no more than 0.5 acres of waters of the U.S. will be processed under Category I.
- c. Projects that impact over 0.5 acres up to 1.0 acre of waters of the U.S., or cross a Section 10 waterway, will be processed under Category II ([www.lrc.usace.army.mil/Missions/Regulatory/NavigableWaters.aspx](http://www.lrc.usace.army.mil/Missions/Regulatory/NavigableWaters.aspx)).
- d. The discharge must be limited to the minimum width necessary to complete the authorized work.
- e. Crossings of waterways and/or wetlands must be culverted, bridged or otherwise designed to prevent the restriction of expected high water flows. The crossing must be designed as to not impede low water flows or the safe passage of fish and aquatic organisms. Additional conditions may be required for streams determined to be a high quality fisheries resource such as designing the bottom of the culvert to include “roughness” to reduce flow velocities. “Roughness” can include cemented-in stone, baffles, or the placement of rock along the bottom of the culvert and/or along the culvert wall. Embedding the culvert to a depth greater than 12 inches may also be required.
  - 1) An alternatives analysis must be prepared for perennial stream crossings where a culvert is proposed for a new crossing or to replace a bridge. The analysis must document why a bridged crossing would not be a practicable alternative. If use of a multiple-barrel pipe or multi-cell box culvert is proposed, document why a single pipe or box -culvert system cannot be utilized. For crossings over HQARs, arch span and bottomless culverts must be considered.

- 2) For culverts, the upstream and downstream invert must be embedded 6 to 12 inches below the streambed elevation. This will allow the natural substrate to colonize the structure's bottom, encourage fish movement, and maintain the existing channel slope. Culvert slope should match adjacent elevations. The width of the base flow culvert must be approximately equal to the average channel width to promote the safe passage of fish and other aquatic organisms. Culvert(s) must not permanently widen /constrict the channel or reduce/increase stream depth. Multiple pipe culverts may not be used to receive base flows.
  - 3) For all crossings, provide cross-sections of the stream in three locations: at the crossing, and upstream and downstream of the crossing. The crossing must be designed to maintain the width of the base flow channel through the project area.
- f. The permittee must clearly label the construction drawings to include limits of Waters of the U.S., existing and proposed grading contours, all structures associated with the installation of the crossing such as wing walls, rock and concrete protection measures, existing and proposed utilities lines, outfalls and associated structures. A detailed narrative must accompany the construction plans and describe all work to be performed as indicated on the plans.
  - g. All temporary construction activities must adhere to the requirements of items c through g of Regional Permit 7 (Temporary Construction Activities) and must be addressed in writing and submitted with the notification.
  - h. This permit may not be used to authorize structural bank stabilization methods such as retaining walls, gabion baskets, riprap, etc., other than those structures necessary to assure the integrity of the stream and stream bank immediately adjacent to the crossing.
  - i. To the greatest extent possible, the permittee must establish and maintain a protective upland buffer composed of native plants (or other appropriate vegetation approved by the District) within the right-of-way adjacent to all waters of the U.S.
  - j. The project must consider permanent, post-construction Best Management Practices (BMPs) to protect water quality, preserve natural hydrology and minimize the overall impacts of the project on aquatic resources. BMPs must be evaluated at the earliest planning stages of the project and prior to the purchase of new right-of-way (ROW). Please note that temporary SESC measures are not permanent BMPs.

To the greatest extent practicable, the activity must be designed such that surface water does not directly discharge into waters of the U.S. For each location where stormwater discharges towards a jurisdictional wetland or stream, provide a written narrative discussing opportunities to implement permanent BMPs. The type of BMPs proposed should be based on the scope of work, the change in impervious surface runoff discharging to the waters of the U.S., and the overall direct impacts to waters of the U.S. resulting from the proposed work.

Possible BMPs include, but are not limited to: preserving (i.e. not developing) existing permeable areas on site, native vegetated swales, permanent ditch checks, bioswales, infiltration trenches, naturalized detention basins, and mechanical stormwater treatment units. For bridge replacements, stormwater from the bridge deck should be directed to the roadside ditches and as far from the stream as practicable so that water does not directly enter the stream through drains in the bridge deck.

For discharges associated with maintenance projects, partial intersection improvements, and bridge/culvert replacements, native vegetated roadside ditches could be utilized as an appropriate BMP. For capacity improvement projects (intersection reconstructions, road widening) or for projects that impacts HQARs, the use of permanent ditch checks, bioswales or naturalized basins should be utilized. Compensatory storage basins may also be modified to provide water quality benefit. Appropriate BMPs will be determined during permit review.

Naturalized detention basin design should include:

- 1) Emergent vegetation in the bottoms of the wetland basins and along the periphery of wet bottom basins and side slopes vegetated in native prairie (traditional dry bottom basins are not approved BMPs).
- 2) Stilling basins at inlets
- 3) Design the basin to maximize the distance between inlet(s) and outlet(s)

A management and monitoring plan will be required on a case-by-case basis and will include performance standards such as the BMPs ability to function as designed, percent coverage of vegetation, stabilization of soils, and corrective measures to bring areas into compliance. For additional information, please refer to our BMP Maintenance & Monitoring (M&M) Guidelines: [www.lrc.usace.army.mil/Portals/36/docs/regulatory/pdf/BMPMMG.pdf](http://www.lrc.usace.army.mil/Portals/36/docs/regulatory/pdf/BMPMMG.pdf)

- k. This permit does not authorize discharges into jurisdictional areas for temporary use of construction material or equipment storage.
- l. For a project site adjacent to a conservation area, the permittee must request a letter from the organization responsible for management of the area. The response letter must identify recommended measures to protect the area from impacts that may occur as a result of the development. A copy of the request and any response received from the organization must be submitted to the District with the notification.
- m. This permit cannot be used to authorize the installation of road crossings associated with residential, commercial or institutional developments.