



US Army Corps  
of Engineers  
Alaska District

Regulatory Division (1145)  
CEPOA-RD  
Post Office Box 6898  
JBER, Alaska 99506-0898

# Public Notice of Application for Permit

<b>PUBLIC NOTICE DATE:</b>	<b>February 21, 2020</b>
<b>EXPIRATION DATE:</b>	<b>March 23, 2020</b>
<b>REFERENCE NUMBER:</b>	<b>POA-2020-00023</b>
<b>WATERWAY:</b>	<b>Kuskokwim River</b>

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Interested parties are hereby notified that a Department of the Army permit application has been received for work in waters of the United States (U.S.) as described below and shown on the enclosed project drawings.

All comments regarding this Public Notice (PN) should be sent to the address noted above. If you desire to submit your comments by email, you should send it to the Project Manager's email as listed below or to [regpagemaster@usace.army.mil](mailto:regpagemaster@usace.army.mil). All comments should include the PN reference number listed above.

All comments should reach this office no later than the expiration date of this PN to become part of the record and be considered in the decision. Please contact Nicholas Lucore at (907) 753-5783, toll free from within Alaska at (800) 478-2712, by fax at (907) 753-5567, or by email at: [Nicholas.Lucore@usace.army.mil](mailto:Nicholas.Lucore@usace.army.mil) if further information is desired concerning this notice.

**APPLICANT:** Alaska Department of Transportation and Public Facilities

**LOCATION:** The project site is located within Sections 7-8 & 18-19, T. 33N., R. 33 W., Seward Meridian; USGS Quad Map McGrath D-6; Latitude 62.9528° N., Longitude -155.6070° W.; in McGrath, Alaska.

**PURPOSE:** The applicant's stated purpose is to stabilize the bank of the Kuskokwim River adjacent to the runway to prevent further erosion and to make improvements to the existing runway infrastructure.

**PROPOSED WORK:** The proposed project would result in the discharge of 28,800 cubic yards (CY) of fill, below the ordinary high water mark (OHW), into 4.75-acres of riverine wetlands to construct 1,500 linear feet of bank stabilization on the Kuskokwim River and the discharge of 2,400 CY of fill into 0.28-acre of Palustrine wetlands for improvements to the McGrath Airport. All work would be performed in accordance with the enclosed plan (sheets 1-6), dated February 19, 2020.

**APPLICANT PROPOSED MITIGATION:** The applicant proposes the following mitigation measures to avoid, minimize, and compensate for impacts to waters of the U.S. from activities involving discharges of dredged or fill material.

a. Avoidance: The proposed project was designed to avoid impacts to Waters of the U.S. to the maximum extent feasible while still meeting the project purpose and need. Total avoidance of impacts caused by installing riprap is not feasible because one purpose of the project is to control erosion caused by the Kuskokwim River. Another purpose of the project is to re-construct the airport runway, taxiways, and apron pavements. As the airport is surrounded by wetlands (many of which were created by past DOT&PF construction), impacts to these wetlands cannot be totally avoided while still meeting the design standards for re-construction. Other potential wetland impacts were avoided by selecting material sources and haul routes that use only previously disturbed non-wetland areas. For example, the existing haul road from the barge landing along the Kuskokwim River is prone to erosion; therefore, a more inland trail will be improved for use as a haul route instead, to avoid further erosion of the road along the river.

b. Minimization: The project design incorporates minimization measures such as maximizing slope steepness and limiting fill to the minimum amount necessary. Materials and equipment hauling would primarily take place in the winter when the ground is frozen to minimize erosion and sediment runoff from the roads. The excavation and fill placement work will be done during a single construction season (2021), which will avoid creating new partial wetlands or drainage features, and will minimize the length of the disruption. Although riprap installation involves work below OHW, the overall depth, width, and location of the Kuskokwim River would not be altered.

Impacts to waters of the U.S. would be further minimized through implementation of a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the Alaska Pollutant Discharge Elimination System's (APDES) Construction General Permit (CGP). Compliance with the CGP requires implementing best management practices (BMPs) during construction to reduce or eliminate erosion and sediment discharge from the construction area and to permanently stabilize disturbed ground as soon as practicable. Revegetation will follow recommendations from the Alaska Department of Natural Resources' A Re-vegetation Manual for Alaska.

c. Compensatory Mitigation: The DOT&PF is not proposing compensatory mitigation for the proposed project. Installing riprap will not alter the shape or function of the Kuskokwim River, and may provide some benefit by reducing future sedimentation from riverbank erosion. The wetland to be filled to expand the taxiway has been previously disturbed, and continues to

be impacted by ongoing ground subsidence and erosion from the existing taxiway. The project is surrounded by vast areas of higher-value undisturbed wetlands, so the overall effect on the functions and values of wetland habitat in the area would be negligible.

**WATER QUALITY CERTIFICATION:** A permit for the described work will not be issued until a certification or waiver of certification, as required under Section 401 of the Clean Water Act (Public Law 95-217), has been received from the Alaska Department of Environmental Conservation.

**CULTURAL RESOURCES:** The lead Federal agency, Federal Aviation Administration (FAA), is responsible for compliance with the requirements of Section 106 of the National Historic Preservation Act. The Corps of Engineers (Corps) will review FAA's documentation and either concur with their documentation or continue to work with them until any issues are resolved. A permit for the described work will not be issued until the Section 106 process has been completed and the Corps concurs with FAA's work or documentation.

**ENDANGERED SPECIES:** No threatened or endangered species are known to use the project area.

**ESSENTIAL FISH HABITAT:** The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH).

No EFH species are known to use the project area.

**TRIBAL CONSULTATION:** The Alaska District fully supports tribal self-governance and government-to-government relations between Federally recognized Tribes and the Federal government. Tribes with protected rights or resources that could be significantly affected by a proposed Federal action (e.g., a permit decision) have the right to consult with the Alaska District on a government-to-government basis. Views of each Tribe regarding protected rights and resources will be accorded due consideration in this process. This PN serves as notification to the Tribes within the area potentially affected by the proposed work and invites their participation in the Federal decision-making process regarding the protected Tribal right or resource. Consultation may be initiated by the affected Tribe upon written request to the District Commander during the public comment period.

**PUBLIC HEARING:** Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, reasons for holding a public hearing.

**EVALUATION:** The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts, which the proposed activity may have on the public interest, requires a careful weighing of all the factors that become relevant

in each particular case. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. The outcome of the general balancing process would determine whether to authorize a proposal, and if so, the conditions under which it will be allowed to occur. The decision should reflect the national concern for both protection and utilization of important resources. All factors, which may be relevant to the proposal, must be considered including the cumulative effects thereof. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving 404 discharges, a permit will be denied if the discharge that would be authorized by such permit would not comply with the Environmental Protection Agency's 404(b)(1) guidelines. Subject to the preceding sentence and any other applicable guidelines or criteria (see Sections 320.2 and 320.3), a permit will be granted unless the District Commander determines that it would be contrary to the public interest.

The Corps is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

AUTHORITY: This permit will be issued or denied under the following authorities:

(X) Perform work in or affecting navigable waters of the United States – Section 10 Rivers and Harbors Act 1899 (33 U.S.C. 403).

(X) Discharge dredged or fill material into waters of the United States – Section 404 Clean Water Act (33 U.S.C. 1344). Therefore, our public interest review will consider the guidelines set forth under Section 404(b) of the Clean Water Act (40 CFR 230).

Project drawings and a Notice of Application for State Water Quality Certification are enclosed with this Public Notice.

District Commander  
U.S. Army, Corps of Engineers

Enclosures

# STATE OF ALASKA

DEPT. OF ENVIRONMENTAL CONSERVATION  
DIVISION OF WATER

Wastewater Discharge Authorization Program (WDAP) / 401 Certification

DEPARTMENT OF ENVIRONMENTAL CONSERVATION  
WDAP/401 CERTIFICATION  
555 CORDOVA STREET  
ANCHORAGE, ALASKA 99501-2617  
PHONE: (907) 269-6285 | EMAIL: [dec-401cert@alaska.gov](mailto:dec-401cert@alaska.gov)

## NOTICE OF APPLICATION FOR STATE WATER QUALITY CERTIFICATION

Any applicant for a federal license or permit to conduct an activity that might result in a discharge into navigable waters, in accordance with Section 401 of the Clean Water Act of 1977 (PL95-217), also must apply for and obtain certification from the Alaska Department of Environmental Conservation that the discharge will comply with the Clean Water Act, the Alaska Water Quality Standards, and other applicable State laws. By agreement between the U.S. Army Corps of Engineers and the Department of Environmental Conservation, application for a Department of the Army permit to discharge dredged or fill material into navigable waters under Section 404 of the Clean Water Act also may serve as application for State Water Quality Certification.

Notice is hereby given that the application for a Department of the Army Permit described in the Corps of Engineers' Public Notice (PN) Reference Number **POA-2020-00023, Kuskokwim River**, serves as application for State Water Quality Certification from the Department of Environmental Conservation.

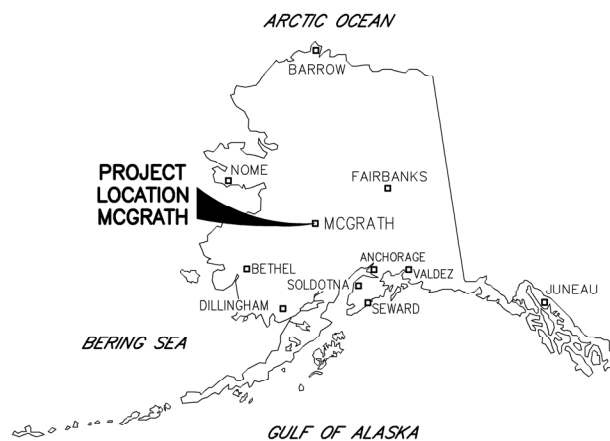
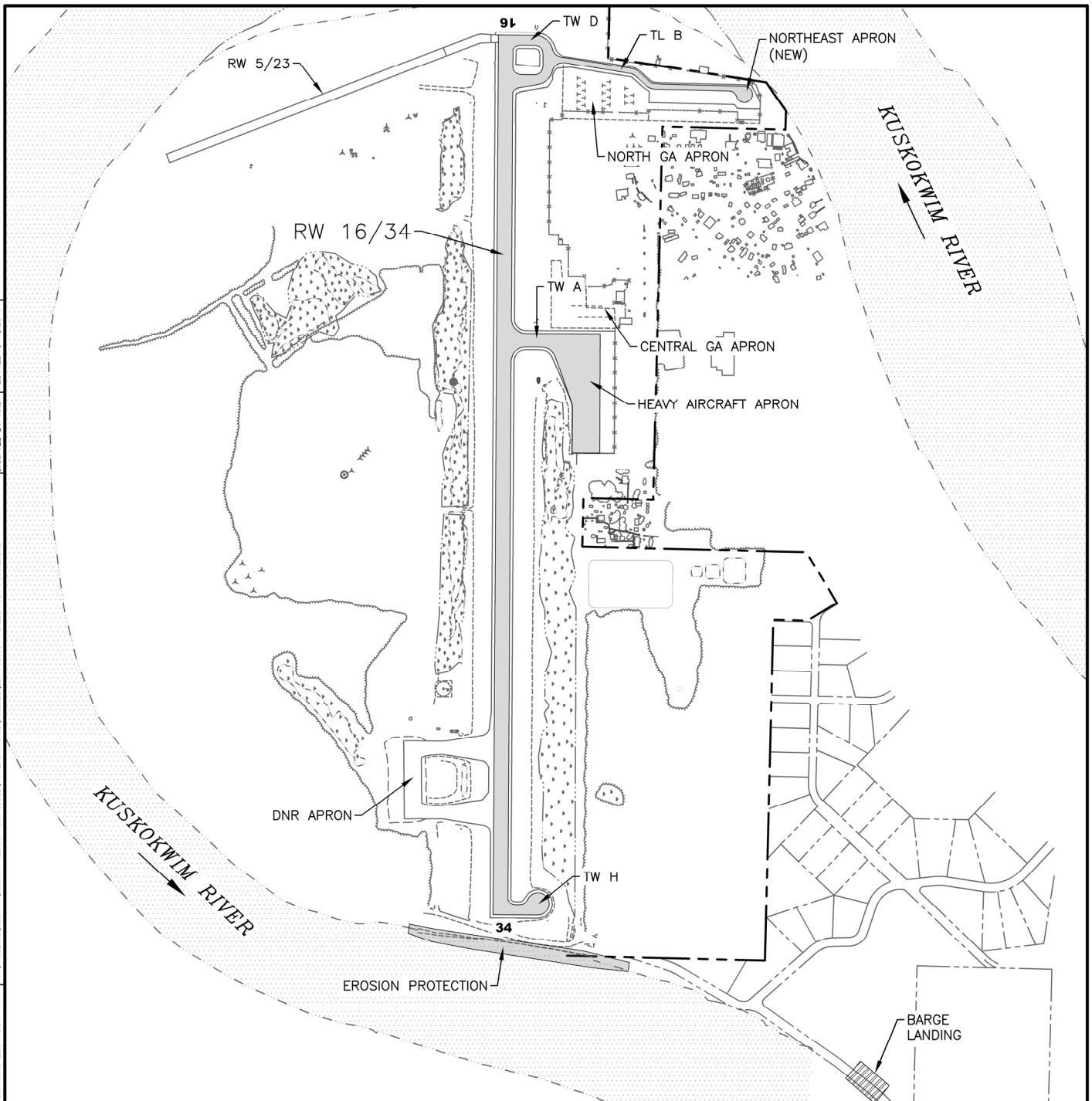
After reviewing the application, the Department may certify there is reasonable assurance the activity, and any discharge that might result, will comply with the Clean Water Act, the Alaska Water Quality Standards, and other applicable State laws. The Department also may deny or waive certification.

Any person desiring to comment on the project with respect to Water Quality Certification, may submit written comments to the address above or via email to [dec-401cert@alaska.gov](mailto:dec-401cert@alaska.gov) by the expiration date of the Corps of Engineer's Public Notice. All comments should include the PN reference number listed above. Mailed comments must be postmarked on or before the expiration date of the public notice.

### Disability Reasonable Accommodation Notice

The State of Alaska, Department of Environmental Conservation complies with Title II of the Americans with Disabilities Act of 1990. If you are a person with a disability who may need special accommodation in order to participate in this public process, please contact Theresa Zimmerman at 907-465-6171 or TDD Relay Service 1-800-770-8973/TTY or dial 711 within 5 days of the expiration date of this public notice to ensure that any necessary accommodations can be provided.

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STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

FIGURE 1

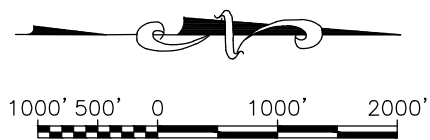
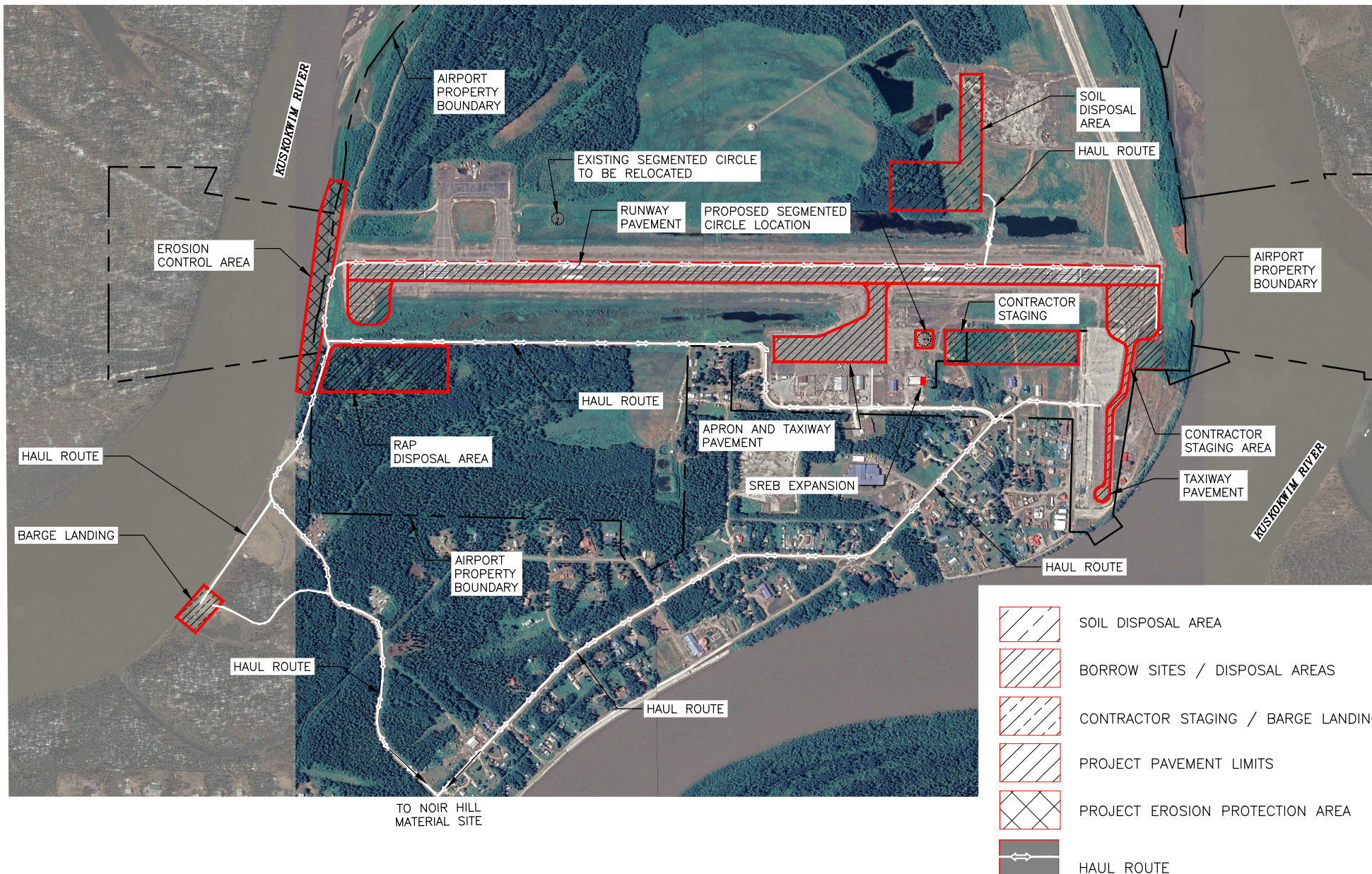
**MCGRATH AIRPORT RECONSTRUCTION  
AND EROSION PROTECTION**

**PROJECT NO. CFAPT00063**

**LOCATION AND VICINITY MAP**



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STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
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PRELIMINARY DESIGN AND  
ENVIRONMENTAL GROUP

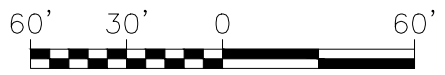
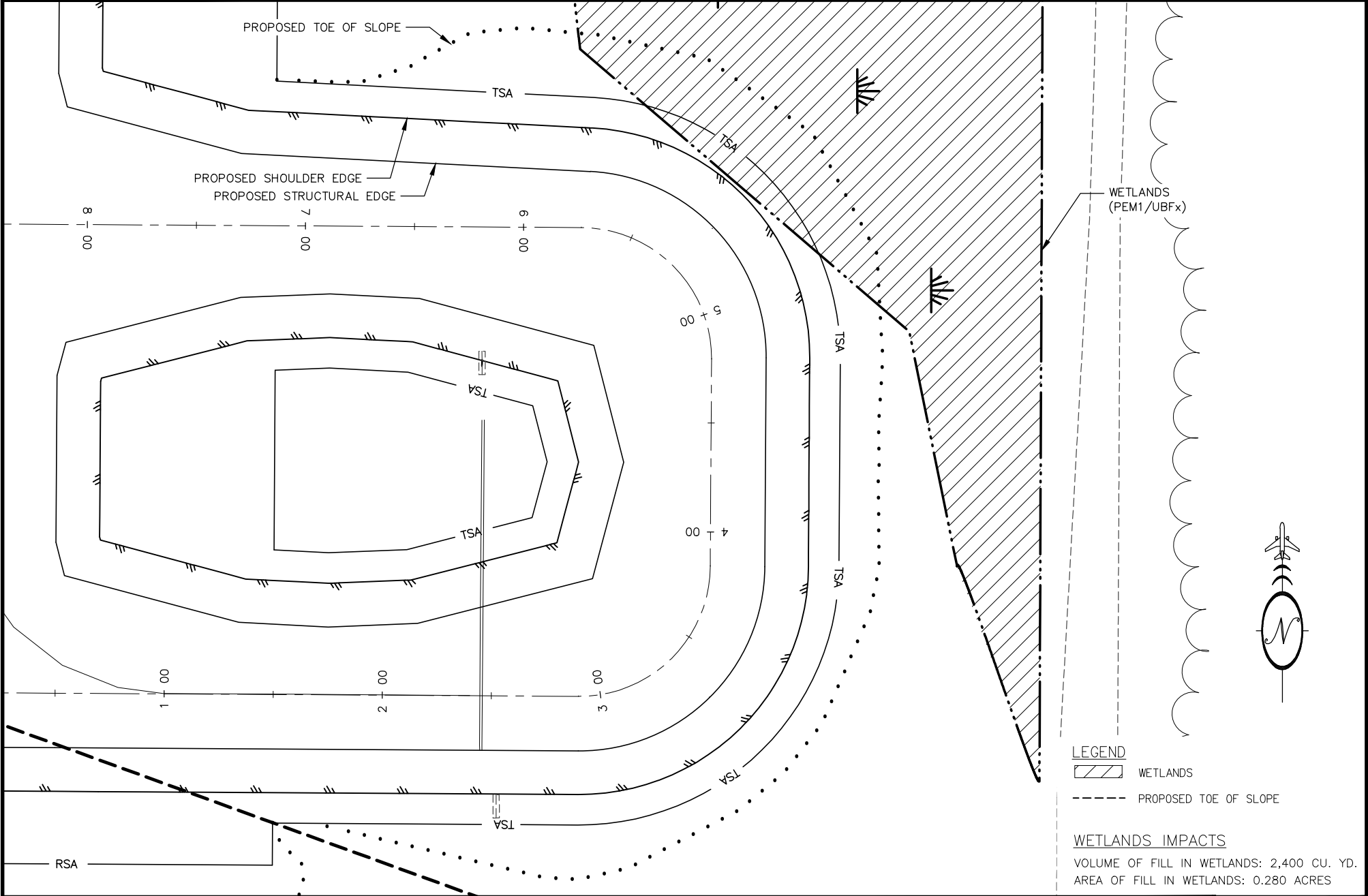
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PROJECT NO. CFAPT00063  
AIP NO. 3-02-0176-006-2020  
MCGRATH AIRPORT RECONSTRUCTION AND  
EROSION PROTECTION  
PROJECT AREA

FIGURE 2



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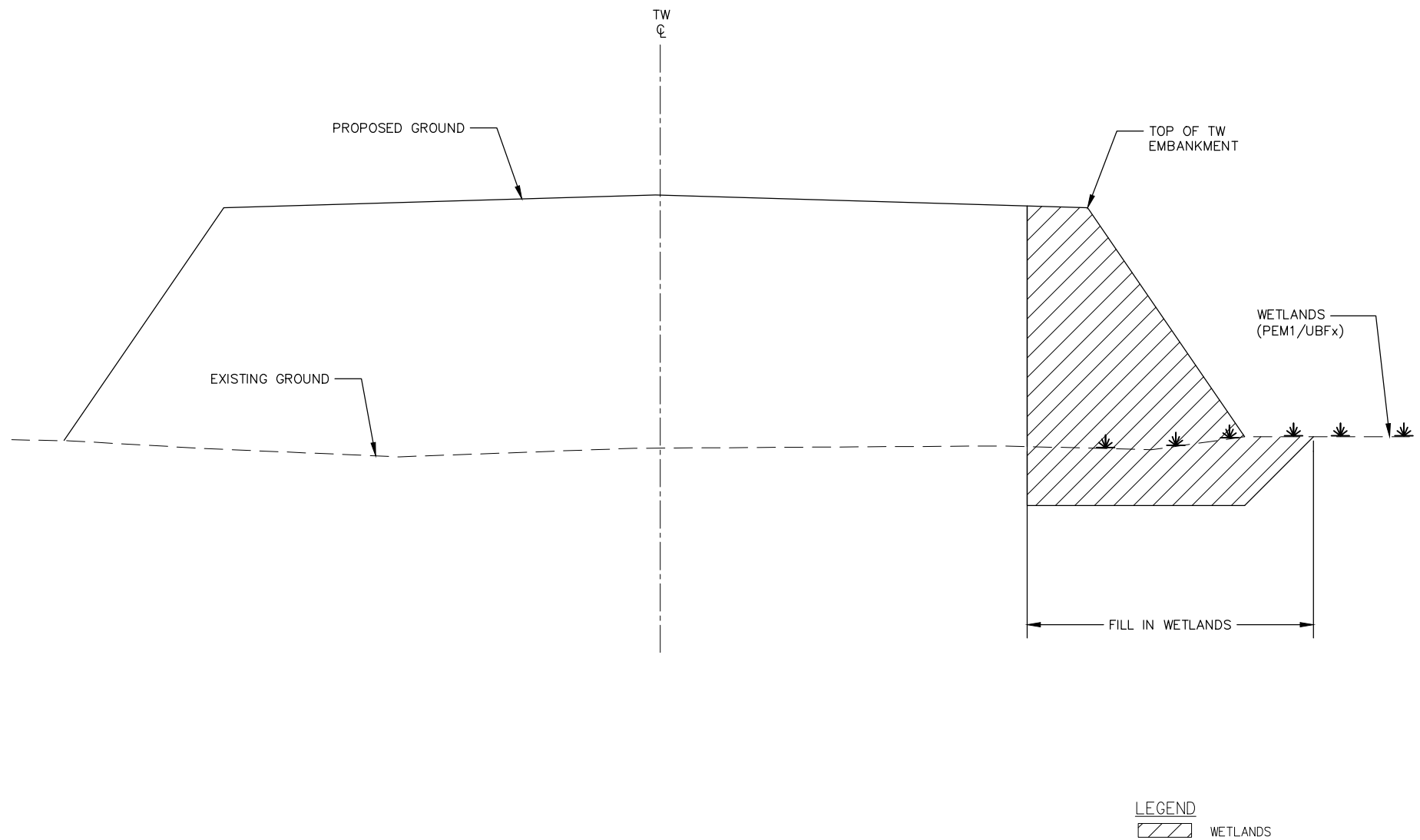
MCGRATH AIRPORT RECONSTRUCTION AND EROSION PROTECTION

TAXIWAY H PLAN VIEW

FIGURE 2



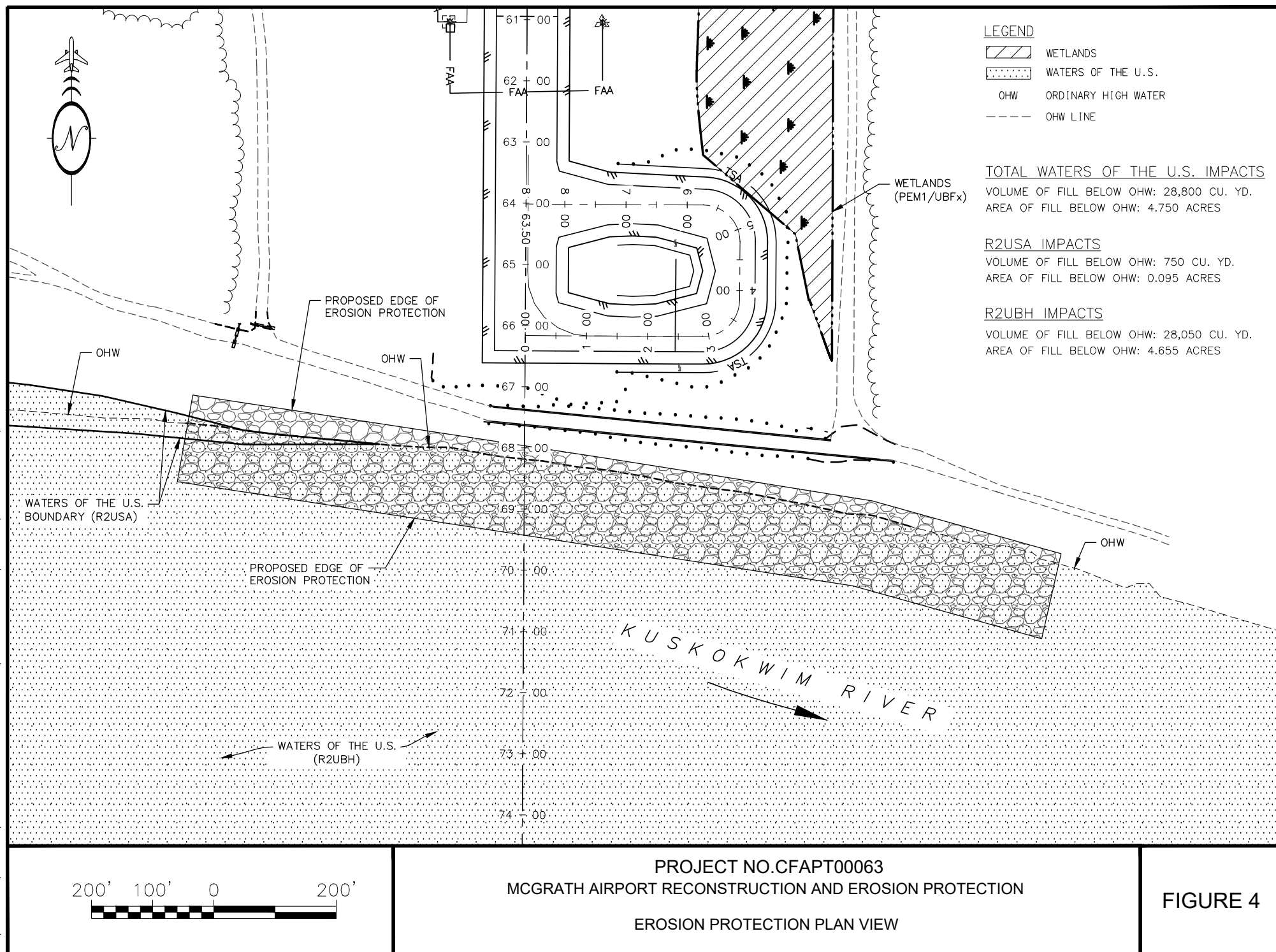
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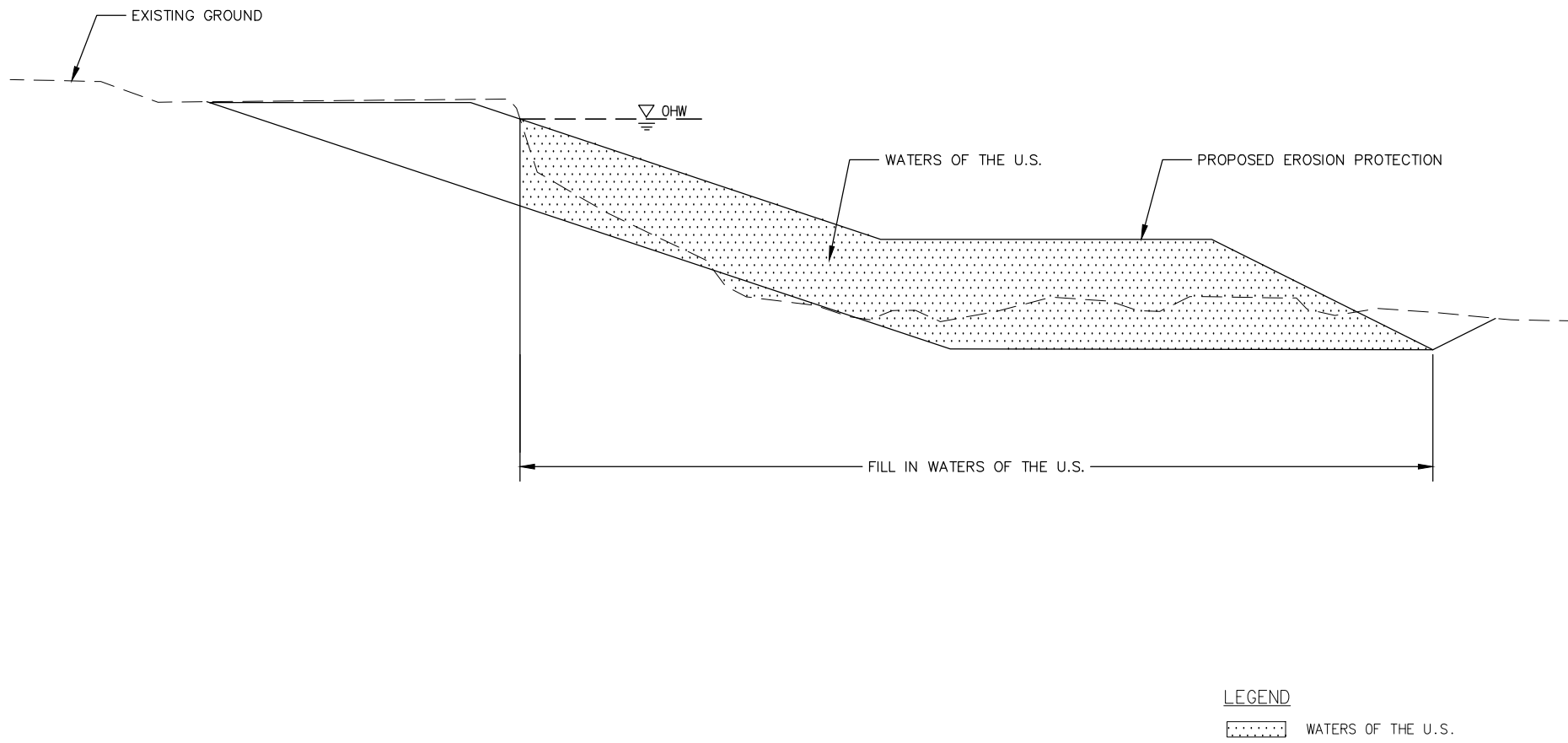
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MCGRATH AIRPORT RECONSTRUCTION AND EROSION PROTECTION  
TAXIWAY H SECTION

FIGURE 3

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PROJECT NO.CFAPT00063  
MCGRATH AIRPORT RECONSTRUCTION AND EROSION PROTECTION  
EROSION PROTECTION SECTION

FIGURE 5