

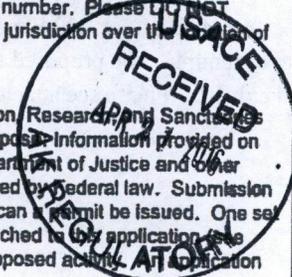
**U.S. ARMY CORPS OF ENGINEERS  
APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT  
33 CFR 325. The proponent agency is CECW-CO-R.**

Form Approved -  
OMB No. 0710-0003  
Expires: 30-SEPTEMBER-2015

Public reporting for this collection of information is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of the collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters, Executive Services and Communications Directorate, Information Management Division and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please do NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

**PRIVACY ACT STATEMENT**

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to the application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. Application that is not completed in full will be returned.



**(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)**

1. APPLICATION NO. <i>2014-91</i>	2. FIELD OFFICE CODE <i>CEPOA-RD-N</i>	3. DATE RECEIVED <i>2-26-16</i>	4. DATE APPLICATION COMPLETE <i>4-21-16</i>
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**(ITEMS BELOW TO BE FILLED BY APPLICANT)**

5. APPLICANT'S NAME First - <i>Tim</i> Middle - Last - <i>Cudney</i> Company - <i>Deadhorse Aviation Center</i> E-mail Address - <i>tim.cudney@fairweather.com</i>	8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required) First - <i>David</i> Middle - <i>P.</i> Last - <i>Chaput</i> Company - <i>Alaska Frontier Constructors, Inc.</i> E-mail Address - <i>Dave.Chaput@akfrontier.com</i>
6. APPLICANT'S ADDRESS: Address- <i>301 Calista Ct.</i> City - <i>Anchorage</i> State - <i>AK</i> Zip - <i>99518</i> Country - <i>USA</i>	9. AGENT'S ADDRESS: Address- <i>6250 S. Airpark Place</i> City - <i>Anchorage</i> State - <i>AK</i> Zip - <i>99502</i> Country - <i>USA</i>
7. APPLICANT'S PHONE NOs. w/AREA CODE a. Residence b. Business c. Fax <i>(907)267-4614</i>	10. AGENTS PHONE NOs. w/AREA CODE a. Residence b. Business c. Fax <i>(907)562-5303 (907)562-5309</i>

**STATEMENT OF AUTHORIZATION**

11. I hereby authorize, *RFC* to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

*R. Cudney* *2-25-16*  
SIGNATURE OF APPLICANT DATE

**NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY**

12. PROJECT NAME OR TITLE (see instructions) <i>Block 200 Proposed Gravel Expansion</i>	
13. NAME OF WATERBODY, IF KNOWN (if applicable) <i>Prudhoe Bay</i>	14. PROJECT STREET ADDRESS (if applicable) Address City - <i>Prudhoe Bay</i> State - <i>AK</i> Zip - <i>99734</i>
15. LOCATION OF PROJECT Latitude: <i>-N 70.19889</i> Longitude: <i>-W 148.4811</i>	
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions) State Tax Parcel ID <i>Deadhorse Airport</i> Municipality <i>Prudhoe Bay</i> Section - <i>24</i> Township - <i>10N</i> Range - <i>14E</i>	

17. DIRECTIONS TO THE SITE

The project is located in the Deadhorse Airport Area.

18. Nature of Activity (Description of project, include all features)

The proposed BLock 200 Expansion Project includes placing approximately 111,206 cubic yards of gravel fill material on 370,125 square feet of tundra. . The proposed fill area is currently leased from the State of Alaska. Work also includes installaing two drainage ditches and culverts. Please see attached drawings for details.

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

The Block 200 Expansion will be used for storage purposes.

**USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED**

20. Reason(s) for Discharge

The entire Deadhorse area is considered a wetland. Compacted gravel pads and roads are needed for the vast majority of work activities in this region. For this project, the gravel pad will be used by Deadhorse Aviation Center, LLC. for storage purposes.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type Amount in Cubic Yards	Type Amount in Cubic Yards	Type Amount in Cubic Yards
Gravel - 111,206 CY		

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres    Approx. 8.5 Acres  
or  
Linear Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)

Please see attached Applicant Proposed Mitigation Statements.

24. Is Any Portion of the Work Already Complete?  Yes  No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list)

a. Address- Deadhorse Aviation Center (301 Calista Street)

City - Anchorage State - AK Zip - 99518

b. Address-

City - State - Zip -

c. Address- Alaska Department of Transportation ( 2200 E 42nd Ave)

City - Anchorage State - AK Zip - 99508

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
N/A					

\* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.




\_\_\_\_\_ DATE 2-25-16 \_\_\_\_\_ DATE 2/26/2016  
 SIGNATURE OF APPLICANT SIGNATURE OF AGENT

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

# Request for a Jurisdictional Determination from the Regulatory Division of the U.S. Army Corps of Engineers

**Instructions: Provide the information on this sheet along with a map of the property and send it to one of the Corps offices listed on the back of this form.**

Deadhorse Aviation Center, LLC

NAME

301 Calista Ct.

MAILING ADDRESS 1

MAILING ADDRESS 2

Anchorage AK 99518

CITY STATE ZIP

907-346-3247

PHONE - HOME

907-267-4614

PHONE - WORK

907-349-1920

FAX

## Property Location:

Section 24 Township 10N Range 14E Meridian Umia Nearest City Deadhorse

Lot: 2 Block: 200 Tract: \_\_\_\_\_ Subdivision Name: ADA-71875

Parcel Number: \_\_\_\_\_ Borough: NSB - Deadhorse Airport

Physical Address (if any): Deadhorse Airport

Directions to the property: Deadhorse Airport

How are the boundaries of the property identified? Survey

Do you own the land?  Yes or  No

If "Yes", do we have your permission to visit the property?  Yes or  No

**If you do not own the property and in the event a site visit is necessary, provide a written statement from the landowner allowing the Corps of Engineers to enter the site.**

To expedite our response to you, you may request a preliminary jurisdictional determination (PJD). If you need to obtain a permit for your project, it may be possible to evaluate your permit application using a PJD, depending on the specific project. Note that a PJD is not definitive and therefore not appealable. More information regarding JDs can be found at <http://www.usace.army.mil/CECW/Documents/cecwo/reg/rgls/rgl08-02.pdf>.

Please indicate if you desire a preliminary jurisdictional determination (PJD)  YES or  NO

Signature: 

Date: February 26, 2016

Submit this form and map to the Corps office responsible for the geographic area that encompasses the Property Location. (See back)

# Applicant Proposed Mitigation Statements

## Background:

The U.S. Army Corps of Engineers (Corps) and the Environmental Protection Agency issued regulations that govern national compensatory mitigation policy for activities in waters of the U.S., including wetlands, authorized by Corps permits. The final mitigation rule was published in the federal register on April 10, 2008, and became effective on June 9, 2008. The final rule establishes standards and criteria for the use of appropriate and practicable compensatory mitigation for unavoidable functional losses of aquatic resources authorized by Corps permits (33 CFR Part 332). Additionally, the rule requires new information to be included in Corps permit applications and public notices to enable meaningful comments on applicant proposed mitigation. In accordance with 33 CFR Part 325.1(d)(7), "For activities involving discharges of dredged or fill material into waters of the U.S., the application must include a statement describing how impacts to waters of the United States are to be avoided and minimized. The application must also include either a statement describing how impacts to waters of the United States are to be compensated for or a statement explaining why compensatory mitigation should not be required for the proposed impacts." For additional information, the final mitigation rule can be viewed at: [http://www.usace.army.mil/cw/cecwo/reg/news/final\\_mitig\\_rule.pdf](http://www.usace.army.mil/cw/cecwo/reg/news/final_mitig_rule.pdf)

Mitigation is a sequential process of avoidance, minimization, and compensation. Compensatory mitigation is not considered until after all appropriate and practicable steps have been taken to first avoid and then minimize adverse impacts to the aquatic ecosystem. Please provide your proposed avoidance, minimization, and compensatory mitigation below:

## Applicant's Proposed Mitigation (attach additional sheets as necessary):

### 1. Avoidance of impacts to waters of the U.S., including wetlands:

*Please describe how, in your project planning process, you avoided impacts to waters of the U.S., including wetlands, to the maximum extent practicable. Examples of avoidance measures include site selection, routes, design configurations, etc...*

Lot 2 of Block 200 of the Deadhorse Airport is owned by the State of Alaska and is currently leased to Deadhorse Aviation Center, LLC (DAC) under lease number ADA-71875. DAC is avoiding impact to high valued wetlands by selecting lands that are in a designated industrial area. The Deadhorse Airport wetlands have been classified as lower value than other lands on the North Slope. By selecting lower value wetlands in a developed area helps to avoid impacts to higher valued wetlands.

## Applicant Proposed Mitigation Statements

### 2. Minimization of unavoidable impacts to waters of the U.S., including wetlands:

*Please describe how your project design incorporates measures that minimize the unavoidable impacts to waters of the U.S., including wetlands, by limiting fill discharges to the minimum amount/size necessary to achieve the project purpose.*

Mitigation measures have been planned and will be implemented during construction activities to minimize wetland impact. These include:

- 1) Utilizing silt fences to retain potential sediment runoff from fill activities.
- 2) Conducting a "fill only" operation whereby tundra vegetation and organic material will not be removed
- 3) A geotextil fabric will be placed over the tundra prior to gravel fill, this method is a part of APDES Best Management Practices and substantially reduces sediment pollution.

### 3. Compensation for unavoidable impacts to waters of the U.S., including wetlands:

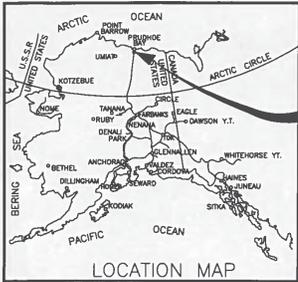
*Please describe your proposed compensatory mitigation to offset unavoidable impacts to waters of the U.S., or, alternatively, why compensatory mitigation is not appropriate or practicable for your project. Compensatory mitigation involves actions taken to offset unavoidable adverse impacts to waters of the U.S., including wetlands, streams and other aquatic resources (aquatic sites) authorized by Corps permits. Compensatory mitigation may involve the restoration, enhancement, establishment (creation), and/or the preservation of aquatic sites. The three mechanisms for providing compensatory mitigation are mitigation banks, in-lieu fee of mitigation, and permittee-responsible mitigation. Please see the attached definitions for additional information.*

Please refer to the "Memorandum of Agreement between the FAA, U.S. Army Corps of Engineers (USACE), ADOT&PF, U.S. Fish and Wildlife Services (USFWS), and Alaska Department of Fish and Game (ADF&G) regarding Impacts to Wetland and Other Aquatic Resources, Mitigation and Airport Improvement Projects in Alaska" as it was used on previous Airport properties.

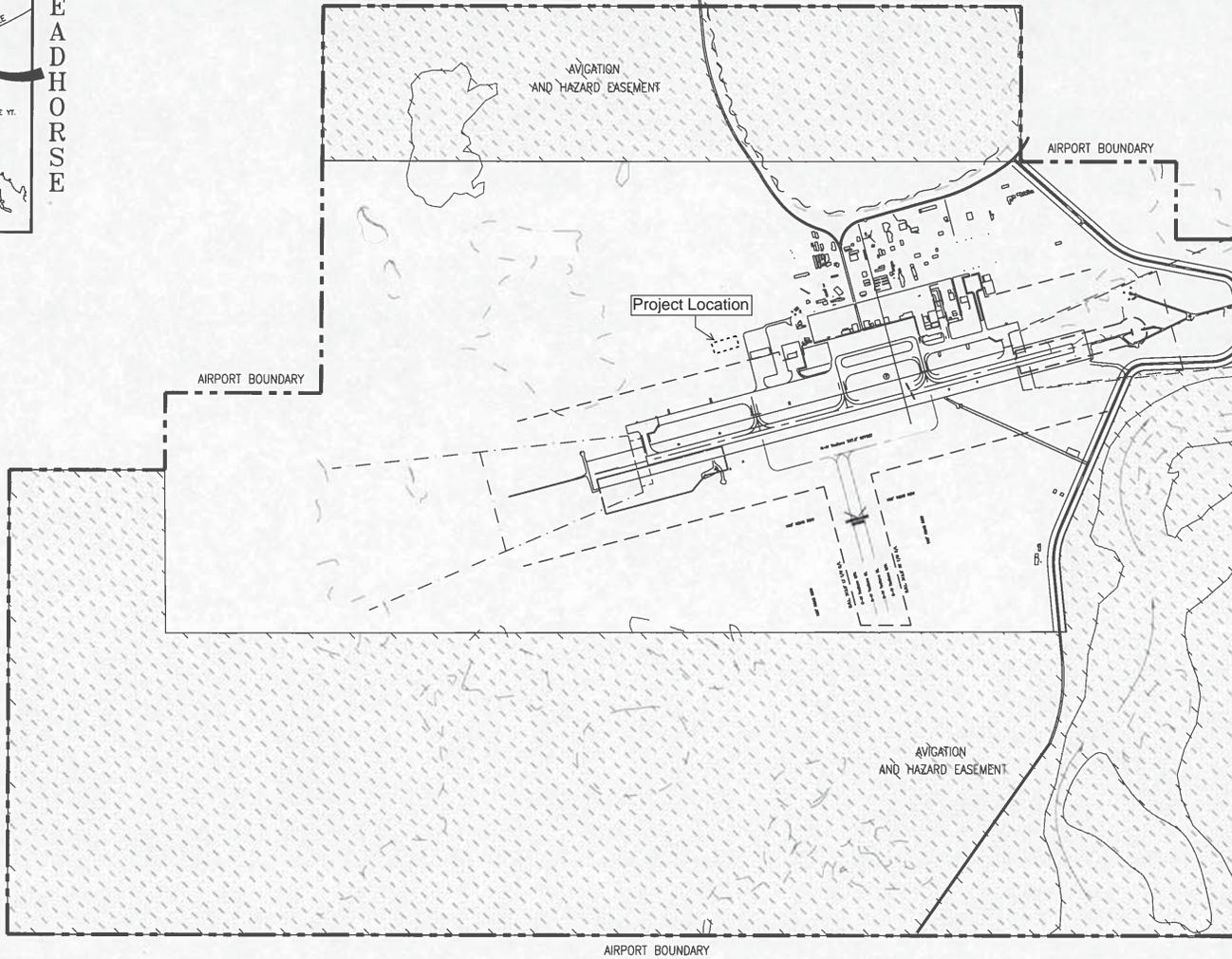
This Agreement is a programmatic approach to meeting the mitigation hierarchy of the National Environmental Policy Act (NEPA), the Clean Water Act (CWA) Section 404 (b) (1) Guidelines, the Executive Order 11990 (protection of wetlands) and the applicable agencies' mitigation policies. Based upon the nature of Alaska's landscape, the standardized requirements for airport improvements, and requirements to avoid wildlife hazards, this Memorandum of Agreement (MOA) recognizes that options to avoid and minimize impacts to wetlands and other aquatic resources may be limited.

Under this MOA, ADOT&PF and FAA are required to integrate appropriate Avoidance and Minimization Procedures (AMPs) into all ADOT&PF sponsored, FAA approved airport improvement projects to avoid and minimize wetland and aquatic resource impacts. Unavoidable impacts to wetlands were compensated by ADOT&PF through payments into a fund based on a per acre basis at a rate of \$500/acre. These funds were used to address FAA's mitigation requirements identified in an FAA approved NEPA document or USACE permit issued under the CWA for FAA approved and funded airport development. Proposed wetland AMPs for this project are listed and are documented in the Wetland Avoidance and Minimization checklist (Appendix B) of the Environmental Assessment dated August 2004).

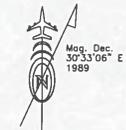
Deadhorse Aviation Center, LLC. (DAC) is a leaseholder of Lot 2 Block 200. Since ADOT&PF has already addressed Avoidance, Minimization, and Compensation for these lands in the Deadhorse Airport Master Plan and Final Environmental Assessment dated August 2004, DAC believes Avoidance, Minimization, and Compensation have been fully met by the ADOT&PF and no further action or statement is required by DAC.



DEADHORSE



VICINITY MAP NO SCALE  
 Sec. 23, 24, 25, 26, 27, 34, 35 & 36, T10N R14E  
 & Sec. 19, 30 & 31, T10N, R15E  
 BEECHEY POINT QUAD (A-3)  
 Universal Meridian, Alaska  
 Barrow Recording, 2nd Judicial



**INSTITUTIONAL CONTROLS HAVE BEEN ESTABLISHED FOR THIS AIRPORT**

THIS LAND OCCUPANCY DRAWING (LO) WAS COMPILED FROM THE PREVIOUS LO DATED 10/14/1974 AND UPDATED 12/08/1988, THE AIRPORT LAYOUT PLAN DATED 08/16/2004 AND LAST APPROVED BY FAA ON 08/16/2004, THE PROPERTY PLAN DATED 02/06/1970 AND UPDATED 07/02/1984, THE AS-BUILTS FOR A.I.P. 3-02-0339-04/64825 DATED 03/18/1998, AND THE AS-ADVERTISED DRAWINGS FOR A.I.P. 3-02-0339/62644 DATED JUNE 20, 2005.

THE LOCATIONS AND ELEVATIONS OF ALL UTILITIES SHOWN ARE APPROXIMATE ONLY; LOCATIONS HAVE NOT BEEN FIELD VERIFIED. ADDITIONAL UTILITIES THAT ARE NOT SHOWN ON THIS LO ALSO EXIST.

BY	DATE	CHANGE
REVISIONS		

STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
 AVIATION LEASING

**DEADHORSE AIRPORT  
 LAND OCCUPANCY**

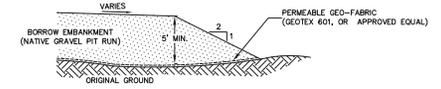
APPROVED  
*Pamela A. Lewis*  
 Pamela A. Lewis  
 CHIEF, AVIATION LEASING  
 DATE: March 16, 2006

SCALE  
 1" = 1000'

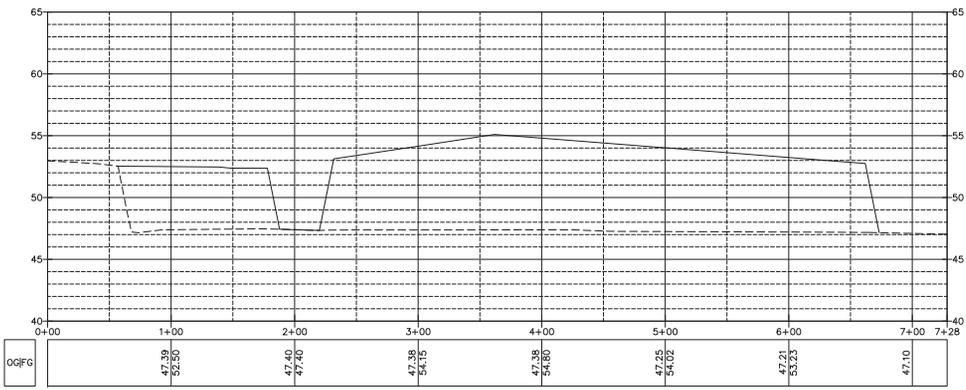
DWR: JB, RP  
 DATE: 3/10/06 SHEET 1 of 9

HA MAP & LO LO NR LO DEADHORSE Deadhorse1 - LOSFTI 04/08/15

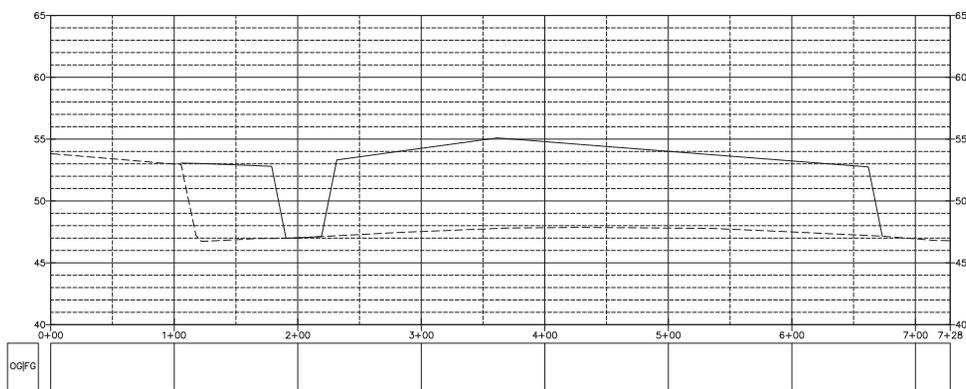




DETAIL – TYPICAL GRAVEL PAD SHOULDER  
SCALE: NTS



Section 1  
STA 0+00 TO 7+28



Section 2  
STA 0+00 TO 7+28

**NOTES**

- GEO-FABRIC MATERIAL SHALL BE PLACED DIRECTLY OVER TUNDRA PRIOR TO GRAVEL PLACEMENT.
- CONTRACTOR TO PLACE GEO-FABRIC ACCORDING TO MANUFACTURERS SPECIFICATIONS.
- GRAVEL PLACED OVER EXISTING GRAVEL FILL DOES NOT REQUIRE GEO-FABRIC PLACEMENT.
- ALL GRAVEL FILL MATERIAL WILL BE NON-FROST SUSCEPTIBLE (NFS), A MIXTURE OF SAND AND GRAVEL CONTAINING SIX PERCENT OR LESS MATERIAL FINER THAN #200 SIEVE SIZE.
- TUNDRA IS EXPECTED TO BE UNFROZEN WHEN FILL IS PLACED, THE INITIAL LIFT MAY BE UP TO 24-INCHES THICK AND SHALL BE DOZED OUT USING LIGHTWEIGHT EQUIPMENT.
- THE FIRST LAYER WILL BE COMPACTED USING A NON-VIBRATORY ROLLER. IF THE MATERIAL STARTS TO "PUMP" COMPACTION EFFORTS WILL BE STOPPED.
- THE PAD WILL BE PLACED AND COMPACTED TO PRODUCE A NON-YIELDING UNIFORM COMPACTION. LOW VIBRATORY ENERGY OR NO VIBRATORY ENERGY WILL BE REQUIRED IF THE MATERIAL STARTS TO "PUMP".
- ALL FILL WILL BE PLACED AND COMPACTED WHEN IT IS UNFROZEN.
- ALL GRAVEL SHALL BE PLACED IN LIFTS NOT TO EXCEED 18".
- ALL GRAVEL SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY.
- THE CONTRACTOR SHALL EXERCISE CARE TO PREVENT DAMAGE TO THE TUNDRA BEYOND THE EARTHWORK FOOTPRINT. DURING SUMMER, THE CONTRACTOR SHALL ONLY USE EQUIPMENT THAT CAN TURN AROUND WITHIN THE PERMITTED FOOTPRINT. THE CONTRACTOR SHALL REPORT ANY TUNDRA DAMAGE TO THE CLIENT AND SHALL BE RESPONSIBLE FOR ANY DISTURBED TUNDRA.

DATE: / /

REVISION:

CLIENT: FARWEATHER  
ADDRESS:

DRAWN BY: CLB  
CHECKED BY: CLB  
DATE: 03-04-2014  
FIELD BOOK:

**DAC**

**BLOCK 200**

**PROPOSED GRAVEL EXPANSION**

**GRAVEL PAD PROFILES**

SHEET:

2 OF 2