US Army Corps
of Engineers
Alaska District

Regulatory Division (1145)
CEPOA-RD
8800 Glacier Highway, Suite 106
Juneau, Alaska 99801-8079

Public Notice of Application for Permit

PUBLIC NOTICE DATE: August 11, 2008

EXPIRATION DATE: September 10, 2008

REFERENCE NUMBER: POA-1981-320-M22

WATERWAY: Gastineau Channel

Interested parties are hereby notified that a Department of the Army (DA) 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.

Comments on the described work, with the reference number, should reach this office no later than the expiration date of this Public Notice to become part of the record and be considered in the decision. Please contact **Mr. Randal P. Vigil** at (907) 790-4490, or by email at **randal.p.vigil**@usace.army.mil if further information is desired concerning this notice.

APPLICANT: Juneau International Airport (JNU), Airport Manager's Office, 1873 Shell Simmons Drive, Suite 200, Juneau, Alaska 99801-7005.

AGENT: Carson Dorn, Inc., ATTN: Tom Carson, 712 West 12th Street, Juneau, Alaska 99801-1528; phone number (907) 586-4447

LOCATION: The project site is located within Section 36, T. 40 S., R. 65 E.; Sections 31 and 32, T. 40 S., R. 66 E.; and Section 1, T. 41 S., R. 66 E., Copper River Meridian; USGS Quad Map Juneau B-2; Latitude 58.355° N., Longitude 134.585° W.; 1873 Shell Simmons Drive, in Juneau, Alaska.

SPECIAL AREA DESIGNATION: Portions of the proposed projects would be located within the Mendenhall Wetlands State Game Refuge.

PURPOSE: The applicant's stated purpose is: **1.** To bring the airport into compliance with the Federal Aviation Administration standards (FAA); **2.** To increase snow removal equipment storage and maintenance capacity, and reduce mobilization time for snow removal operations; **3.** To provide aviation facilities to satisfy existing demand for commercial and general aviation aircraft; **4.** To provide sufficient parking and hangar facilities to satisfy existing demand for general aviation aircraft, and to reduce the wildlife hazard posed by birds congregating at the Duck Creek outlet; **5.** To provide safe and efficient fuel transport between the bulk fuel farm and the general aviation ramp; **6.** To eliminate wetlands and ponded areas near the runway that attract birds; **7.** To eliminate the food source for birds at the bottom and sides of the Float Plane Pond and to provide fill material for other Juneau Airport projects; **8.** To eliminate a small pond near the runway where fish pool and birds congregate, creating a wildlife hazard to aircraft; **8.** To allow

development in the northeast quadrant of the airport; 9. To improve aircraft alignment with the runway and improve pilot transition to visual references for landing at JNU at night and during poor weather conditions, which will create safer landing conditions for all aircraft.

PROPOSED WORK: The applicant requests authorization for work in waters and navigable waters of the U.S. Refer to the attached impact tables for details. All work would be performed in accordance with the enclosed plan (Sheets 1-51), dated July 15, 2008.

ADDITIONAL INFORMATION: A public notice for a DA permit was issued on September 24, 2007, for work in waters and navigable waters of the U.S. associated with improvements to the Juneau International Airport (JNU). The proposed medium intensity approach lighting system with runway alignment indicator lights (MALSR) was not a component of the JNU, 2007, DA permit application and was not available for comment.

A Final Environmental Impact Statement (FEIS) for the JNU Improvement Project and Record of Decision was published on April 17, 2007, by the FAA and a copy may be viewed at the U.S. Army Corps of Engineers (Corps) Juneau Field Office (see address at top of public notice). This document will assist the Corps in evaluating the project's basic purpose(s) and need, as well as practicable and least-damaging alternatives.

The proposed West End (Runway 08) MALSR is a connected action to the proposed Runway Safety Area, but the probable impacts of the proposed activity on the public interest were not evaluated and disclosed in the FEIS.

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: Construct a one lane Fuel Farm Access Road for approximately 30 feet where the road crosses Duck Creek to minimize the project footprint. Side slopes of the east and west Runway Safety Areas would be vegetated to prevent erosion and sedimentation of nearby waters. Storm water from paved areas would pass through sediment basins and oil-water separators prior to discharge into Duck Creek, Jordan Creek, and the Mendenhall River. Prior to discharging into Duck Creek, storm water runoff from the Duck Creek crossing segment of the fuel farm access road would be collected and conveyed away from Duck Creek in grass-lined channels before being directed off the road prism into vegetated areas receiving passive treatment for sediment, oil, and grease. All dredged material from the float plane pond would be decanted on the banks of the float plane pond. Water would drain from stockpiles back into the pond receiving passive treatment. A one-way gate valve at the Mendenhall River only, lets water into the pond, and no surface water is released into the surrounding water bodies. No vehicles or equipment would be refueled in the vicinity of streams or wetlands.

"The proposed MALSR project will avoid and minimize impacts to wetlands to the maximum extent feasible. The proposed at-grade access road will reduce impacts to wetlands by eliminating the severe rutting caused by the current operation. The required modification of the west bank of the Mendenhall River will maintain river navigability, protect critical MALSR infrastructure, and improve river flow. The overall impact to wetlands attributable to the MALSR lights themselves will be unchanged since they will simply be relocated or, in some cases, replaced in the same location.

The applicant has developed a Mitigation Plan that proposes an In-Lieu Fee arrangement as compensatory mitigation for impacts to wetlands, based on the loss of Functional Capacity Units (FCUs) caused by the various airport improvement projects. The Mitigation Plan currently compensates for the loss of approximately 8,700 FCU (not including the 08/26 MALSR project), and has a value of roughly $5,300,000. The

08/26 MALSR projects will cause the loss of an additional 220 FCU of wetlands function, which will increase the value of the Mitigation Plan by about 2.5% (approximately $134,000), to about $5,434,000."

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.

COASTAL ZONE MANAGEMENT ACT CERTIFICATION: Section 307(c)(3) of the Coastal Zone, Management Act of 1972, as amended by 16 U.S.C. 1456(c)(3), requires the applicant to certify the described activity affecting land or water uses in the Coastal Zone complies with the Alaska Coastal Management Program. A permit will not be issued until the Division of Coastal and Ocean Management, Department of Natural Resources has concurred with the applicant's certification.

CULTURAL RESOURCES: The latest published version of the Alaska Heritage Resources Survey (AHRS) has been consulted for the presence or absence of historic properties, including those listed in or eligible for inclusion in the National Register of Historic Places. There is a registered or eligible property in the vicinity of the worksite. It has been designated **JUN-253**. Because it has been determined to be outside of the project area, no further action is required. Consultation of the AHRS constitutes the extent of cultural resource investigations by the District Commander at this time. Any comments the State Historic Preservation Officer (SHPO) may have concerning presently unknown archeological or historic data that may be lost or destroyed by work under the requested permit will be considered in our final assessment of the described work.

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

Preliminarily, the described activity will not affect threatened or endangered species, or modify their designated critical habitat, under the Endangered Species Act of 1973 (87 Stat. 844). This application is being coordinated with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service (NMFS). Any comments they may have concerning endangered or threatened wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

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).

Preliminarily, the described activity may affect EFH in the project area. This Public Notice initiates EFH consultation with the NMFS. Any comments or recommendations they may have concerning EFH will be considered in our final assessment of the described work.

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 Public Notice 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 of Engineers 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 of Engineers 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, Notice of Application for Certification of Consistency with the Alaska Coastal Management Program, and Notice of Application for State Water Quality Certification are enclosed with this Public Notice.

District Commander
U.S. Army, Corps of Engineers

Enclosures

Proposed Project / National Wetland Inventory Code	E2EM1 (High Marsh)	E2EM1 (Low Marsh)	E2USN	E1UB3	PEM1	PSS1	L1UBH	PAB3	R3UB2	*Total Wetland/Waterbody Permanent Impact by Project (acres)*
WETLANDS FILLED										
RSA	11.0	7.8	6.1	0.3						25.2
SREF	1.6				0.9					2.5
NE Development	13.3		0.1		4					17.4
NW Development	3.1		0.3	0.5	0.2	0.9				5.0
Fuel Farm Access Road						0.1				0.1
'est-End Wetlands Regrading Project		1.3	1.4	0.8						3.5
ASOS Relocation	0.3		0.02							0.3
Total Wetland Acreage Loss	***29.3***	***9.1***	***7.9***	***1.6***	***5.1***	***1.0***	***0***	***0***	***0***	***54.0***
WETLANDS CREATED										
NW Development Area (Duck Creek Relocation)	***1.5***	***1.2***	***0.6***	***0***	***0***	***0.1***	***0***	***0***	***0.2***	***3.6***
WETLANDS DREDGED										
Jordan Creek Dam Removal	0	0	0.003		0	0		0	0	***0.003***
Float Plane Pond Dredging	0	0	0		0	0	Up to 59.7	Up to 23.3	0	***Up to 83.0***
Total Waterbody Acreage Dredged	***0***	***0***	***0.003***	***0***	***0***	***0***	***59.7***	***23.3***	***0***	***Up to 83.0***

Proposed Project	Excavation and Fill Areas in Wetlands and Waterbodies (acres)	Excavation Area (without Fill) in Waterbodies (acres)	Excavation Volume (yd^3)	Fill Volume, Including Backfill of Excavated Areas (yd^3)	Additional Temporary Wetland Disturbance Area (acres)	Net Change in Quantity of Ecological Functional Units * (net loss shown in parentheses)
Runway Safety Area (with East Runway Slough relocation)	25.2	11.2	119,000	325,000	12.5	(2,639)
Snow Removal Equipment Facility	2.5	0	4,000	19,000	0.05	(283)
NE Development Project	17.4	0	28,000	139,000	0.37	(1,974)
NW Development Area - Apron Expansion and Duck Creek Relocation	5	0	8,600	34,000	0.44	(129)
Fuel Farm Access Road	0.1	0	80	480	0.04	(5)
West-End Wetlands Regrading Project	3.5	0	0	20,000	4.4	(1,522)
Float Plane Pond Dredging	0	Up to 83.0	Up to 800,000	0	83	(1,913)
Jordan Creek Rock Dam Removal	0	< 0.1	24	0	0.01	(0)
ASOS Relocation	0.3	0	800	4,850	0.21	(14)
Total	**54.0**	**Up to 94.2**	**Up to 960,504**	**542,330**	**101.0**	**(8,479)**

* Change in Ecological Functional Units taken from the Mitigation Plan - Juneau International Airport Large Project

Dimension and Discharge Summary

Item	Total Dimensions	Area		Wetlands Excavation Quantity	Wetlands Fill Quantity
		Wetlands[5]	Uplands		
Access Roads and Turnarounds	12 ft x 1,836 ft (26) 12 ft x 2,576 ft (08) (4 @ 18 x 30ft)	13,848 sq ft[8] 31,912 sq ft 45,760 sq ft	8,820 sq ft 0 sq ft 8,820 sq ft	1,695 cu.yds[2]	1,526 cu.yds[1 3]
Culverts	101 ft x 256 ft[6] (44 ft x 196 ft)[7]	25,856 sq ft	0 sq ft	8,323 cu.yds	7,123 cu.yds
Communications / power cable	2 ft x 1,780 ft (26) 2 ft x 2,105 ft (08)	1,046 sq ft[8] 4,210 sq ft 5,256 sq ft	467 sq ft 0 sq ft 467 sq ft	389 cu.yds[4]	350 cu.yds[1]
Totals		**76,872 sq ft (1.76 acre)**	**9,287 sq ft (0.22 acre)**	**10,407 cu.yds**	**8,999 cu.yds**

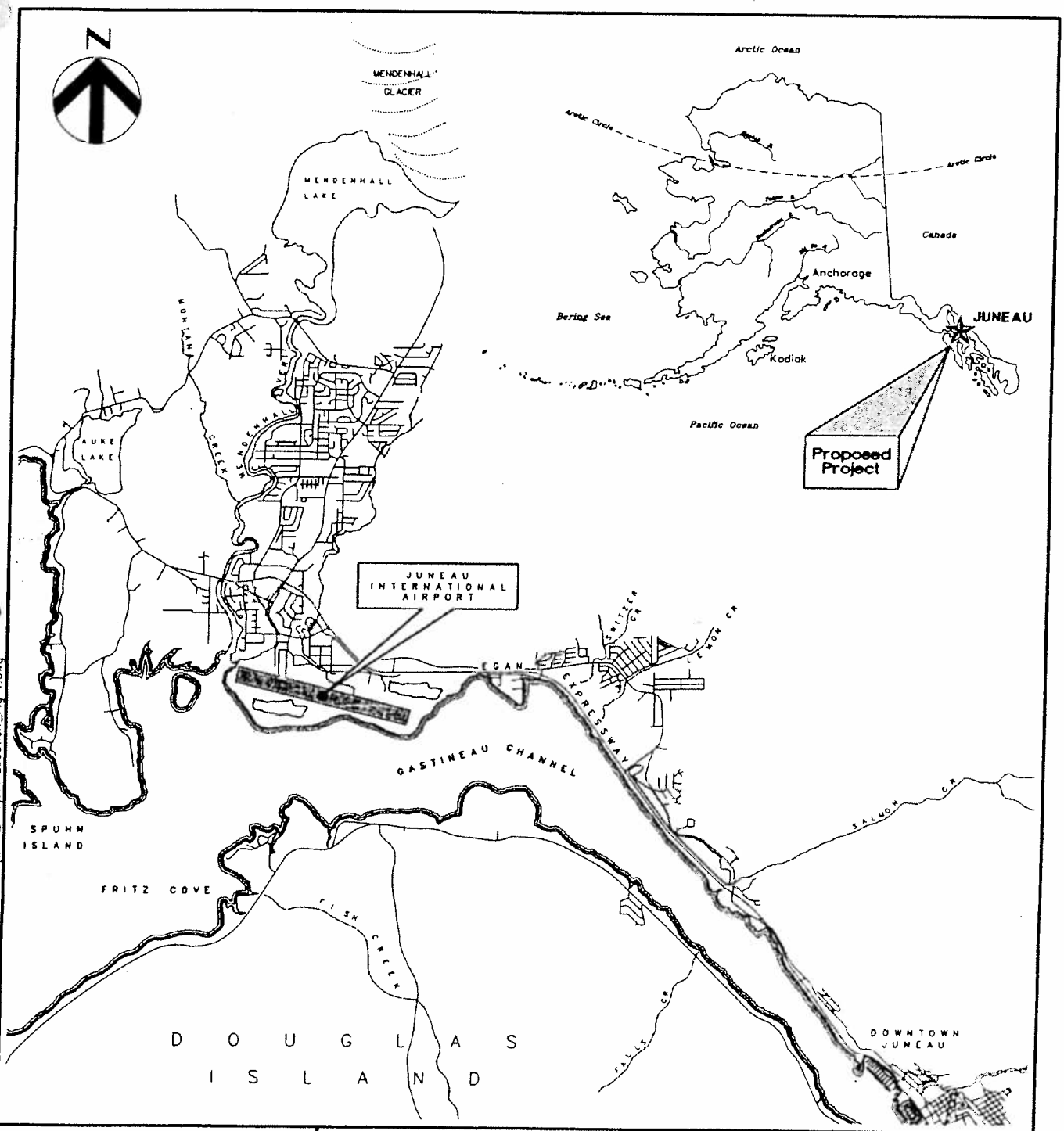
[1] Assumes 10% less than excavation quantity to allow for volume of geotextile and conduit.
[2] Assumes excavation depth of 1 foot.
[3] Includes 6 cu. yds of imported fill outside of RSA Project footprint to bring the road down to existing grade at a 5:1 slope. All other fill consists of excavated material that will be backfilled once the geoweb is in place.
[4] Assumes excavation depth up to 2 feet.
[5] All wetland areas are E2EM1(H)
[6] Excavation footprint
[7] Culvert footprint
[8] Excludes area within culverts footprint

Wetlands Fill Details for Culvert Construction

Structural fill: 6,299 cu. yds
Class II fill (riprap): 364 cu. yds along culvert footings / foundation
Channel bed materials: 460 cu. yds (if required)

Approximate Additional Disturbance Areas **80,300 ft² (26 MALSR); 76,800 ft² (08 MALSR)**

A 16-foot width of area adjacent to the access road is expected to experience disturbance during construction. Disturbed areas will be regraded to natural contours and left to naturally revegetate. For 26 MALSR, an additional disturbance area of approximately 80,300 sq ft will be required for a temporary access road, temporary storage of excavated materials, heavy machinery travel and operations, and other periphery construction activities. Over 30,000 sq ft of the 26 MALSR disturbance area will be within the footprint of the east RSA extension and new East End Slough. For 08 MALSR, an additional disturbance area of approximately 76,800 sq ft will be required (on both sides of the Mendenhall River) for a temporary access road, temporary storage of excavated materials, heavy machinery travel and operations, and other periphery construction activities. Over 19,000 sq ft of the 08 MALSR disturbance area will be within the footprint of the west RSA extension and west end wetlands fill area.



SOURCE DATA PROVIDED BY CJB, AND SWCA INC.

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 31, 32
T. 40S, R. 65E, Sec. 36
T. 41S, R. 66E, Sec. 1
COPPER RIVER MERIDIAN

PROJECT LOCATION

NOT TO SCALE

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

JUNEAU INT. AIRPORT PROJECTS

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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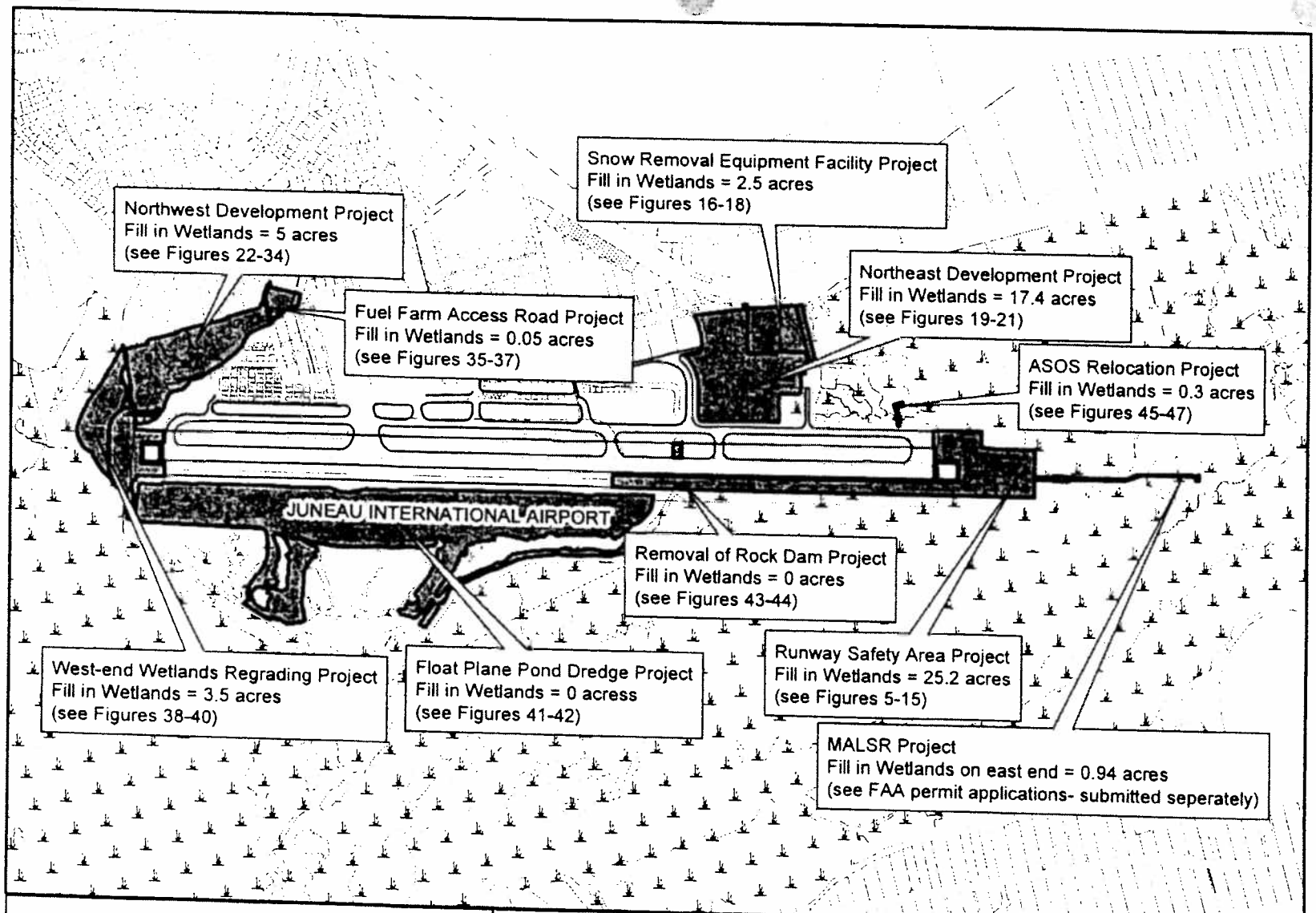

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 31, 32
T. 40S, R. 65E, Sec. 36
T. 41S, R. 66E, Sec. 1
COPPER RIVER MERIDIAN

OVERVIEW

1 inch equals 1,500 feet

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POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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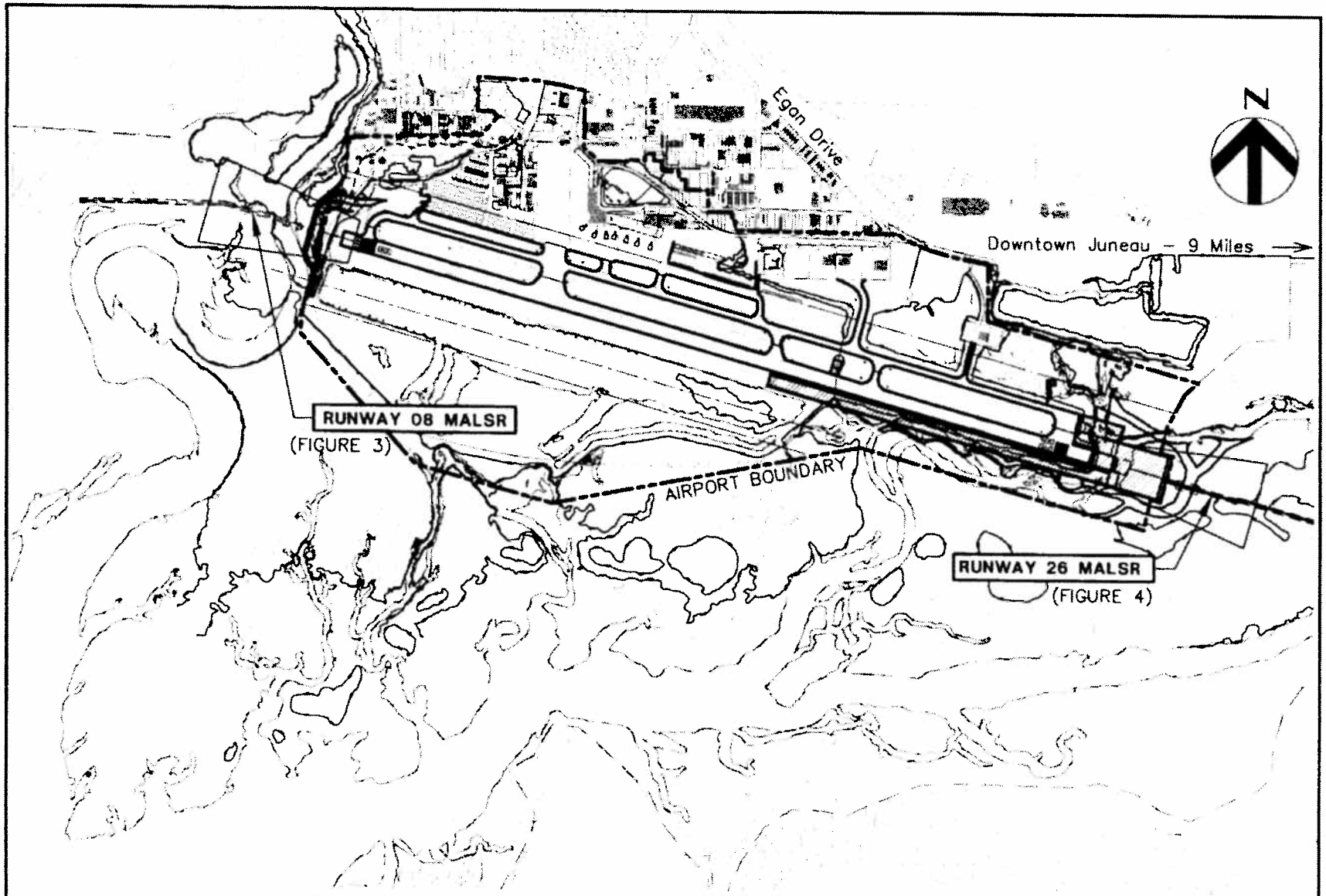

PURPOSE: IMPROVE AIRCRAFT APPROACH WITH RUNWAY & IMPROVE TRANSITION TO VISUAL REFERENCE FOR LANDING AT JNU

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40 S, R. 66 E, Sec. 32
T. 41 S, R. 66 E, Sec. 1
COPPER RIVER MERIDIAN

KEY MAP

SCALE: 1" = 300'

APPLICATION BY:

JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA 99801

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM w/RUNWAY INDICATOR LIGHTS (MALSR)

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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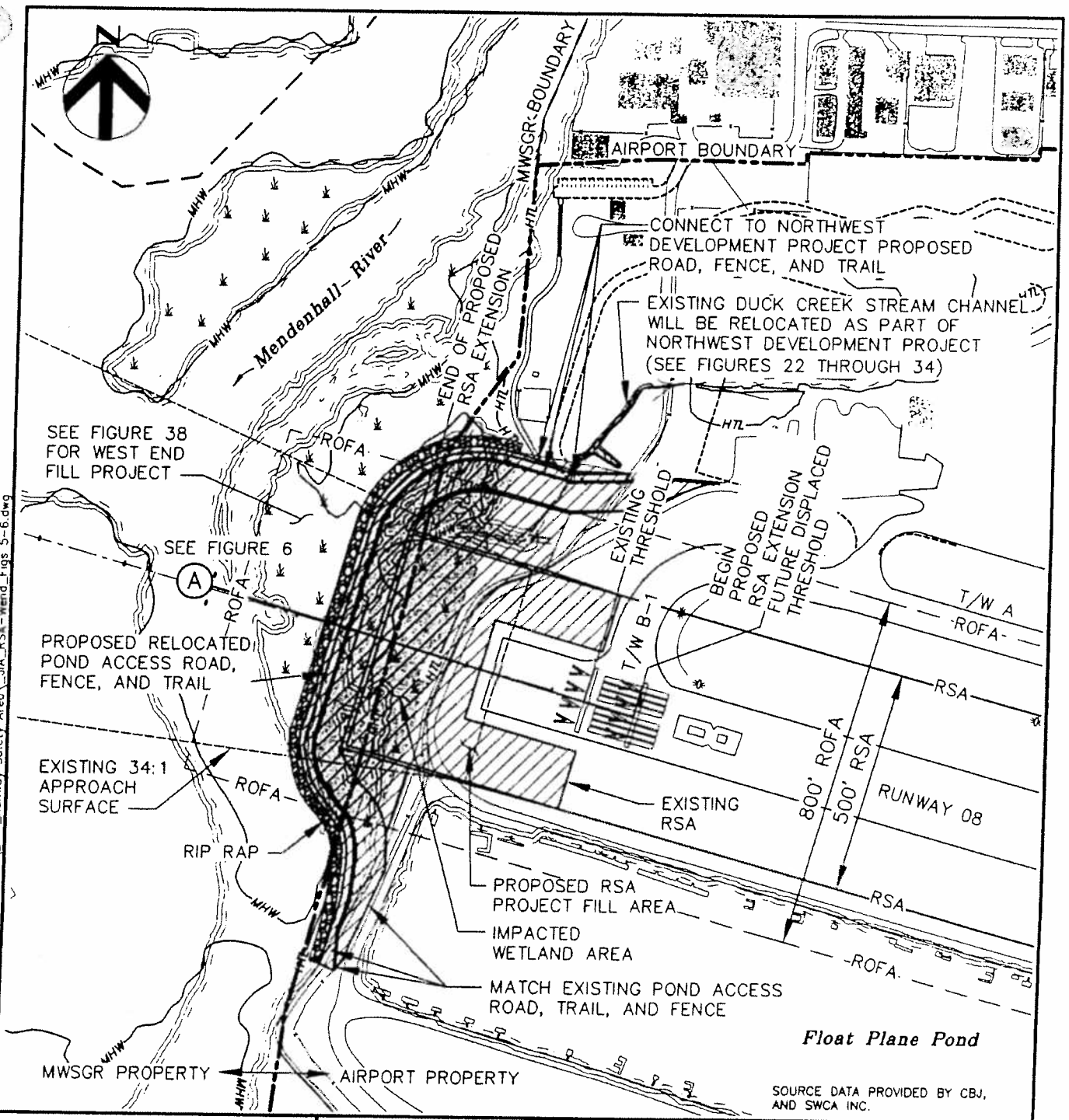

PURPOSE: PROVIDE INCREASED SAFETY AND OPERATIONAL EFFICIENCY AT JUNEAU INTERNATIONAL AIRPORT DATUM: MEAN LOW LOW WATER (MLLW) LOCATION: T. 40S, R. 65E, Sec. 36 T. 40S, R. 66E, Sec. 31, 32 T. 41S, R. 66E, Sec. 1 COPPER RIVER MERIDIAN	**WEST END RUNWAY SAFETY AREA PLAN VIEW** SCALE: 1" = 300' APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801	**RUNWAY SAFETY AREA PROJECT** **POA-1981-320-M22, Gastineau Channel** **Juneau International Airport** **Airport Improvements** **July 15, 2008** **Sheet 4 of 51**

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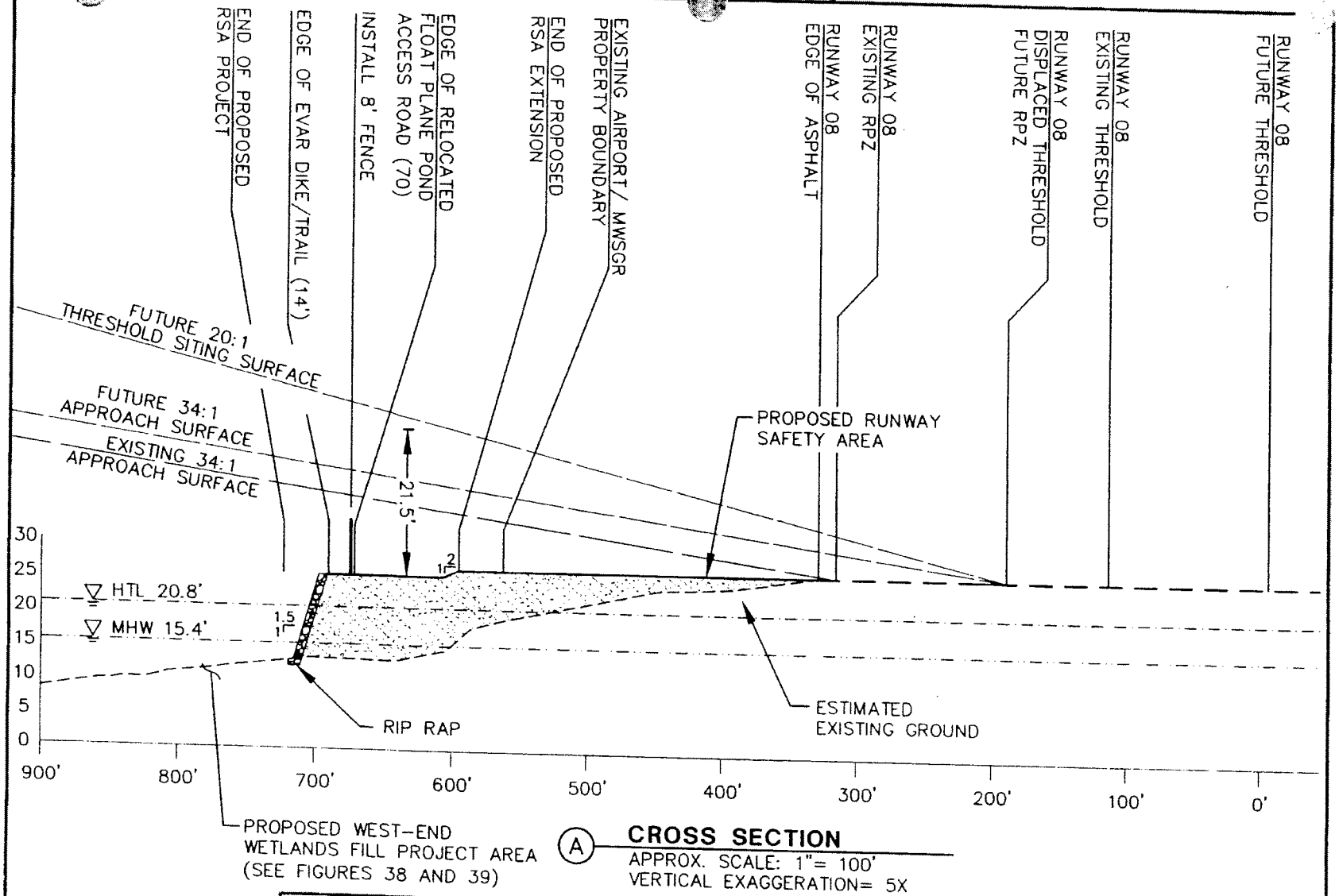

(A) CROSS SECTION

APPROX. SCALE: 1"= 100'
VERTICAL EXAGGERATION= 5X

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

ELEVATIONS ARE PROVISIONAL ONLY, BASED ON CBJ's 2001 LIDAR DATA THAT HAS NOT BEEN FULLY CONFIRMED BY QUALITY CONTROL PROCEDURES. THIS INFORMATION IS PROVIDED FOR PLANNING PURPOSES ONLY, AND MAY BE REVISED IN THE FUTURE. FAA, CBJ, AND HDR ASSUME NO LIABILITY FOR THE USE OF THIS DATA.

PURPOSE: PROVIDE INCREASED SAFETY AND OPERATIONAL EFFICIENCY AT JUNEAU INTERNATIONAL AIRPORT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31, 32
T. 41S, R. 66E, Sec. 1
COPPER RIVER MERIDIAN

WEST END RUNWAY SAFETY AREA CROSS SECTION

NOT TO SCALE
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

RUNWAY SAFETY AREA PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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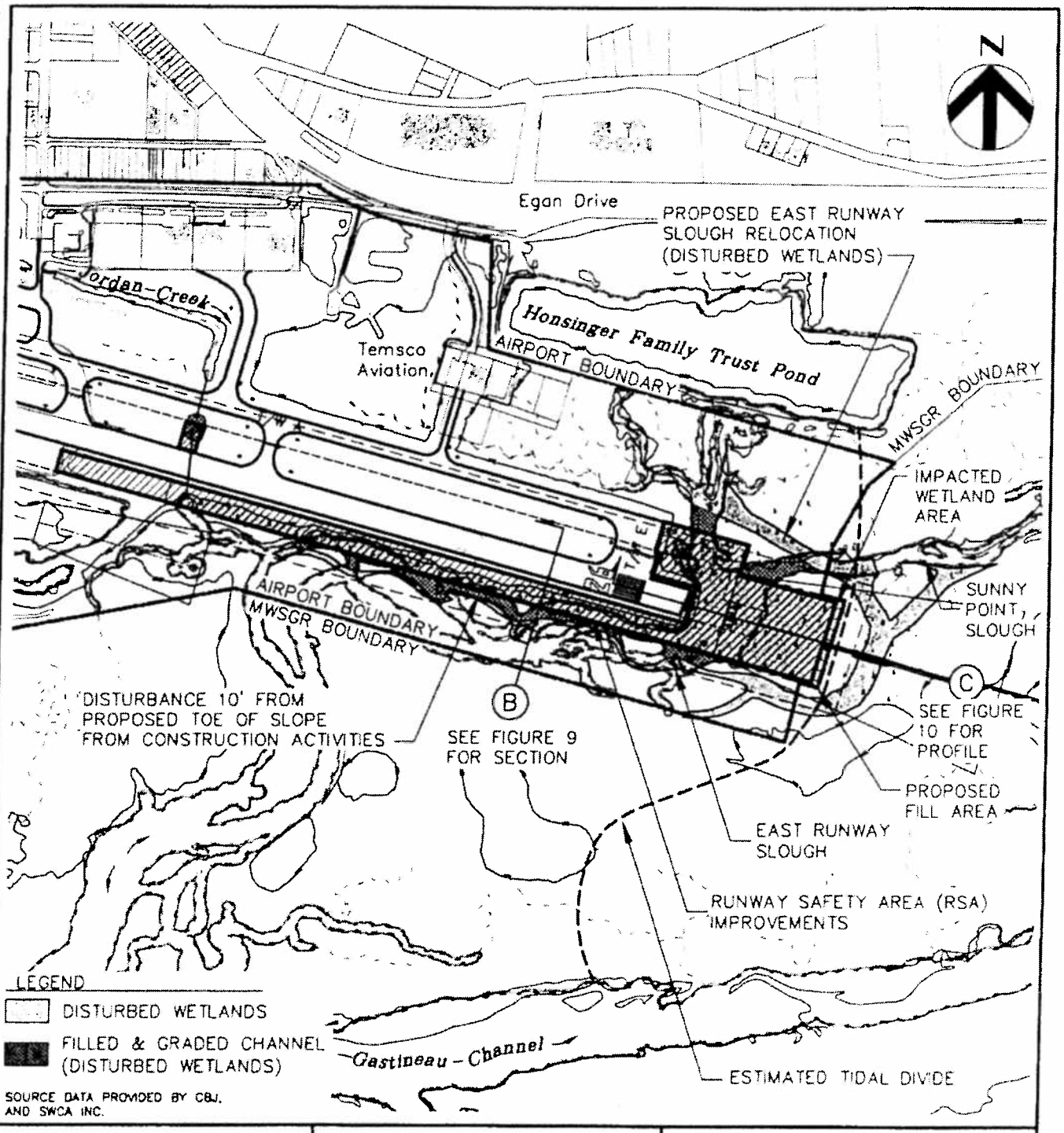

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

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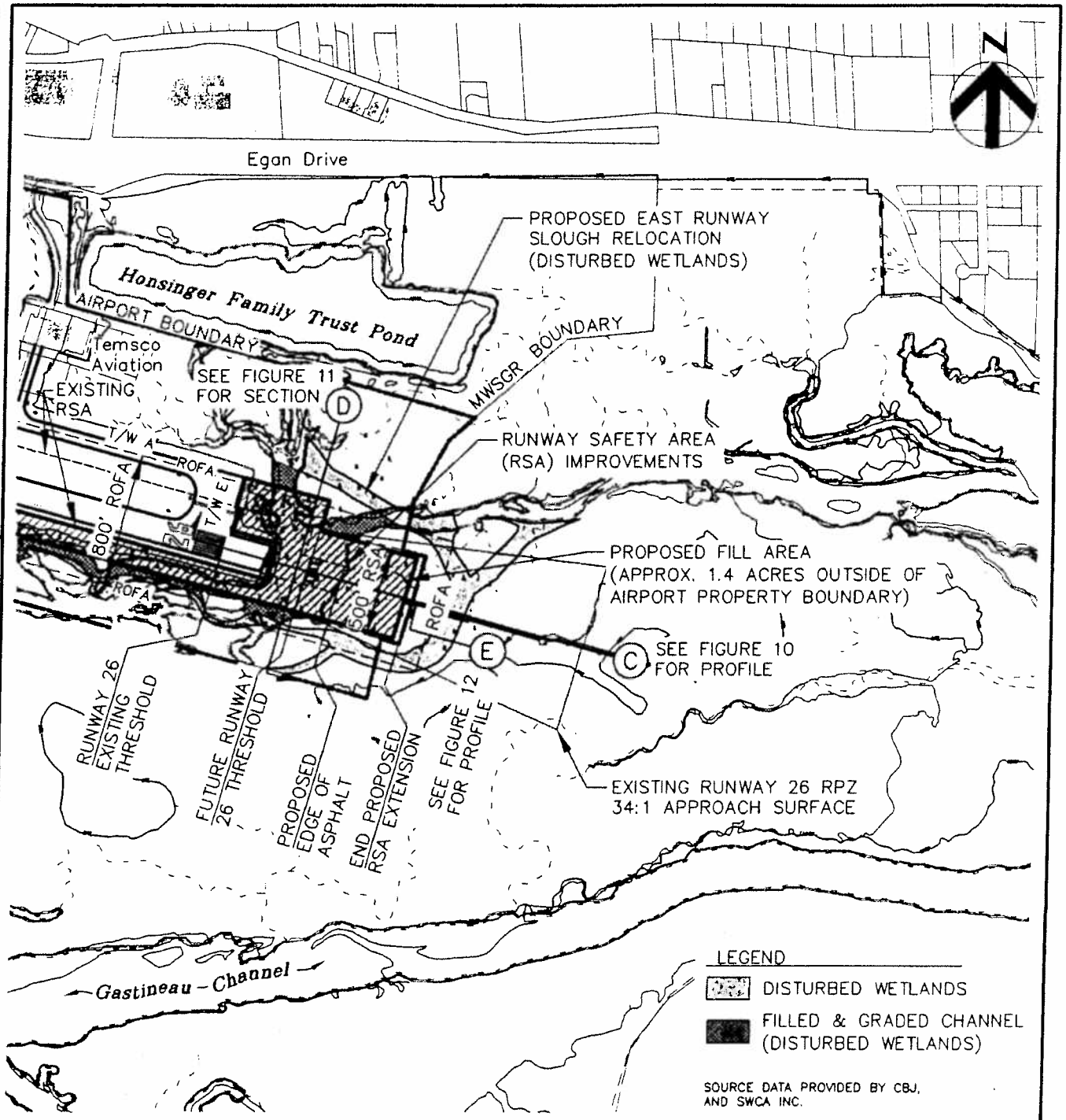
PURPOSE: PROVIDE INCREASED SAFETY AND OPERATIONAL EFFICIENCY AT JUNEAU INTERNATIONAL AIRPORT DATUM: MEAN LOW LOW WATER (MLLW) LOCATION: T. 40S, R. 65E, Sec. 36 T. 40S, R. 66E, Sec. 31, 32 T. 41S, R. 66E, Sec. 1 COPPER RIVER MERIDIAN	**EAST END RUNWAY SAFETY AREA PLAN VIEW** SCALE: 1" = 800' APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801	**RUNWAY SAFETY AREA PROJECT** **POA-1981-320-M22, Gastineau Channel** **Juneau International Airport** **Airport Improvements** **July 15, 2008** **Sheet 6 of 51**



PURPOSE: PROVIDE INCREASED SAFETY AND OPERATIONAL EFFICIENCY AT JUNEAU INTERNATIONAL AIRPORT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31, 32
T. 41S, R. 66E, Sec. 1
COPPER RIVER MERIDIAN

CONNECTING CHANNEL TO EAST RUNWAY SLOUGH
PLAN VIEW
SCALE: 1" = 800'
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

RUNWAY SAFETY AREA PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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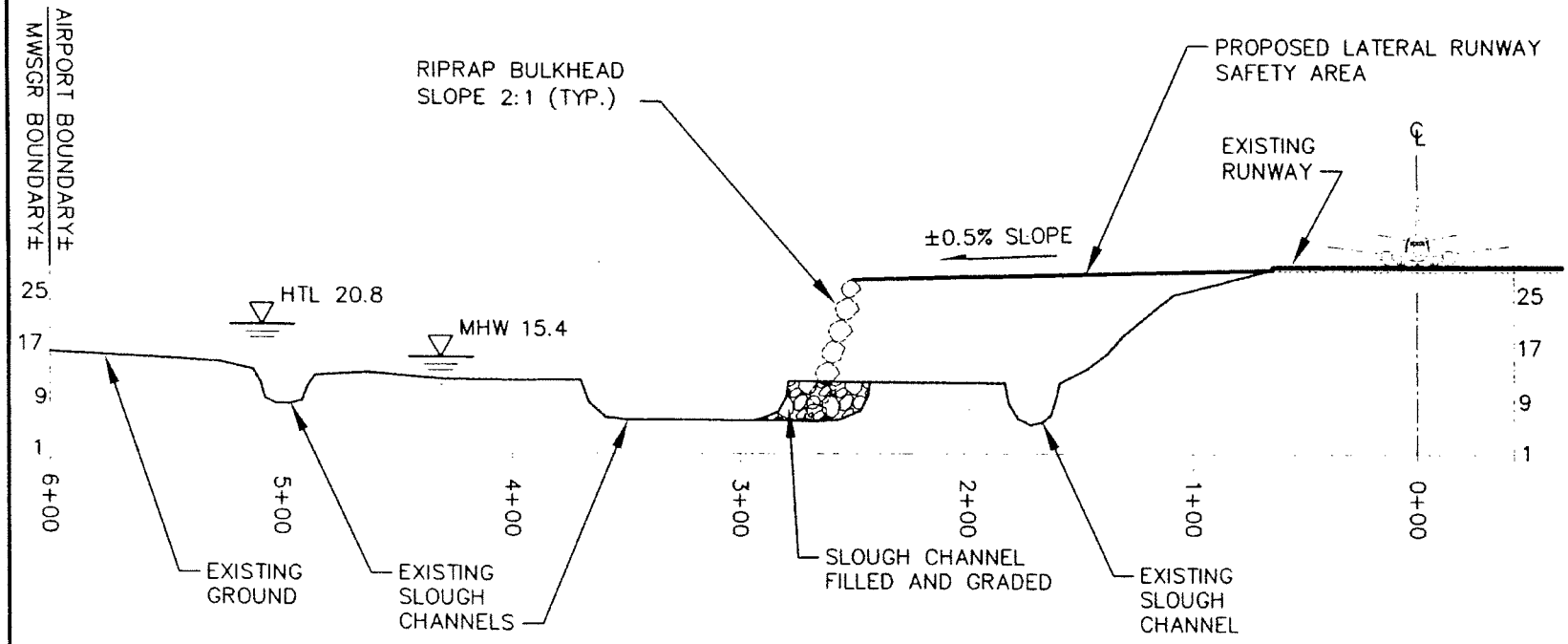

(B) EAST END RUNWAY AND
EAST RUNWAY SLOUGH SECTION VIEW

NOT TO SCALE

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: PROVIDE INCREASED SAFETY AND OPERATIONAL EFFICIENCY AT JUNEAU INTERNATIONAL AIRPORT

DATUM: MEAN LOW LOW WATER (MLLW)

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T. 40S, R. 66E, Sec. 31, 32
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COPPER RIVER MERIDIAN

EAST END RUNWAY AND
EAST RUNWAY SLOUGH
SECTION VIEW
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RUNWAY SAFETY AREA PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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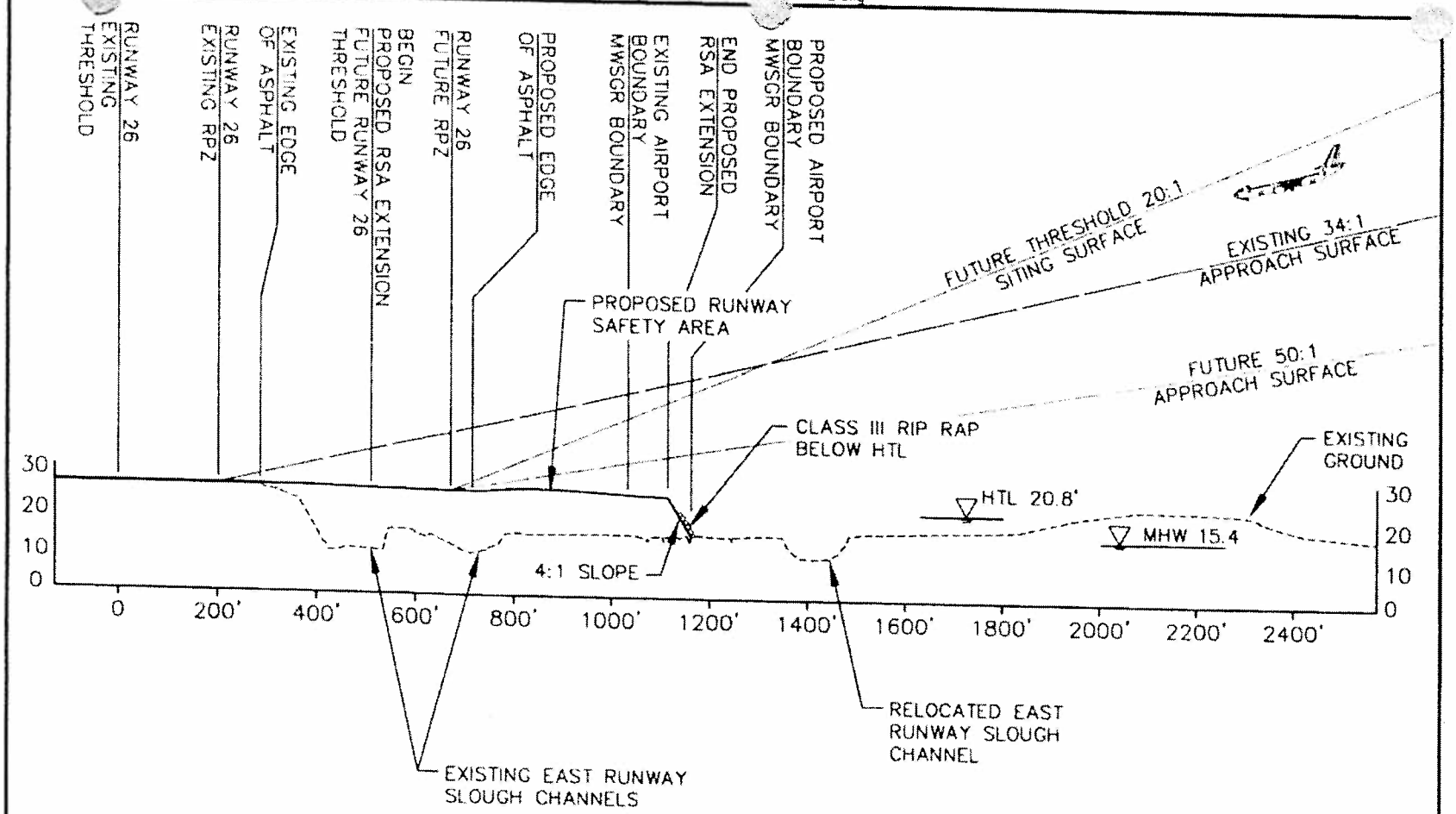

EAST RUNWAY SAFETY AREA PROFILE VIEW

(C)

APPROX. HORIZ. SCALE: 1"=300'
VERTICAL EXAGGERATION= 3X

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

ELEVATIONS ARE PROVISIONAL ONLY, BASED ON CBJ's 2001 LIDAR DATA THAT HAS NOT BEEN FULLY CONFIRMED BY QUALITY CONTROL PROCEDURES. THIS INFORMATION IS PROVIDED FOR PLANNING PURPOSES ONLY, AND MAY BE REVISED IN THE FUTURE. FAA, CBJ, AND/OR ASSUME NO LIABILITY FOR THE USE OF THIS DATA.

PURPOSE: PROVIDE INCREASED SAFETY AND OPERATIONAL EFFICIENCY AT JUNEAU INTERNATIONAL AIRPORT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31, 32
T. 41S, R. 66E, Sec. 1
COPPER RIVER MERIDIAN

EAST END RUNWAY SAFETY AREA PROFILE VIEW

NOT TO SCALE
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

RUNWAY SAFETY AREA PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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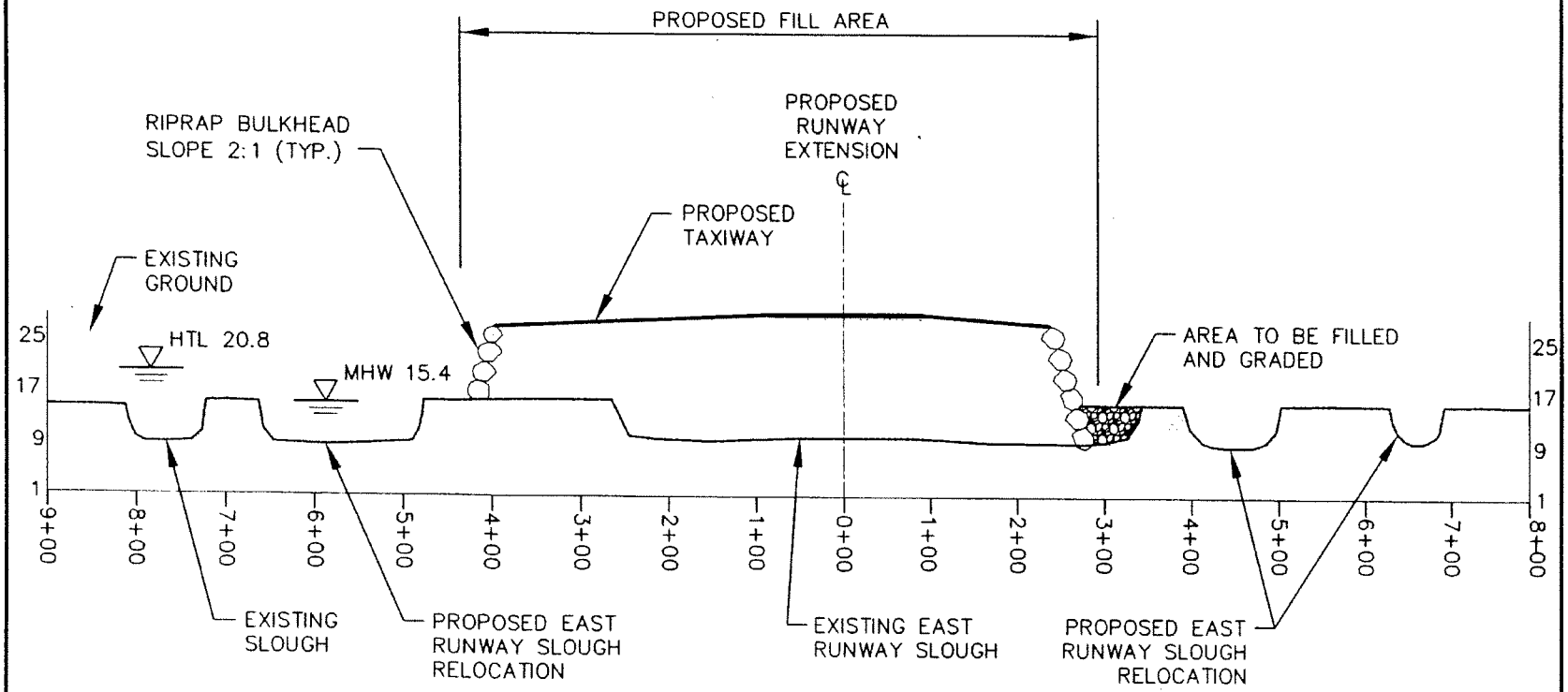

(D) EAST END RUNWAY AND SUNNY POINT SLOUGH CONNECTION SECTION VIEW

NOT TO SCALE

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: PROVIDE INCREASED SAFETY AND OPERATIONAL EFFICIENCY AT JUNEAU INTERNATIONAL AIRPORT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31, 32
T. 41S, R. 66E, Sec. 1
COPPER RIVER MERIDIAN

EAST END RUNWAY AND SUNNY POINT SLOUGH CONNECTION SECTION VIEW
NOT TO SCALE
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

RUNWAY SAFETY AREA PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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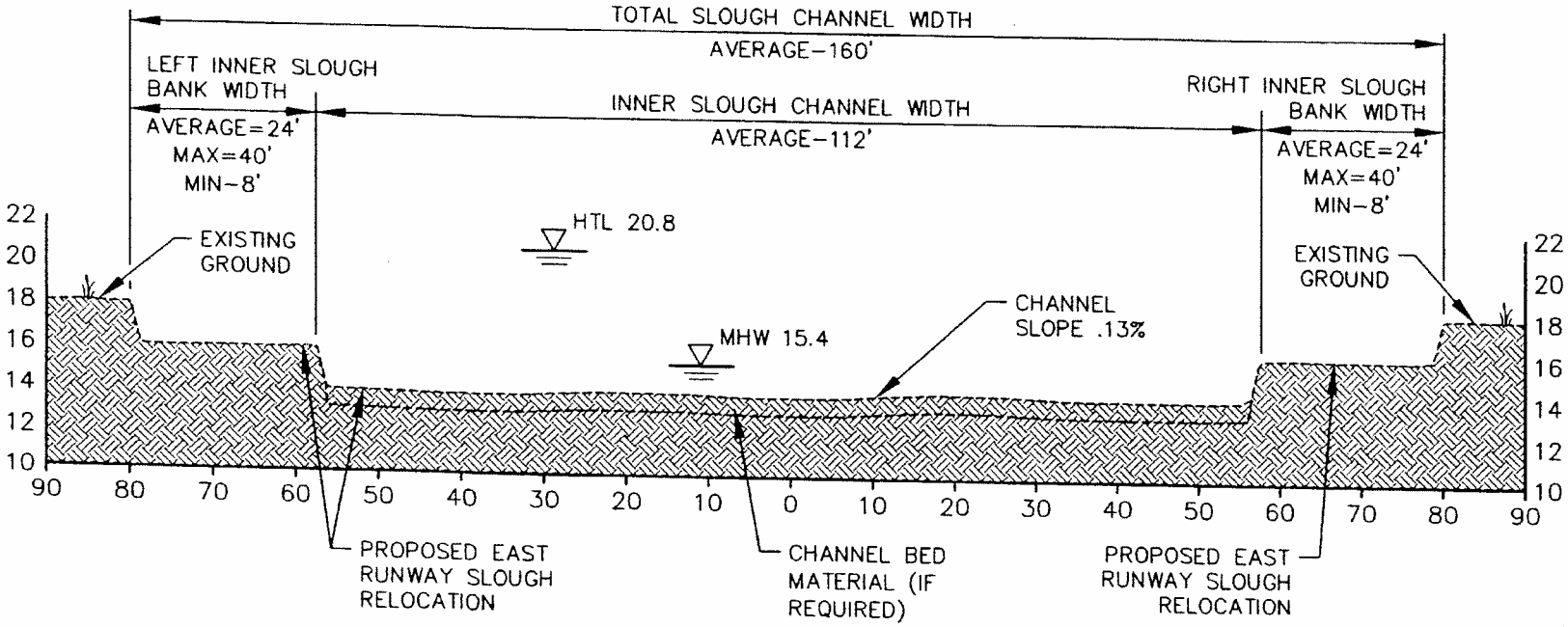

(E) TYPICAL EAST RUNWAY SLOUGH SECTION

NTS

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

ELEVATIONS ARE PROVISIONAL ONLY, BASED ON CBJ's 2001 LIDAR DATA THAT HAS NOT BEEN FULLY CONFIRMED BY QUALITY CONTROL PROCEDURES. THIS INFORMATION IS PROVIDED FOR PLANNING PURPOSES ONLY, AND MAY BE REVISED IN THE FUTURE. FAA, CBJ, AND HDR ASSUME NO LIABILITY FOR THE USE OF THIS DATA.

PURPOSE: PROVIDE INCREASED SAFETY AND OPERATIONAL EFFICIENCY AT JUNEAU INTERNATIONAL AIRPORT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31, 32
T. 41S, R. 66E, Sec. 1
COPPER RIVER MERIDIAN

EAST END RUNWAY SAFETY AREA PROFILE VIEW

NOT TO SCALE
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

RUNWAY SAFETY AREA PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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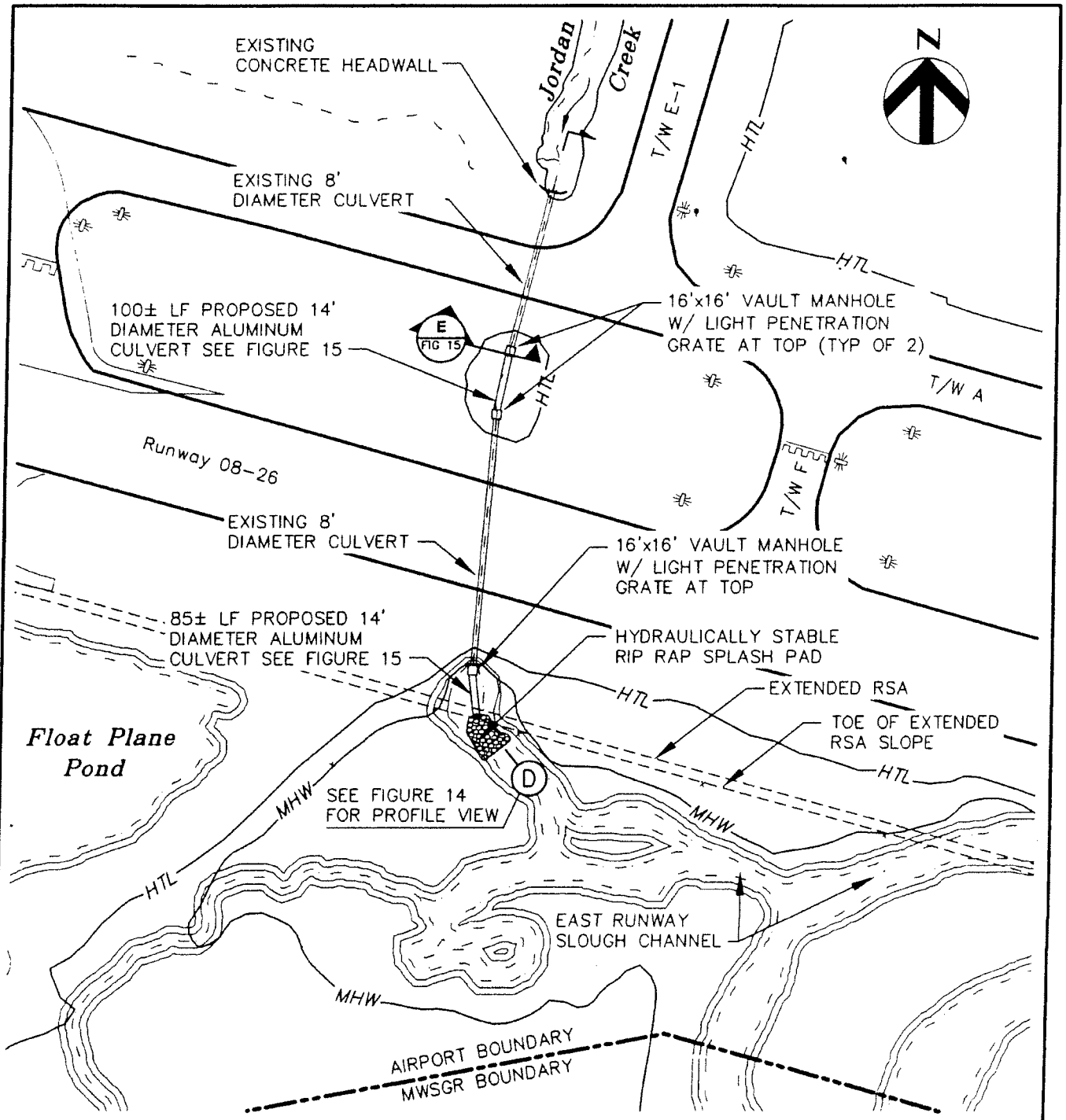

PURPOSE: PROVIDE INCREASED SAFETY AND OPERATIONAL EFFICIENCY AT JUNEAU INTERNATIONAL AIRPORT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31, 32
T. 41S, R. 66E, Sec. 1
COPPER RIVER MERIDIAN

JORDAN CREEK RUNWAY CROSSING AND MODIFICATIONS PLAN VIEW

SCALE: 1" = 200'
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

RUNWAY SAFETY AREA PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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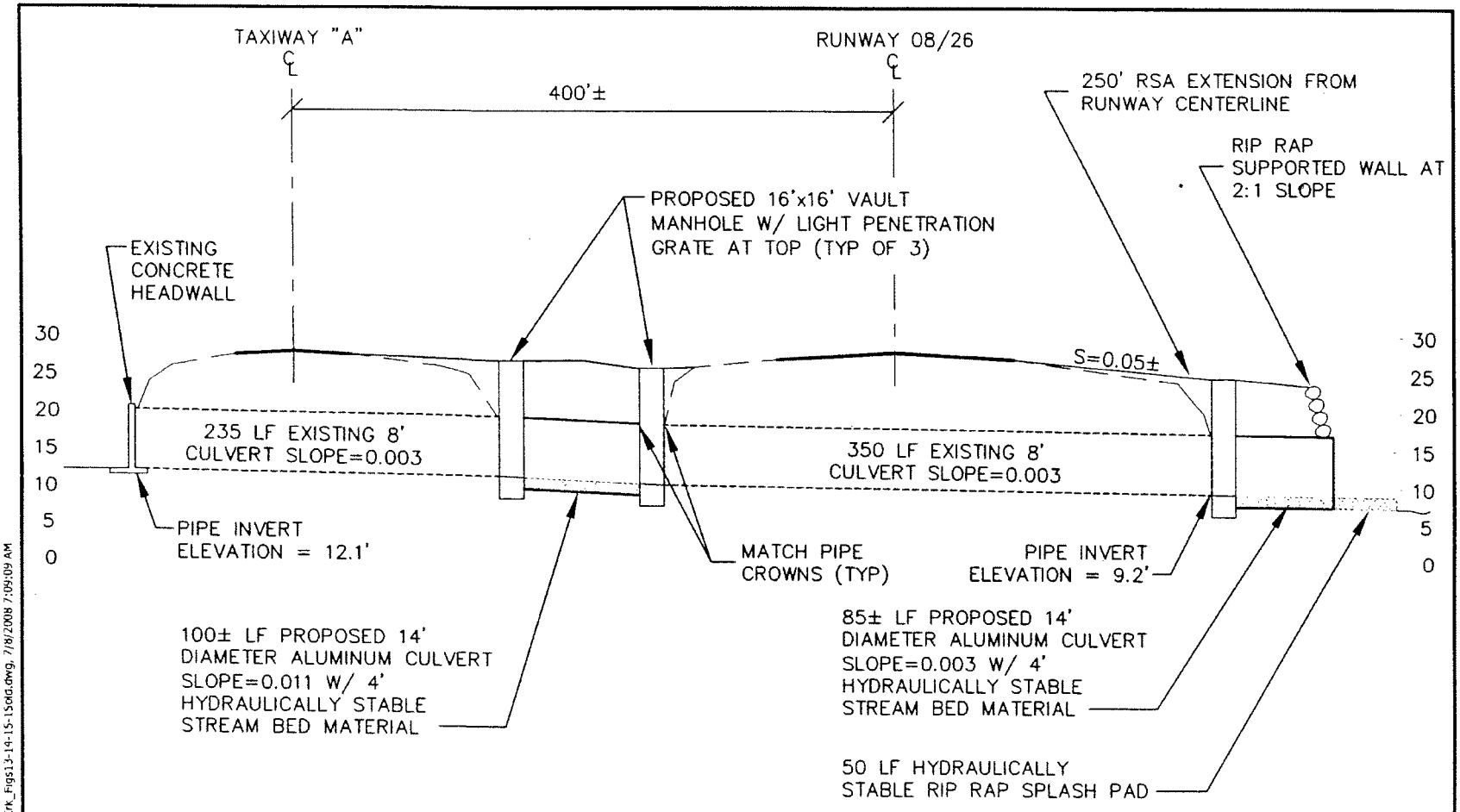

D JORDAN CREEK – PROFILE VIEW

NOT TO SCALE

PURPOSE: PROVIDE INCREASED SAFETY AND OPERATIONAL EFFICIENCY AT JUNEAU INTERNATIONAL AIRPORT DATUM: MEAN LOW LOW WATER (MLLW) LOCATION: T. 40S, R. 65E, Sec. 36 T. 40S, R. 66E, Sec. 31, 32 T. 41S, R. 66E, Sec. 1 COPPER RIVER MERIDIAN	JORDAN CREEK RUNWAY CROSSING AND MODIFICATIONS PROFILE VIEW SCALE: AS NOTED APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801	RUNWAY SAFETY AREA PROJECT **POA-1981-320-M22, Gastineau Channel** **Juneau International Airport** **Airport Improvements** **July 15, 2008** **Sheet 13 of 51**

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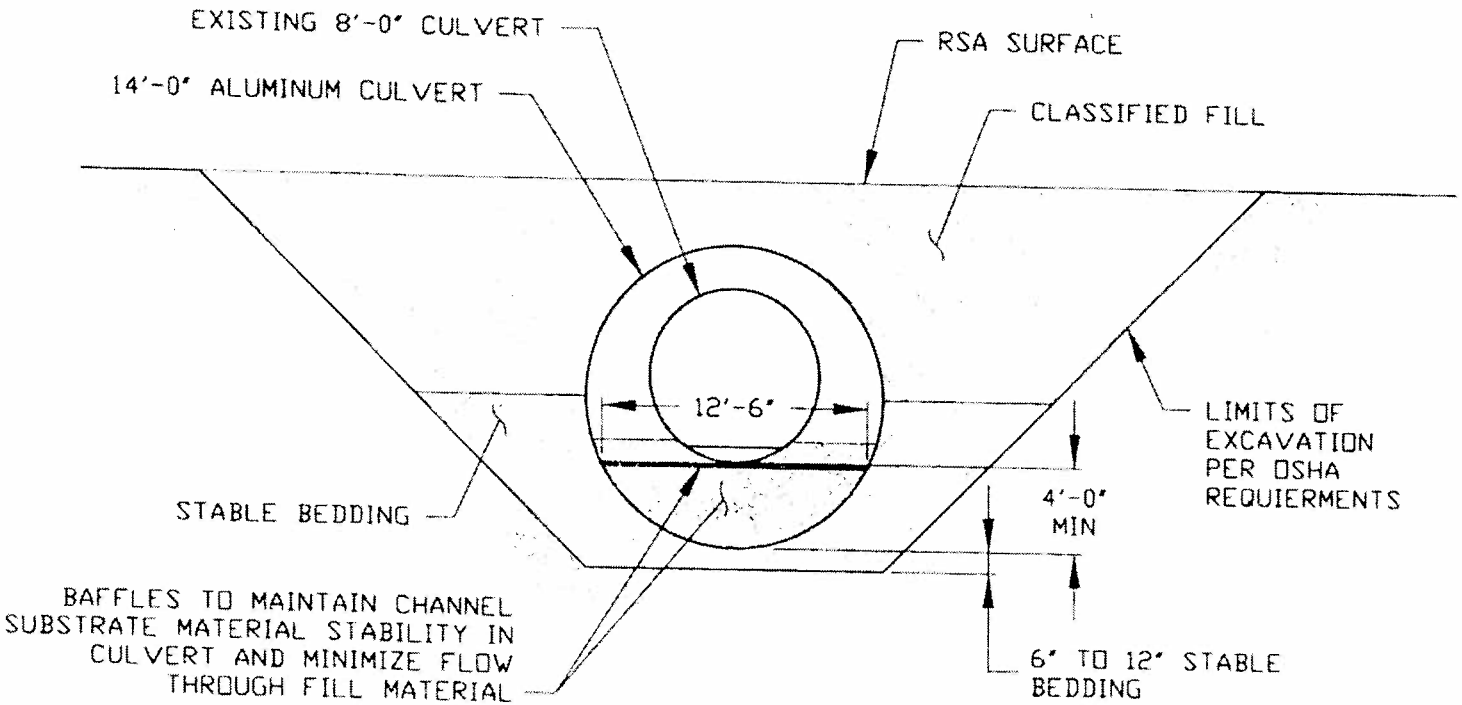

E
FIG 15

14' DIAMETER ALUMINUM CULVERT CROSS SECTION

NOT TO SCALE

PURPOSE: PROVIDE INCREASED SAFETY AND OPERATIONAL EFFICIENCY AT JUNEAU INTERNATIONAL AIRPORT DATUM: MEAN LOW LOW WATER (MLLW) LOCATION: T. 40S, R. 65E, Sec. 36 T. 40S, R. 66E, Sec. 31, 32 T. 41S, R. 66E, Sec. 1 COPPER RIVER MERIDIAN	**JORDAN CREEK RUNWAY CROSSING AND MODIFICATIONS ARCH CULVERT CROSS SECTION** SCALE: AS NOTED APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801	**RUNWAY SAFETY AREA PROJECT** **POA-1981-320-M22, Gastineau Channel** **Juneau International Airport** **Airport Improvements** **July 15, 2008** **Sheet 14 of 51**

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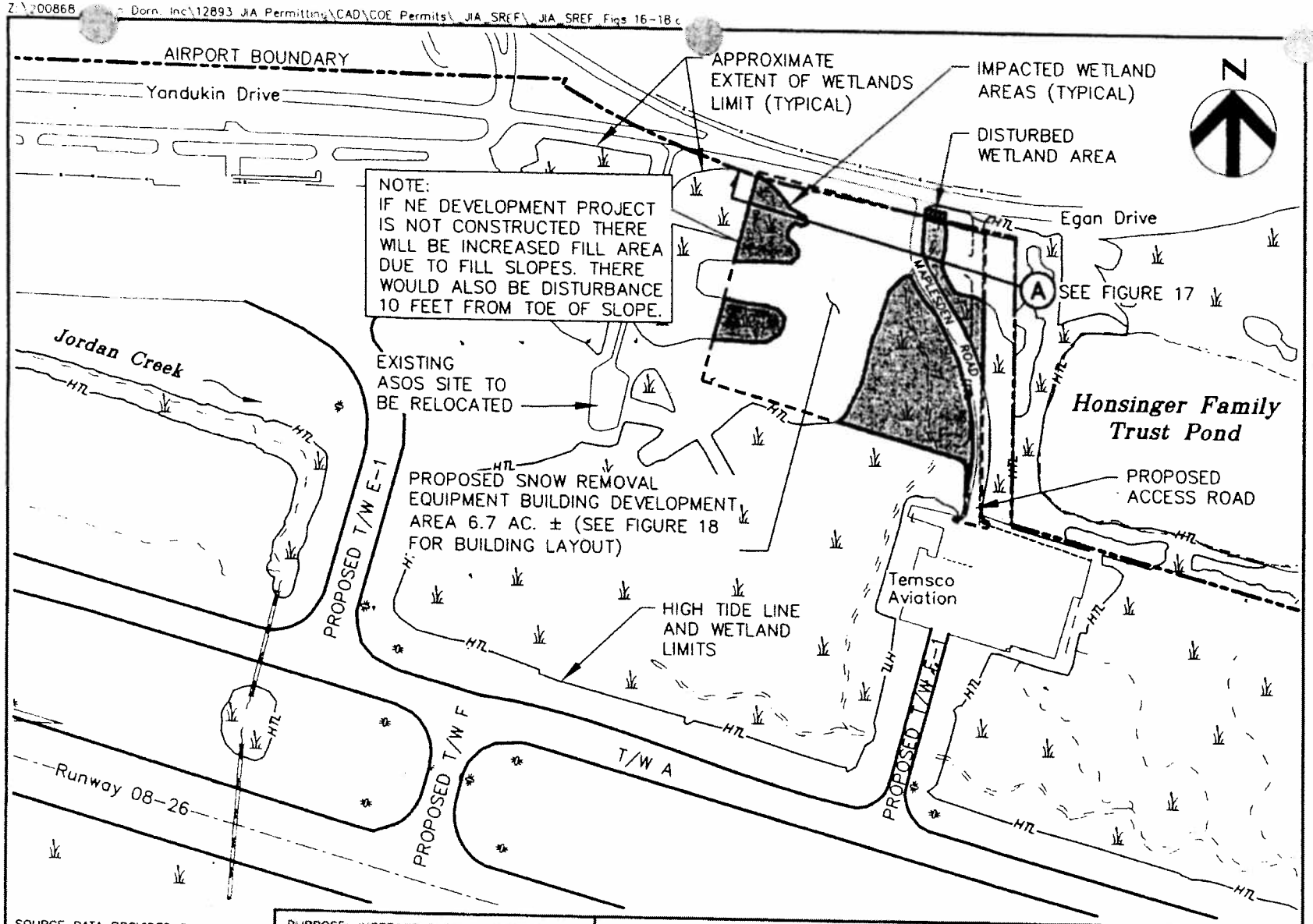


SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: INCREASE SNOW EQUIPMENT CAPACITY AND REDUCE MOBILIZATION TIME FOR SNOW REMOVAL OPERATIONS

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 32 COPPER RIVER MERIDIAN

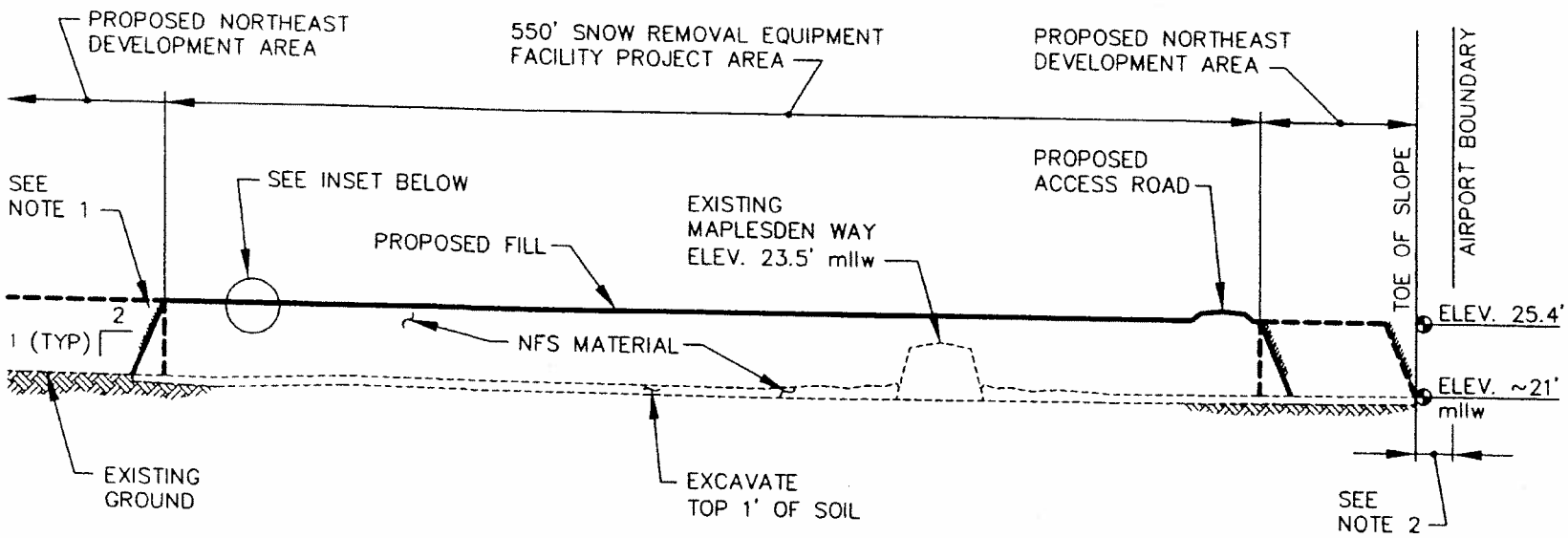
PLAN VIEW

SCALE: 1" = 300'

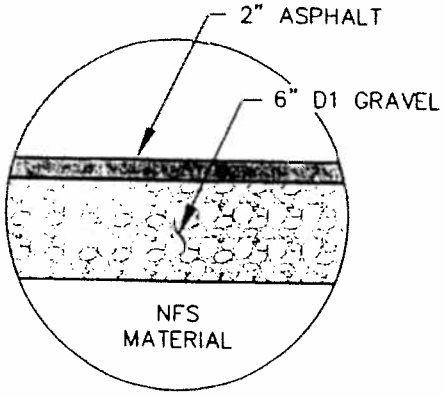
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

SNOW REMOVAL EQUIPMENT FACILITY PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
Sheet 15 of 51



SREF DEVELOPMENT FILL (A)



INSET

NOTES

1. IF NORTHEAST DEVELOPMENT PROJECT IS NOT CONSTRUCTED THERE WILL BE INCREASED FILL AREA DUE TO FILL SLOPES. THE FILL SLOPES WILL HAVE A 2:1 SLOPE AND SHALL BE TREATED WITH 4" TOPSOIL AND SEEDED WITH UNPALATABLE GRASS SPECIES.
2. THERE WILL ALSO BE DISTURBANCE 10 FEET FROM TOE OF SLOPE.

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: INCREASE SNOW EQUIPMENT CAPACITY AND REDUCE MOBILIZATION TIME FOR SNOW REMOVAL OPERATIONS

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 32 COPPER RIVER MERIDIAN

SECTION VIEW

SCALE: 1" = 80'

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

SNOW REMOVAL EQUIPMENT FACILITY PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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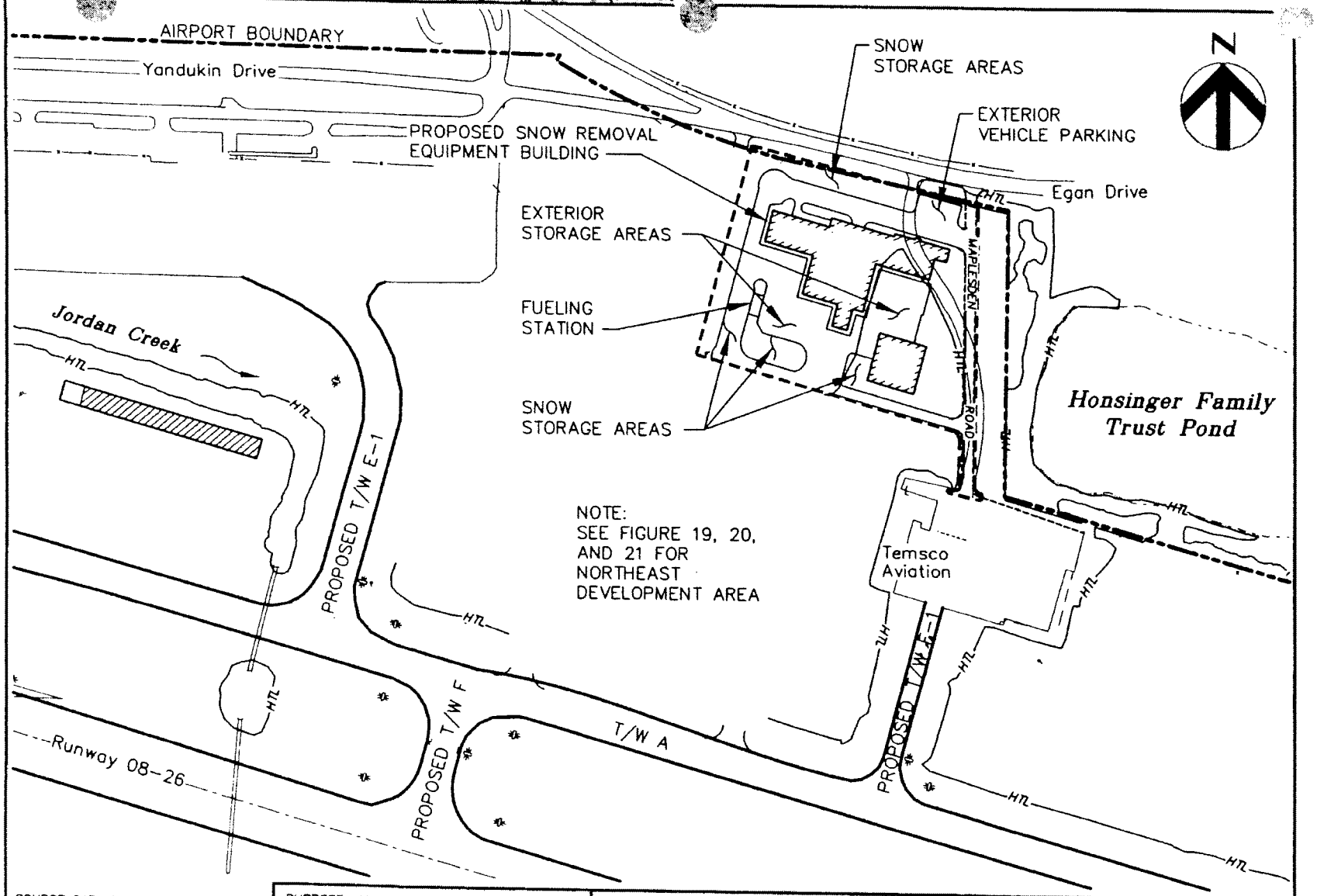

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: INCREASE SNOW EQUIPMENT CAPACITY AND REDUCE MOBILIZATION TIME FOR SNOW REMOVAL OPERATIONS

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 32 COPPER RIVER MERIDIAN

LAYOUT VIEW

SCALE: 1" = 300'

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

SNOW REMOVAL EQUIPMENT FACILITY PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15 2008
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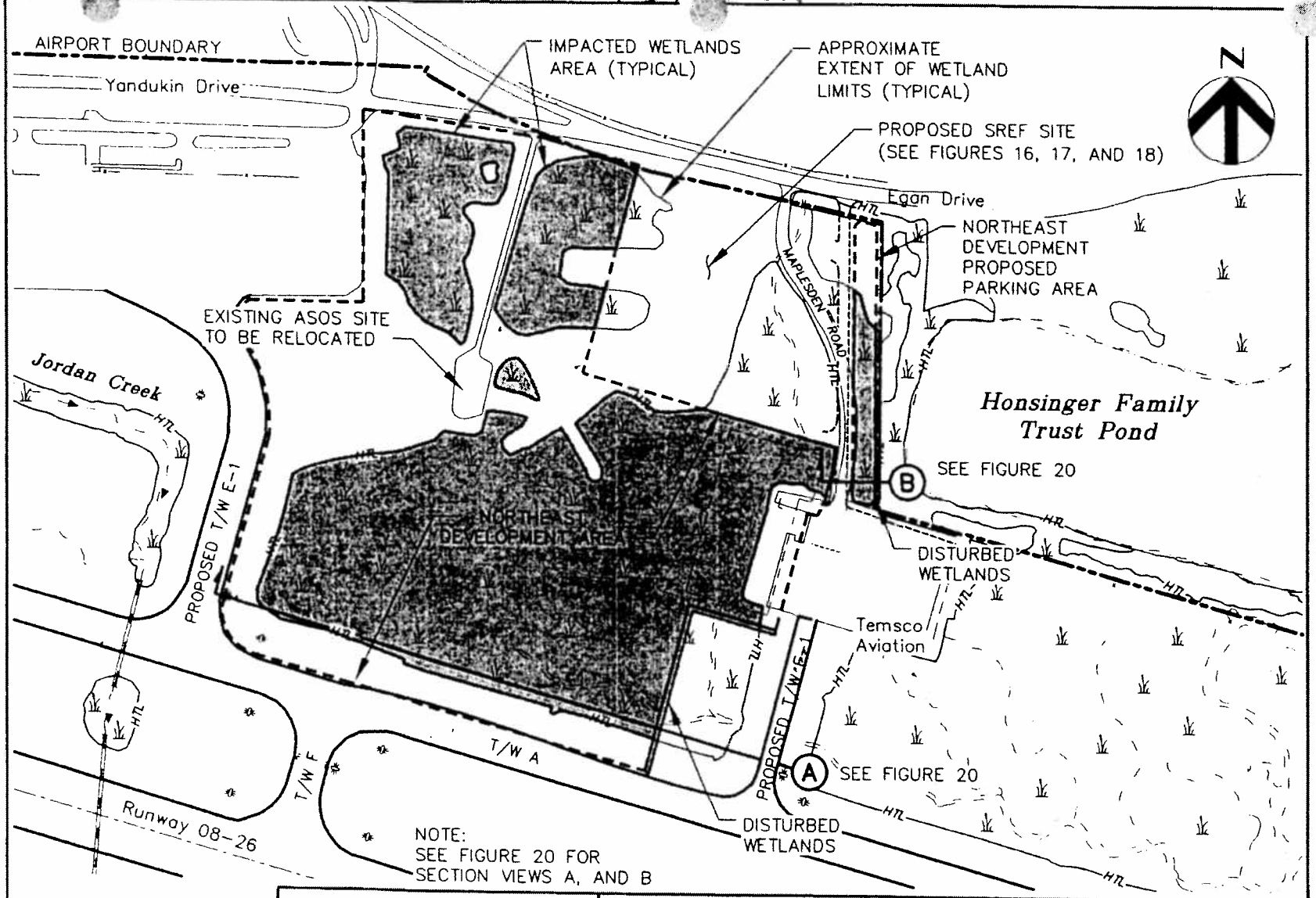

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: PROVIDE AVIATION FACILITIES TO SATISFY EXISTING DEMAND FOR COMMERCIAL AND GENERAL AVIATION AIRCRAFT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 31, 32 COPPER RIVER MERIDIAN

PLAN VIEW

SCALE: 1" = 300'

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

NORTHEAST DEVELOPMENT PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15 2008
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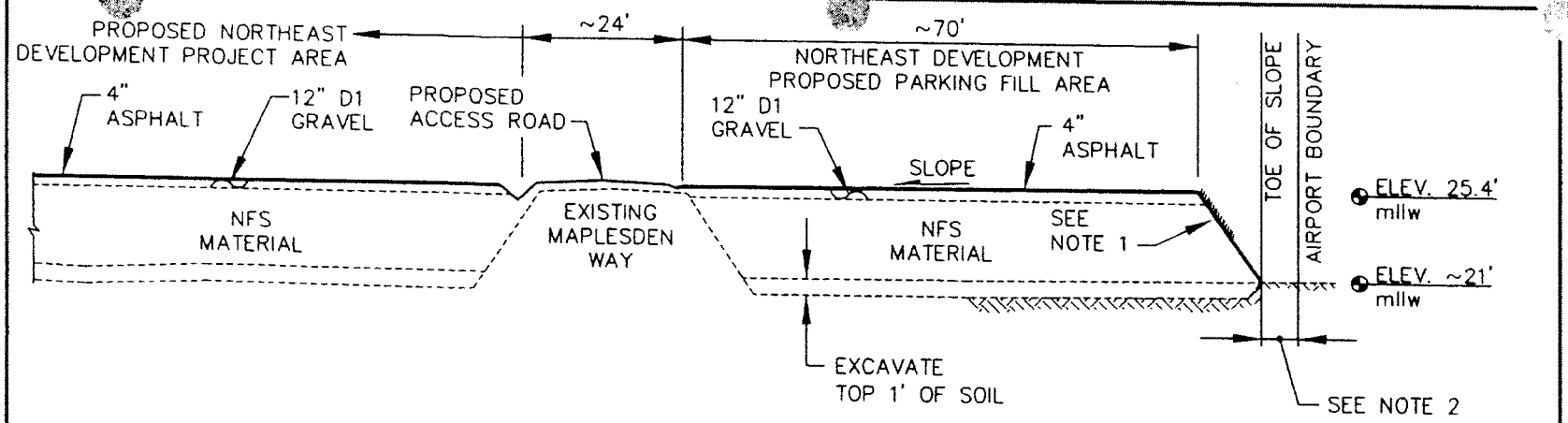
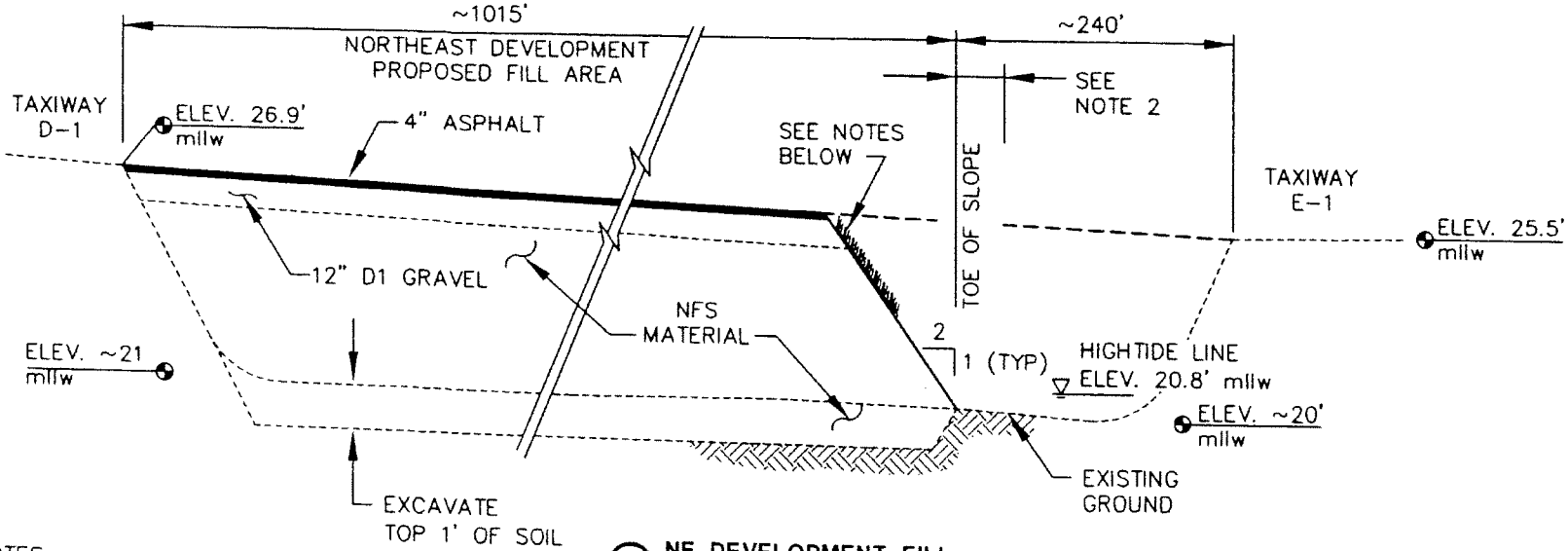


B NE DEVELOPMENT PROPOSED PARKING



A NE DEVELOPMENT FILL

NOTES

1. SLOPES SHALL BE TREATED WITH 4" TOPSOIL AND SEEDED WITH UNPALATABLE GRASS SPECIES.
2. THERE WILL ALSO BE DISTURBANCE 10 FEET FROM TOE OF SLOPE.

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: PROVIDE AVIATION FACILITIES TO SATISFY EXISTING DEMAND FOR COMMERCIAL AND GENERAL AVIATION AIRCRAFT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 31, 32 COPPER RIVER MERIDIAN

SECTION VIEW

SCALE: NTS

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

NORTHEAST DEVELOPMENT PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15 2008
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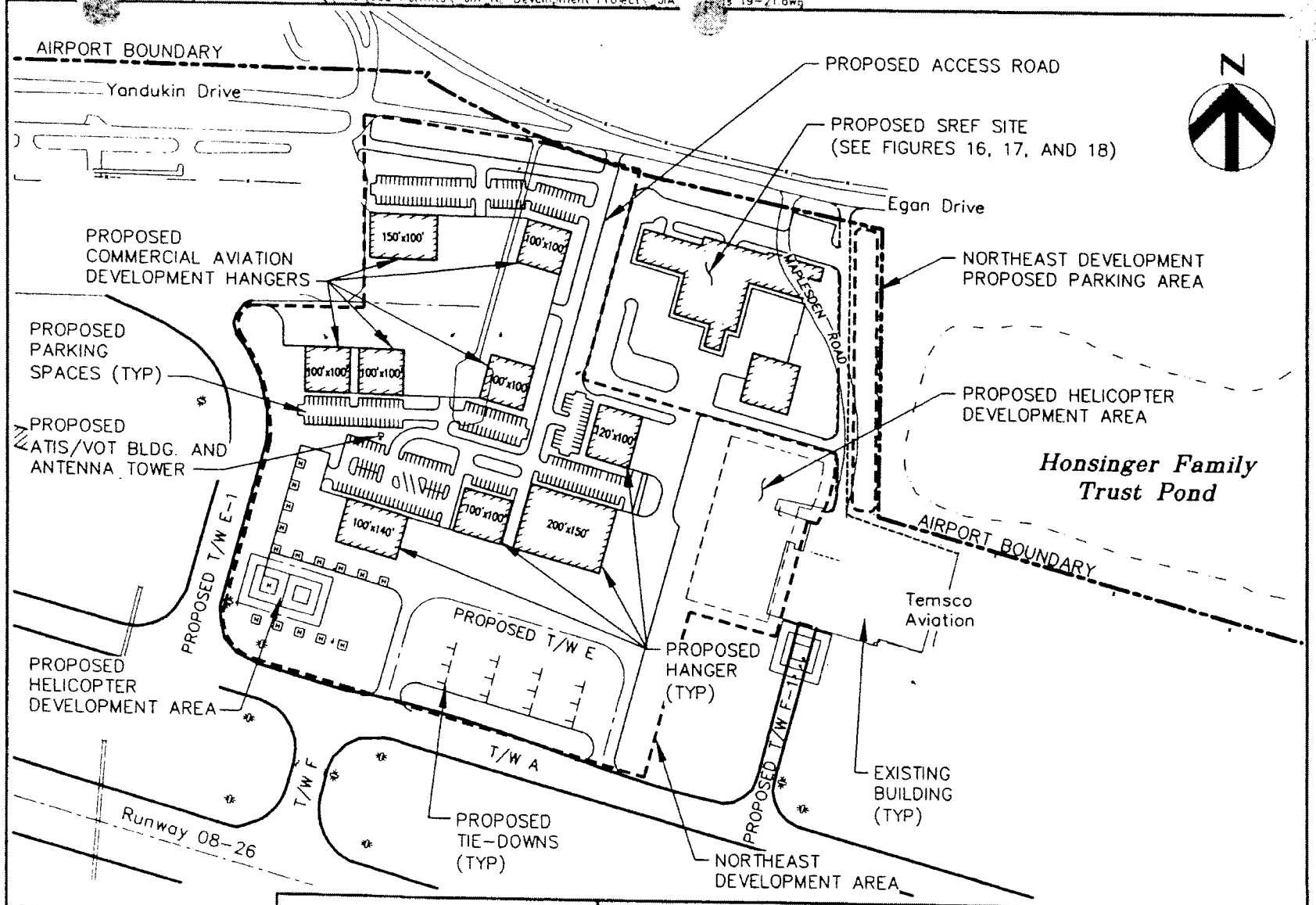

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: PROVIDE AVIATION FACILITIES TO SATISFY EXISTING DEMAND FOR COMMERCIAL AND GENERAL AVIATION AIRCRAFT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 31, 32 COPPER RIVER MERIDIAN

LAYOUT VIEW

SCALE: 1" = 300'

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

NORTHEAST DEVELOPMENT PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
Sheet 20 of 51

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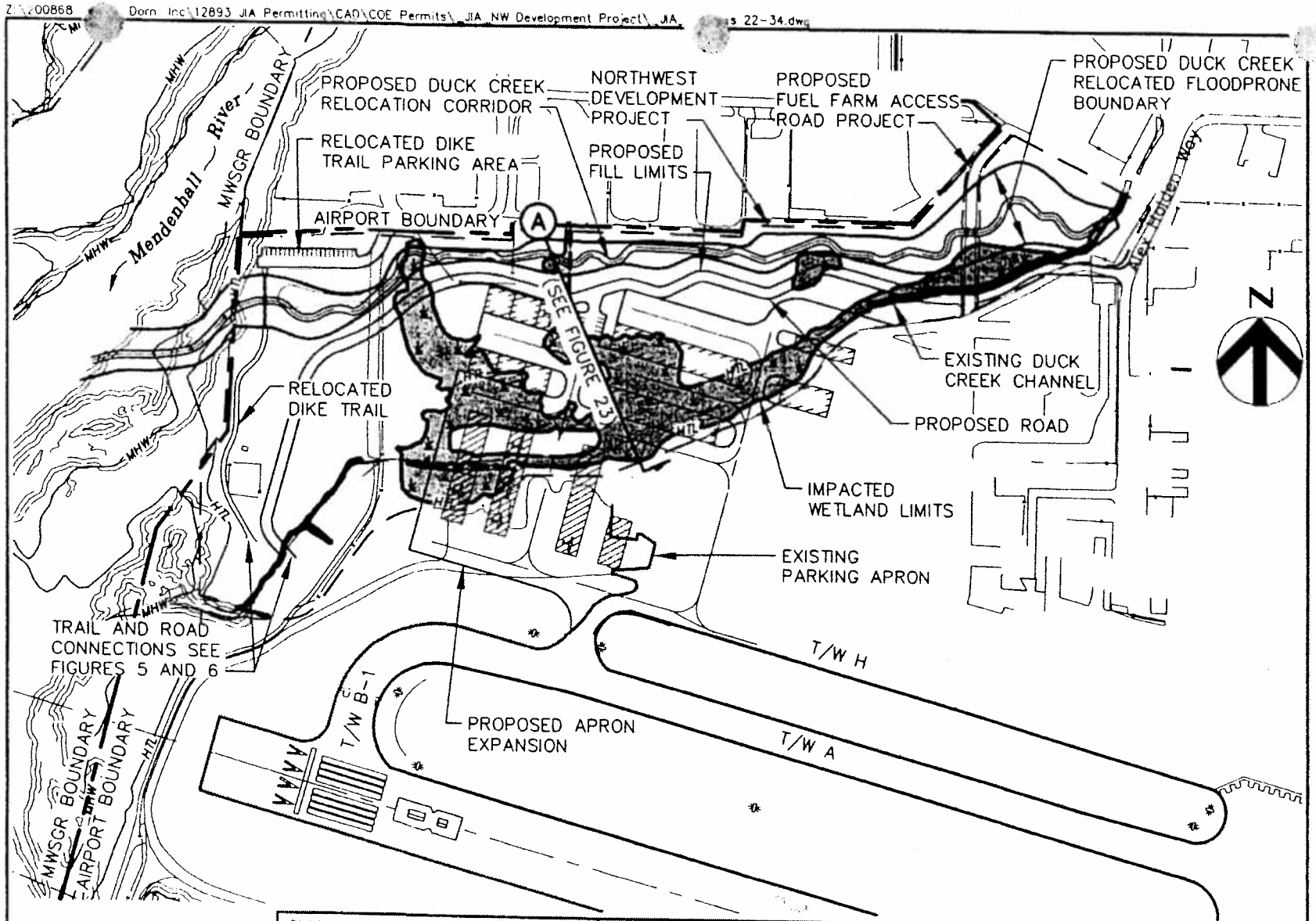
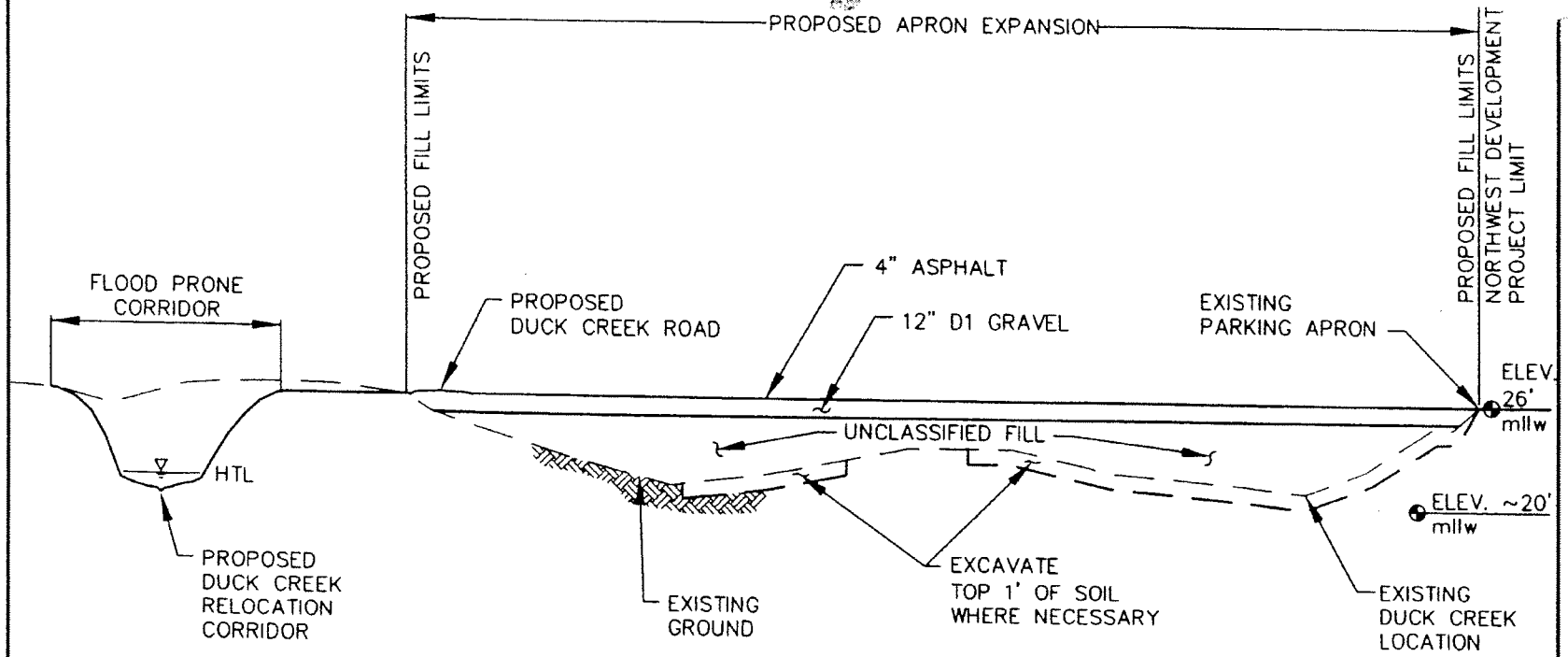


PURPOSE: PROVIDE SUFFICIENT PARKING AND HANGAR FACILITIES TO SATISFY EXISTING DEMAND FOR GENERAL AVIATION AIRCRAFT DATUM: MEAN LOW LOW WATER (MLLW) LOCATION: T. 40S, R. 65E, Sec. 36 T. 40S, R. 66E, Sec. 31 COPPER RIVER MERIDIAN	**APRON EXPANSION PLAN VIEW** SCALE: 1" = 300' APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801	**NORTHWEST DEVELOPMENT PROJECT** **POA-1981-320-M22, Gastineau Channel** **Juneau International Airport** **Airport Improvements** **July 15, 2008** **Sheet 21 of 51**

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.



(A) APRON EXPANSION TYPICAL SECTION

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

ELEVATIONS ARE PROVISIONAL ONLY. BASED ON CBJ's 2001 LIDAR DATA THAT HAS NOT BEEN FULLY CONFIRMED BY QUALITY CONTROL PROCEDURES. THIS INFORMATION IS PROVIDED FOR PLANNING PURPOSES ONLY, AND MAY BE REVISED IN THE FUTURE. FAA, CBJ, AND HDR ASSUME NO LIABILITY FOR THE USE OF THIS DATA.

PURPOSE: PROVIDE SUFFICIENT PARKING AND HANGAR FACILITIES TO SATISFY EXISTING DEMAND FOR GENERAL AVIATION AIRCRAFT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31
COPPER RIVER MERIDIAN

APRON EXPANSION TYPICAL SECTION

NOT TO SCALE

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

NORTHWEST DEVELOPMENT PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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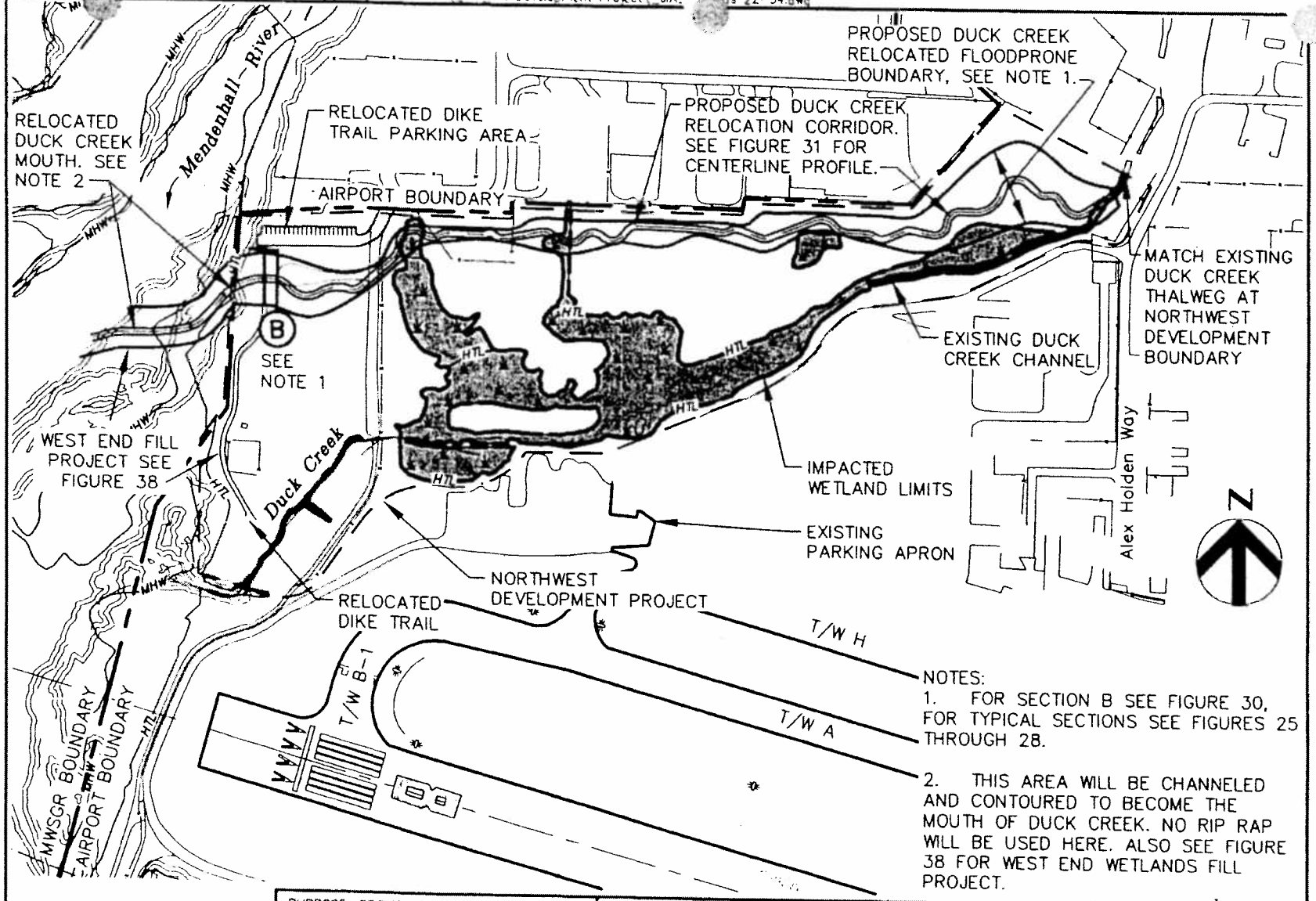


NOTES:

1. FOR SECTION B SEE FIGURE 30, FOR TYPICAL SECTIONS SEE FIGURES 25 THROUGH 28.

2. THIS AREA WILL BE CHANNELED AND CONTOURED TO BECOME THE MOUTH OF DUCK CREEK. NO RIP RAP WILL BE USED HERE. ALSO SEE FIGURE 38 FOR WEST END WETLANDS FILL PROJECT.

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: PROVIDE SUFFICIENT PARKING AND HANGAR FACILITIES TO SATISFY EXISTING DEMAND FOR GENERAL AVIATION AIRCRAFT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31
COPPER RIVER MERIDIAN

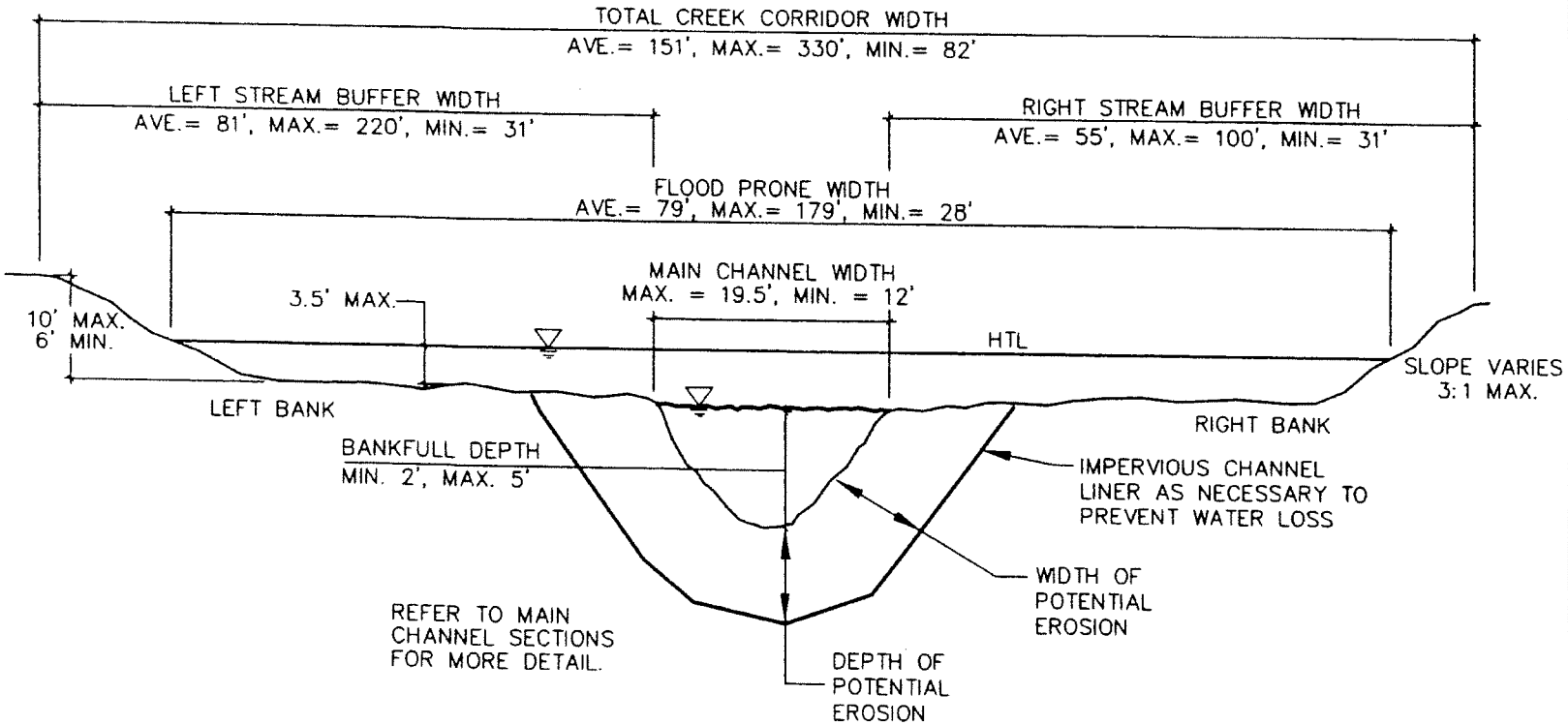
DUCK CREEK RELOCATION PLAN VIEW

SCALE: 1" = 300'

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

NORTHWEST DEVELOPMENT PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
Sheet 23 of 51



TYPICAL DUCK CREEK CORRIDOR SECTION

LOOKING DOWNSTREAM

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: PROVIDE SUFFICIENT PARKING AND HANGAR FACILITIES TO SATISFY EXISTING DEMAND FOR GENERAL AVIATION AIRCRAFT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31
COPPER RIVER MERIDIAN

DUCK CREEK RELOCATION
TYPICAL CREEK SECTION

NOT TO SCALE

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

NORTHWEST DEVELOPMENT PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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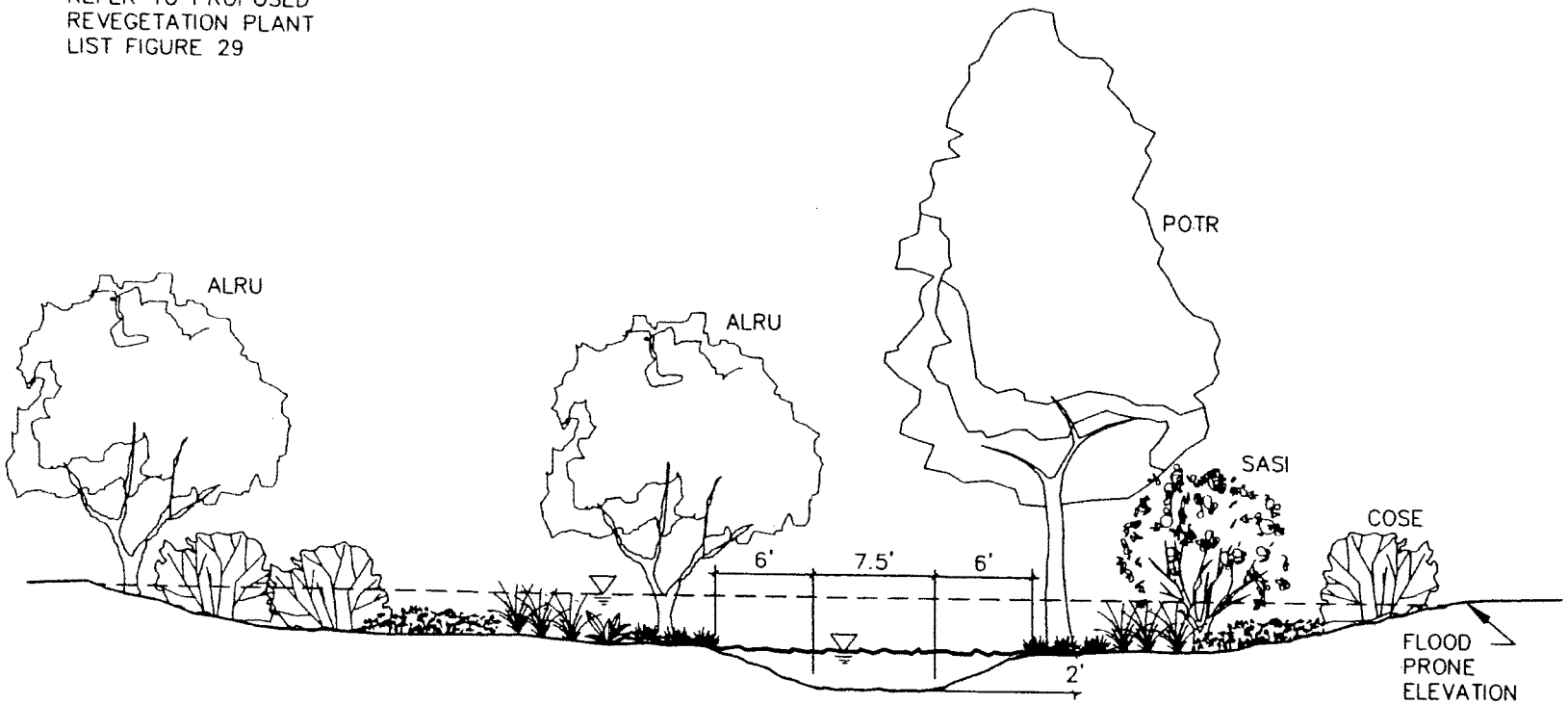
REFER TO PROPOSED
REVEGETATION PLANT
LIST FIGURE 29



TYPICAL DUCK CREEK MAIN CHANNEL
RIFFLE SECTION (ABOVE TIDAL INFLUENCE)
LOOKING DOWNSTREAM

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: PROVIDE SUFFICIENT PARKING AND HANGAR FACILITIES TO SATISFY EXISTING DEMAND FOR GENERAL AVIATION AIRCRAFT

DATUM MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31
COPPER RIVER MERIDIAN

DUCK CREEK RELOCATION
TYPICAL RIFFLE SECTION
SCALE: NOT TO SCALE
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

NORTHWEST
DEVELOPMENT PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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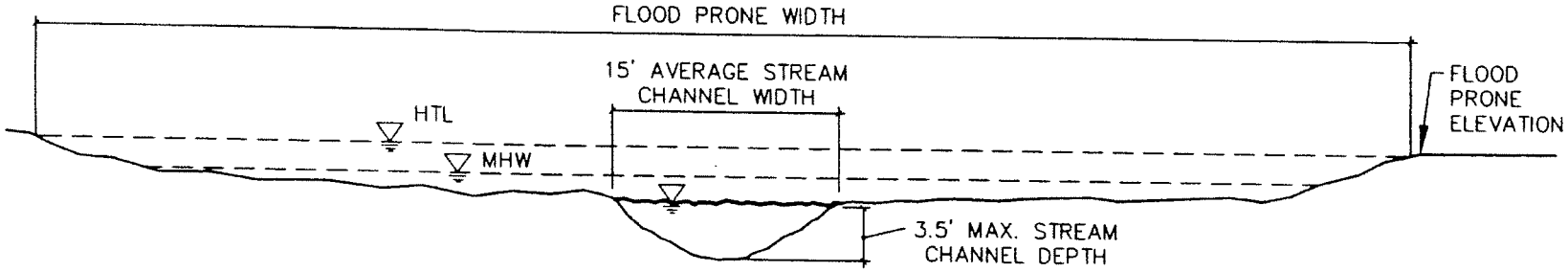

TYPICAL DUCK CREEK MOUTH CHANNEL SECTION (BELOW TIDAL INFLUENCE)

LOOKING DOWNSTREAM

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: PROVIDE SUFFICIENT PARKING AND HANGAR FACILITIES TO SATISFY EXISTING DEMAND FOR GENERAL AVIATION AIRCRAFT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31
COPPER RIVER MERIDIAN

DUCK CREEK RELOCATION
TYPICAL TRANSITION SECTION

SCALE: NTS

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

NORTHWEST DEVELOPMENT PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
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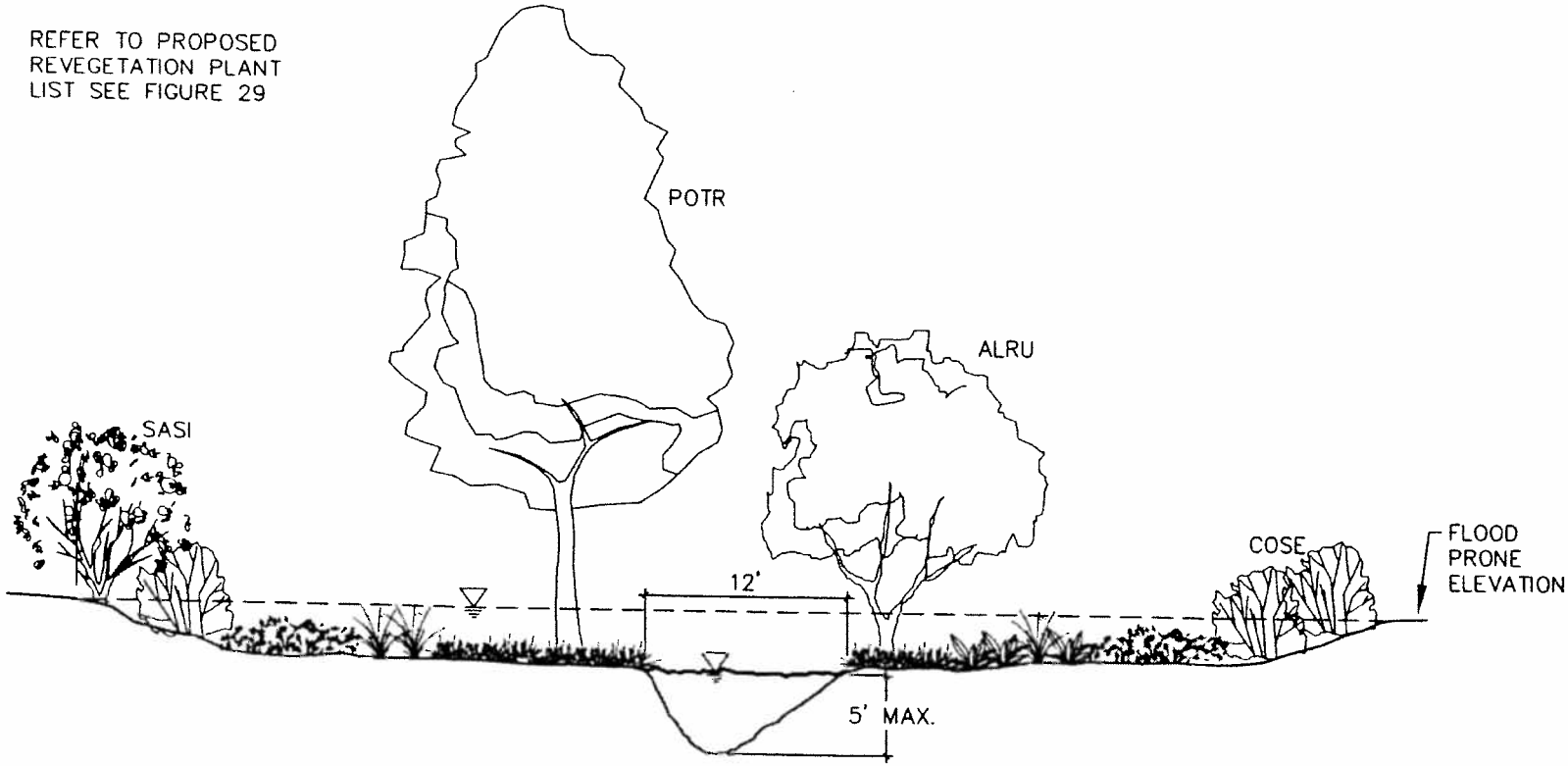

TYPICAL DUCK CREEK MAIN CHANNEL
POOL SECTION (ABOVE TIDAL INFLUENCE)
LOOKING DOWNSTREAM

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: PROVIDE SUFFICIENT PARKING AND HANGAR FACILITIES TO SATISFY EXISTING DEMAND FOR GENERAL AVIATION AIRCRAFT

DATUM MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31
COPPER RIVER MERIDIAN

DUCK CREEK RELOCATION
TYPICAL POOL SECTION
SCALE: NOT TO SCALE
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

NORTHWEST
DEVELOPMENT PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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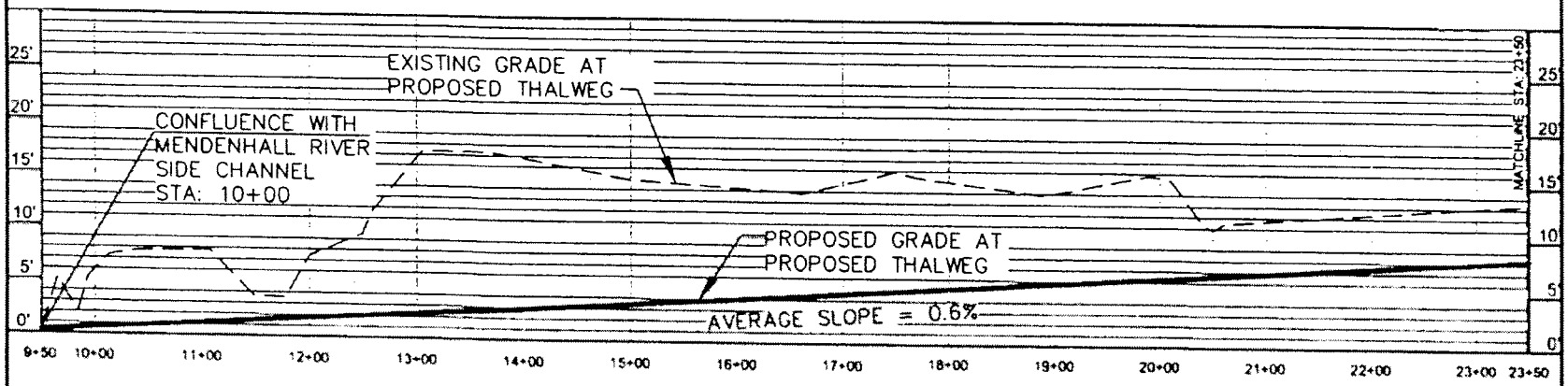
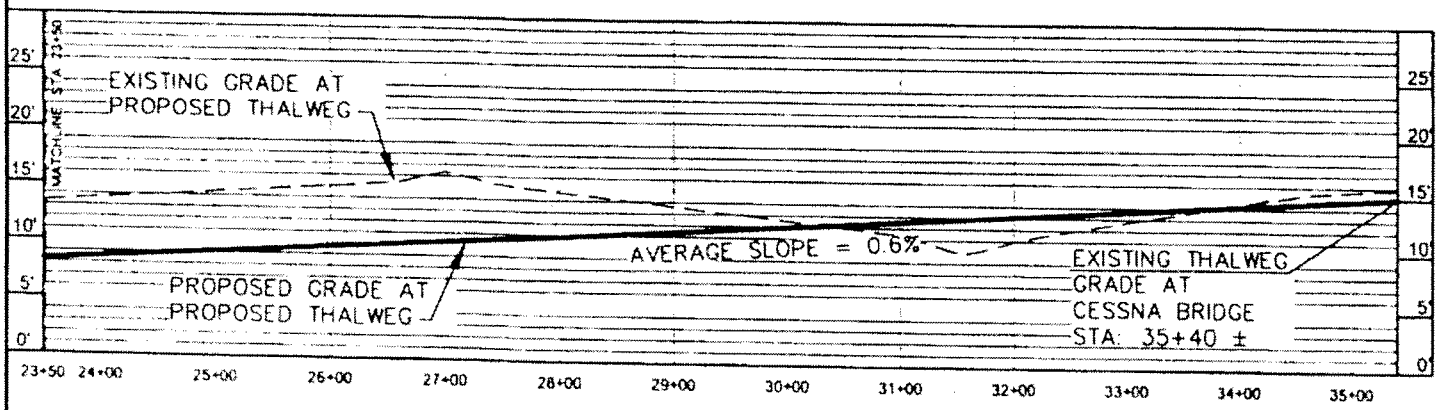
Z:\200868 [illegible] Dorn, Inc\12893 JIA Permitting\CAD\COE Permits\ JIA NW Development Project\ JIA [illegible]gs 22-34.dwg



PROPOSED DUCK CREEK CENTERLINE PROFILE STA 9+50 - STA 23+50



PROPOSED DUCK CREEK CENTERLINE PROFILE STA 23+50 - STA 35+40

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

ELEVATIONS ARE PROVISIONAL ONLY BASED ON CBJ's 2001 LIDAR DATA THAT HAS NOT BEEN FULLY CONFIRMED BY QUALITY CONTROL PROCEDURES. THIS INFORMATION IS PROVIDED FOR PLANNING PURPOSES ONLY, AND MAY BE REVISED IN THE FUTURE. FAA, CBJ, AND HDR ASSUME NO LIABILITY FOR THE USE OF THIS DATA.

PURPOSE: PROVIDE SUFFICIENT PARKING AND HANGAR FACILITIES TO SATISFY EXISTING DEMAND FOR GENERAL AVIATION AIRCRAFT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31
COPPER RIVER MERIDIAN

DUCK CREEK RELOCATION
PROPOSED CREEK PROFILE

SCALE: NOT TO SCALE

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

NORTHWEST DEVELOPMENT PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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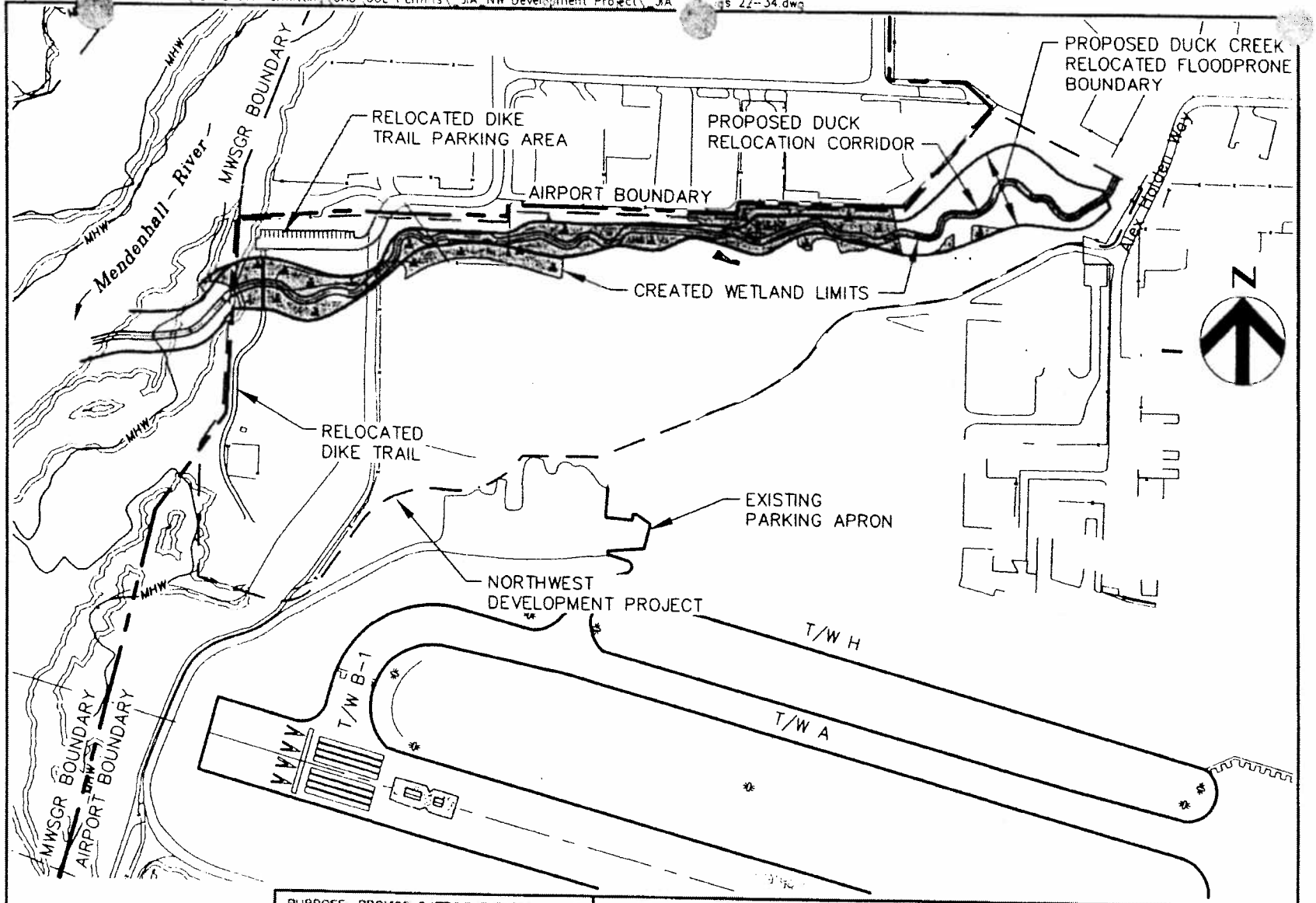
Z:\200868 n Dom. Inc\12893 JIA Permitting\CAD\COE Permits_JIA NW Development Project_JIA gs 22-34.dwg



PURPOSE: PROVIDE SUFFICIENT PARKING AND HANGAR FACILITIES TO SATISFY EXISTING DEMAND FOR GENERAL AVIATION AIRCRAFT DATUM: MEAN LOW LOW WATER (MLLW) LOCATION: T. 40S., R. 65E., Sec. 36 T. 40S., R. 66E., Sec. 31 COPPER RIVER MERIDIAN	**DUCK CREEK CREATED WETLANDS PLAN VIEW** SCALE: 1" = 300' APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801	**NORTHWEST DEVELOPMENT PROJECT** **POA-1981-320-M22, Gastineau Channel** **Juneau International Airport** **Airport Improvements** **July 15, 2008** **Sheet 29 of 51**

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

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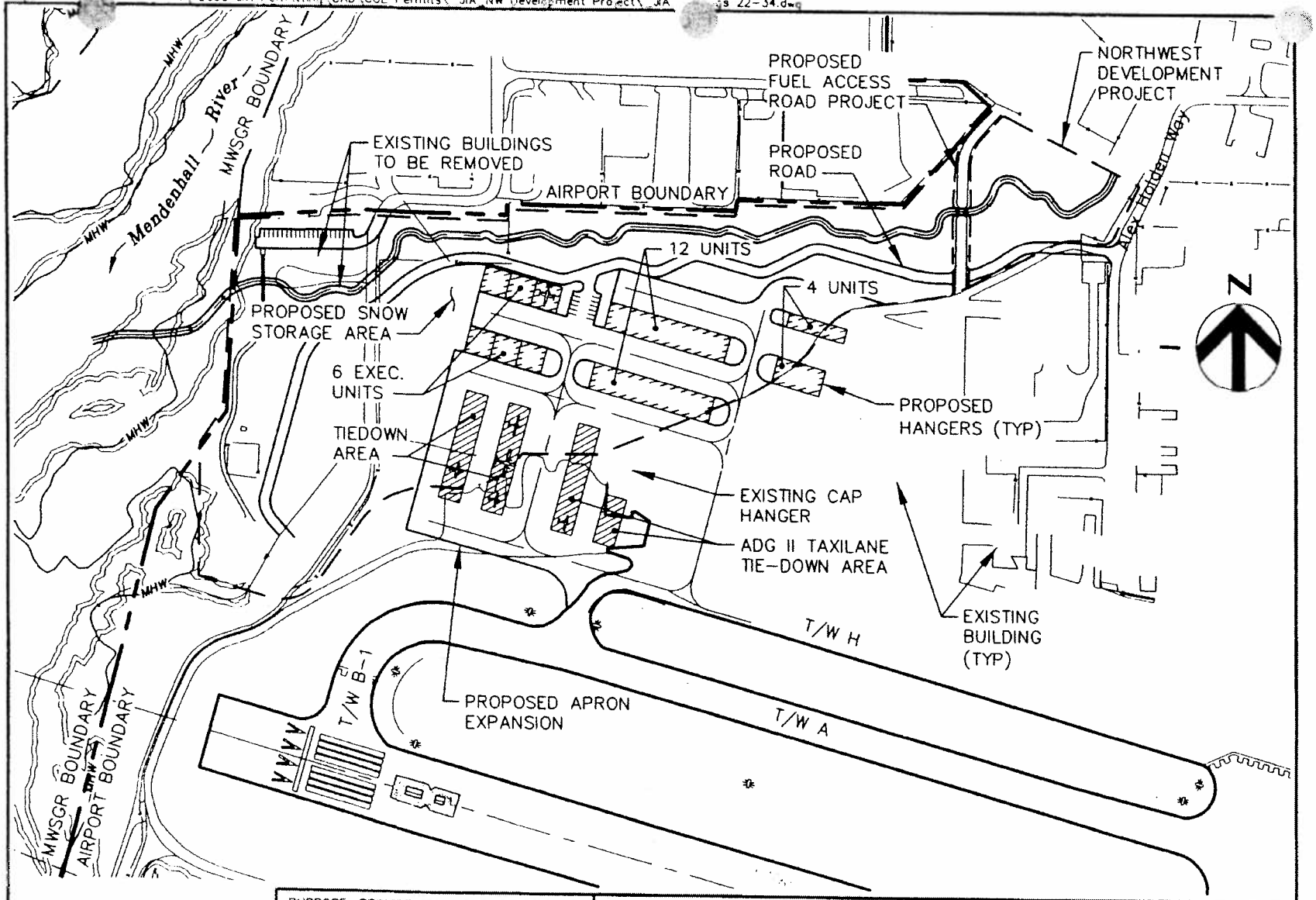

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: PROVIDE SUFFICIENT PARKING AND HANGAR FACILITIES TO SATISFY EXISTING DEMAND FOR GENERAL AVIATION AIRCRAFT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31
COPPER RIVER MERIDIAN

APRON EXPANSION LAYOUT

SCALE: 1" = 300'

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

NORTHWEST DEVELOPMENT PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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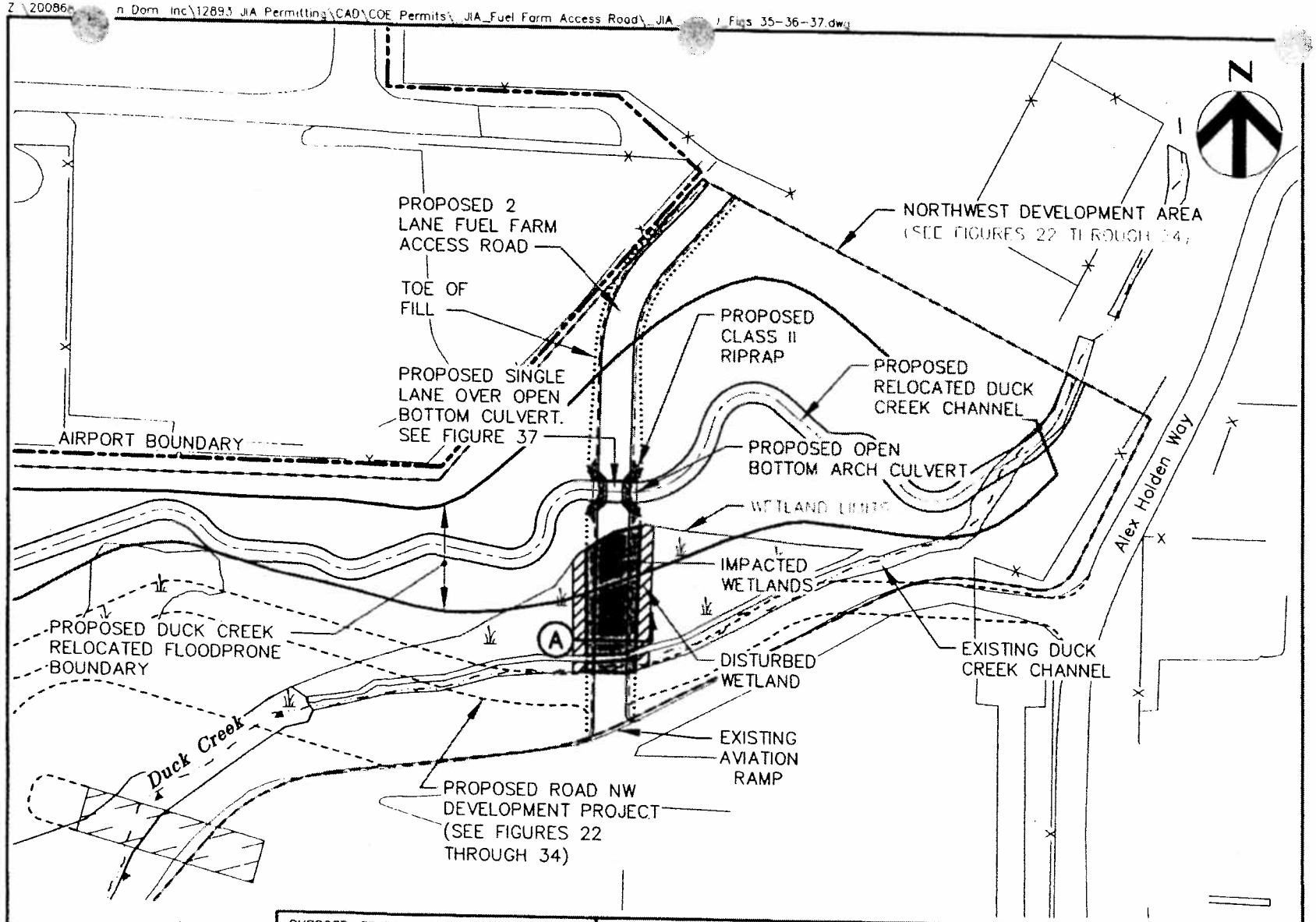
Z:\20086 n Dom Inc\12893 JIA Permitting\CAD\COE Permits\ JIA_Fuel Farm Access Road\ JIA / Figs 35-36-37.dwg



SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: TO PROVIDE SAFE AND EFFICIENT FUEL TRANSPORT BETWEEN THE BULK FUEL FARM AND THE GENERAL AVIATION RAMP

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 31 COPPER RIVER MERIDIAN

PLAN VIEW

SCALE: 1" = 100'

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

FUEL FARM ACCESS ROAD PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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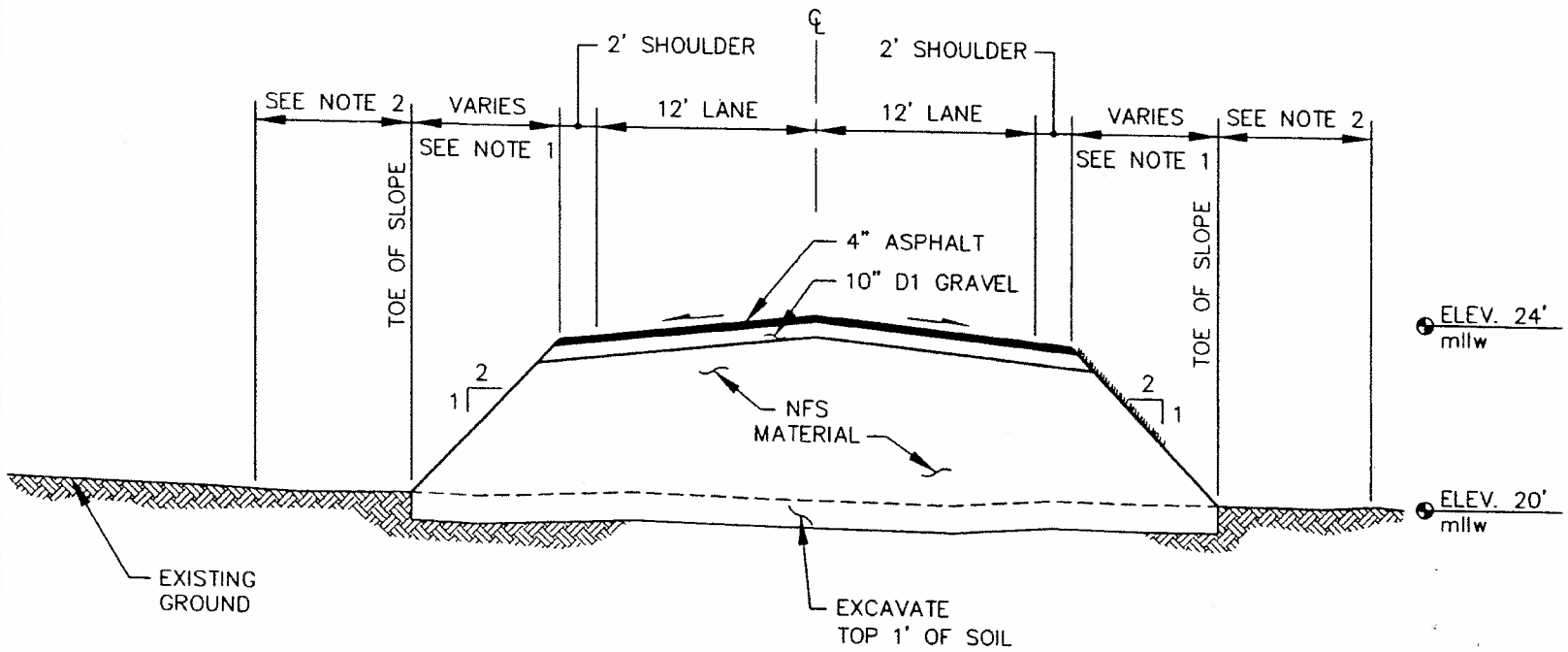

NOTES

1. THE FILL SLOPES WILL HAVE A 2:1 SLOPE AND SHALL BE TREATED WITH 4" TOPSOIL AND SEEDED WITH UNPALATABLE GRASS SPECIES.
2. THERE WILL ALSO BE DISTURBANCE 10 FEET FROM TOE OF SLOPE.

(A) FUEL FARM ACCESS ROAD

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

ELEVATIONS ARE PROVISIONAL ONLY, BASED ON CBJ's 2001 LIDAR DATA THAT HAS NOT BEEN FULLY CONFIRMED BY QUALITY CONTROL PROCEDURES. THIS INFORMATION IS PROVIDED FOR PLANNING PURPOSES ONLY, AND MAY BE REVISED IN THE FUTURE. FAA, CBJ, AND HDR ASSUME NO LIABILITY FOR THE USE OF THIS DATA.

PURPOSE: TO PROVIDE SAFE AND EFFICIENT FUEL TRANSPORT BETWEEN THE BULK FUEL FARM AND THE GENERAL AVIATION RAMP

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 31 COPPER RIVER MERIDIAN

CROSS SECTION

NOT TO SCALE

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

FUEL FARM ACCESS ROAD PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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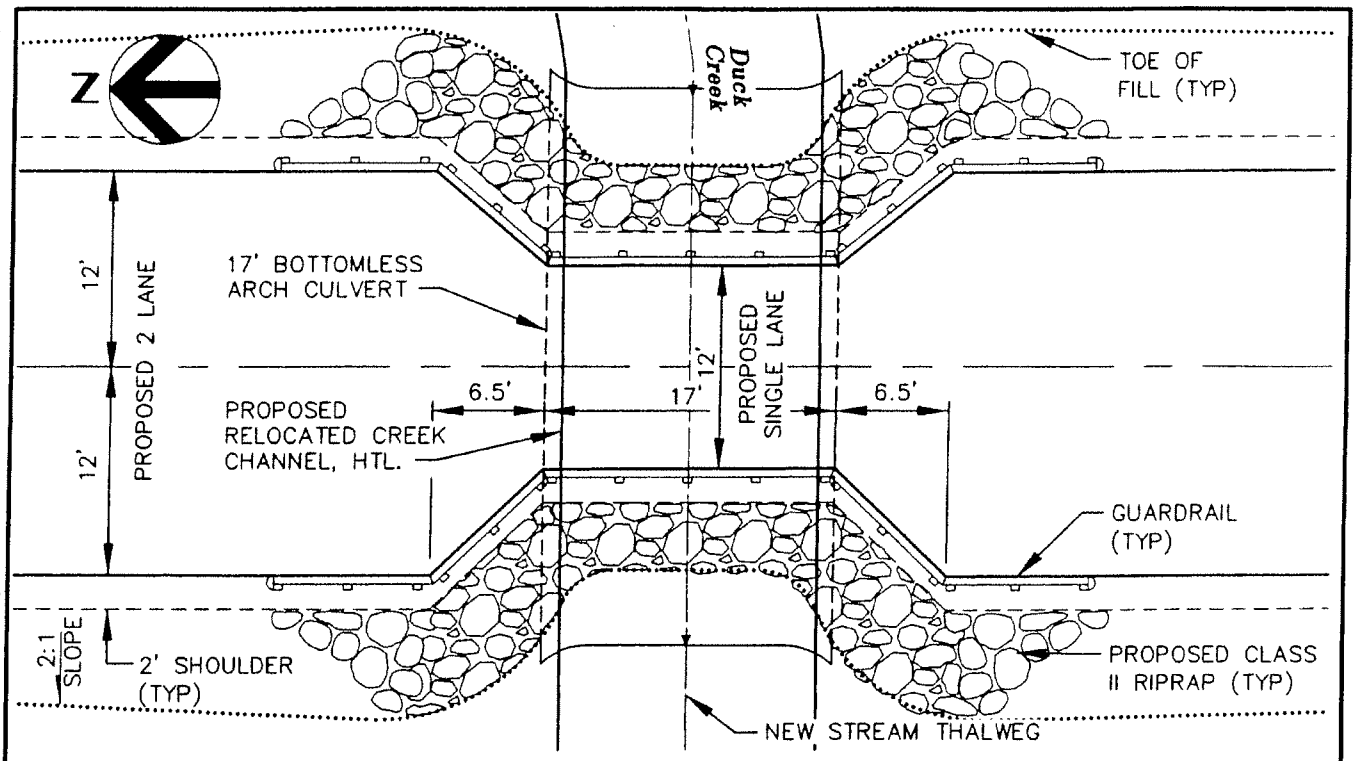
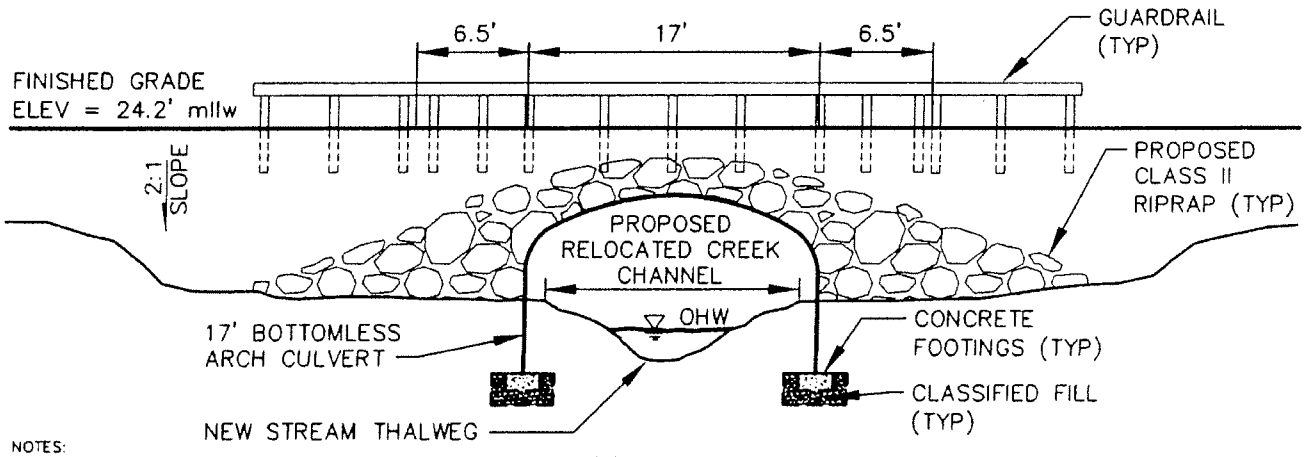


DUCK CREEK CROSSING PLAN VIEW



NOTES:

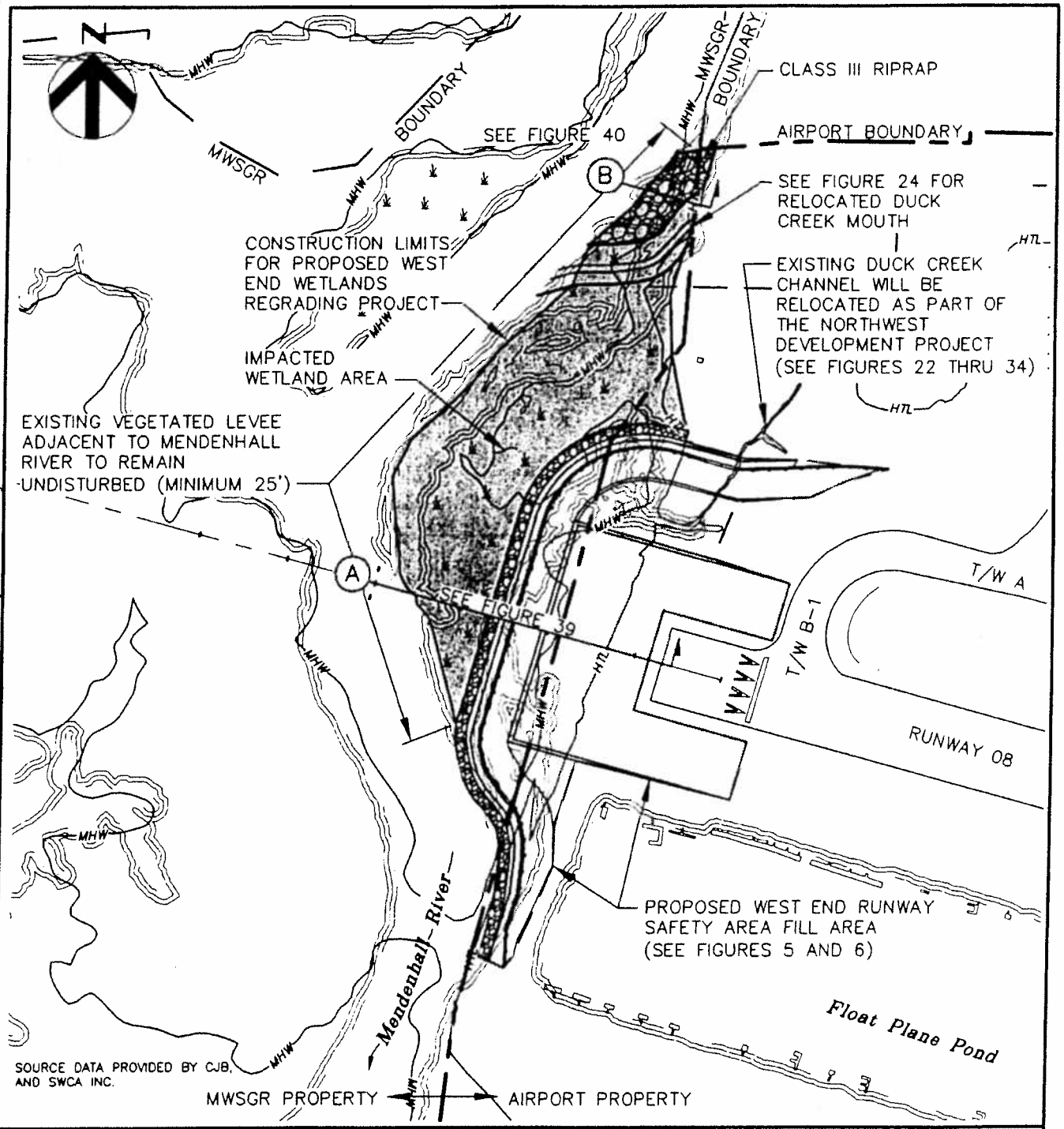
1. SEE FIGURES 22 THROUGH 34 FOR NORTHWEST DEVELOPMENT PROJECT AND DUCK CREEK RELOCATION.
2. CROSSING WILL BE CONSTRUCTED BEFORE WATER IS DIRECTED INTO THE CHANNEL IT CROSSES.
3. ELEVATIONS ARE PROVISIONAL ONLY, BASED ON CBJ's 2001 LiDAR DATA THAT HAS NOT BEEN FULLY CONFIRMED BY QUALITY CONTROL PROCEDURES. THIS INFORMATION IS PROVIDED FOR PLANNING PURPOSES ONLY, AND MAY BE REVISED IN THE FUTURE. FAA, CBJ, AND HDR ASSUME NO LIABILITY FOR THE USE OF THIS DATA.

DUCK CREEK CROSSING END SECTION

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: TO PROVIDE SAFE AND EFFICIENT FUEL TRANSPORT BETWEEN THE BULK FUEL FARM AND THE GENERAL AVIATION RAMP DATUM: MEAN LOW LOW WATER (MLLW) LOCATION: T. 40S, R. 66E, Sec. 31 COPPER RIVER MERIDIAN	**DUCK CREEK CROSSING DETAILS** NOT TO SCALE APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801	**FUEL FARM ACCESS ROAD PROJECT** **POA-1981-320-M22, Gastineau Channel** **Juneau International Airport** **Airport Improvements** **July 15, 2008** **Sheet 33 of 51**

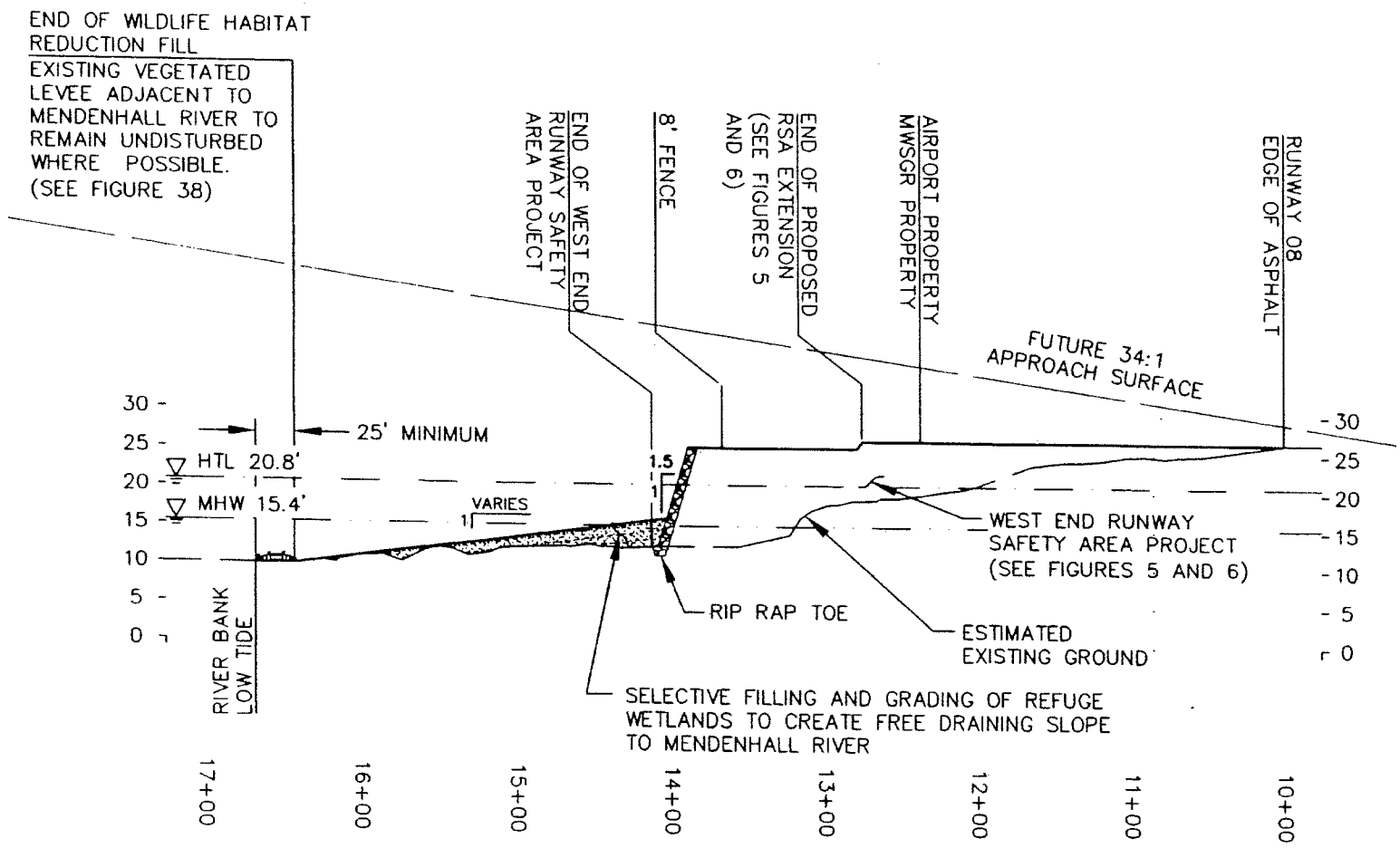
Z:\20086B Carson Dorn, Inc\12893 JIA Permitting\CAD\COE Permits_JIA_Fuel Farm Access Road_JIA_FARD_Figs 35-36-37.dwg



PURPOSE: PROVIDE INCREASED SAFETY AT JUNEAU INTERNATIONAL AIRPORT DATUM: MEAN LOW LOW WATER (MLLW) LOCATION: T. 40S, R. 65E, Sec. 36 COPPER RIVER MERIDIAN	**WILDLIFE HAZARD REDUCTION REGRADING PLAN VIEW** SCALE: 1" = 400' APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801	**WEST-END WETLANDS REGRADING PROJECT** **POA-1981-320-M22, Gastineau Channel** **Juneau International Airport** **Airport Improvements** **July 15, 2008** **Sheet 34 of 51**

Z:\200868 Corron Dorn, Inc\12893 JIA Permitting\CAD\COE Permits\JIA West End Wetland Fill\JIA_WEWF_Figs 38-39-40.dwg

Z:\200868 Dorn Inc\12893 JIA Permitting\CAD\COE Permits_JIA_West End Wetland Fill_JIA_W 38-39-40.dwg



(A) CROSS SECTION

APPROX. SCALE: 1"= 100'
WITH 5X VERTICAL EXAGERRATION

SOURCE DATA PROVIDED BY CJB, AND SWCA INC.

ELEVATIONS ARE PROVISIONAL ONLY, BASED ON CBJ's 2001 LIDAR DATA THAT HAS NOT BEEN FULLY CONFIRMED BY QUALITY CONTROL PROCEDURES. THIS INFORMATION IS PROVIDED FOR PLANNING PURPOSES ONLY, AND MAY BE REVISED IN THE FUTURE. FAA, CBJ, AND HDR ASSUME NO LIABILITY FOR THE USE OF THIS DATA.

PURPOSE: PROVIDE INCREASED SAFETY AND OPERATIONAL EFFICIENCY AT JUNEAU INTERNATIONAL AIRPORT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31, 32
T. 41S, R. 66E, Sec. 1
COPPER RIVER MERIDIAN

WILDLIFE HAZRD REDUCTION REGRADING CROSS SECTION

NOT TO SCALE
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

WEST-END WETLANDS REGRADING PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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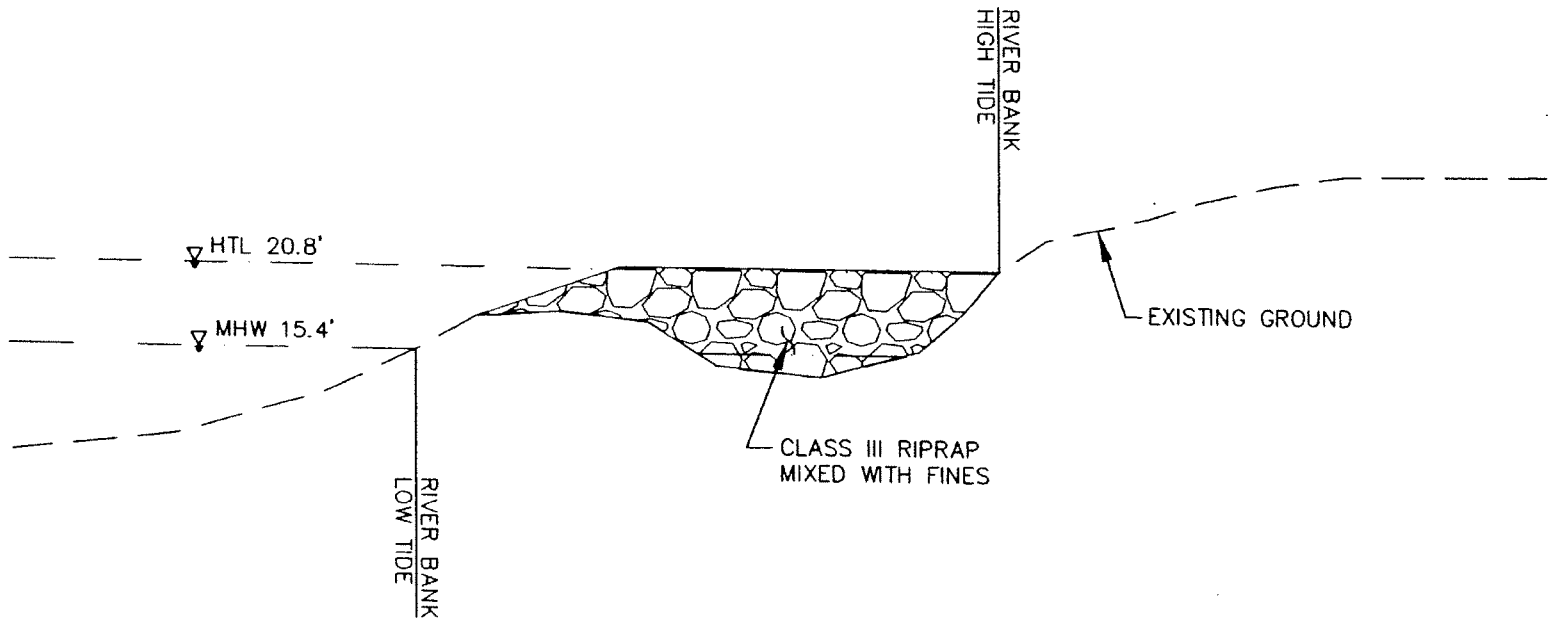

(B) CROSS SECTION
NOT TO SCALE

SOURCE DATA PROVIDED BY CJB, AND SWCA INC.

ELEVATIONS ARE PROVISIONAL ONLY, BASED ON CBJ's 2001 LIDAR DATA THAT HAS NOT BEEN FULLY CONFIRMED BY QUALITY CONTROL PROCEDURES. THIS INFORMATION IS PROVIDED FOR PLANNING PURPOSES ONLY, AND MAY BE REVISED IN THE FUTURE. FAA, CBJ, AND HDR ASSUME NO LIABILITY FOR THE USE OF THIS DATA.

PURPOSE: PROVIDE INCREASED SAFETY AND OPERATIONAL EFFICIENCY AT JUNEAU INTERNATIONAL AIRPORT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31, 32
T. 41S, R. 66E, Sec. 1
COPPER RIVER MERIDIAN

WILDLIFE HAZRD REDUCTION REGRADING CROSS SECTION

NOT TO SCALE
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

WEST-END WETLANDS REGRADING PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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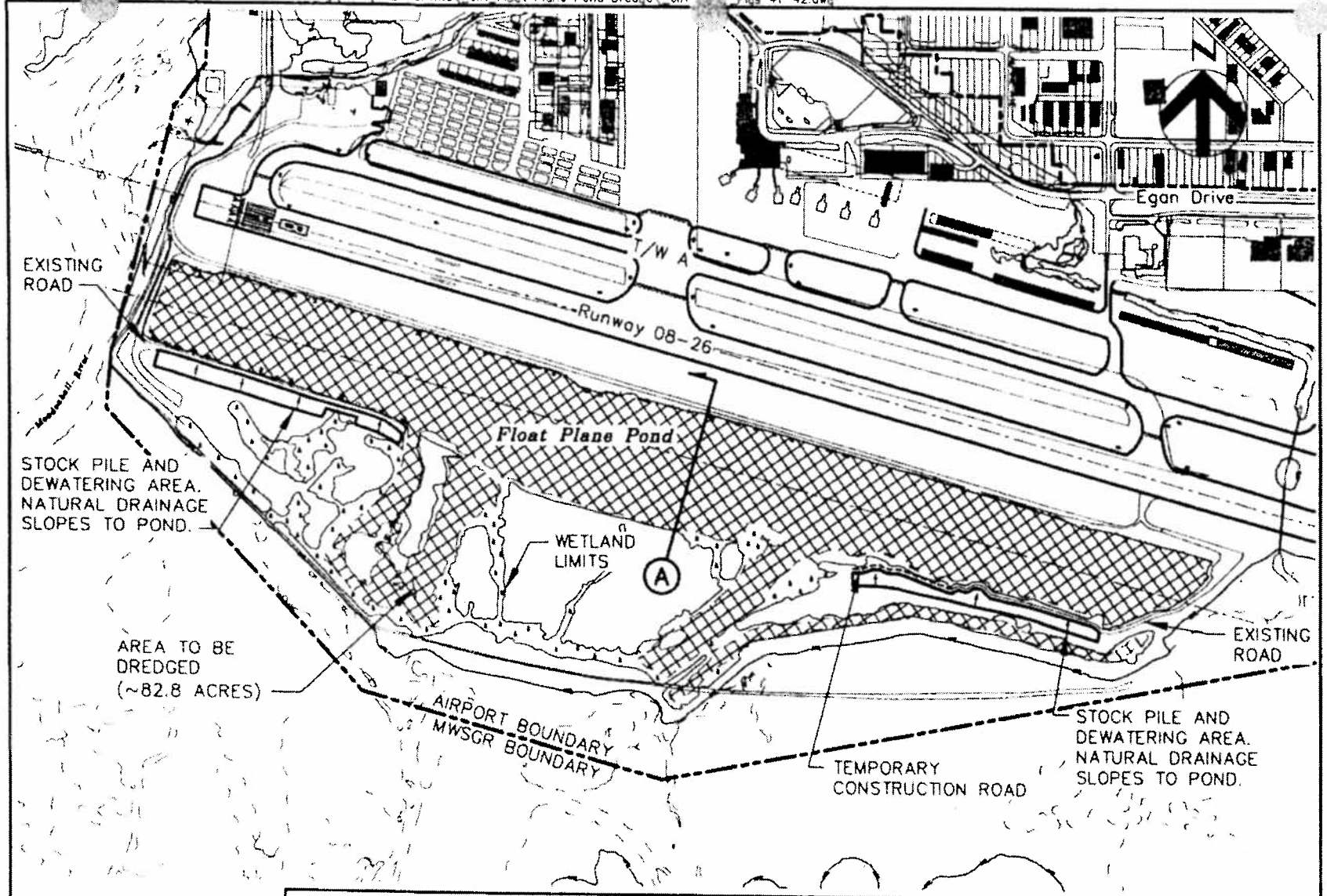
Z:\200868 Dorn, Inc\12893 JIA Permitting\CAD\COE Permits\ JIA Float Plane Pond Dredge\ JIA Figs 41-42.dwg



SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: ELIMINATE FOOD SOURCE FOR BIRDS AT THE BOTTOM AND SIDES OF THE FLOAT PLANE POND & TO PROVIDE FILL MATERIAL FOR OTHER JUNEAU AIRPORT PROJECTS

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 65E, Sec. 36
T. 40S, R. 66E, Sec. 31
COPPER RIVER MERIDIAN

PLAN VIEW

SCALE: 1" = 700'

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

FLOAT PLANE POND DREDGE PERMIT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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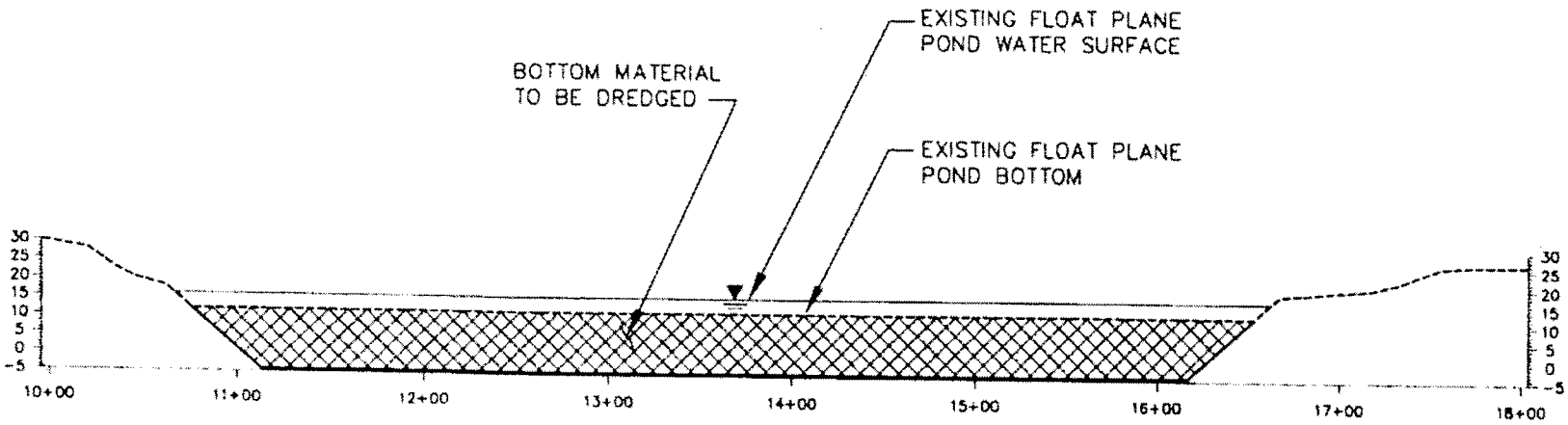

(A) FLOAT PLANE POND TYPICAL CROSS SECTION VIEW

NOT TO SCALE

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: ELIMINATE FOOD SOURCE FOR BIRDS AT THE BOTTOM AND SIDES OF THE FLOAT PLANE POND & TO PROVIDE FILL MATERIAL FOR OTHER JUNEAU AIRPORT PROJECTS

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T 40S, R. 65E, Sec. 36
T 40S, R. 66E, Sec. 31
COPPER RIVER MERIDIAN

TYPICAL SECTION VIEW

NOT TO SCALE

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

FLOAT PLANE POND

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
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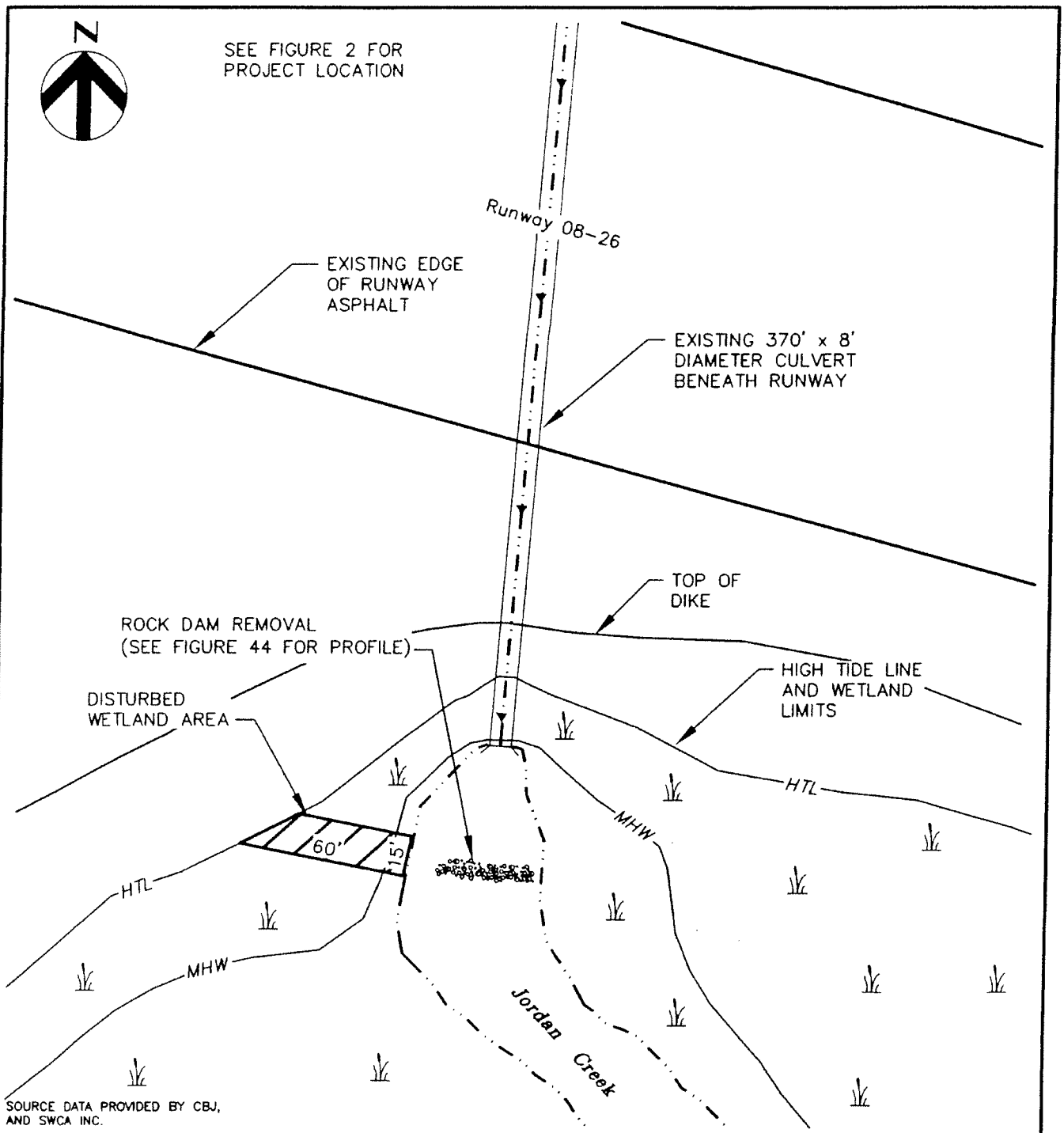


PURPOSE: ELIMINATE A SMALL POND NEAR RUNWAY WHERE FISH POOL AND BIRDS CONGREGATE

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 31 COPPER RIVER MERIDIAN

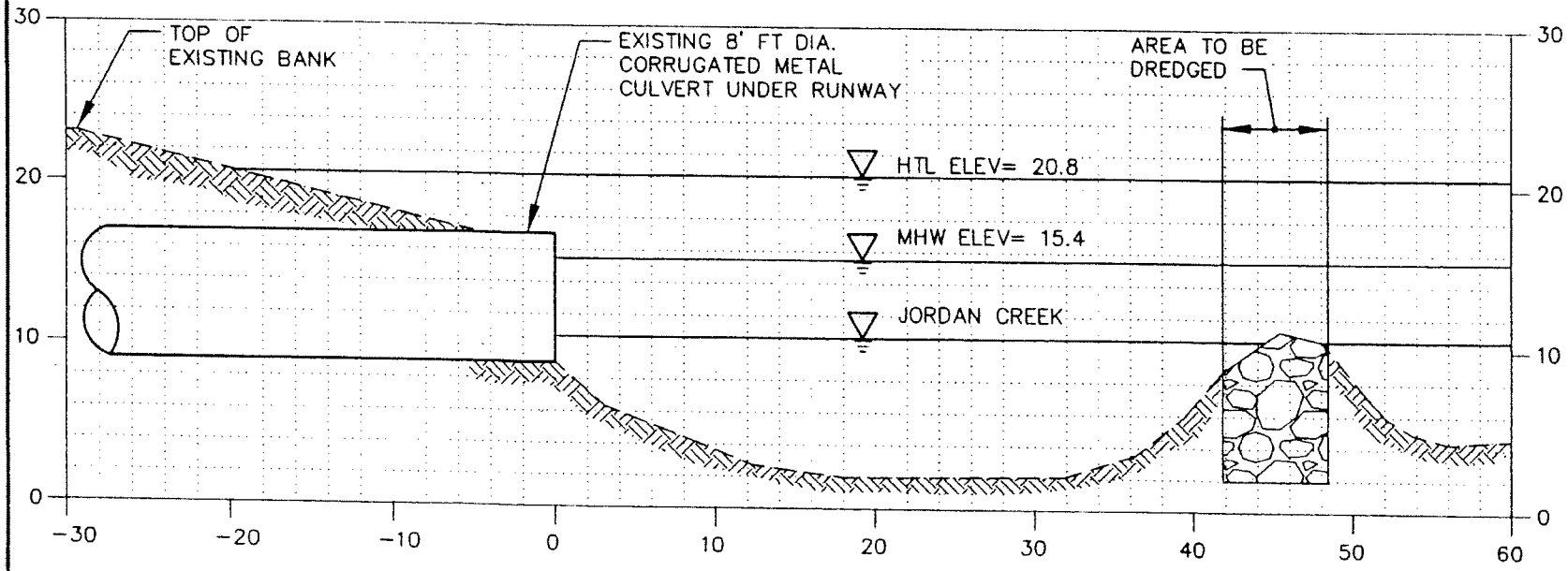
JORDAN CREEK CULVERT AND ROCK DAM PLAN VIEW

SCALE: 1" = 50'
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

REMOVAL OF ROCK DAM AT MOUTH OF JORDAN CREEK PROJECT
POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
Sheet 39 of 51

Z:\200868 Corson Corp. Inc\12893 JIA Permitting\CAD\COE Permits_JIA_Jordan Crk Rock Dam Removal_JIA_JCROR_Figs 43-44.dwg

Z:\200868 Dom. Inc\12893 JIA Permitting\CAD\COE Permits\ JIA Jordan Crk Rock Dam Remove JCRDR Figs 43-44.dwg



ROCK DAM REMOVAL PROFILE

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: ELIMINATE A SMALL POND NEAR RUNWAY WHERE FISH POOL AND BIRDS CONGREGATE

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 31 COPPER RIVER MERIDIAN

JORDAN CREEK CULVERT AND ROCK DAM PROFILE VIEW

NOT TO SCALE
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

REMOVAL OF ROCK DAM AT MOUTH OF JORDAN CREEK PROJECT
POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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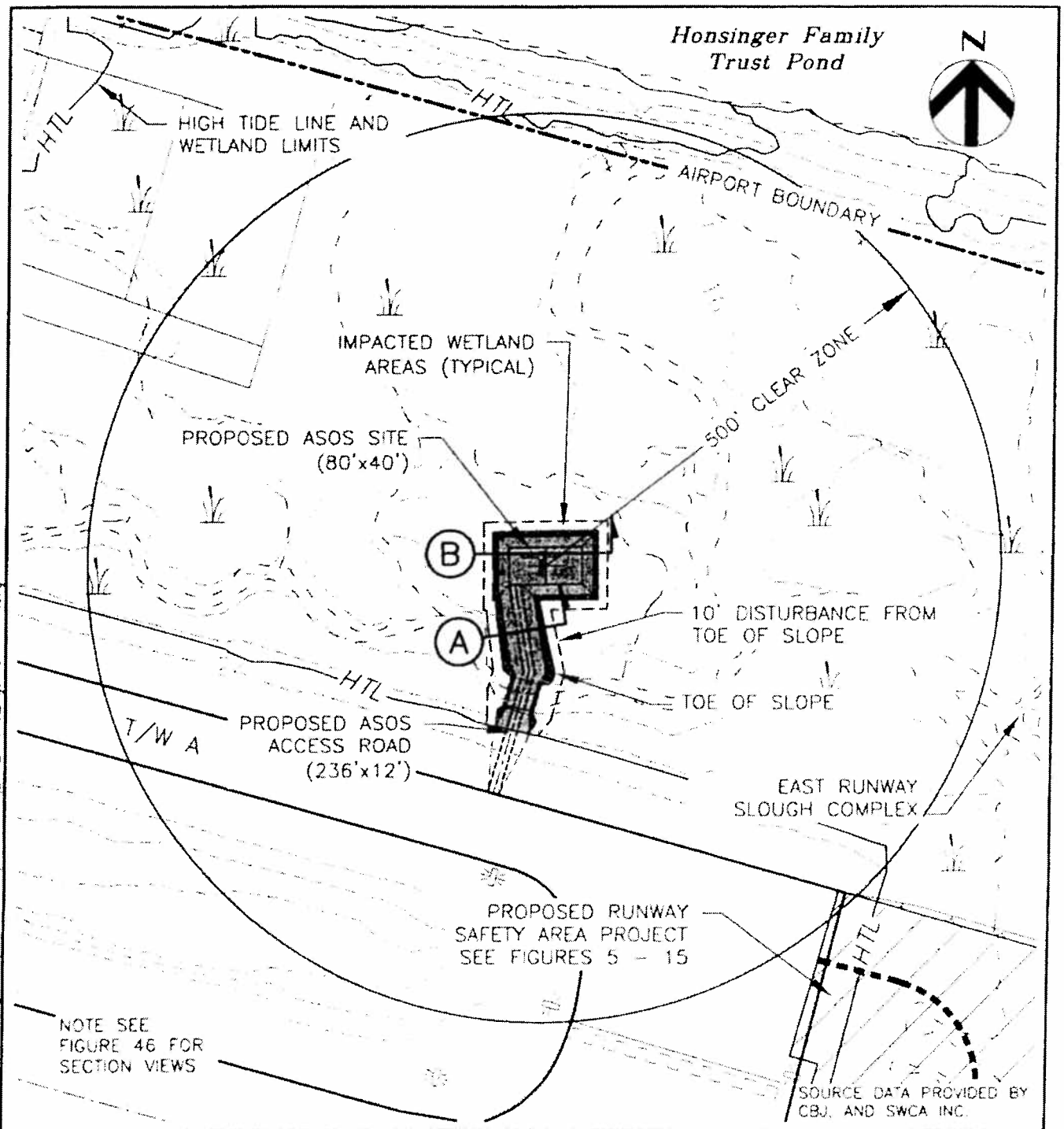

PURPOSE: TO ALLOW DEVELOPMENT IN THE NORTHEAST DEVELOPMENT AREA

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 32
COPPER RIVER MERIDIAN

PLAN VIEW

SCALE: 1" = 200'
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

AUTOMATED SURFACE OBSERVATION SYSTEM RELOCATION PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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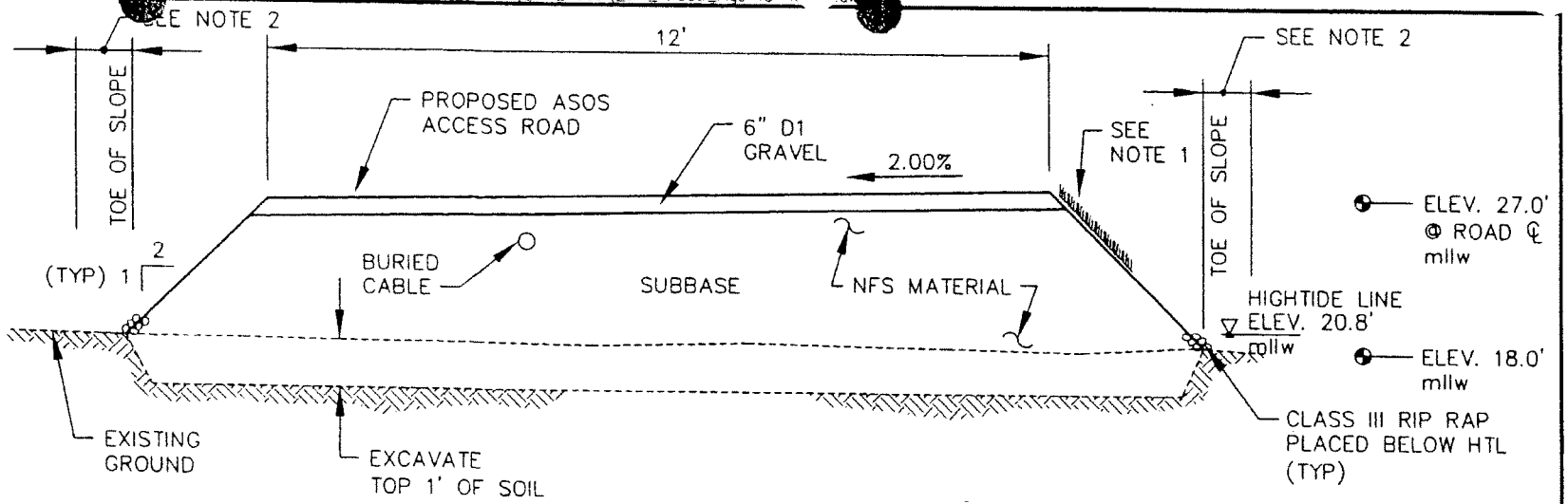
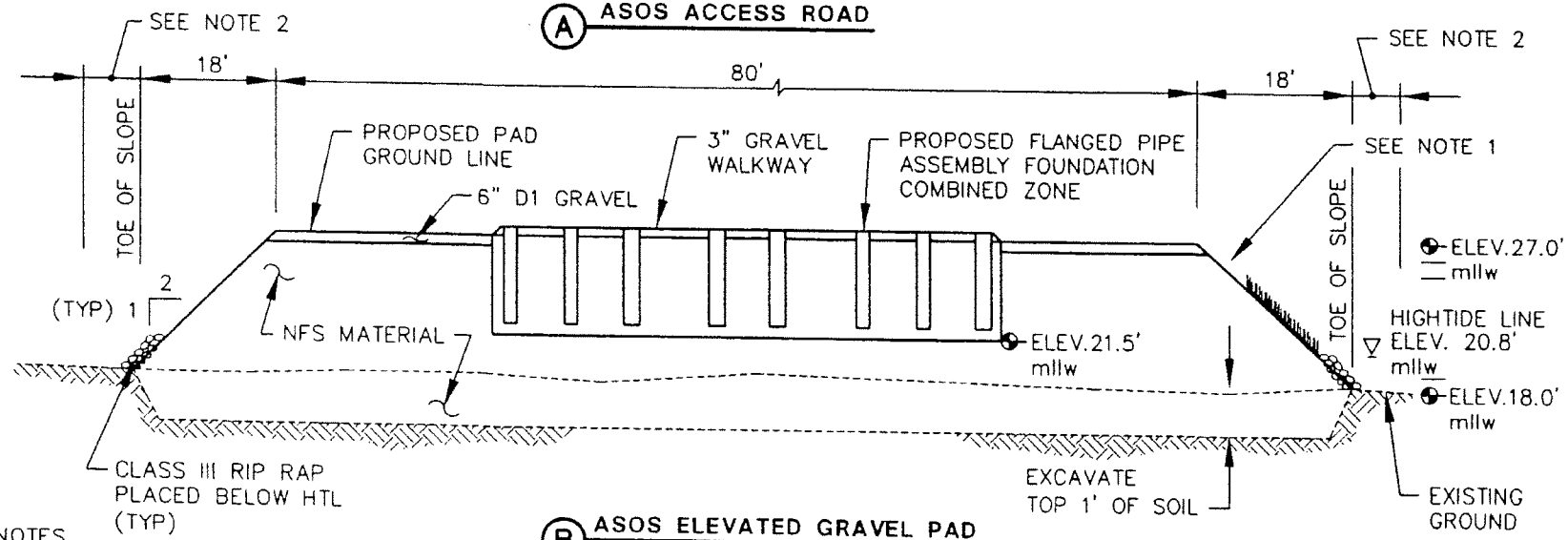


A ASOS ACCESS ROAD



B ASOS ELEVATED GRAVEL PAD

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

NOTES

1. SLOPES SHALL BE TREATED WITH 4" TOPSOIL AND SEEDED WITH UNPALATABLE GRASS SPECIES.
2. THERE WILL ALSO BE DISTURBANCE 10 FEET FROM TOE OF SLOPE.

PURPOSE: TO ALLOW DEVELOPMENT IN THE NORTHEAST DEVELOPMENT AREA

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 32 COPPER RIVER MERIDIAN

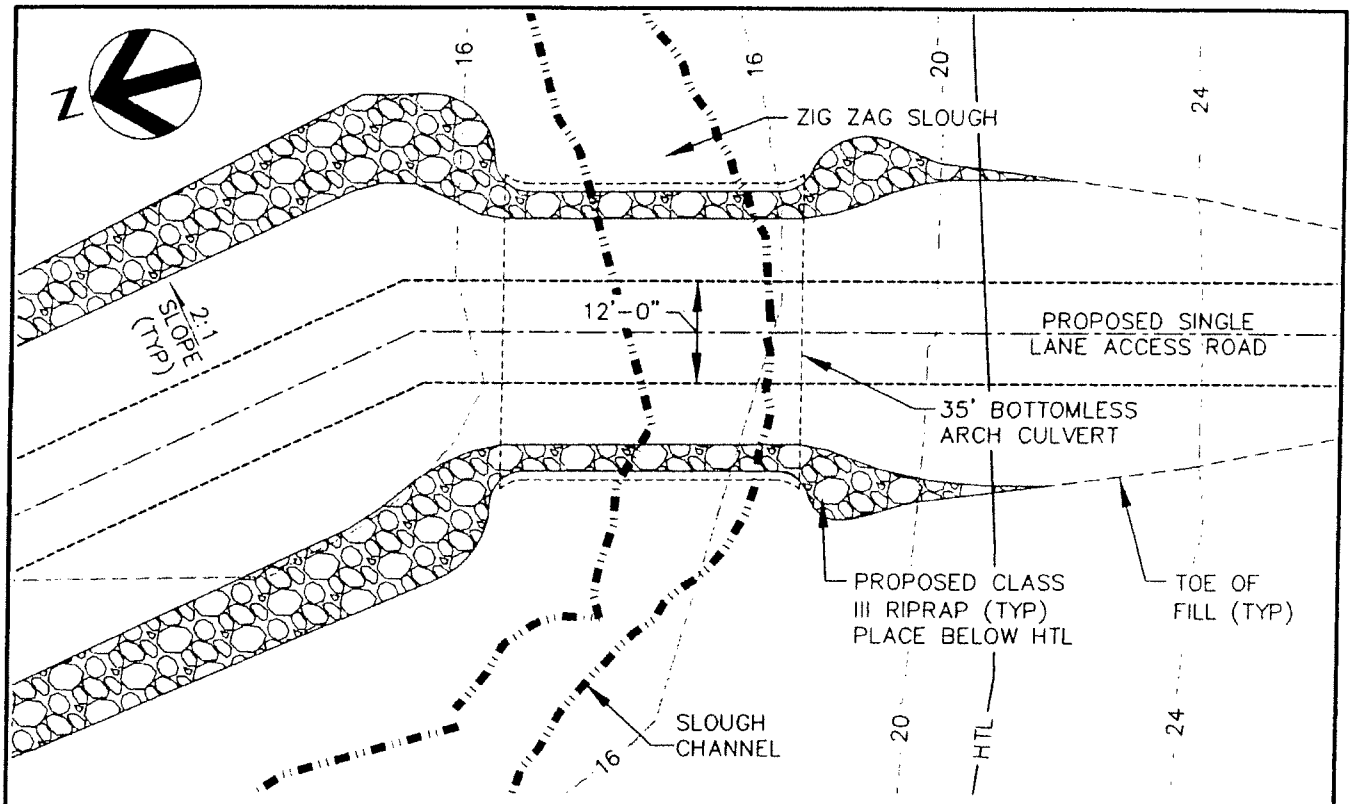
SECTION VIEWS

SCALE: NTS

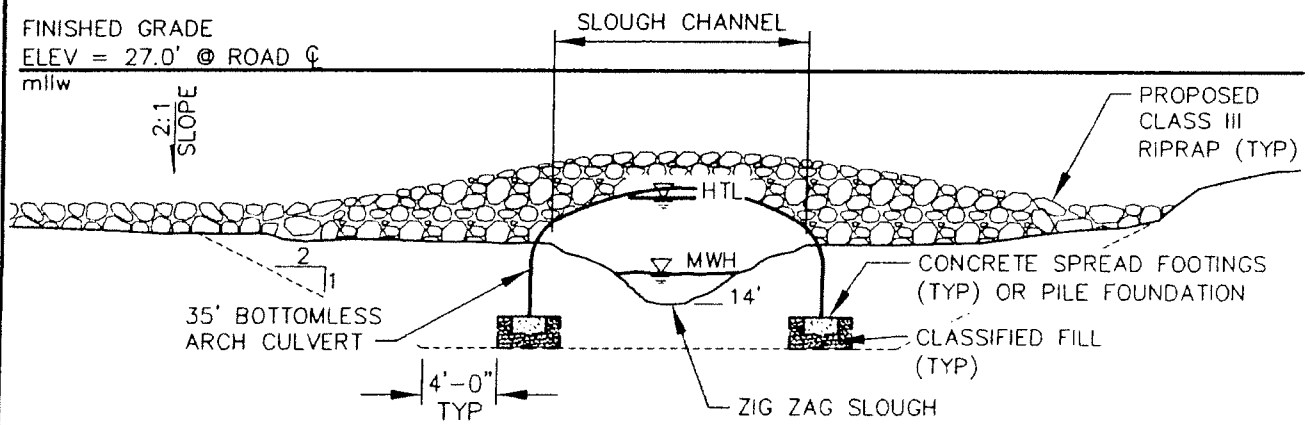
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

AUTOMATED SURFACE OBSERVATION SYSTEM RELOCATION PROJECT

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
Sheet 42 of 51



BOTTOMLESS ARCH CULVERT CROSSING PLAN VIEW

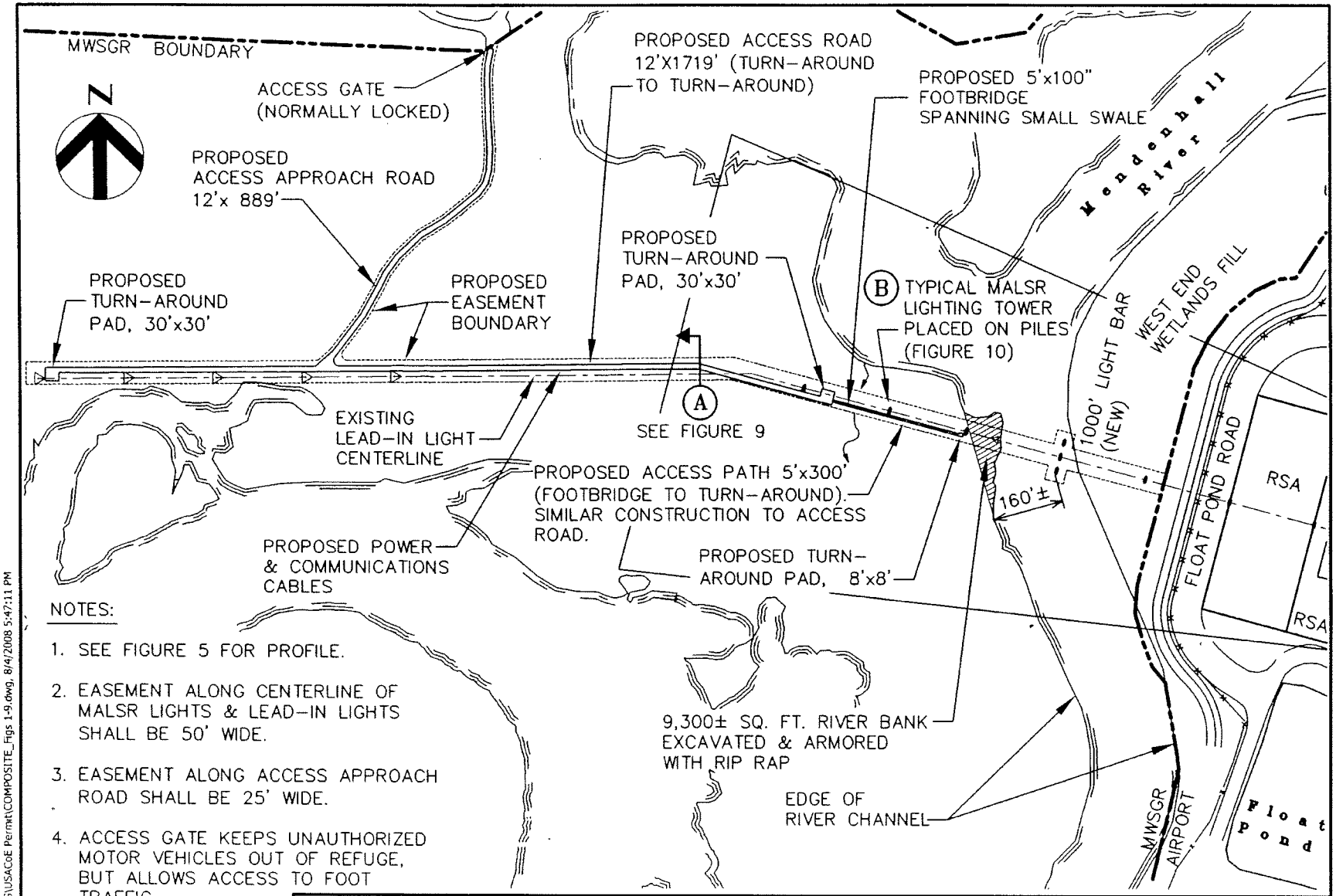


BOTTOMLESS ARCH CULVERT CROSSING END SECTION

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: TO ALLOW DEVELOPMENT IN THE NORTHEAST DEVELOPMENT AREA DATUM: MEAN LOW LOW WATER (MLLW) LOCATION: T. 40S, R. 66E, Sec. 32 COPPER RIVER MERIDIAN	**BOTTOMLESS ARCH CULVERT CROSSING** NOT TO SCALE APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801	AUTOMATED SURFACE OBSERVATION SYSTEM RELOCATION PROJECT **POA-1981-320-M22, Gastineau Channel** **Juneau International Airport** **Airport Improvements** **July 15, 2008** **Sheet 43 of 51**

Z:\200868 Carson Dorn Inc\12893 JIA Permitting\CAD\COE Permits_JIA_ASOS_JIA_ ASOS_Figs 45-46-47.dwg



NOTES:

1. SEE FIGURE 5 FOR PROFILE.
2. EASEMENT ALONG CENTERLINE OF MALSR LIGHTS & LEAD-IN LIGHTS SHALL BE 50' WIDE.
3. EASEMENT ALONG ACCESS APPROACH ROAD SHALL BE 25' WIDE.
4. ACCESS GATE KEEPS UNAUTHORIZED MOTOR VEHICLES OUT OF REFUGE, BUT ALLOWS ACCESS TO FOOT TRAFFIC.

PURPOSE: IMPROVE AIRCRAFT APPROACH WITH RUNWAY & IMPROVE TRANSITION TO VISUAL REFERENCE FOR LANDING AT JNU

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40 S, R. 66 E, Sec. 32
T. 41 S, R. 66 E, Sec. 1
COPPER RIVER MERIDIAN

WEST END - PLAN VIEW

SCALE: 1" = 300'

APPLICATION BY:

JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA 99801

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM w/RUNWAY INDICATOR LIGHTS (MALSR)

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
Sheet 44 of 51

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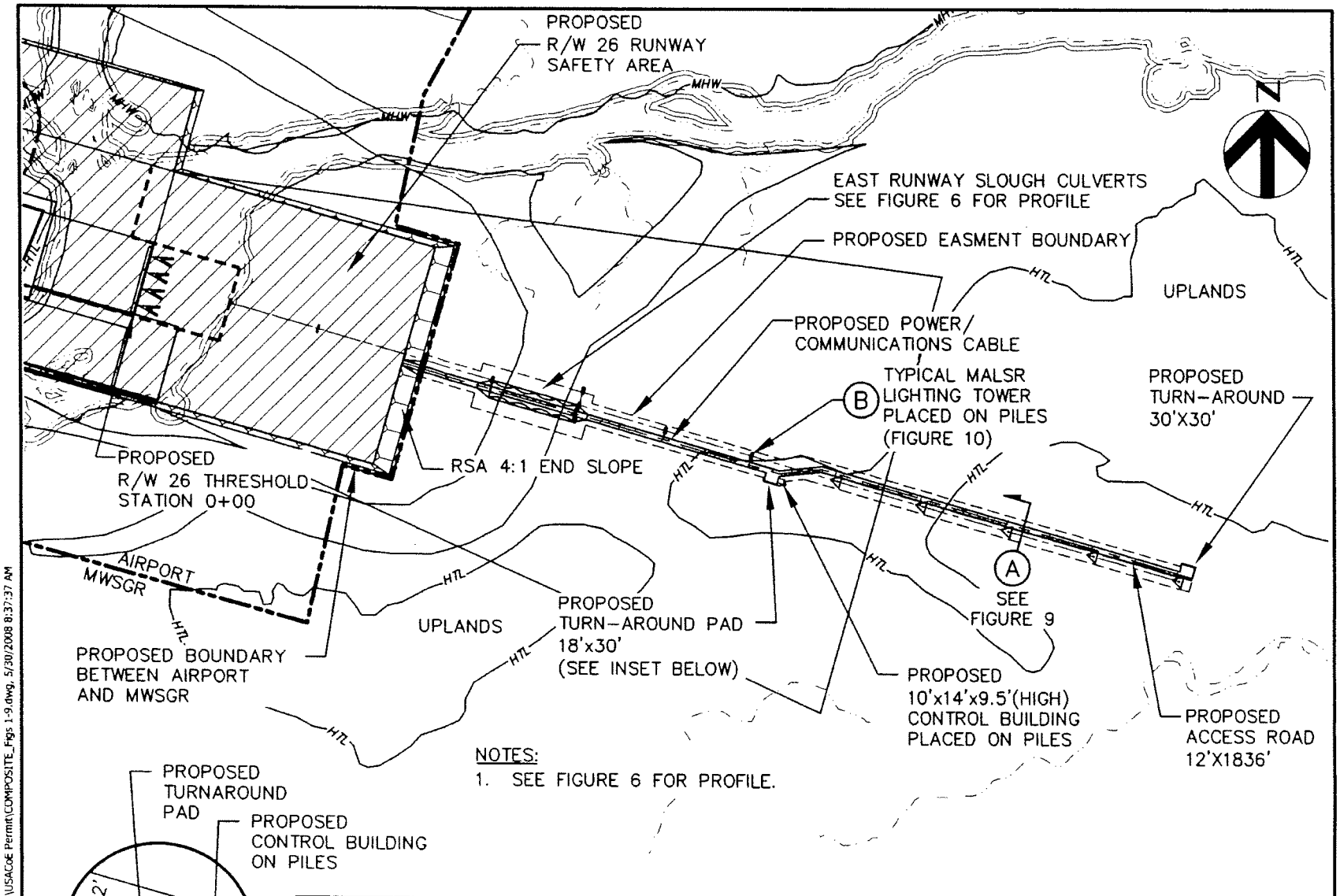

PURPOSE: IMPROVE AIRCRAFT APPROACH WITH RUNWAY & IMPROVE TRANSITION TO VISUAL REFERENCE FOR LANDING AT JNU

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40 S, R. 66 E, Sec. 32
T. 41 S, R. 66 E, Sec. 1
COPPER RIVER MERIDIAN

EAST END – PLAN VIEW

SCALE: 1" = 300'

APPLICATION BY:

JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA 99801

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM w/RUNWAY INDICATOR LIGHTS (MALSR)

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
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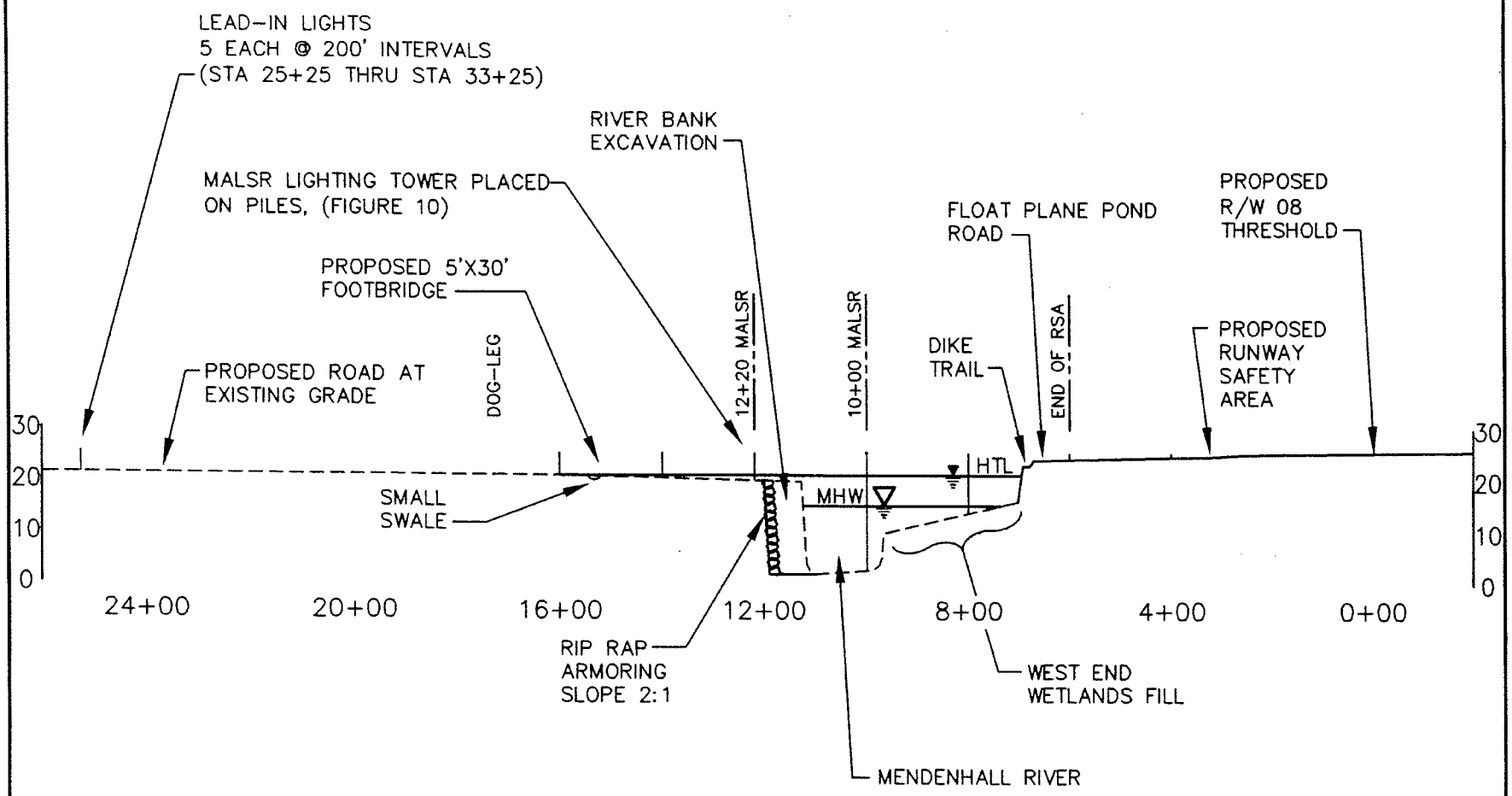


NOTES:

1. PROFILE IS SHOWN ALONG MALSR CENTERLINE.
2. STA.# ARE FOR VISUAL REFERENCE ONLY.
3. MHW = 15.4'
   HTL = 20.8'

PURPOSE: IMPROVE AIRCRAFT APPROACH WITH RUNWAY & IMPROVE TRANSITION TO VISUAL REFERENCE FOR LANDING AT JNU

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40 S, R. 66 E, Sec. 32
T. 41 S, R. 66 E, Sec. 1
COPPER RIVER MERIDIAN

RNWY 08 ACCESS RD/ MALSR

PROFILE

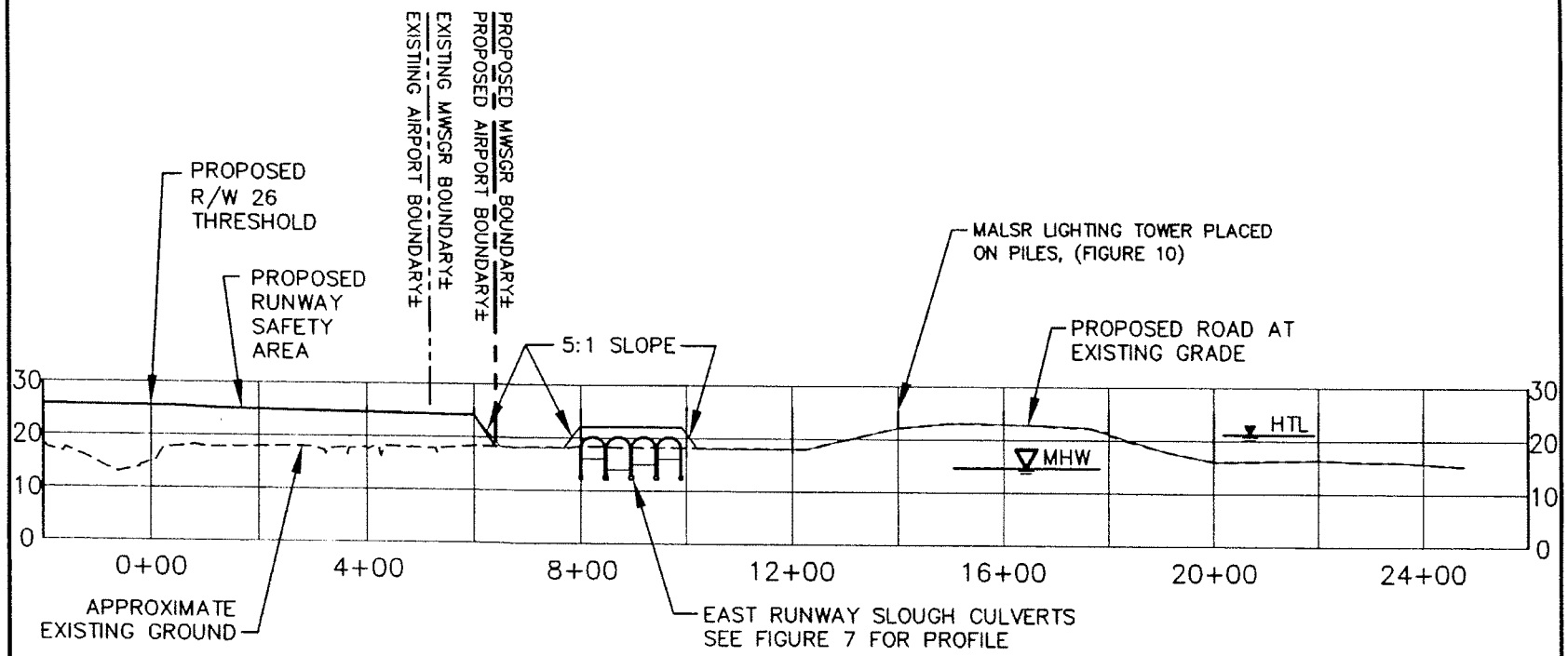
NOT TO SCALE

APPLICATION BY:

JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA 99801

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM w/RUNWAY INDICATOR LIGHTS (MALSR)

POA-1981-320-M22, Gastineau Channel
Juneau International Airport
Airport Improvements
July 15, 2008
Sheet 46 of 51



NOTES:

STA# ARE FOR VISUAL REFERENCE ONLY

PURPOSE: IMPROVE AIRCRAFT APPROACH WITH RUNWAY & IMPROVE TRANSITION TO VISUAL REFERENCE FOR LANDING AT JNU DATUM: MEAN LOW LOW WATER (MLLW) LOCATION: T. 40 S, R. 66 E, Sec. 32 T. 41 S, R. 66 E, Sec. 1 COPPER RIVER MERIDIAN	RNWY 26 ACCESS RD/ MALSR PROFILE NOT TO SCALE APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM w/RUNWAY INDICATOR LIGHTS (MALSR) **POA-1981-320-M22, Gastineau Channel** **Juneau International Airport** **Airport Improvements** **July 15, 2008** **Sheet 47 of 51**

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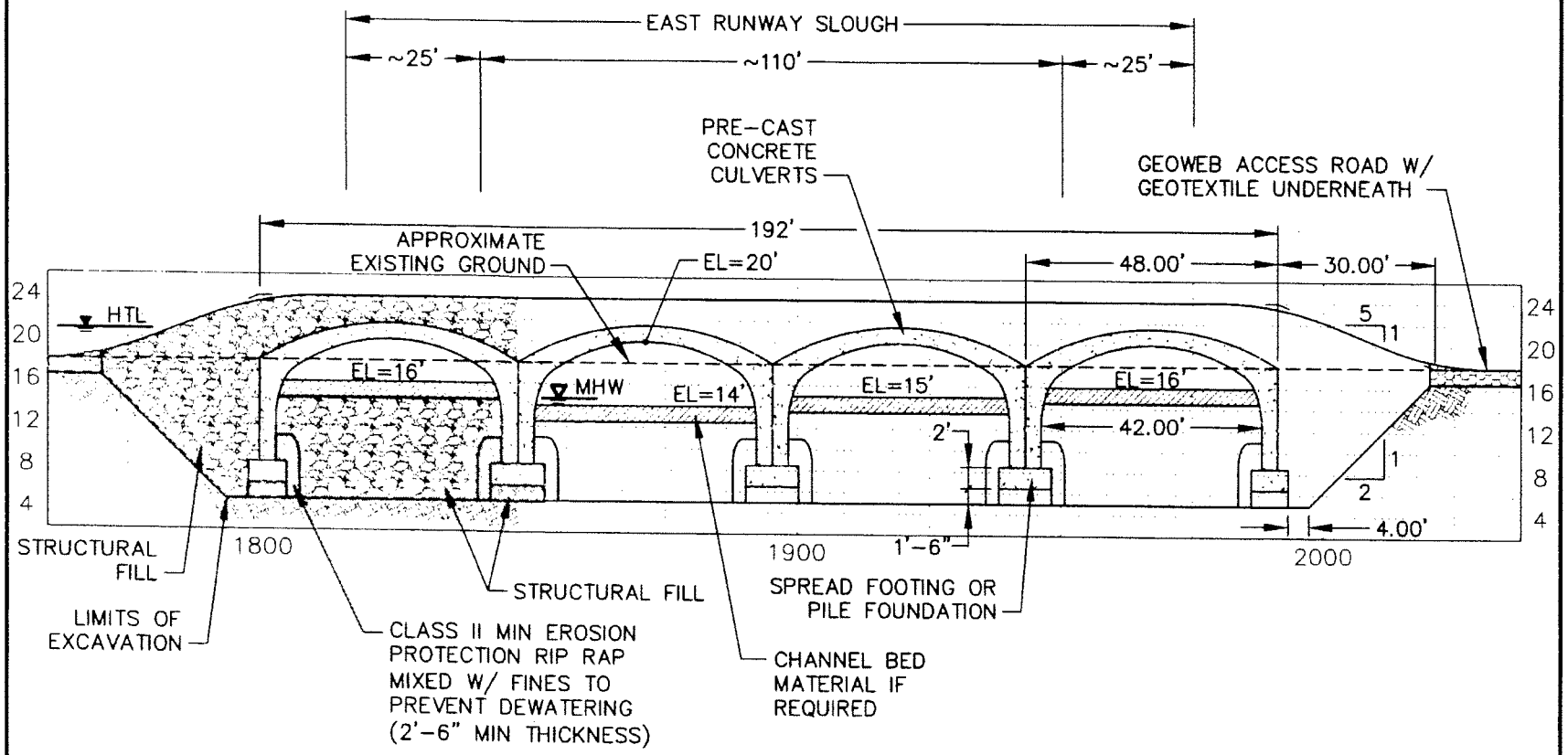

ACCESS ROAD / CULVERTS PROFILE VIEW

NOT TO SCALE

PURPOSE: IMPROVE AIRCRAFT APPROACH WITH RUNWAY & IMPROVE TRANSITION TO VISUAL REFERENCE FOR LANDING AT JNU DATUM: MEAN LOW LOW WATER (MLLW) LOCATION: T. 40 S, R. 66 E, Sec. 32 T. 41 S, R. 66 E, Sec. 1 COPPER RIVER MERIDIAN	**ACCESS ROAD/ MALSR PROFILE** NOT TO SCALE APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801	**MEDIUM INTENSITY APPROACH LIGHTING SYSTEM w/RUNWAY INDICATOR LIGHTS (MALSR)** **POA-1981-320-M22, Gastineau Channel** **Juneau International Airport** **Airport Improvements** **July 15, 2008** **Sheet 48 of 51**

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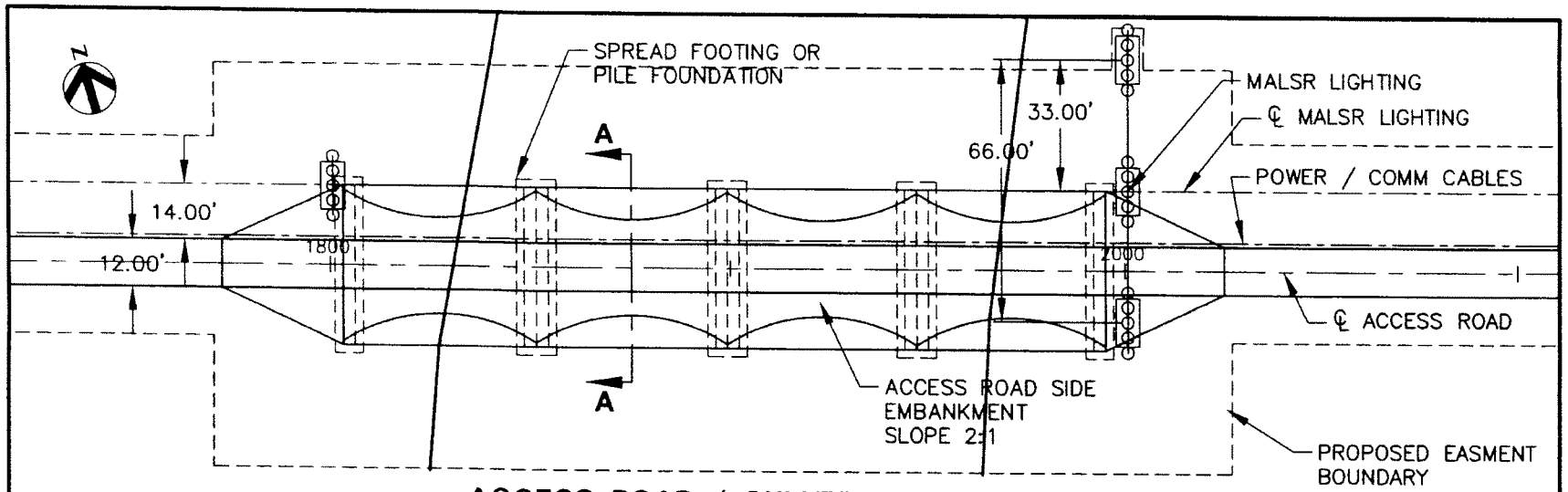
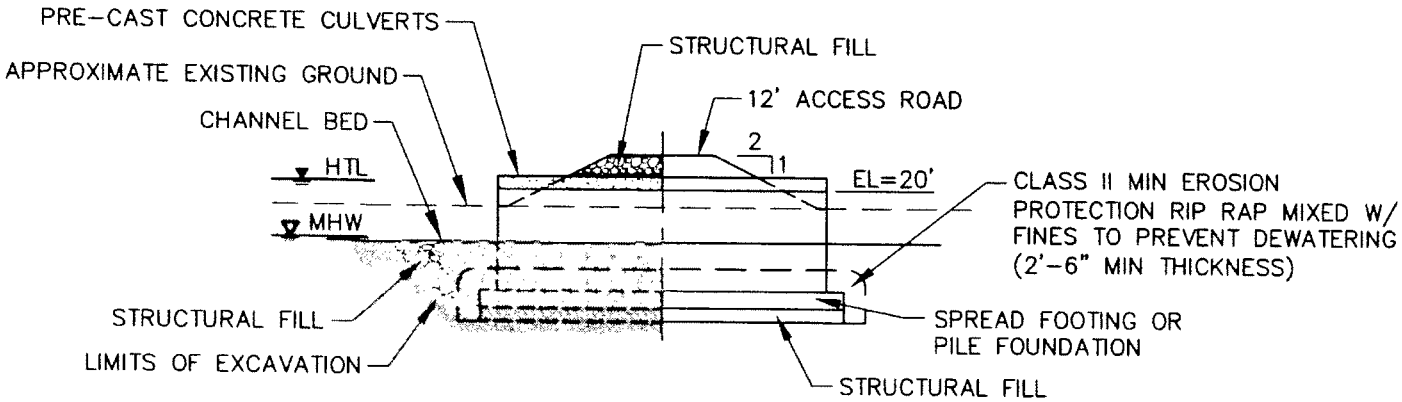


ACCESS ROAD / CULVERTS PLAN VIEW

NOT TO SCALE



A-A CULVERTS SECTION

NOT TO SCALE

PURPOSE: IMPROVE AIRCRAFT APPROACH WITH RUNWAY & IMPROVE TRANSITION TO VISUAL REFERENCE FOR LANDING AT JNU DATUM: MEAN LOW LOW WATER (MLLW) LOCATION: T. 40 S, R. 66 E, Sec. 32 T. 41 S, R. 66 E, Sec. 1 COPPER RIVER MERIDIAN	**EAST RUNWAY SLOUGH CULVERTS - PLAN VIEW** SCALE: 1" = 300' APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801	**MEDIUM INTENSITY APPROACH LIGHTING SYSTEM w/RUNWAY INDICATOR LIGHTS (MALSR)** **POA-1981-320-M22, Gastineau Channel** **Juneau International Airport** **Airport Improvements** **July 15, 2008** **Sheet 49 of 51**

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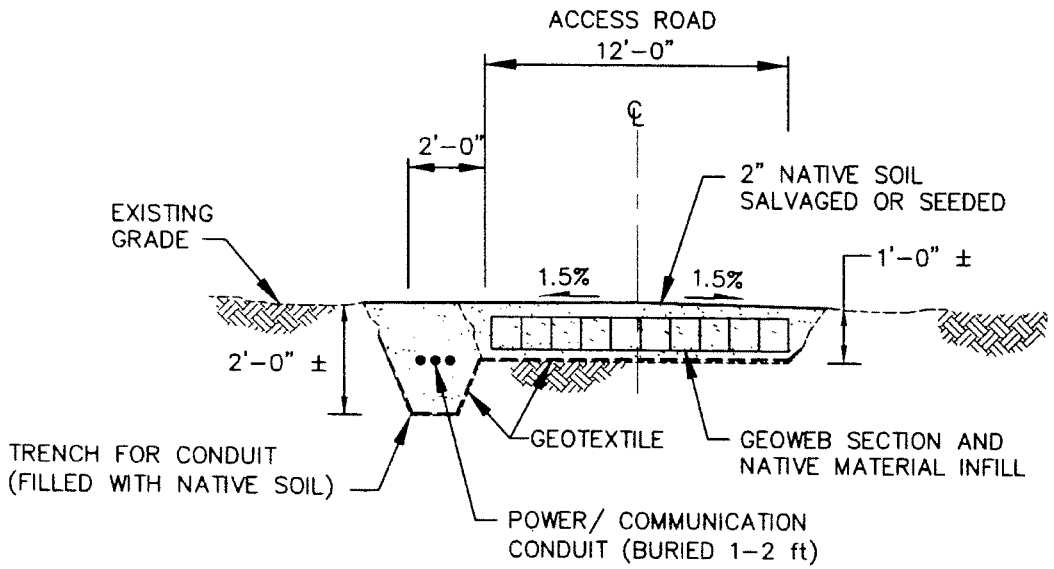

(A) TYPICAL ACCESS ROAD WITH CONDUIT TRENCH

NOT TO SCALE

PURPOSE: IMPROVE AIRCRAFT APPROACH WITH RUNWAY & IMPROVE TRANSITION TO VISUAL REFERENCE FOR LANDING AT JNU DATUM: MEAN LOW LOW WATER (MLLW) LOCATION: T. 40 S, R. 66 E, Sec. 32 T. 41 S, R. 66 E, Sec. 1 COPPER RIVER MERIDIAN	**ACCESS ROAD WITH CONDUIT TRENCH TYPICAL SECTION** NOT TO SCALE APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801	**MEDIUM INTENSITY APPROACH LIGHTING SYSTEM w/RUNWAY INDICATOR LIGHTS (MALSR)** **POA-1981-320-M22, Gastineau Channel** **Juneau International Airport** **Airport Improvements** **July 15, 2008** **Sheet 50 of 51**

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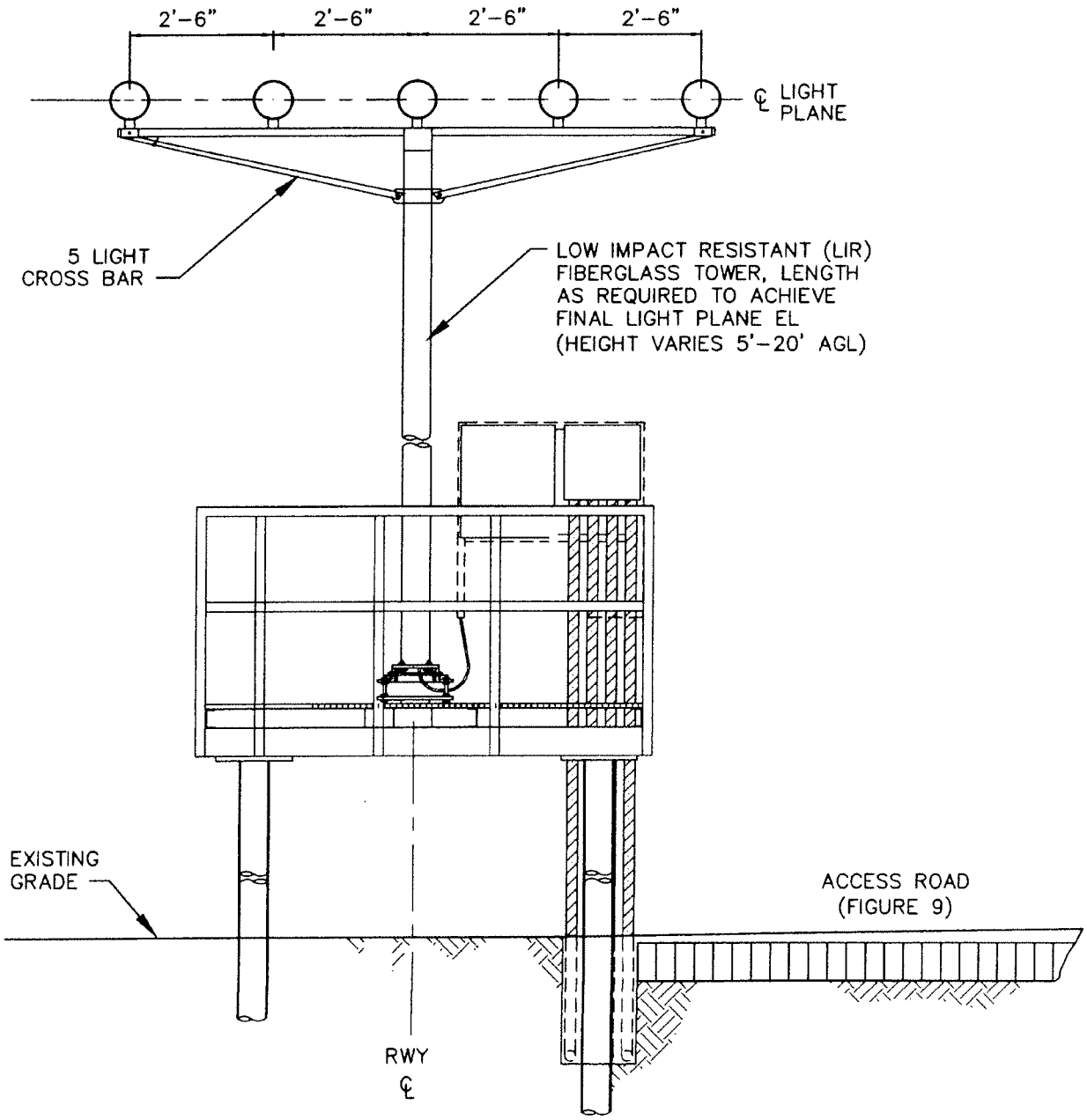

(B) TYPICAL MALSR LIGHT TOWER ON PILES

PURPOSE: IMPROVE AIRCRAFT APPROACH WITH RUNWAY & IMPROVE TRANSITION TO VISUAL REFERENCE FOR LANDING AT JNU DATUM: MEAN LOW LOW WATER (MLLW) LOCATION: T. 40 S, R. 66 E, Sec. 32 T. 41 S, R. 66 E, Sec. 1 COPPER RIVER MERIDIAN	**MALSR LIGHT TOWER PLAN & SECTION VIEW** NOT TO SCALE APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801	**MEDIUM INTENSITY APPROACH LIGHTING SYSTEM w/RUNWAY INDICATOR LIGHTS (MALSR)** **POA-1981-320-M22, Gastineau Channel** **Juneau International Airport** **Airport Improvements** **July 15, 2008** **Sheet 51 of 51**

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SARAH PALIN, GOVERNOR

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF COASTAL AND OCEAN MANAGEMENT

DIVISION OF COASTAL AND OCEAN MANAGEMENT
POST OFFICE BOX 111030, MS 1030
JUNEAU, ALASKA 99811-1030
PHONE: (907) 465-3562/FAX: (907) 465-3075

NOTICE OF APPLICATION
FOR
CERTIFICATION OF CONSISTENCY WITH THE
ALASKA COASTAL MANAGEMENT PROGRAM

Notice is hereby given that a request is being filed with the Division of Coastal and Ocean Management for a consistency determination, as provided in Section 307(c)(3) of the Coastal Zone Management Act of 1972, as amended [16 U.S.C. 1456(c)(3)], that the project described in the Corps of Engineers Public Notice No. **POA-1981-320-M22, Gastineau Channel**, will comply with the Alaska Coastal Management Program and that the project will be conducted in a manner consistent with that program.

This project is being reviewed for consistency with the Alaska Coastal Management Program. Written comments about the consistency of the project with the applicable ACMP statewide standards and district policies must be submitted to the Division of Coastal and Ocean Management (DCOM). For information about this consistency review, contact DCOM at the address or phone number above, or visit the ACMP web site at http://www.alaskacoast.state.ak.us//Projects/projects.html.

SARAH PALIN, GOVERNOR

STATE OF ALASKA

DEPT. OF ENVIRONMENTAL CONSERVATION
DIVISION OF WATER
401 Certification Program
Non-Point Source Water Pollution Control Program

DEPARTMENT OF ENVIRONMENTAL CONSERVATION
WQM/401 CERTIFICATION
410 WILLOUGHBY AVENUE
JUNEAU, ALASKA 99801-1795
PHONE: (907) 465-5321/FAX: (907) 465-5274

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 No. **POA-1981-320-M22, Gastineau Channel**, 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 by the expiration date of the Corps of Engineer's Public Notice.