



US Army Corps
of Engineers
Alaska District

Public Notice of Application for Permit

Regulatory Division (1145)
CEPOA-RD
2175 University Avenue, Suite 201E
Fairbanks, Alaska 99709-4910

PUBLIC NOTICE DATE: July 28, 2008
EXPIRATION DATE: August 11, 2008
REFERENCE NUMBER: POA-1995-257-M3
WATERWAY: Koyukuk River

Interested parties are hereby notified that a Department of the Army permit application has been received for work in waters of the United States 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 **Benjamin Soiseth** by email at Benjamin.N.Soiseth@usace.army.mil, by phone (907) 474-2166, or by fax (907) 474-2164, if further information is desired concerning this notice.

APPLICANT: State of Alaska Department of Transportation and Public Facilities (ADOT&PF), Northern Region, Mr. Bruce Campbell, 2301 Peger Road, Fairbanks, Alaska 99709.

LOCATION: The project site is located within Sections 13, 14, 15, 22, 23, and 24, T. 20 N., R. 24 W., Fairbanks Meridian; USGS Quad Map Bettles C-6; Latitude 66.550° N., Longitude 152.634° W. (Allakaket Airport), Latitude 66.556° N., Longitude 152.668° W. (North West Material Site), Latitude 66.545° N., Longitude 152.674° W. (South West Material Site), in Allakaket, Alaska.

PURPOSE: The applicant's stated purpose is to return the existing airport to conditions suitable for safe, reliable airport operations for the residents of Allakaket and Alatna and their transportation needs. The proposed project would correct existing problems caused by differential settlement of the gravel surface of the airport runway, taxiway, and apron.

PROPOSED WORK: The applicant proposes to mine 170,000 cubic yards (cy) of sand and gravel from two accrete gravel bars on the Koyukuk River. The North West Material site is approximately 42 acres and the South West Material Site is approximately 31 acres. Approximately 140,000 cy of the mined material would be placed into 17.4 acres of wetlands for the proposed airport upgrades. An additional 30,000 cy of the material would be used to resurface the existing runways and access points. All work would be performed in accordance with the enclosed plan (sheets 4-15 of 20), dated July 24, 2008.

Proposed Work Includes:

- Regrading and resurfacing of the 150' x 4600' runway safety area, 120' x 375' taxiway safety area, and 300' x 400' apron; regrading and repairing eroded side slopes and applying erosion protection.
- A short segment of the access road would be relocated to accommodate the expanded apron and provide separation from the road access and the aviation support area. The existing road segment would become part of the aviation support area.
- A segment of the access road affected by scour from an improperly operating culvert would be repaired.
- Expanding the apron to accommodate large cargo aircraft.
- Resurfacing of the airport access road and repair of a segment of road affected by scour at a culvert crossing.
- Application of a dust palliative to the airport gravel surfaces to reduce dust creation and limit erosion.
- Replacement of the airport lighting system.
- Adding gravel pads for two Precision Approach Path Indicators (PAPIs), Runway End Identifier Lights (REILs), and an Automated Weather Sensor System (AWSS) and associated gravel pads and access roads.
- Relocating two lighted wind cones to gravel pads with access roads.

ADDITIONAL INFORMATION: Please see attached application and plans, sheets 1-15 of 20, dated July 24, 2008.

MITIGATION: The applicant proposes the following mitigation measures to avoid, minimize, and compensate for impacts to waters of the United States from activities involving discharges of dredged or fill material: Please see attached Wetland Avoidance and Minimization Checklist, sheets 16-20 of 20, dated July 24, 2008. In addition the application proposes payment of an In-Lieu Fee of \$9000 to the Alaska Wetlands Conservation Fund as compensation for the loss of 18 acres of wetlands, in accordance with the "Memorandum of Agreement (MOA) among the Federal Aviation Administration (FAA), U.S. Army Corps of Engineers (USACE), Alaska Department of Transportation and Public Facilities (ADOT&PF), U.S. Fish and Wildlife Service (USEWS), and Alaska Department of Fish and Game (ADF&G) regarding impacts to wetlands and other aquatic resources, mitigation and airport improvement projects in Alaska".

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

CULTURAL RESOURCES: The 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 are unevaluated properties in the vicinity of the worksite. They have been designated BET-101, BET-102, and BET-110. Because the property has been determined to be outside of the project area, no further action is required. There is a registered or eligible property in the vicinity of the worksite. It has been designated BET-039. Because it has been determined to be outside of the project area, no further action is required. The applicant coordinated a determination of effect with the State Historic Preservation Officer (SHPO) on September 7, 2006. The State Historic Preservation Officer concurred with this determination on November 2, 2006 (File Number 3130-1R FFA/3130-2R DOT).

Consultation of the AHRS constitutes the extent of cultural resource investigations by the District Commander at this time. This application is being coordinated with SHPO. Any comments 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 will not 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 and Notice of Application for State Water Quality Certification are enclosed with this Public Notice.

District Commander
U.S. Army, Corps of Engineers

Enclosures

STATE OF ALASKA

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

DEPARTMENT OF ENVIRONMENTAL CONSERVATION
WQM/401 CERTIFICATION
555 CORDOVA STREET
ANCHORAGE, ALASKA 99501-2617
PHONE: (907) 269-7564/FAX: (907) 334-2415

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 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-1995-257-M3, Koyukuk River**, serves as application for State Water Quality Certification from the Department of Environmental Conservation.

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

Any person desiring to comment on the project, with respect to Water Quality Certification, may submit written comments to the address above by the expiration date of the Corps of Engineer's Public Notice.

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT (33 CFR 325)			OMB APPROVAL NO. 0710-0003 Expires December 31, 2004
<p>The Public burden for this collection of information is estimated to average 10 hours per response, although the majority of applications should require 5 hours or less. This includes 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 this collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters Service Directorate of Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302; and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003), Washington, DC 20503. 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.</p>			
<p align="center">PRIVACY ACT STATEMENT</p> <p>Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research and Sanctuaries Act, 33 USC 1413, Section 103. 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. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued.</p> <p>One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.</p>			
<i>(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)</i>			
1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETED
<i>(ITEMS BELOW TO BE FILLED BY APPLICANT)</i>			
5. APPLICANT'S NAME Bruce Campbell		8. AUTHORIZED AGENT'S NAME AND TITLE <i>(an agent is not required)</i>	
6. APPLICANT'S ADDRESS State of Alaska Department of Transportation and Public Facilities Northern Region 2301 Peger Road Fairbanks, Alaska 99709		7. AGENT'S ADDRESS	
7. APPLICANT'S PHONE NOS. W/AREA CODE a. Residence b. Business (907)-451-2238		10. AGENT'S PHONE NOS. W/AREA CODE a. Residence b. Business	
11. STATEMENT OF AUTHORIZATION			
I hereby authorize _____ 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.			
APPLICANT'S SIGNATURE _____		DATE _____	
NAME, LOCATION AND DESCRIPTION OF PROJECT OR ACTIVITY			
12. PROJECT NAME OR TITLE <i>(see instructions)</i> Allakaket Airport Improvements			
13. NAME OF WATERBODY, IF KNOWN <i>(if applicable)</i> Koyukuk River		14. PROJECT STREET ADDRESS <i>(if applicable)</i> Allakaket, AK	
15. LOCATION OF PROJECT Allakaket COUNTY AK STATE			
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN <i>(see instructions)</i>			

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 Koyukuk River
 July 24, 2008
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Lat/Long: Latitude 66° 33' N and longitude 152° 38' W (Section 14, Township 20 North, Range 24 West, Fairbanks Meridian.) See accompanying location and vicinity figure.

17. DIRECTIONS TO THE SITE

The airport is located approximately ½ mile north of the community.

ENG FORM 4345, Jul 97

EDITION OF FEB 94 IS OBSOLETE

(Proponent: CECW-OR)

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

The proposed action entails excavation of material from below ordinary high water of the Koyukuk River and placement of approximately 170,000 cubic yards of sand and gravel for the repair and stabilization of the runway, and the taxiway and apron embankments, and relocation of a portion of apron, construction of an aviation support area and re-route of a segment of the access road. Existing dips in the runway surface will be removed and the entire runway surface will be regraded and resurfaced. A dust palliative will be added to reduce future erosion and improve air quality. Side slope stabilization will be constructed. The airport lighting system will be replaced. Navigational Aids will be installed and access to them will be constructed and/or reconditioned. Culvert scour along the access road will be repaired and stabilized. Brush and trees will be cleared to clear airspace obstructions.

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

The purpose of this project is to return the existing airport to conditions suitable for safe, reliable airport operations for the residents of Allakaket and Alatna and their transportation needs. The Allakaket airport is the only reliable year-round transportation mode for the residents of the villages of Allakaket and Alatna. The project will correct existing problems caused by differential settlement of the gravel surface of the airport runway, taxiway, and apron. The lighting system will be replaced as it has outlived its useful life. New gravel pads and roads to support proposed and relocated existing airport navigational aids, which are too close to the runway and interfere with planned airspace, will be constructed. Specific actions include:

- Regrading and resurfacing of the 150' x 4,600' runway safety area, 120' x 375' taxiway safety area, and 300' x 400' apron; regrading and repairing eroded side slopes and applying erosion protection.
- A short segment of the access road would be relocated to accommodate the expanded apron and provide separation from the road access and the aviation support area. The existing road segment would become part of the aviation support area.
- A segment of the access road affected by scour from an improperly operating culvert would be repaired.
- Expanding the apron to accommodate large cargo aircraft.
- Resurfacing of the airport access road and repair of a segment of road affected by scour at a culvert crossing.
- Application of a dust palliative to the airport gravel surfaces to reduce dust creation and limit erosion.
- Replacement of the airport lighting system.
- Adding gravel pads for two Precision Approach Path Indicators (PAPIs), Runway End Identifier Lights (REILs), and an Automated Weather Sensor System (AWSS) and associated gravel pads and access roads.
- Relocating two lighted wind cones to gravel pads with access roads.

Sand and gravel for the above improvements will be mined from existing accreting gravel bars in the Koyukuk River from below ordinary high water. The approximate boundaries of the proposed material sites are as shown in the attached sketches.

The project is expected to take up to two years to complete. The starting date is dependent upon funding availability, but may begin as early as 2008.

USE BLOCKS 20-22 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

Gravel fill will be required for the reconditioning of the runway, taxiway, access road and apron and the construction of aviation support area and navigational aids pads.

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

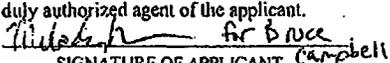
Fill: Borrow Embankment - 140,000cy clean sand and gravel

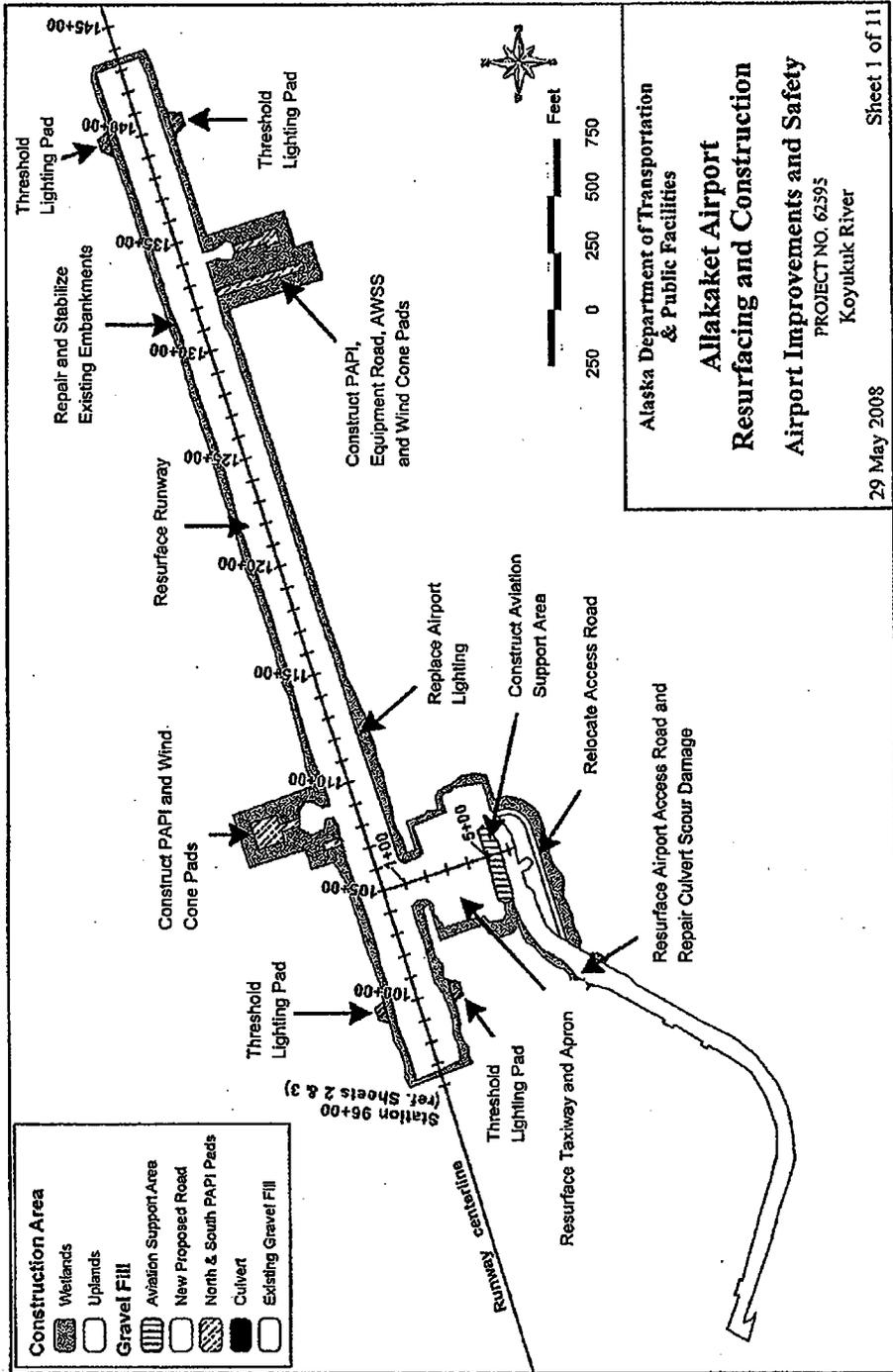
Aggregate Surface Course - 30,000cy clean crushed sand and gravel

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

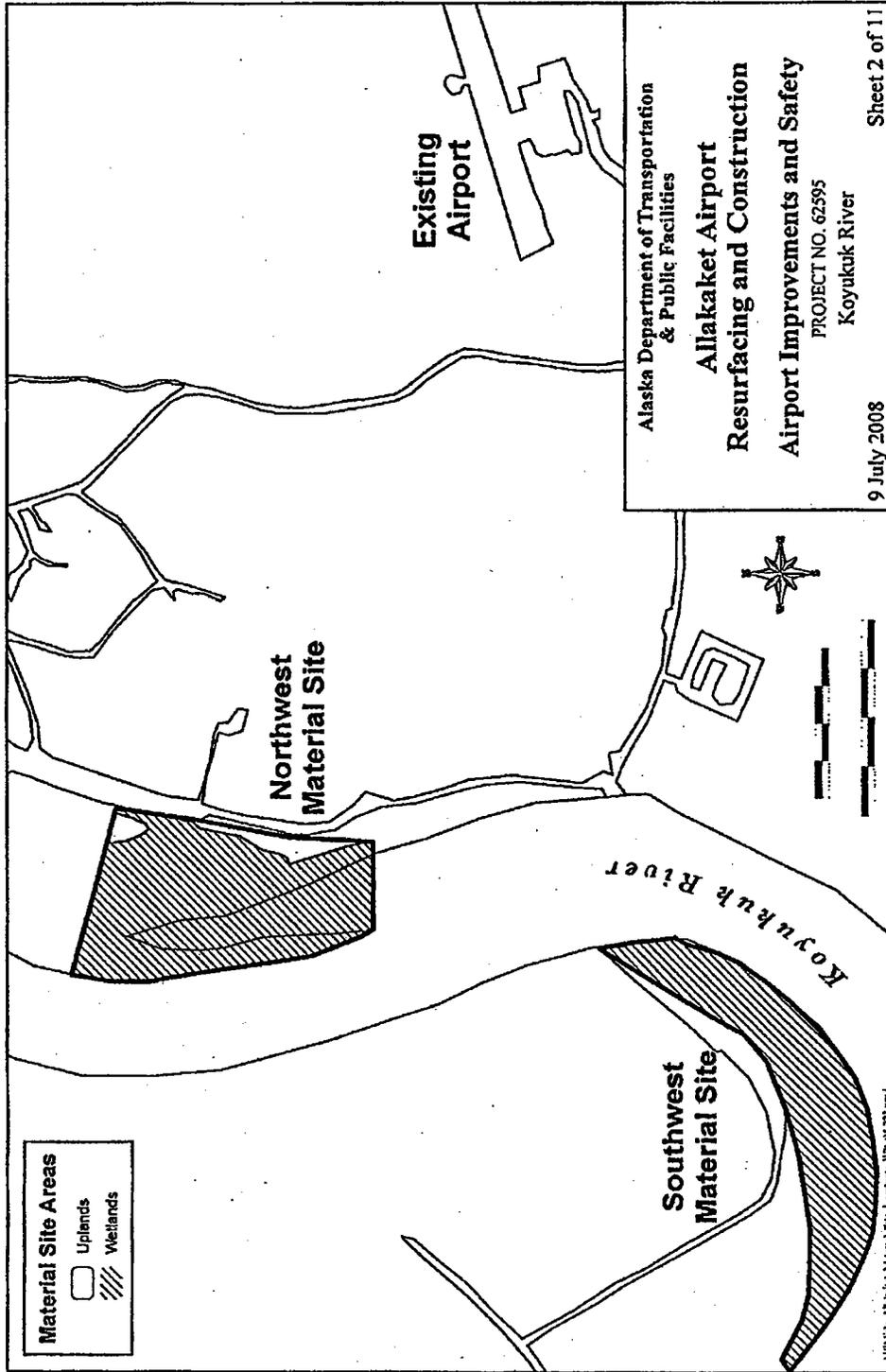
The total area of wetlands impacted would be 17.4 acres, which includes 1.8 acres of loss from placement of gravel fill for the PAPI pads, AWSS pad, segmented circle pad, wind cone pads, the aviation support area (apron expansion), culvert repairs, and the new access road and 15.6 acres of effectively permanent loss of wetlands within the construction area during side-slope regrading and repair of the runway and taxiway, and during periodic maintenance in that area.

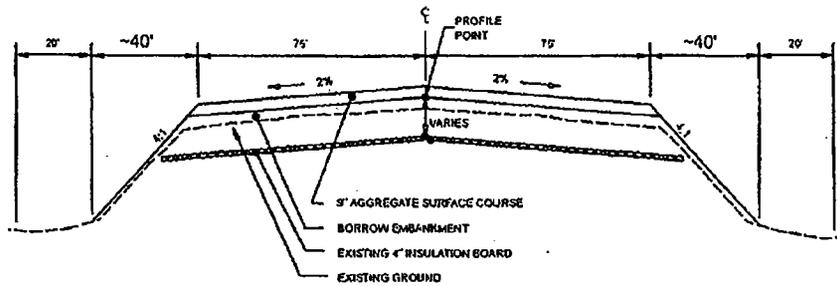
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23. Is Any Portion of the Work Already Complete? Yes _____ No <u>XX</u> IF YES, DESCRIBE THE COMPLETED WORK					
24. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list). Koyit'ot'sina Limited, 1603 College Road, Fairbanks, Alaska 99709 Doyon Limited, 1 Doyon Place, Suite 300, Fairbanks, Alaska 99701 AK Department of Transportation & Public Facilities, 2301 Peger Road, Fairbanks, AK 99709 City of Allakaket, P.O. Box 30, Allakaket, Alaska 99720					
25. List of Other Certifications 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
ADEC	Section 401 Water Quality Certification		Concurrent with COE 404	Pending	
ADNR (OHMP)	Title 41 Fish Habitat Permit			July 21, 2006	
*Would include but is not restricted to zoning, building and flood plain permits					
26. Application is hereby made for a permit or permits to authorize the work described in this application. I certify that the 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.					
		for Bruce Campbell	6/20/08		
SIGNATURE OF APPLICANT			DATE	SIGNATURE OF AGENT	DATE
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.					



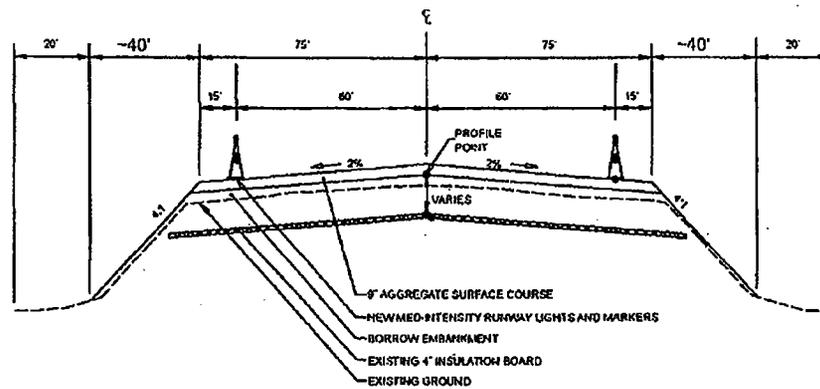
Plan View
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 Koyukuk River
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RUNWAY SAFETY AREA TYPICAL SECTION

STA. 97+00 TO 100+00 &
STA. 140+00 TO 143+00



RUNWAY TYPICAL SECTION

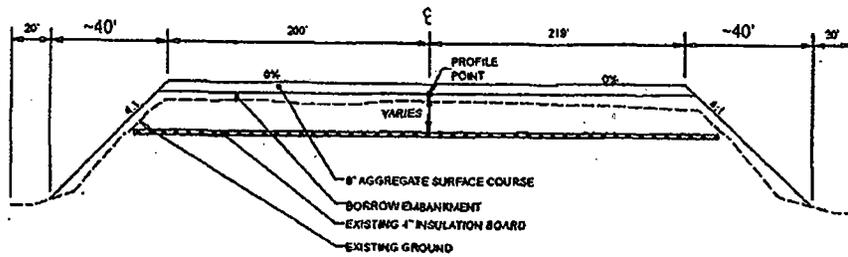
STA. 100+00 TO 140+00

Average 10'
Embankment Depth

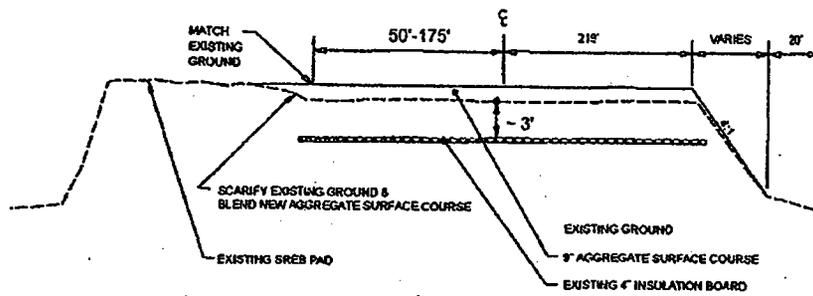
Alaska Department of Transportation
& Public Facilities

Allakaket Airport
Resurfacing and Construction
Airport Improvements and Safety
Project No. 62595
Koyukuk River

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APRON TYPICAL SECTION
STA. 2+50 TO 4+00



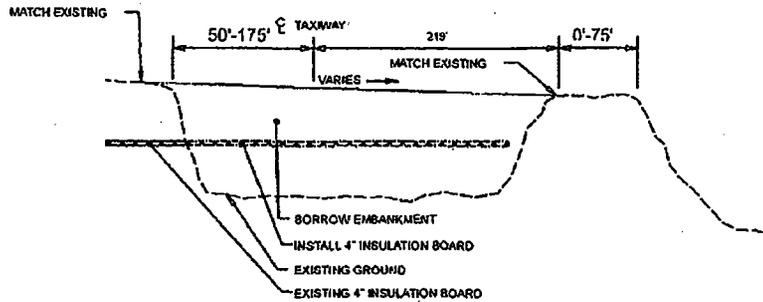
APRON TYPICAL SECTION
STA. 4+00 TO 4+50

Average 10'
Embankment Depth

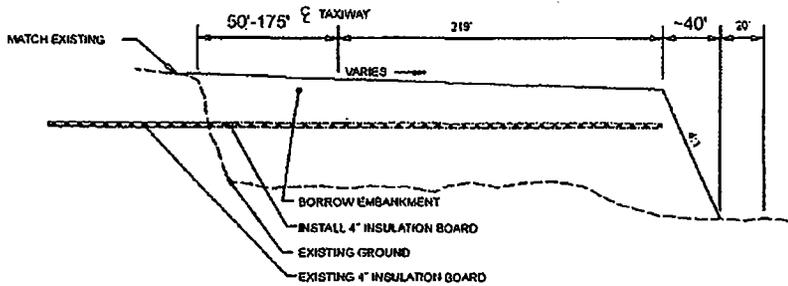
Alaska Department of Transportation
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AVIATION SUPPORT AREA TYPICAL SECTION
STA. 4+50 TO 5+10



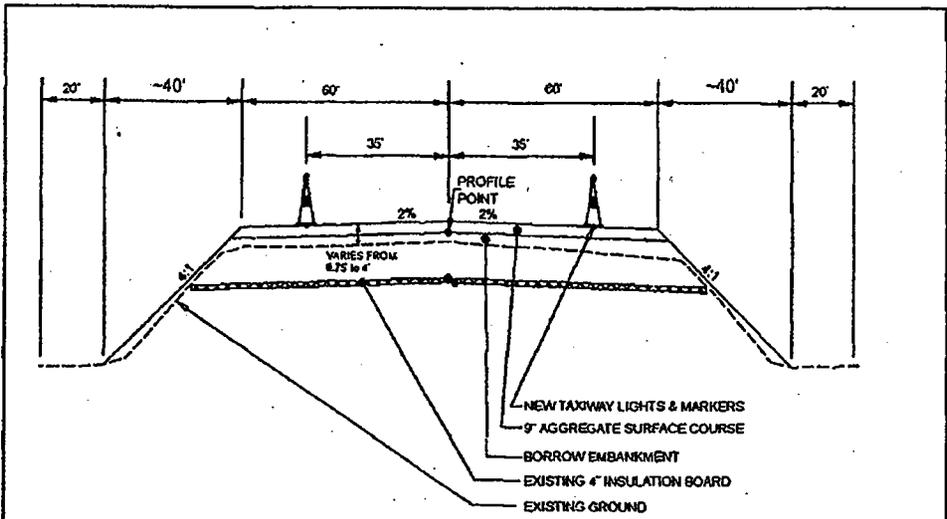
AVIATION SUPPORT AREA TYPICAL SECTION
STA. 5+10 TO 5+88

Average 10'
Embankment Depth

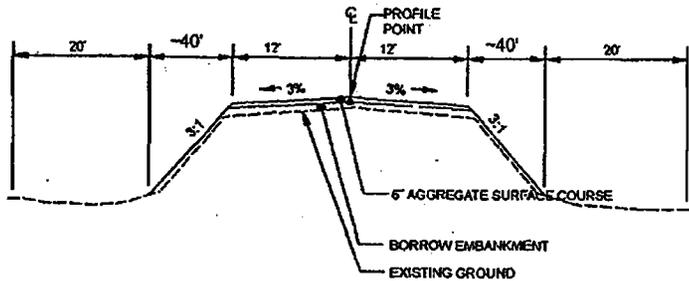
Alaska Department of Transportation
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TAXIWAY TYPICAL SECTION

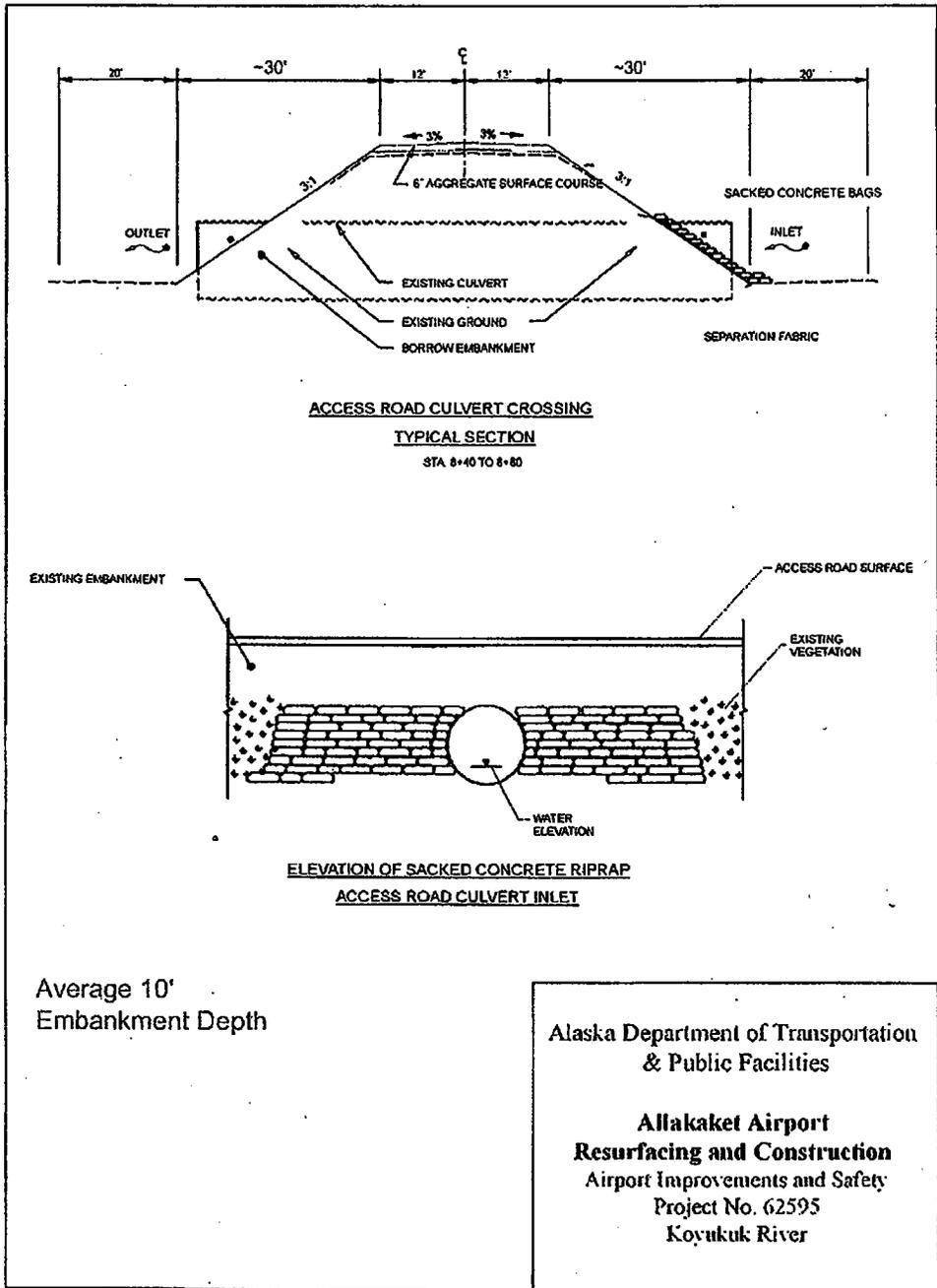


ACCESS ROAD TYPICAL SECTION

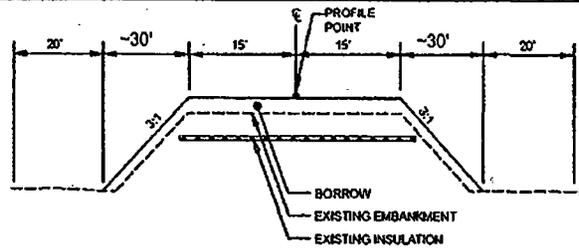
Average 10'
Embankment Depth

Alaska Department of Transportation
& Public Facilities

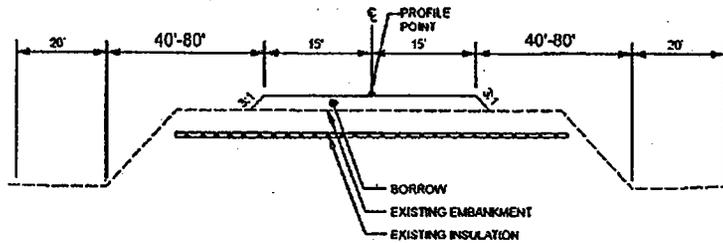
Allakaket Airport
Resurfacing and Construction
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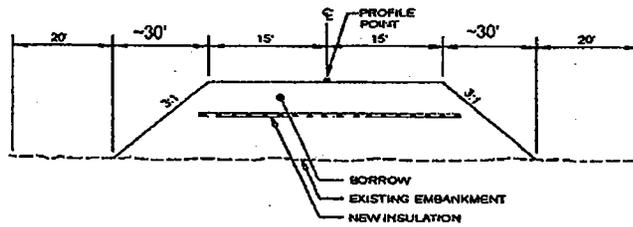
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WINDCONE AT RAW STA 1+90
WINDCONE STA. 0+75 TO 1+60



WINDCONE AT RAW STA 1+90
WINDCONE STA. 1+60 TO 2+40



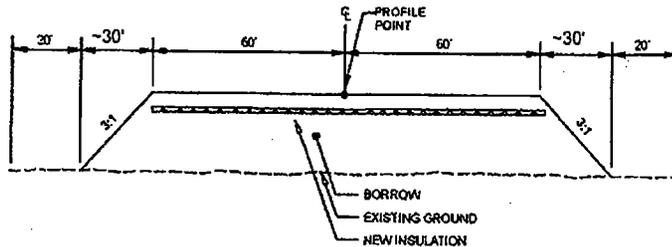
WINDCONE AT RAW STA 1+90
WINDCONE STA. 2+40 TO 3+50

Average 10'
Embankment Depth

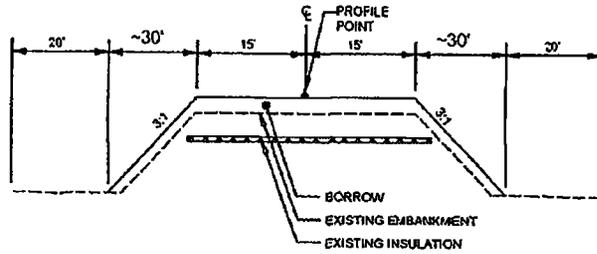
Alaska Department of Transportation
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Allakaket Airport
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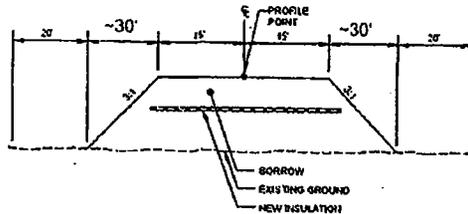
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WINDCONE PAD AT R/W STA 1+90
WINDCONE STA. 3+50 TO 4+70



WINDCONE AT R/W STA 134+00
WINDCONE STA. 0+75 TO 2+40



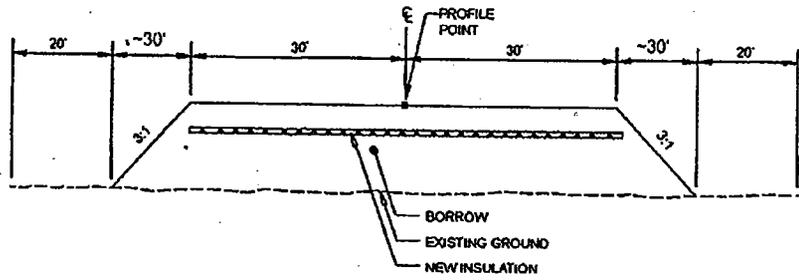
WINDCONE AT R/W STA 134+00
WINDCONE STA. 2+40 TO 3+80

Average 10'
Embankment Depth

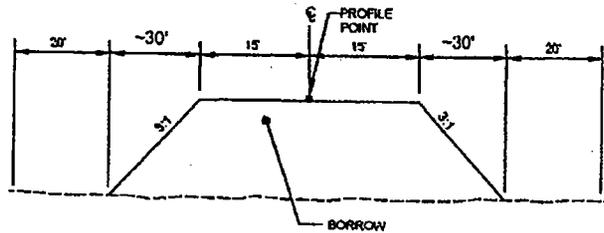
Alaska Department of Transportation
& Public Facilities

Allakaket Airport
Resurfacing and Construction
Airport Improvements and Safety
Project No. 62595
Koyukuk River

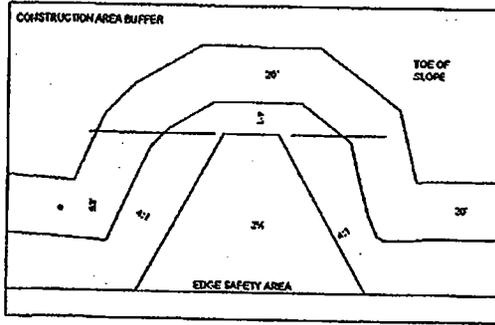
POA-1995-257-M3
Koyukuk River
July 24, 2008
Sheet 13 of 20



WINDCONE AT RWY STA 134+00
WINDCONE STA. 3+80 TO 4+40



PAPI PAD TYPICAL SECTION

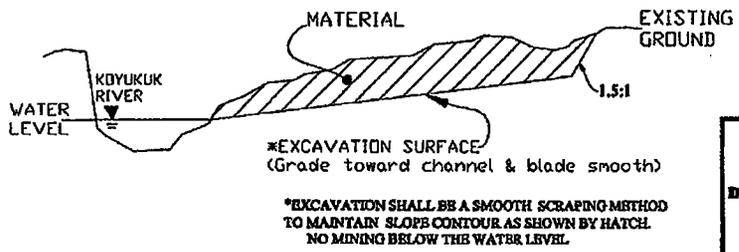
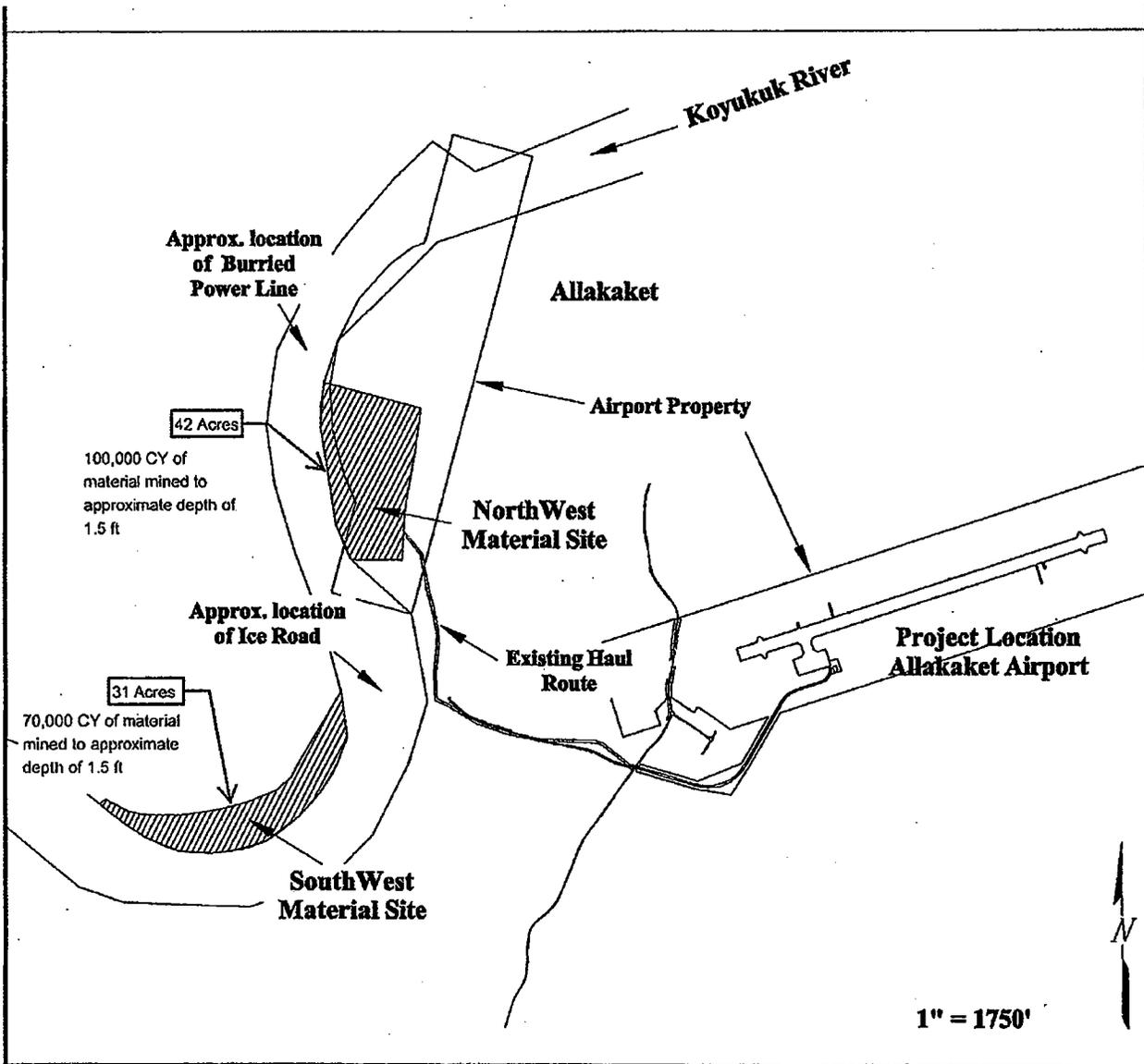


THRESHOLD PAD DETAIL

Average 10'
Embankment Depth

Alaska Department of Transportation
& Public Facilities

Allakaket Airport
Resurfacing and Construction
Airport Improvements and Safety
Project No. 62595
Koyukuk River



MATERIAL SOURCE TYPICAL SECTION

ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

Allakaket Airport Improvements
PROJECT NO. 62595
 Airport Improvements and Safety
 Project No. 62595
 Koyukuk River

APPENDIX G.

Wetland Avoidance and Minimization Checklist

State of Alaska
Department of Transportation
& Public Facilities
Statewide Design &
Engineering Services

Wetland Avoidance and Minimization Checklist

Project Name: Allakaket Airport Improvements
Project Number: 62595

I. Project Scope: Provide a brief description of and reason for the project.

The proposed project would address current deficiencies at the Allakaket Airport. The current airport has experienced severe differential settlement and the runway is in need of repair and stabilization to prevent side slope failures and erosion and to correct drainage problems. Similar repairs are needed for the taxiway and apron. Thaw settlement has caused dips in the runway that are a safety concern and the lighting system is distressed and in need of repair. Dust during aircraft operations creates a health hazard and hastens surface erosion. The proposed action entails the repair and stabilization of the runway, and the taxiway and apron embankments. Existing dips in the runway surface will be removed and the entire runway surface will be regraded and resurfaced as will the taxiway and apron. A dust palliative will be added to reduce future erosion and improve air quality. The airport lighting system will be replaced. The apron will be expanded away from the runway to accommodate large cargo aircraft which, when parked, penetrate the airspace. Existing and new navigational aids require gravel pads to be placed near the runway. Gravel fill for the aviation support area is needed to enhance the economics of the airport.

II. Avoidance Measures:

1. Can the proposed project or project components be located in a non-wetland area? If not, explain in detail why not? (Refer to preliminary jurisdictional wetland determination.)

No. The locations of the new navigational aids and weather reporting station are fixed based on their functions. The PAPIs must be adjacent to the runway safety area within 1000 ft of the threshold. The AWSS has siting clearance requirements that necessitate placing it away from current and future developments. The area surrounding the runway and airport are wetlands. Thus, the project cannot avoid impacts to wetlands. Jurisdictional determination has been accepted by USACE (see correspondence).

1.a. If yes, does this non-wetland area provide unique habitat to the area or contain other protected resources (e.g., cultural resource, federally listed or candidate species, bald eagles or other raptors)? Consult with the agency with jurisdiction or expertise if appropriate e.g., Corps, FWS, NMFS, ADF&G.

NA (no non-wetland areas will be impacted)

1.b. Are there other project related impacts to the non-wetland area that are considered substantial (e.g., subsistence use or other socio-economic factors)? Consult with the agency with jurisdiction or expertise if appropriate e.g., Corps, FWS, NMFS, ADF&G.

NA (no non-wetland areas will be impacted)

2. In consideration of forecast changes in aircraft use, future airport projects, expected community growth and maintenance considerations, have facilities been sited to avoid wetland impacts? Has this been applied to all individual components of the airport (e.g., the runway, taxiways, aprons, lease lots, navigational aids)?

Yes. The project elements have been designed with the future approach procedures in mind. The wind cones, PAPIs, and AWSS are being sited far enough away from the runway so as not to impact airspace. Thus, they will not require relocation and additional gravel fill in the future.

2.a. Can dimensions of facilities be traded off; i.e., length vs. width of the apron in order to lessen impacts?

The aviation support area is between the apron and access road. This location minimizes the overall wetlands footprint while impacting a small island of wetlands between existing gravel fill. Developing this area minimizes wetland loss and meets the need for economical leases.

2.b. Can the footprint of specific project components be reduced to avoid wetlands i.e., steeper side slopes on support facilities?

The regrading of the runway and apron will take place as close to the existing footprint as possible to reduce disturbance to adjacent vegetation. New gravel fill for the wind cones and PAPI pads will be minimized as much as possible by steepening side slopes.

2.c. Can facilities be consolidated to avoid impacts?

Wind cones, PAPIs, and AWSS pads have been consolidated as much as possible.

2.d. Have existing roads, pads, runways and other facilities been incorporated into the design of the proposed project to avoid wetland impacts?

Yes. The existing access road will be incorporated into the apron / aviation support area complex.

3. Have crossings of fish streams been avoided? (Consult the Anadromous Fish Catalog or contact ADF&G for information on fish bearing waters.)

Yes. See Section V. Additional Material Site Considerations.

4. If the Regional Environmental Coordinator has determined that the project may adversely affect Essential Fish Habitat (EFH) list the preliminary EFH conservation measures.

See Section IV and V.

5. Are bald eagle nest trees at least 330 feet from the project? If not, consult FWS.

Yes. USFWS confirms no bald eagle habitat is present within 330 ft of the project area.

6. Have abandoned pads, roads, runways and other fills associated with the airport project been considered for gravel re-use, rehabilitation, and/or restoration?

Yes, the old Allakaket Airport located near the river will be used as a material site for this project. The old wind come pads will be incorporated into access roads to the new wind cones and to the PAPI equipment building.

III. Minimization Measures (If the impacts can't be avoided continue):

1. Can the proposed project or project components be located in a lower value wetland area? If not, explain in detail why not? (Refer to appropriate resource mapping or functional value assessment.)

The proposed gravel fill for the AWSS, PAPI pads, and wind cones have been sited to maximize avoidance of the highest value wetland types in the project area, but the possible locations of these facilities are limited because of their functional nature (i.e., the PAPI pads must be located at specific places along the runway to have a properly functioning system). The wetlands that will be affected by the permanent gravel fill are predominantly Scrub Shrub (PSS1; 4.0 acres, Sedge-Shrub Meadow (PEM/SS1B, PSS/EM1B; 1.9 acres), and Sedge-Herb Meadow (PEM1B, PEM1C; 0.8 acres). The aviation support area affects an isolated wetland with little functional value due to its proximity to the existing airport (i.e., it is located between the apron and access road).

1.a. If yes, would construction affect other protected resources (e.g., cultural resource, federally listed or candidate species, bald eagles or other raptors)? Consult with the agency with jurisdiction or expertise if appropriate e.g., Corps, FWS, NMFS, ADF&G and SHPO.

No. SHPO, FWS, NMFS, ADF&G have concurred that the project will not adversely impact protected resources.

1.b. Are there other project related impacts to this lower value wetland considered substantial (e.g., cultural resource, subsistence use or other socio-economic factors)? Consult with the agency with jurisdiction or expertise if appropriate.

No. Tribal consultation has not resulted in adverse impacts identification.

2. In consideration of forecast changes in aircraft use, future airport projects, expected community growth and maintenance considerations, have facilities been sited to minimize wetland impacts? Has this been applied to all individual components of the airport (e.g., the runway, taxiways, aprons, lease lots, navigational aids)?

Yes. The aviation support area is sited between two gravel fill (i.e., the apron and access road).

2.a. Can dimensions of facilities be traded off; i.e., length vs. width of the apron in order to lessen impacts?

By locating the aviation support area within the pocket produced by the apron and access road, wetland fill is minimized. If it were developed east or west of the apron the fill slopes would extend farther and impact additional wetlands.

2.b. Can the footprint of specific project components be a reduced i.e., steeper side slope on support facilities?

Side slopes on PAPI and AWSS pads have been steepened as much as possible without increasing the potential for erosion and sloughing.

2.c. Can facilities be consolidated to minimize impacts?

The PAPI, wind cones, and AWSS have been sited as close together as possible.

2.d. Have existing roads, pads, runways and other facilities been incorporated into the design of the proposed project to minimize wetland impacts?

Yes. The existing wind cone pads will be incorporated into the access roads to the new units and to the PAPI equipment building.

3.. Have crossings of fish streams been located to minimize adverse impacts to the extent practicable? (Contact agencies with jurisdiction or special expertise as appropriate.)

See Section IV and V.

3.a. Has adverse affects to fish spawning habitat been minimized?

See Section IV and V.

3b. Have stream crossings been designed in accordance with the ADOT&PF/ADF&G culvert design and construction memorandum of agreement?

See Section IV and V.

4. If the Regional Environmental Coordinator has determined that the project may adversely affect Essential Fish Habitat (EFH) list the preliminary EFH conservation measures.

See Section IV and V.

5. Have abandoned pads, roads, runways and other fills associated with the airport project been considered for gravel re-use, rehabilitation, and/or restoration?

Yes, the old Allakaket Airport located near the river will be used as a material site for this project. The old wind cone pads will be incorporated into access roads to the new equipment building.

IV. Material Site Considerations:

Contractor supplied and commercial material sites are not subject to an avoidance and minimization review.

1. Has a material site designated for the project? If yes continue, if no go to V.

No.

1.a. If a new material site is required, have you considered locating and accessing material an adequate distance from the airport so that it can be reclaimed as wetlands or other wildlife habitat?

New material site is not required.

1.b. Would a new site, located a safe distance from the airport, require a new road, resulting in additional wetland resource or community use impacts? Are there means to

avoid a new access road? Would development of this new site result in more or less wetland impacts than a new or existing material site located closer to the airport?

New material site is not required.

1.c. If a new or existing material site has been selected that would be located a safe distance from the airport and requires minimal additional road building, has a mine reclamation plan? If located an appropriate distance from the airport can the material site be reclaimed to provide open water habitat such as, shallows, islands, and irregular shorelines? (Consult agencies with jurisdiction or special expertise.)

Gravel will be obtained from existing material sites and should not be reclaimed to attract wildlife. These material sites are within the active floodplain of the Koyukuk River. A reclamation plan is in place and approved by the OHMP via a Title 41 Permit.

1.d. Has geotechnical and hydrological information been collected and used to maximize gravel exploitation while minimizing wetland impacts (e.g., mining deeper, adjusting material site boundaries, and using portions of the pit for temporary stockpiling of material)?

Yes, gravel exploitation will be managed to maximize extraction while minimizing wetland impacts.

1.e. Has a long-term material site been considered? If so, can a portion of the site be closed and reclaimed at the end of this project?

Existing site is considered a long-term material site. Closure is not anticipated in the foreseeable future. Proximity to the airport indicates that the site should not be modified to attract wildlife. The reclamation plan has been incorporated into the current Title 41 permit.

V. Additional Material Site Considerations:

1. Will project overburden be stockpiled (preferably in uplands) for use as "top soil" or in reclamation of material sites or previously disturbed areas?

No. Overburden is not expected to result from mining this river bar.

2. How will access roads and other fills associated with the material site be restored upon project completion?

No new access roads will be constructed to the material site and the site will remain active and will not be closed or reclaimed in the foreseeable future. Access roads will be restored to the conditions in which they were found.

3. Can development of the material site be timed to avoid or minimize effects during spawning, migration and nesting periods? (Consult agencies with jurisdiction or special expertise)

No impacts on spawning fish or migrating or nesting birds are anticipated from further development of the material site. A Title 41 permit has been obtained for use of the site. NMFS concurrence with a determination of no adverse impact to EFH has been obtained.