



US Army Corps
of Engineers
Alaska District

Public Notice of Application for Permit

Regulatory Branch (1145b)
Post Office Box 6898
Elmendorf AFB, Alaska 99506-6898

PUBLIC NOTICE DATE: August 6, 2004

EXPIRATION DATE: Review and comment period is open concurrently with the review and comment period for the Gravina Access Project Final Environmental Impact Statement. At a minimum, the comment period will extend to:

September 7, 2004

REFERENCE NUMBER: POA-2000-152-2

WATERWAY NUMBER: Tongass Narrows

Interested parties are hereby notified that an application has been received for a Department of the Army permit for certain work in waters of the United States as described below and shown on the attached plan. A copy of the permit application and associated EIS may be viewed on the project web site at www.gravina-access.com.

APPLICANT: Alaska Department of Transportation and Public Facilities (ADOT&PF). Point of Contact for ADOT&PF is Mr. Jim Evensen P.E., Southeast Region, 6860 Glacier Highway, Juneau, Alaska, 99801-2016. Telephone number: (907) 465-1851, Fax: (907) 465-3506.

LOCATION: The proposed project is located in: sections 16, 22, 23, 26, 27, 35, and 36, Township 75 South, Range 90 East; section 01, Township 76 South, Range 90 East; sections 29,30,31, and 32, Township 75 South, Range 91 East, and; section 06, Township 76 South, Range 91 East, Copper River Meridian. Midpoint West Channel: Longitude 131.6451896, Latitude 55.3173536; East Channel: Longitude 131.6202341, Latitude 55.326448.

WORK: A summary of the proposed Gravina Access Project components is provided as Table 1. The applicant requests authorization for placement of 554,000 cubic yards of crushed rock and gravel fill material in up to 96.8 acres of waters of the United States, including wetlands, to construct 8.2 miles of roadway embankment, including a spine road and a spur road to the Ketchikan Airport. Of this amount 54,700 cubic yards of fill material would be placed on 11.3 acres as temporary fill for staging and pier construction areas. Fill material from the five staging areas (3 at 1.6 acres, and 2 at 1.1 acres); and, from the 1,100-foot by 55-foot temporary construction access road (1.3 acres) would be removed prior to the end of construction and the area rehabilitated. All temporary fill or dredged material would be placed on Geotextile mats or other suitable material to facilitate the removal of the temporary fill. An additional 35.8 acres of

wetlands (approximately 20-feet outside of the placement of fill limits) would be mechanically clear-cut (vegetation removed).

Approximately 46,100 cubic yards of rock would be removed for the placement of six steel and concrete bridge piers in the Tongass Narrows. Pilings for the bridge piers would be placed as drilled shafts into the Tongass Narrows using a reverse rotary drill. Pile driving would be used to penetrate any existing sediment in the area and enable the pile to bear on or within the rock. In these locations, a vibratory hammer would be used to advance of the steel pile casing (up to 12 feet in diameter) through the existing sediment until bedrock is encountered, and then drilled to penetrate the rock.

The reverse rotary drill for bridge pier foundations would advance these large diameter shafts into the rock bottom by grinding or coring through the rock at the bottom of the channel at each pier location. Four to six shafts may be drilled 50 to 100 feet into the rock to support each pier. Once drilled, a reinforced steel cage would be lowered into the shaft hole and filled with concrete to an elevation above the water line. Note that permitting the bridge pier would be under the U.S. Coast Guard's jurisdiction. However the excavation /dredging for the piling/shaft installation is under the U.S. Army, Corps of Engineers' jurisdiction. No channel dredging is required or proposed under the applicants proposed action.

The proposed road would cross fourteen creeks on Gravina Island. Of the five anadromous stream crossings, four would be crossed by clear span bridges and one, located south of Government Creek, by an embedded culvert. Of the nine remaining creek crossings, three are known resident fish streams. These three crossings would also receive embedded culverts. For the remaining six crossings, culverts would be sized to accommodate peak flows.

PURPOSE: The applicant's purpose is to improve surface transportation between Revillagigedo Island (cities of Ketchikan, Saxman, et.al.) and Gravina Island (the location of the Ketchikan International Airport and adjoining undeveloped land that offers recreation and development potential).

ADDITIONAL INFORMATION: The Gravina Access Project is one of 17 high-priority infrastructure projects in the State of Alaska to be Federally funded under the Federal Transportation Equity Act for the 21st Century (TEA-21), enacted in 1998. TEA-21 authorizes approximately \$20 million for construction of a bridge across the Tongass Narrows, joining Gravina Island to the community of Ketchikan on Revillagigedo Island. The applicant proposes two bridges to cross Tongass Narrows via Pennock Island. One bridge would cross the East Channel and the other would cross the West Channel. The East Channel Bridge would be approximately 3,610 feet long and have a maximum height of approximately 250 feet. The East Channel bridge would have a vertical navigational clearance of 200 feet above high tide and a horizontal navigational clearance of approximately 550 feet. The West Channel Bridge would be approximately 2,690 feet long and have a maximum height of approximately 160 feet. The West Channel bridge would have a vertical navigational clearance of 120 feet above high tide and a horizontal navigational clearance of approximately 500 feet. The bridges would be evaluated by the U.S. Coast Guard under the authority of section 9 of the Rivers and Harbor Act of 1899, and the General Bridge Act of 1946.

On Revillagigedo Island, the alignment would connect to Tongass Avenue south of Deermount Street and near the southern end of the rock quarry. From this terminus, the alignment would rise to the southeast along the hillside (and east of the tank farm, and the cemetery), turn westward (skirting the southern end of the USCG station property, north of the Forest Park Subdivision) and cross over Tongass Avenue approximately 1.4 miles south of downtown Ketchikan, then cross the East Channel to Pennock Island. The roadway would cross Pennock Island at grade. From Pennock Island, the West Channel Bridge would cross to Gravina

Island, touching down approximately 2.7 miles south of the airport runway. The

road would continue northward approximately 5.4 miles to the northern end of the Airport Reserve zone. A 1.2-mile airport access road would be constructed at the southern end of the airport runway.

The Federal Highway Administration (FHWA) is the lead Federal agency in preparation of the Environmental Impact Statement (EIS) for the Gravina Access Project. The Corps of Engineers, Alaska District served as a cooperating agency in the preparation of the EIS. The Draft EIS was distributed to the public for review and comment on August 6, 2003. Additional information on the proposed action, the Final Environmental Impact Statement (FEIS) and supporting documents are available on the project web site at: www.gravina-access.com. and/or at the Corps' Regulatory Branch's web site at: www.poa.usace.army.mil/reg.

MITIGATION: As a result of project planning, preapplication coordination, and agency coordination, the applicant has included various mitigation measures in the proposed action to help reduce impacts to aquatic and marine resources. Some of these measures include:

- Anadromous fish streams in-water work would be restricted to June 15 through August 7.
- In-water work in Tongass Narrows would be restricted to July 1 through February 28. Blasting, dredging, and pile driving could occur only from November 1 through February 28, with the possible exception of mid-channel locations, which would be based on further consultation.
- A vibratory hammer would be used to drive steel piles instead of an impact hammer. Piles would be driven during low tide when in intertidal and subtidal areas.
- If necessary, in-water blasting in the Tongass Narrows would be performed such that ground vibrations (particle velocity) does not exceed 2.0 inches per second and peak water pressure (instantaneous pressure change) does not exceed 2.7 pounds per square inch, following ADF&G guidelines for blasting.
- All fueling and servicing operations would be conducted at least 100 feet away from all streams and water bodies, and fuel storage will be at least 100 feet away from all wetlands and water bodies.
- Perimeter staking would be required on the outside of the disturbance area prior to construction to ensure that there is no additional impact from construction activities.
- Silt fences would be used adjacent to EFH stream channels, just beyond the estimated toe of fill.
- Riprap would be placed along stream banks as necessary to maintain stream bank integrity. Bank stabilization along stream banks would include the placement of riprap and the use of bioengineering techniques to improve habitat value of the riprap, by incorporation of willow stakes or other locally available vegetation.
- Temporary fills would be placed on geotextile mats or other suitable materials of sufficient thickness to facilitate the removal of the fill and the materials to the maximum extent practicable when they are no longer needed for construction. No natural earthen material would be removed from under the geotextile mat when the temporary fill is removed.
- Proposed realignment of the Lewis Reef Road authorized to the Ketchikan Gateway Borough under Permit No. POA-2000-307-M to coincide with the road alignment proposed for the Gravina Access Project. This road realignment would reduce the need for an additional 11-acre road footprint.
- The Federal Highway Administration (FHWA), and the Alaska Department of Transportation and Public Facilities (ADOT&PF) have proposed to provide compensatory mitigation in the form of "in-lieu fee" or fee in lieu of wetland restoration, creation, enhancement or preservation. The fee (\$248,400) would be provided to a land trust acceptable to the U. S. Army Corps of Engineers for a designated project, should the proposed action be authorized.
- At all stream crossings (both bridge and culvert crossings) stream banks will be re-contoured to approximate original conditions and seeded with native vegetation to minimize erosion.

- Four bridges and one embedded culvert would be utilized for anadromous fish streams crossings. Embedded culverts would also be used for resident fish bearing streams crossings.

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 that 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 Office of Project Management and Permitting, 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 are two registered or eligible properties in the vicinity of the worksite. They have been designated KET-774 and KET-775. Because it has been determined to be outside of the area of potential affect, no further action is required. The FHWA as lead Federal Agency, and ADOT&PF, the Applicant, has coordinated with the State Historic Preservation Officer (SHPO), HDA-AK file #: ACHP-0922(5)/67698 in which they concurred with a finding that "no historic properties affected." Any additional comments the SHPO may have on the FEIS 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.

TRIBAL CONSULTATION: The Federal Agencies fully support tribal self-governance and government-to-government relations between the Federal government and Federally recognized Tribes. This notice invites participation by agencies, Tribes, and members of the public in the Federal decision-making process. In addition, 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 Federal Highway Administration (lead Federal Agency) 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 an additional 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 Federal Highway Administration during the public comment period.

ENDANGERED SPECIES: The project area is within the known or historic range of the American Peregrine falcon, the Steller sea lion (*Eumetopias jubatus*), and the humpback whale (*Megaptera novaengliae*). A Biological Assessment (BA) was prepared (updated November 30, 2003, Appendix T of the project EIS) in which the National Oceanic Atmospheric Administration - National Marine Fisheries Service (NMFS) reviewed and concurred with the BA findings: "...as described, the Gravina Access Project is not likely to adversely affect listed species or their designated critical habitat." "No further consultation on the effects of the Gravina Access Project on endangered humpback whales or threatened Steller lions is required" (February 17, 2004). This application and the FEIS are being coordinated with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service. Any additional comments that they may have concerning endangered or threatened species or their critical habitat will be considered in our final assessment of the described work.

ESSENTIAL FISH HABITAT: The proposed work was evaluated for possible effects to Essential Fish Habitat (EFH) pursuant to the Magnuson Stevens Fishery Conservation and Management Act of 1996 (MSFCMA), 16 U.S.C. et seq and associated federal regulations found at 50 CFR 600 Subpart K. The National Oceanic and Atmospheric Administration - National Marine Fisheries Service reviewed and commented on the DEIS on October 3, 2003. NMFS identified EFH as all segments of streams where salmon reside during any period of the year as well as the marine waters and

substrate of the Tongass Narrows. These areas provide habitat for a number of anadromous and marine species including all five species of Pacific salmon, arrowtooth flounder, dusky rockfish, Pacific Ocean perch, Pacific cod, sablefish, walleye Pollock, yelloweye rockfish, shortraker rockfish, rougheye rockfish, skates, and sculpins. The ADOT&PF replied to the NMFS in a letter dated April 13, 2003, and March 2, 2004, which identified conservation measures to be included in the FEIS. The FHWA determined that the described activity within the proposed area would not adversely affect EFH, including anadromous fish and federally managed fishery resources with the incorporation of proposed mitigation measures. This public notice, application and the FEIS are being coordinated with the NMFS. Any additional comments that they may have concerning EFH including Habitat Areas of Particular Concern will be considered in our final assessment of the described work.

SPECIAL AREA DESIGNATION: None.

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 decision whether to authorize a proposal, and if so, the conditions under which it will be allowed to occur, are therefore determined by the outcome of the general balancing process. That 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 Engineer 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.

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 to be considered in the decision. Please contact Mr. Lloyd H. Fanter at (907) 753-2712, toll free from within Alaska at (800) 478-2712, or by e-mail at lloyd.h.fanter@poa02.usace.army.mil, if further information is desired concerning this notice. All comments received in response to this notice and/or providing comments on the Final EIS will be provided to Mr. Tim A. Haugh, Program Manager, Environmental / Right-of-Way, Federal Highway Administration, Alaska Division; or you may wish to provide comments directly to FHWA at P.O. Box 21648, Juneau Alaska

99802. Question regarding the overall Gravina Access Project and/or EIS should be directed to the FHWA at the above address or by telephone at (907) 586-7418; and/or to Mr. Jim Evensen P.E., Project Manager, ADOT&PF - Southeast Region, 6860 Glacier Highway, Juneau, Alaska 99801-7999 or by telephone at (907) 465-1851.

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.

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

(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).

A plan and Notice of Application for Certification of Consistency with the Alaska Coastal Management Program are attached to this Public Notice.

District Engineer
U.S. Army, Corps of Engineers

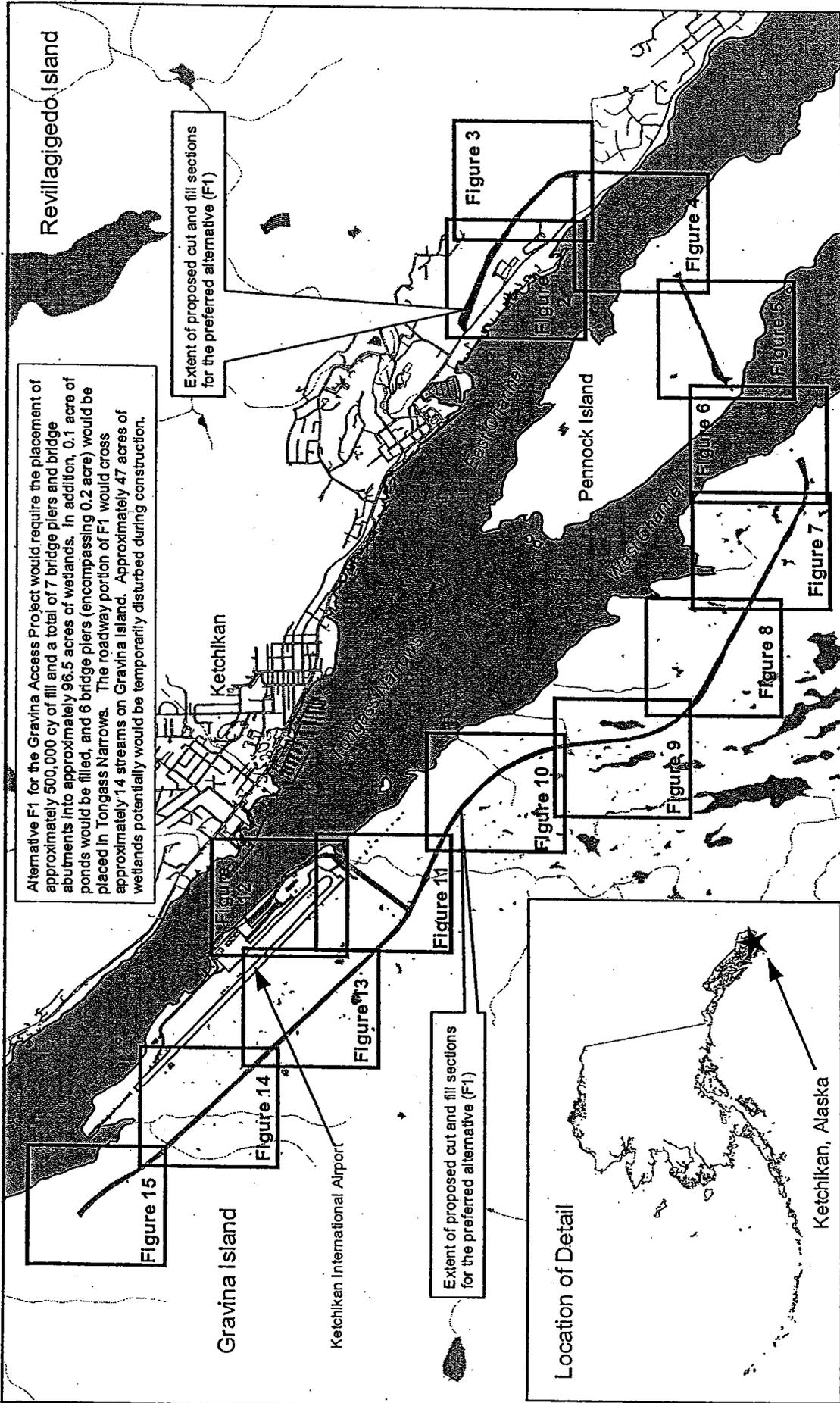
Attachments

Table 1. Proposed Gravina Access Project - Summary Table

	Length (feet) unless otherwise noted)	Width (feet) or diameter	Footprint in wetlands & other waters of the U.S. / Total acres	Volume (y ³) in waters- wetlands / total volume ^g	Sheet Reference
Permanent Elements (bold = total from below)	49,350 9.4 mi	40 (road top/crown width)	96.5 / 107.3	500,000 / 554,000	1
Road Embankment	8.2 mi	40 (road top)	96.1 / 106.8	500,000 / 554,000	1
-Revilla Segment	5,270	Typical disturbance width: 90-180 Max width (E. bridge abutment): 235	12.4 / 17.1	65,000 / 89,000	2-4
-Pennock Segment	3,050	Typical disturbance width: 60-120 Max width (W. bridge abutment): 230	7.9 / 8.0	41,000 / 41,000	4-6
-Gravina Segment	28,400	Typical disturbance width: 60-150 Max width (W. bridge abutment): 195	68.9 / 68.9 (includes 0.08 ac of impact to ponds)	357,000 / 357,000	7- 11; 13- 15
-Airport Spur	6,330	Typical disturbance width: 60-150	6.9 / 12.8	37,000 / 67,000	11, 12
Bridges & Culverts			0.4 / 0.5 (piers)	Piers (4-6 shafts per pier)	
East Channel Bridge 3 piers in marine 2 piers on Revilla 2 piers on Pennock Is.	3,610 - - -	52 ° - - -	(0.15 for all marine piers) (0.2 ac for all piers in wetlands) (0.1 ac for all piers in uplands)	Marine excavation (rock) 50- to 100- foot depth per shaft ~640 y3 per 50-foot shaft depth (11-foot shaft diameter) con't	4
W. Channel Bridge 3 piers in marine 1 piers on Gravina Is.	2,690 - - -	52 ° - - -		Total 6 piers (36 shafts) in marine waters. Up to 38,400 y3 excavation / dredging in marine waters	6
Creek on Gravina Is. (Clear span)	30	43 °	0	-	9
Government Cr. (Clear span)	200	43 °	0	-	11
Airport Cr.	100	43 °	0	-	14

	Length (feet) unless otherwise noted)	Width (feet) or diameter	Footprint in wetlands & other waters of the U.S. / Total acres	Volume (y ³) in waters- wetlands / total volume ^g	Sheet Reference
E. Fork (Clear span)					
Airport Cr. W. Fork (Clear span)	55	43 ^c	0	See sheet 18	14
Embedded fish passage culverts	-	43 ^c	See sheet 18		8, 10, 14, 18
Temporary Fills			11.3 / 11.3 ^e	54,700 / 54,700 ^e	
Pier staging areas (5)	-	-	7.0 / 7.0 ^e	33,900 / 33,900 ^e	
-Revilla (2)	-	150 diameter each	2.2 / 2.2 ^e	10,700 / 10,700 ^e	4
-Pennock (2)	-	150 diameter each	3.2 / 3.2	15,500 / 15,500	4, 5
-Gravina (1)	-	150 diameter	1.6 / 1.6	7,700 / 7,700	6
Other staging areas					
-Pennock (2)	375 ^f	175 ^f	3.0 / 3.0	14,500 / 14,500	4, 5
Construction road	1,080		1.3 / 1.3	6,300 / 6,300	
-Revilla	380	55	0.5	2,100 / 2,100	4
-Pennock	490	55	0.6	3,000 / 3,000	4, 5
-Gravina	210	55	0.2	1,200 / 1,200	6

- a. Fill depth is typical but varies widely depending upon topography.
- b. Total wetland impact in this table differs slightly from total reported in EIS due to computation by segment and to rounding. Impacts to ponds are included in wetland impacts.
- c. Bridge widths estimated based on lane and shoulder width.
- d. Includes free-standing piers and bridge abutments.
- e. One pier each on Revilla Is. and Pennock Is. would be fully or partially on uplands. Portions of pier staging areas that are not in wetlands would not use fill but would be disturbed.
- f. Other staging areas' dimensions broadly estimated to equal 3 ac. total. **Bold numbers** indicate totals from the rows below.
- g. Average depth of fill for construction roads and staging areas and road segments is 3 feet.



Alternative F1 for the Gravina Access Project would require the placement of approximately 500,000 cu yd of fill and a total of 7 bridge piers and bridge abutments into approximately 96.5 acres of wetlands. In addition, 0.1 acre of ponds would be filled, and 6 bridge piers (encompassing 0.2 acre) would be placed in Tongass Narrows. The roadway portion of F1 would cross approximately 14 streams on Gravina Island. Approximately 47 acres of wetlands potentially would be temporarily disturbed during construction.

Extent of proposed cut and fill sections for the preferred alternative (F1)

Extent of proposed cut and fill sections for the preferred alternative (F1)

GRAVINA ACCESS PROJECT
 POA: 2000-0152-2
 Tongass Narrows 524

IN: TONGASS NARROWS
 AT: KETCHIKAN, ALASKA

Date: 6-4-04

SHEET EXTENTS AND VICINITY MAP

APPLICATION BY:
 State of Alaska
 Department of Transportation and Public Facilities
 6860 Glacier Highway
 Juneau, AK 99801-7999

PREFERRED ALTERNATIVE (F1)

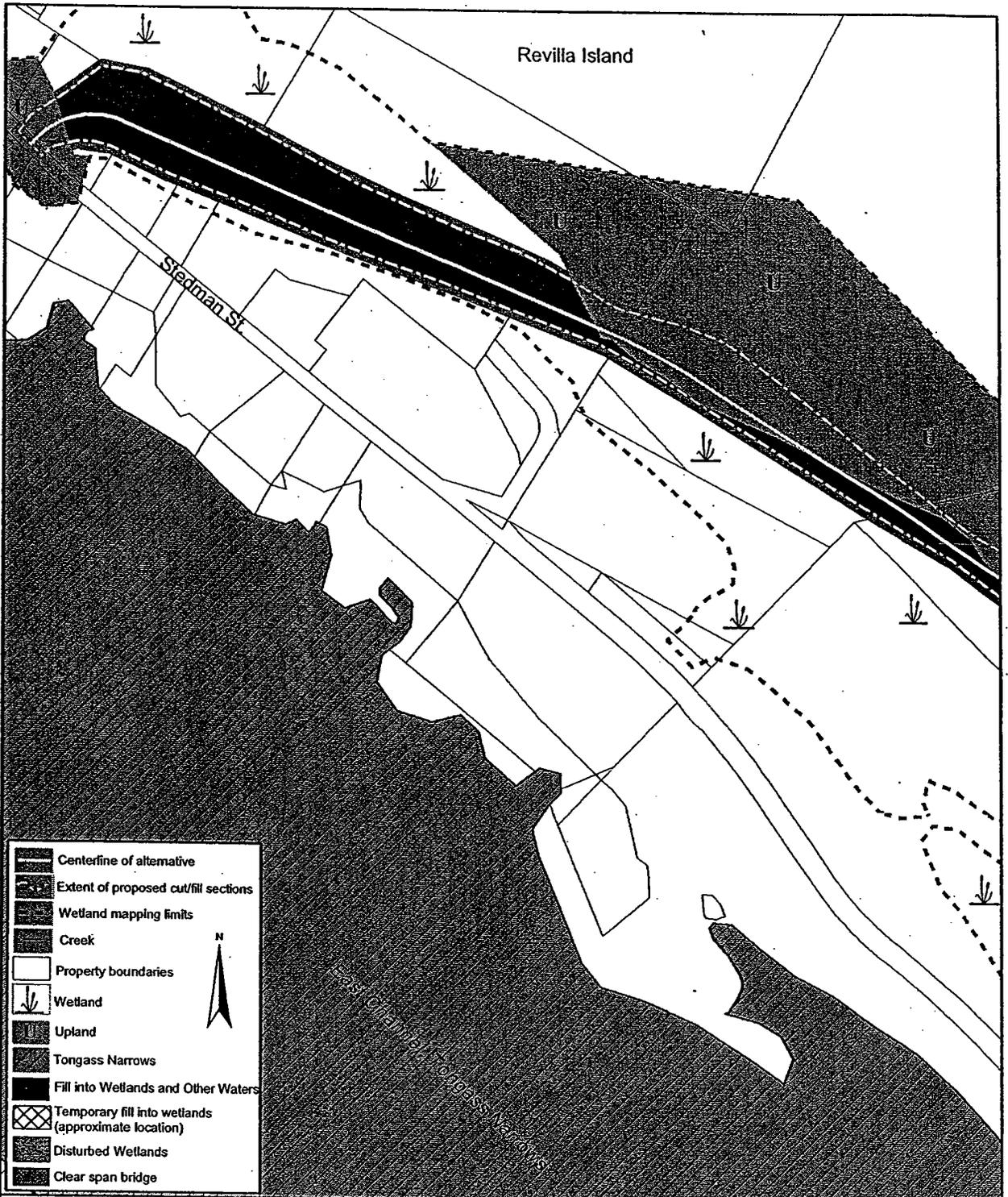
PURPOSE: To improve surface transportation for vehicles, bicyclists, and pedestrians between Revillagigedo Island and Gravina Island.

LOCATION:
 T. 75S R. 090E SEC. 16, 22, 23, 26, 27, 35, 38
 T. 76S R. 090E SEC. 01
 T. 75S R. 091E SEC. 29, 30, 31, 32
 T. 76S R. 091E SEC. 06
 Copper River Meridian

Adjacent Property Owners:
 See attached Table.

Fig: U:\chrs02\pmts\gravina\DEIS\permits\key map.mxd

SHEET 1 of 19



- Centerline of alternative
- Extent of proposed cut/fill sections
- Wetland mapping limits
- Creek
- Property boundaries
- Wetland
- Upland
- Tongass Narrows
- Fill into Wetlands and Other Waters
- Temporary fill into wetlands (approximate location)
- Disturbed Wetlands
- Clear span bridge

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PURPOSE: To improve surface transportation for vehicles, bicyclists, and pedestrians between Revillagiedo Island and Gravina Island.

ADJACENT PROPERTY OWNERS:
SEE ATTACHED SHEETS

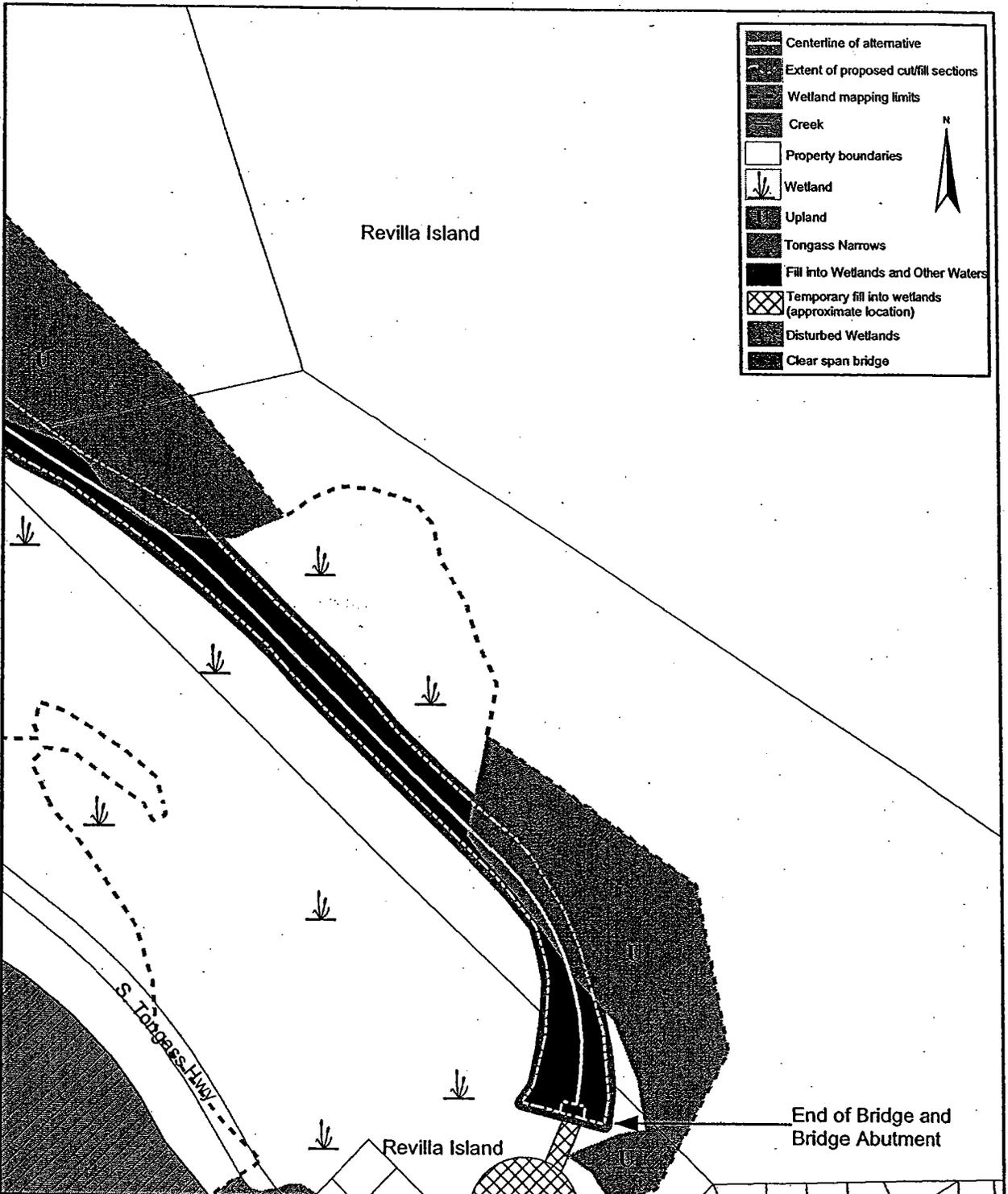
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Copper River Meridian

**PREFERRED ALTERNATIVE (F1),
PLAN VIEW**

SCALE 1" = 400'
APPLICATION BY:
State of Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, AK 99801-7999

**GRAVINA ACCESS PROJECT
POA= 2000-0152-2
Tongass Narrows 524**

IN: TONGASS NARROWS
AT: KETCHIKAN, ALASKA



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6860 Glacier Highway
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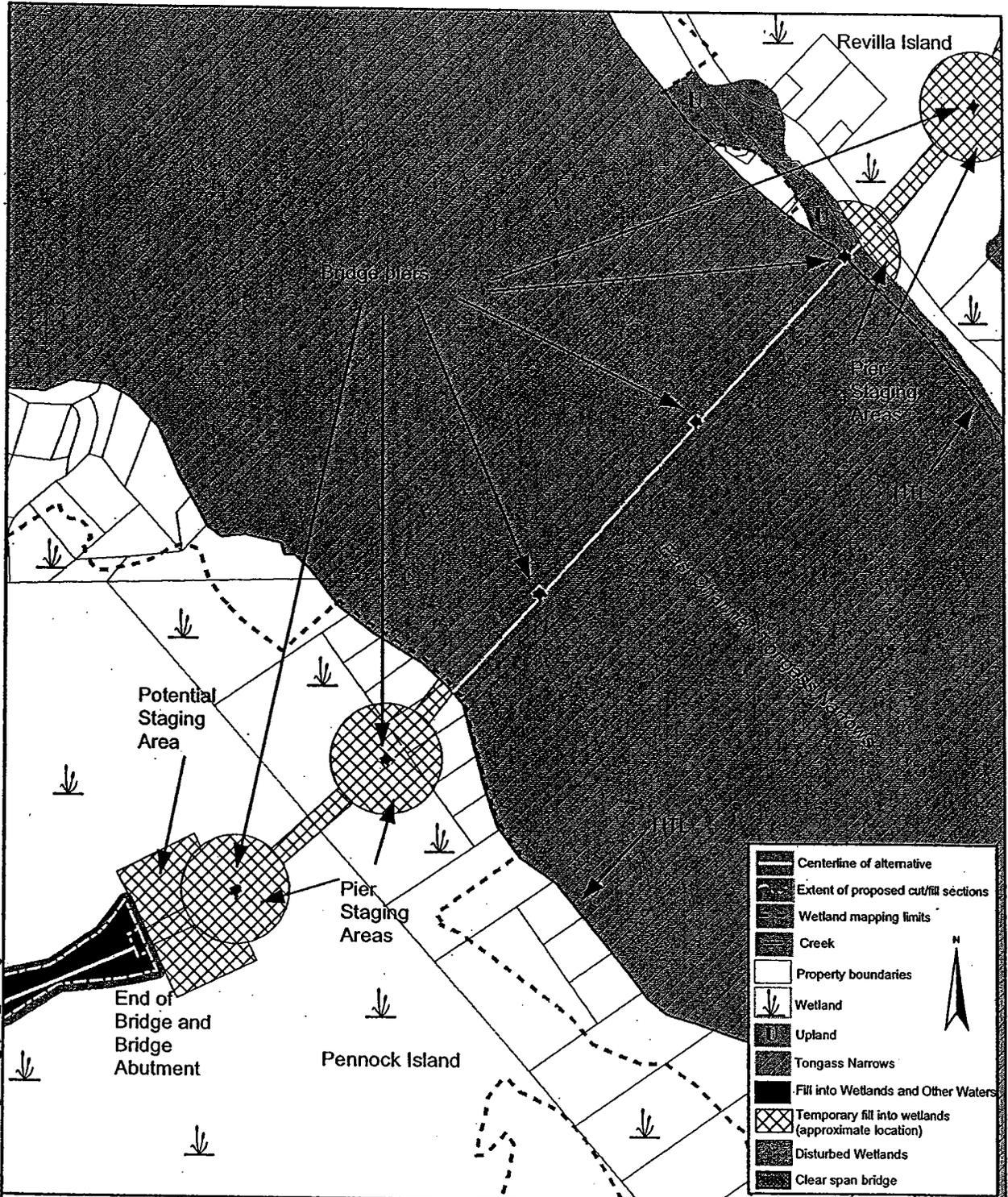
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POA- 2000-0152-2
Tongass Narrows 524

IN: TONGASS NARROWS

AT: KETCHIKAN, ALASKA

Date: 6-4-04

SHEET 3 of 19



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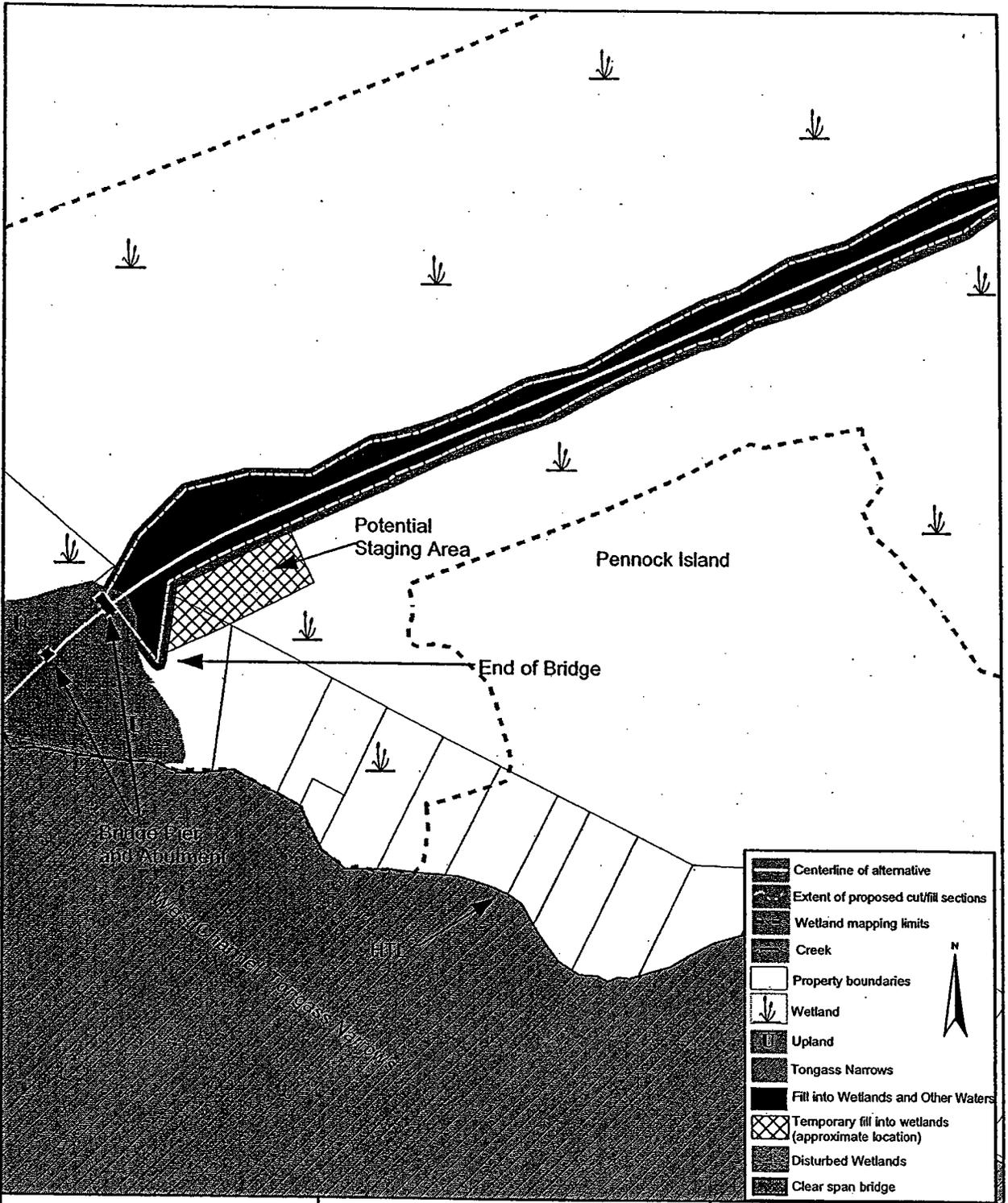
**GRAVINA ACCESS PROJECT
POA-2000-0152-2
Tongass Narrows 524**

IN: TONGASS NARROWS

AT: KETCHIKAN, ALASKA

Date: 6-4-04

SHEET 4 of 19



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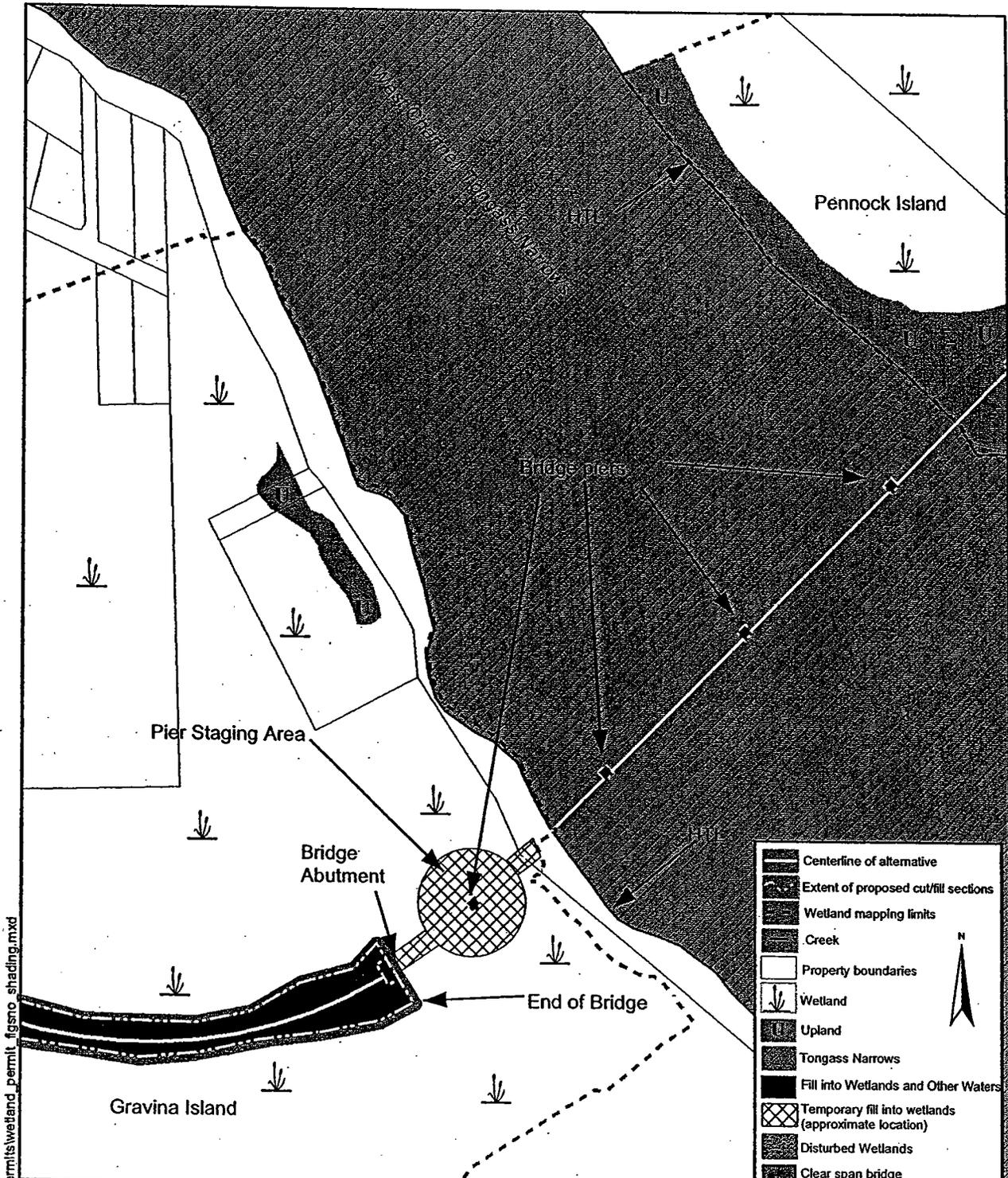
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**GRAVINA ACCESS PROJECT
 POA# 2000-0152-2
 Tongass Narrows 524**

IN: TONGASS NARROWS

AT: KETCHIKAN, ALASKA



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T. 76S R. 091E SEC. 06
Copper River Meridian

**PREFERRED ALTERNATIVE (F1),
PLAN VIEW**

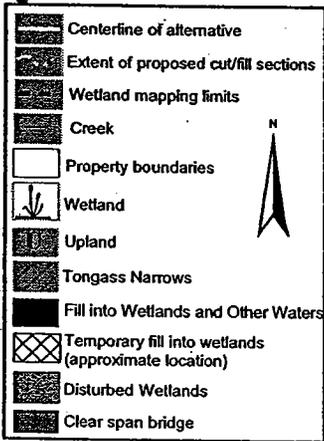
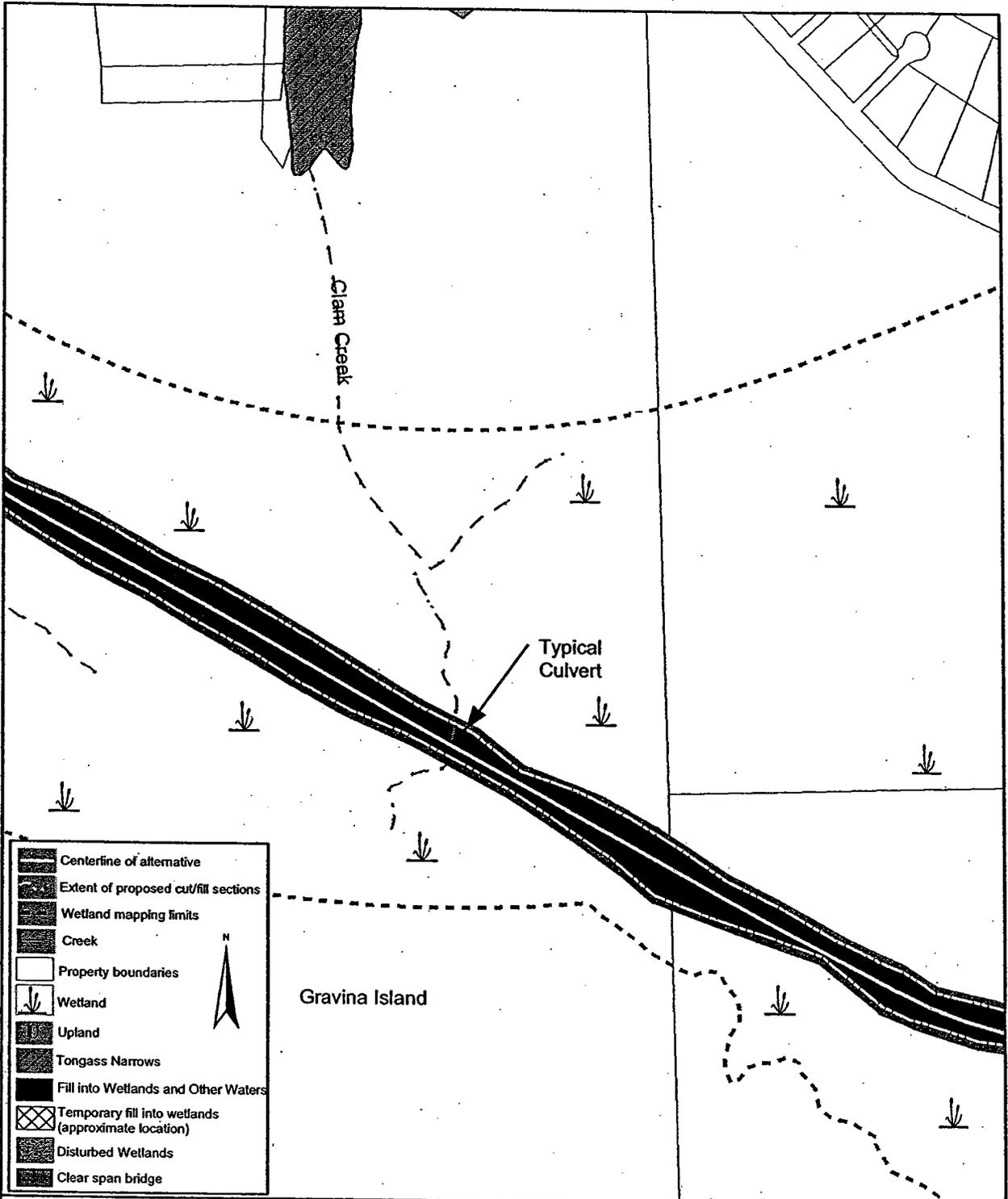
SCALE 1" = 400'

APPLICATION BY:
State of Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, AK 99801-7999

**GRAVINA ACCESS PROJECT
POA# 2000-0152-2
Tongass Narrows 524**

IN: TONGASS NARROWS
AT: KETCHIKAN, ALASKA

Date: 6-4-04 SHEET 6 of 19



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PURPOSE: To improve surface transportation for vehicles, bicyclists, and pedestrians between Revillagigedo Island and Gravina Island.

ADJACENT PROPERTY OWNERS:
 SEE ATTACHED SHEETS

LOCATION:
 T. 75S R. 090E SEC. 16, 22, 23, 26, 27, 35, 36
 T. 76S R. 090E SEC. 01
 T. 75S R. 091E SEC. 29, 30, 31, 32
 T. 76S R. 091E SEC. 06
 Copper River Meridian

**PREFERRED ALTERNATIVE (F1),
 PLAN VIEW**

SCALE 1" = 400'

APPLICATION BY:

State of Alaska Department of Transportation and Public Facilities
 6860 Glacier Highway
 Juneau, AK 99801-7999

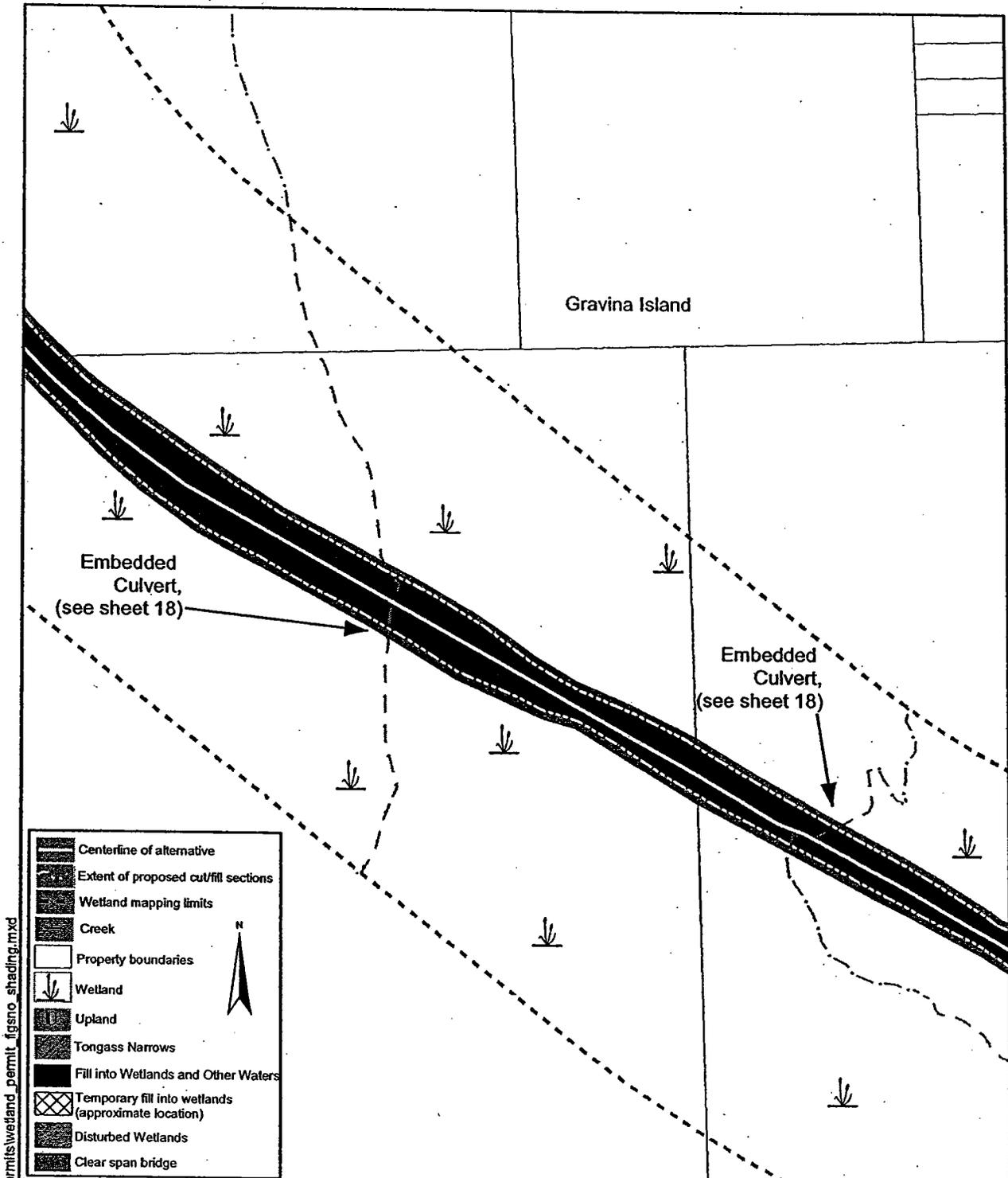
GRAVINA ACCESS PROJECT
 POA= 2000-0152-2
 Tongass Narrows 524

IN: TONGASS NARROWS

AT: KETCHIKAN, ALASKA

Date: 6-4-04

SHEET 7 of 19



File:u:\hsv02\is\is\gravina\DEIS\permits\wetland_permit_figsnr_shading.mxd

	Centerline of alternative
	Extent of proposed cut/fill sections
	Wetland mapping limits
	Creek
	Property boundaries
	Wetland
	Upland
	Tongass Narrows
	Fill into Wetlands and Other Waters
	Temporary fill into wetlands (approximate location)
	Disturbed Wetlands
	Clear span bridge

PURPOSE: To improve surface transportation for vehicles, bicyclists, and pedestrians between Revillagigedo Island and Gravina Island.

ADJACENT PROPERTY OWNERS:
SEE ATTACHED SHEETS

LOCATION:
T. 75S R. 090E SEC. 16, 22, 23, 26, 27, 35, 36
T. 76S R. 090E SEC. 01
T. 75S R. 091E SEC. 29, 30, 31, 32
T. 76S R. 091E SEC. 06
Copper River Meridian

**PREFERRED ALTERNATIVE (F1),
PLAN VIEW**

SCALE 1" = 400'

APPLICATION BY:

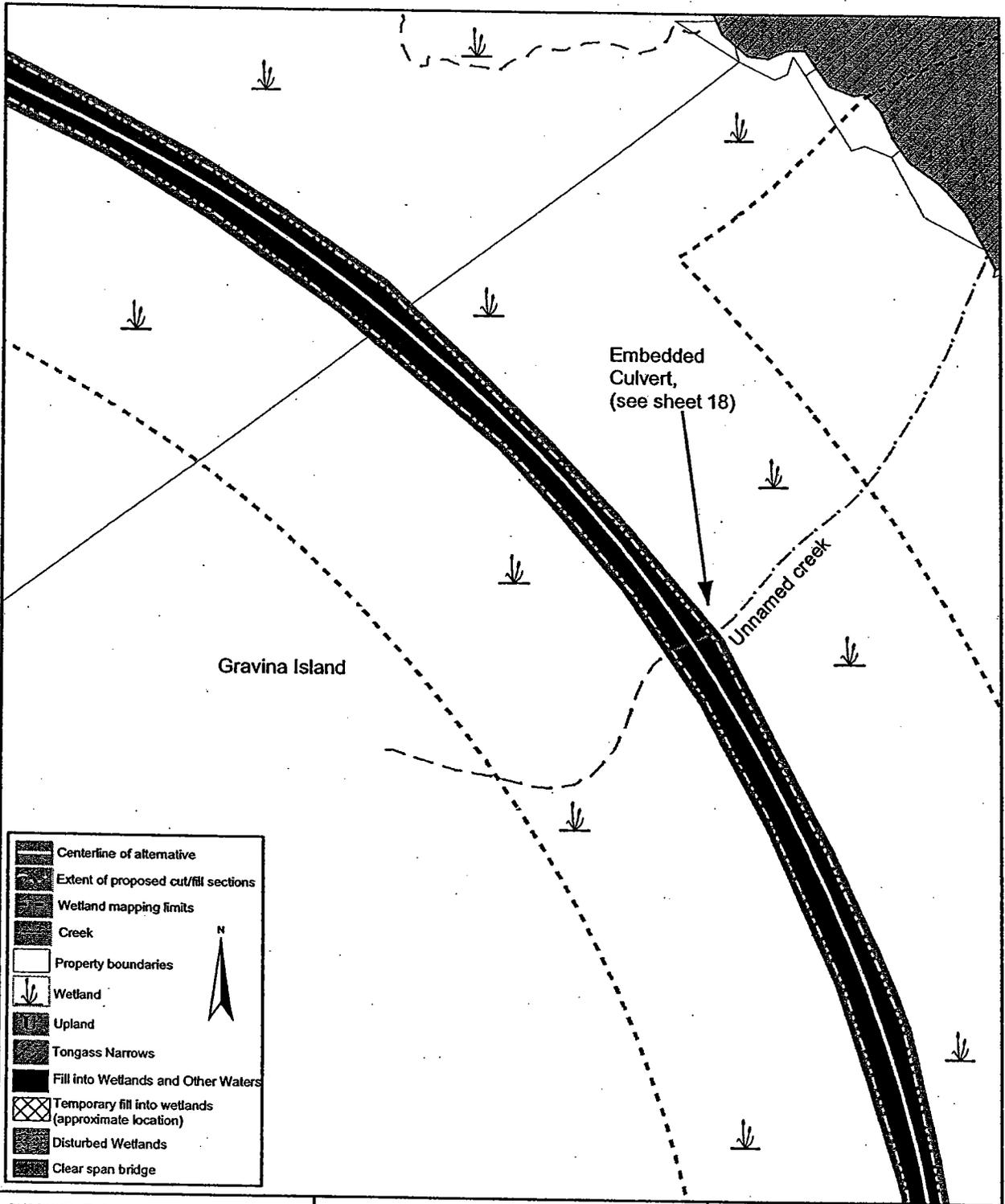
State of Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, AK 99801-7999

GRAVINA ACCESS PROJECT
POA= 2000-0152-2
Tongass Narrows 524

IN: TONGASS NARROWS

AT: KETCHIKAN, ALASKA

Date: 6-4-04 SHEET 8 of 19



File:chrsrv02\avis\gravina\DEIS\permits\wetland_permit_fgsmo_shading.mxd

-  Centerline of alternative
-  Extent of proposed cut/fill sections
-  Wetland mapping limits
-  Creek
-  Property boundaries
-  Wetland
-  Upland
-  Tongass Narrows
-  Fill into Wetlands and Other Waters
-  Temporary fill into wetlands (approximate location)
-  Disturbed Wetlands
-  Clear span bridge

PURPOSE: To improve surface transportation for vehicles, bicyclists, and pedestrians between Revillagigedo Island and Gravina Island.

ADJACENT PROPERTY OWNERS:
SEE ATTACHED SHEETS

LOCATION:
T. 75S R. 090E SEC. 16, 22, 23, 26, 27, 35, 36
T. 76S R. 090E SEC. 01
T. 75S R. 091E SEC. 29, 30, 31, 32
T. 76S R. 091E SEC. 06
Copper River Meridian

**PREFERRED ALTERNATIVE (F1),
PLAN VIEW**

SCALE 1" = 400'

APPLICATION BY:

State of Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, AK 99801-7999

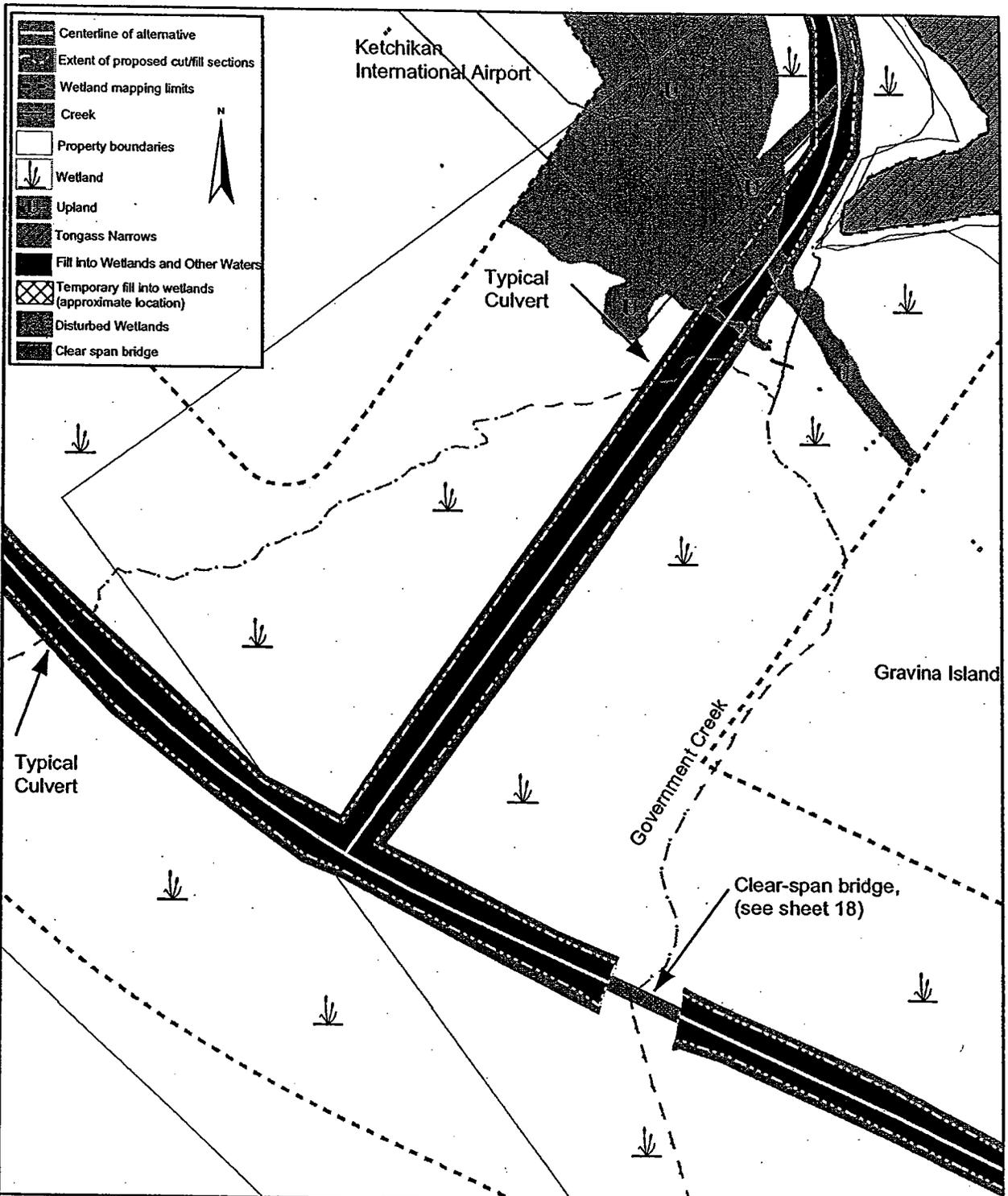
GRAVINA ACCESS PROJECT
POA- 2000-0152-2
Tongass Narrows 524

IN: TONGASS NARROWS

AT: KETCHIKAN, ALASKA

Date: 6-4-04

SHEET 10 of 19



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PURPOSE: To improve surface transportation for vehicles, bicyclists, and pedestrians between Revillagigedo Island and Gravina Island.

ADJACENT PROPERTY OWNERS:
SEE ATTACHED SHEETS

LOCATION:
T. 75S R. 090E SEC. 16, 22, 23, 26, 27, 35, 36
T. 76S R. 090E SEC. 01
T. 75S R. 091E SEC. 29, 30, 31, 32
T. 76S R. 091E SEC. 06
Copper River Meridian

**PREFERRED ALTERNATIVE (F1),
PLAN VIEW**

SCALE 1" = 400'

APPLICATION BY:

State of Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, AK 99801-7999

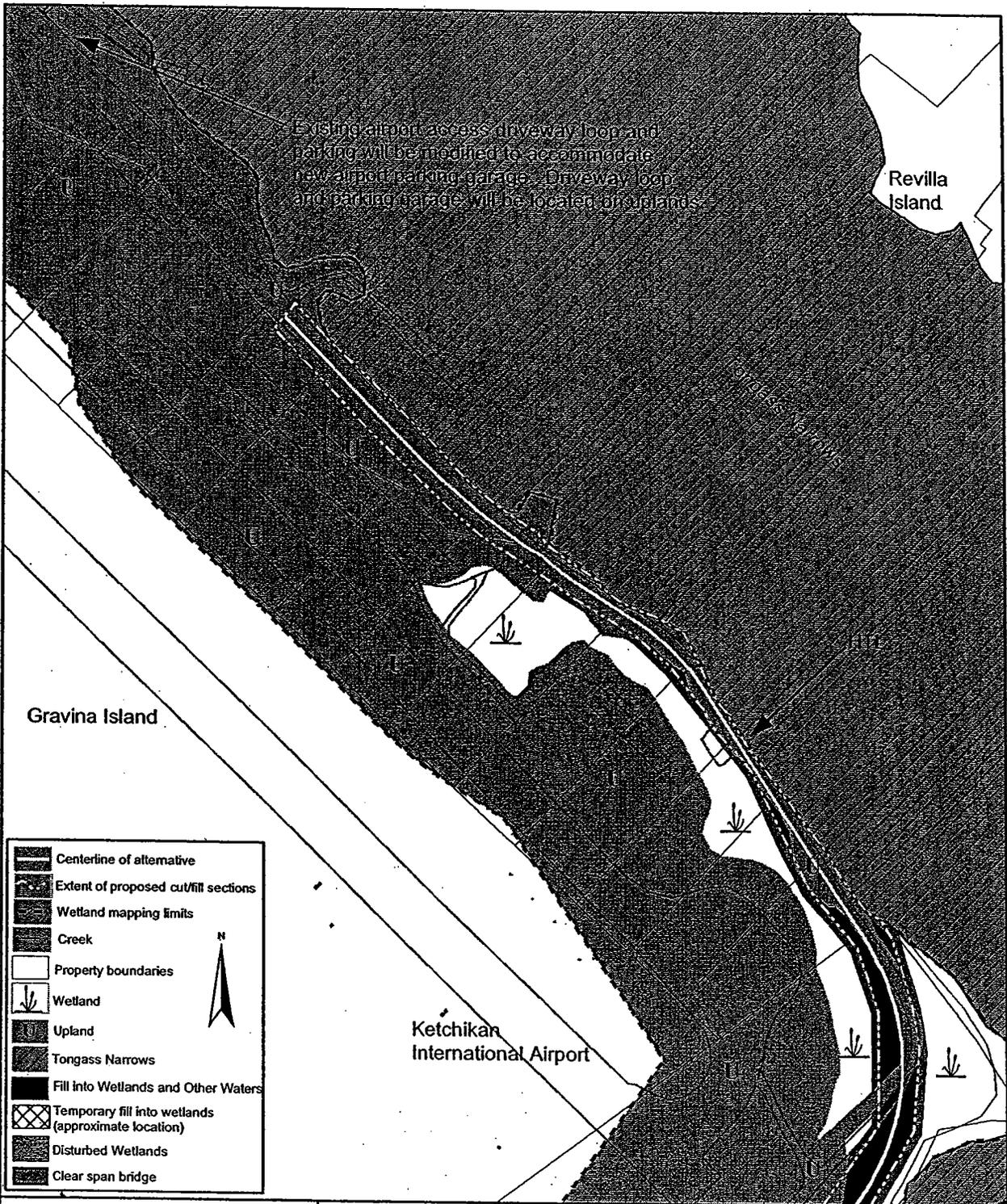
**GRAVINA ACCESS PROJECT
POA- 2000-0152-2
Tongass Narrows 524**

IN: TONGASS NARROWS

AT: KETCHIKAN, ALASKA

Date: 6-4-04

SHEET 11 of 19



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PURPOSE: To improve surface transportation for vehicles, bicyclists, and pedestrians between Revillagidedo Island and Gravina Island.

ADJACENT PROPERTY OWNERS:
SEE ATTACHED SHEETS

LOCATION:
T. 75S R. 090E SEC. 16, 22, 23, 26, 27, 35, 36
T. 76S R. 090E SEC. 01
T. 75S R. 091E SEC. 29, 30, 31, 32
T. 76S R. 091E SEC. 06
Copper River Meridian

**PREFERRED ALTERNATIVE (F1),
PLAN VIEW**

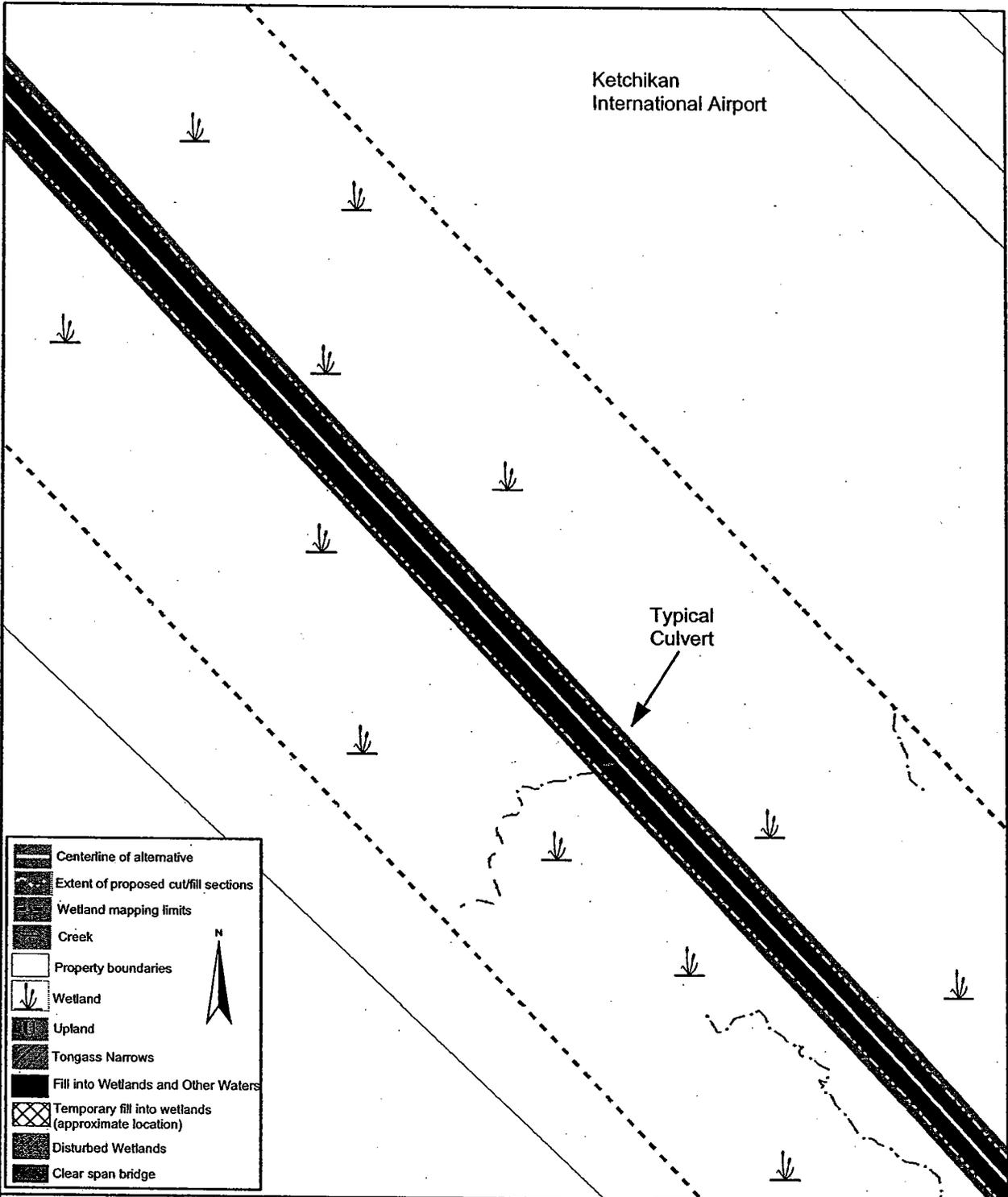
SCALE 1" = 400'

APPLICATION BY:
State of Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, AK 99801-7999

GRAVINA ACCESS PROJECT
POA-2000-0152-2
Tongass Narrows 524

IN: TONGASS NARROWS
AT: KETCHIKAN, ALASKA

Date: 6-4-04 SHEET 12 of 19



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	Centerline of alternative
	Extent of proposed cut/fill sections
	Wetland mapping limits
	Creek
	Property boundaries
	Wetland
	Upland
	Tongass Narrows
	Fill into Wetlands and Other Waters
	Temporary fill into wetlands (approximate location)
	Disturbed Wetlands
	Clear span bridge

PURPOSE: To improve surface transportation for vehicles, bicyclists, and pedestrians between Revillagigedo Island and Gravina Island.

ADJACENT PROPERTY OWNERS:
SEE ATTACHED SHEETS

LOCATION:
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T. 76S R. 090E SEC. 01
T. 75S R. 091E SEC. 29, 30, 31, 32
T. 76S R. 091E SEC. 06
Copper River Meridian

**PREFERRED ALTERNATIVE (F1),
PLAN VIEW**

SCALE 1" = 400'

APPLICATION BY:

State of Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, AK 99801-7999

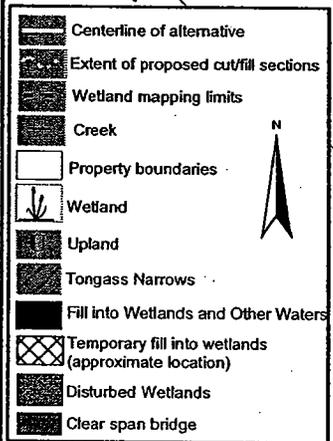
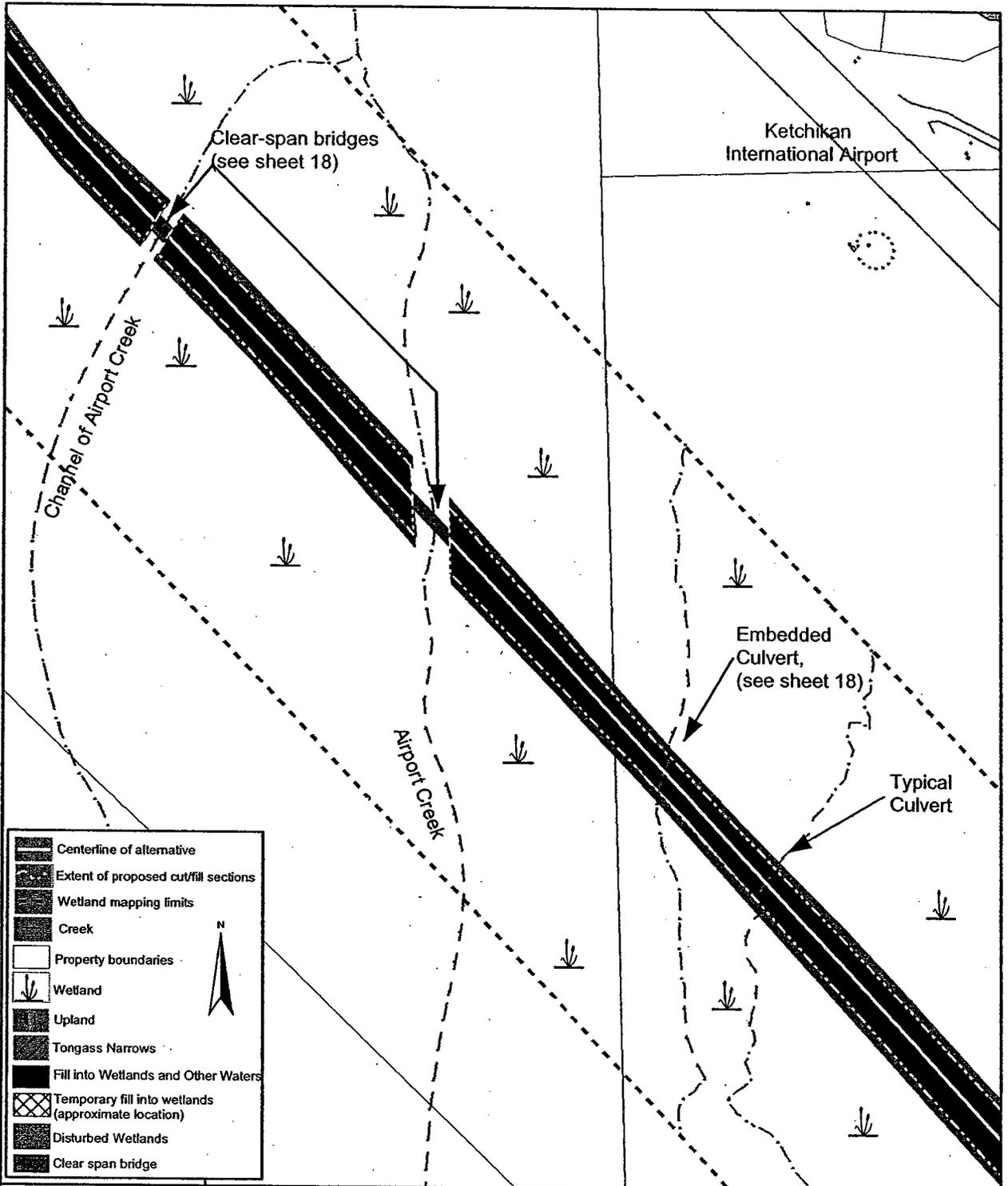
GRAVINA ACCESS PROJECT
POA- 2000-0152-2
Tongass Narrows 524

IN: TONGASS NARROWS

AT: KETCHIKAN, ALASKA

Date: 6-4-04

SHEET 13 of 19



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PURPOSE: To improve surface transportation for vehicles, bicyclists, and pedestrians between Revillagigedo Island and Gravina Island.

ADJACENT PROPERTY OWNERS:
SEE ATTACHED SHEETS

LOCATION:
T. 75S R. 090E SEC. 16, 22, 23, 26, 27, 35, 36
T. 76S R. 090E SEC. 01
T. 75S R. 091E SEC. 29, 30, 31, 32
T. 76S R. 091E SEC. 06
Copper River Meridian

**PREFERRED ALTERNATIVE (F1),
PLAN VIEW**

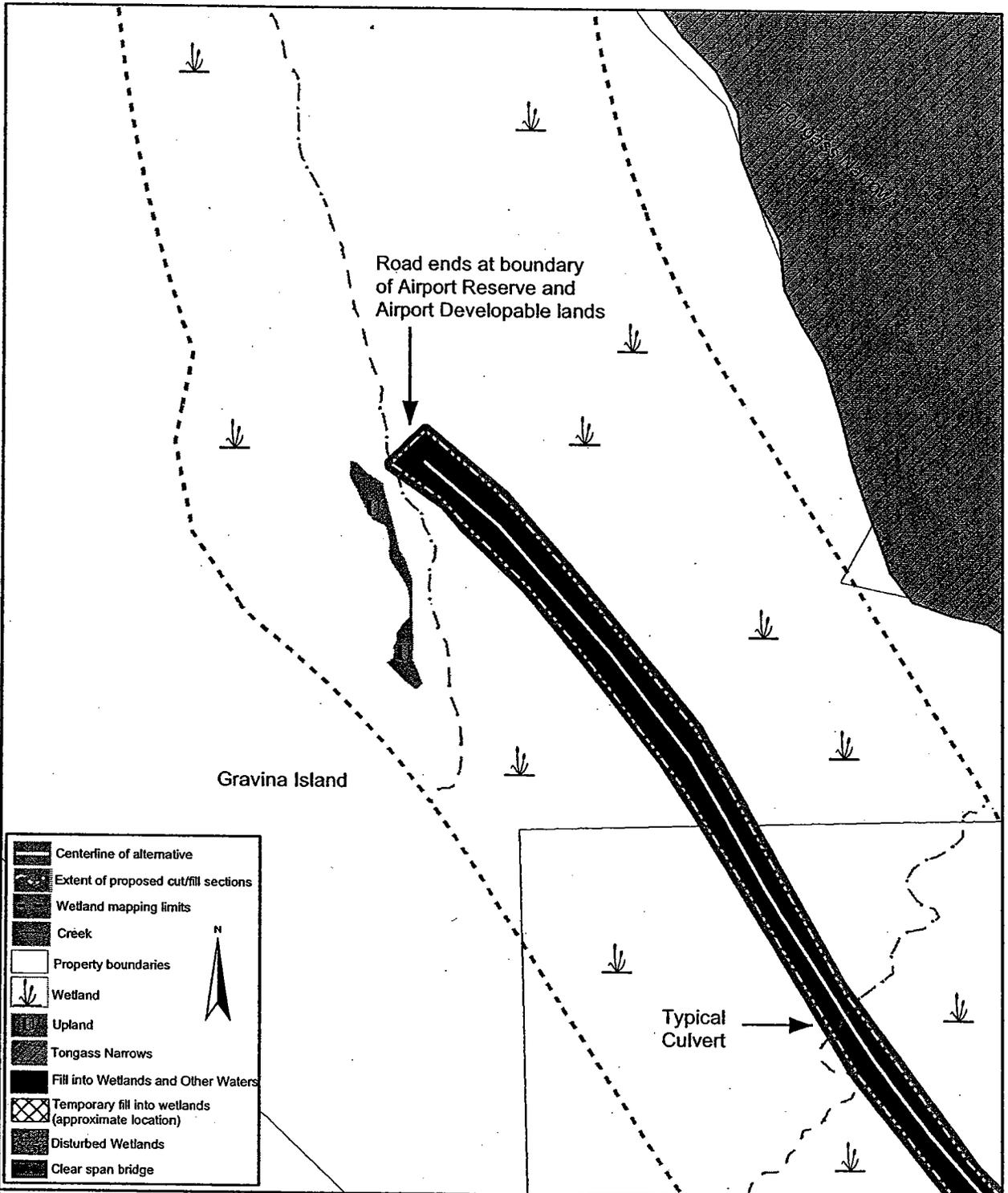
SCALE 1" = 400'

APPLICATION BY:
State of Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, AK 99801-7999

GRAVINA ACCESS PROJECT
POA- 2000-0152-2
Tongass Narrows 524

IN: TONGASS NARROWS
AT: KETCHIKAN, ALASKA

Date: 6-4-04 SHEET 14 of 19



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PURPOSE: To improve surface transportation for vehicles, bicyclists, and pedestrians between Revillagigedo Island and Gravina Island.

ADJACENT PROPERTY OWNERS:
SEE ATTACHED SHEETS

LOCATION:
T. 75S R. 090E SEC. 16, 22, 23, 26, 27, 35, 36
T. 76S R. 090E SEC. 01
T. 75S R. 091E SEC. 29, 30, 31, 32
T. 76S R. 091E SEC. 06
Copper River Meridian

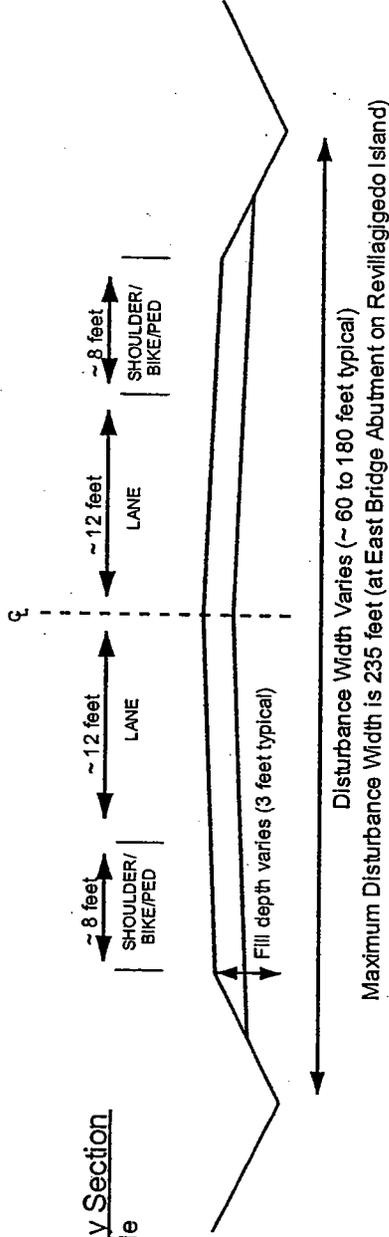
**PREFERRED ALTERNATIVE (F1),
PLAN VIEW**

SCALE 1" = 400'
APPLICATION BY:
State of Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, AK 99801-7999

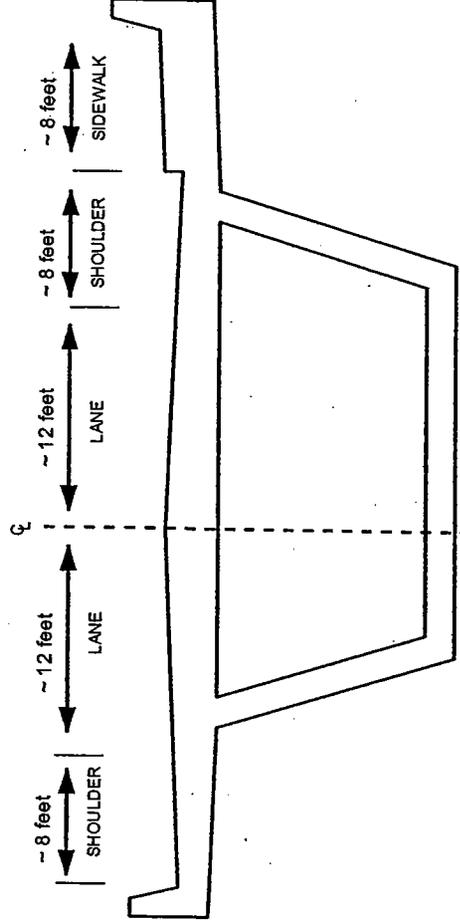
**GRAVINA ACCESS PROJECT
POA= 2000-0152-2
Tongass Narrows 524**

IN: TONGASS NARROWS
AT: KETCHIKAN, ALASKA
Date: 6-4-04 SHEET 15 of 19

Typical Roadway Section
Not to Scale



Typical Bridge Section
Not to Scale



Note: Bridge piers are not shown

PURPOSE: To improve surface transportation for vehicles, bicyclists, and pedestrians between Revillagiedo Island and Gravina Island.

LOCATION:
T. 75S R. 090E SEC. 16, 22, 23, 26, 27, 35, 36
T. 76S R. 090E SEC. 01
T. 75S R. 091E SEC. 29, 30, 31, 32
T. 76S R. 091E SEC. 06
Copper River Meridian

PREFERRED ALTERNATIVE
(F1)
Typical Roadway and Bridge Sections

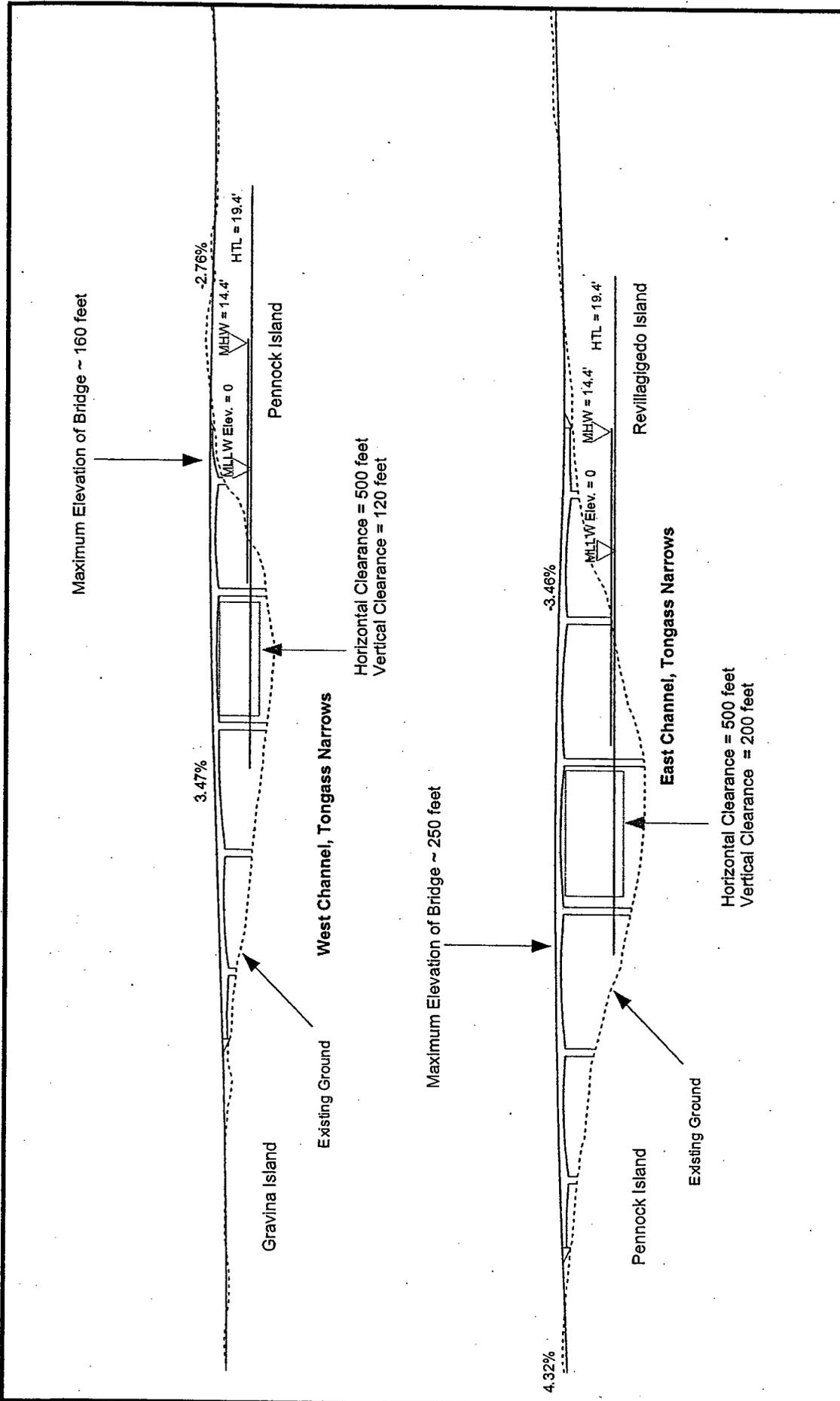
APPLICATION BY:
State of Alaska
Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, AK 99801-7999

GRAVINA ACCESS PROJECT
POA - 2000-0152-2
Tongass Narrows 524

IN: TONGASS NARROWS
AT: KETCHIKAN, ALASKA

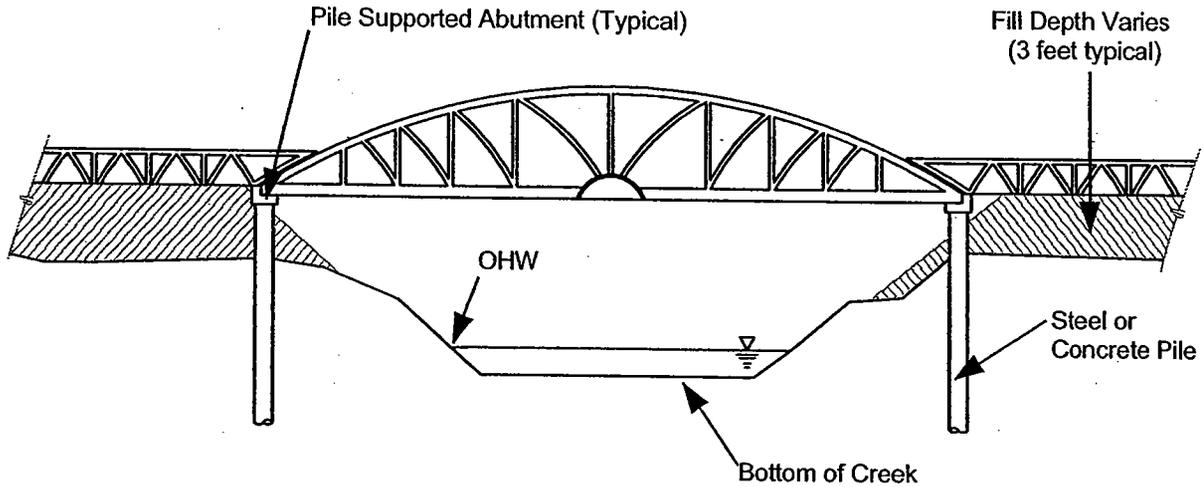
Date: 6-3-04

SHEET 16 of 19

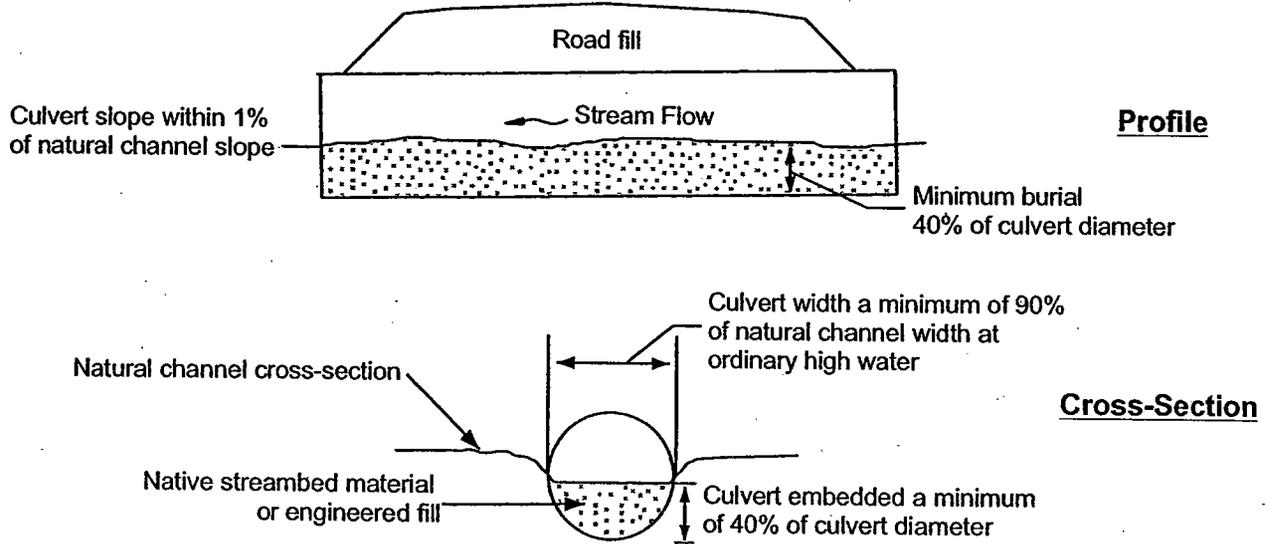


<p>PREFERRED ALTERNATIVE (F1) Elevation View of Bridges</p> <p>APPLICATION BY: State of Alaska Department of Transportation and Public Facilities 6860 Glacier Highway Juneau, AK 99801-7999</p>	<p>GRAVINA ACCESS PROJECT POA - 2000-0152-2 Tongass Narrows 524</p> <p>IN: TONGASS NARROWS AT: KETCHIKAN, ALASKA</p> <p>Date: 6-1-04</p>	<p>PURPOSE: To improve surface transportation for vehicles, bicyclists, and pedestrians between Revillagigedo Island and Gravina Island.</p> <p>LOCATION: T. 75S R. 090E SEC. 16, 22, 23, 26, 27, 35, 36 T. 76S R. 090E SEC. 01 T. 75S R. 091E SEC. 29, 30, 31, 32 T. 76S R. 091E SEC. 06 Copper River Meridian</p>
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Conceptual Clear Span Bridge Elevation View



Typical Fish Passage Culvert Using Tier 1 Stream Simulation Design¹



1. Fish passage culvert will be installed per the August 29, 2001 Memorandum of Agreement between ADF&G and DOT&PF for "Design, Construction, and Permitting of Culverts for Fish Passage".

File: U:\jsivits\Gravina_eis\permits\clear span bridge.mxd

PURPOSE: To improve surface transportation for vehicles, bicyclists, and pedestrians between Revillagigedo Island and Gravina Island.

Adjacent Property Owners:
See attached Sheets

LOCATION:
T. 75S R. 090E SEC. 16, 22, 23, 26, 27, 35, 36
T. 76S R. 090E SEC. 01
T. 75S R. 091E SEC. 29, 30, 31, 32
T. 76S R. 091E SEC. 06
Copper River Meridian

**Proposed Anadromous
Stream Crossings**

NOT TO SCALE

APPLICATION BY:

State of Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, AK 99801-7999

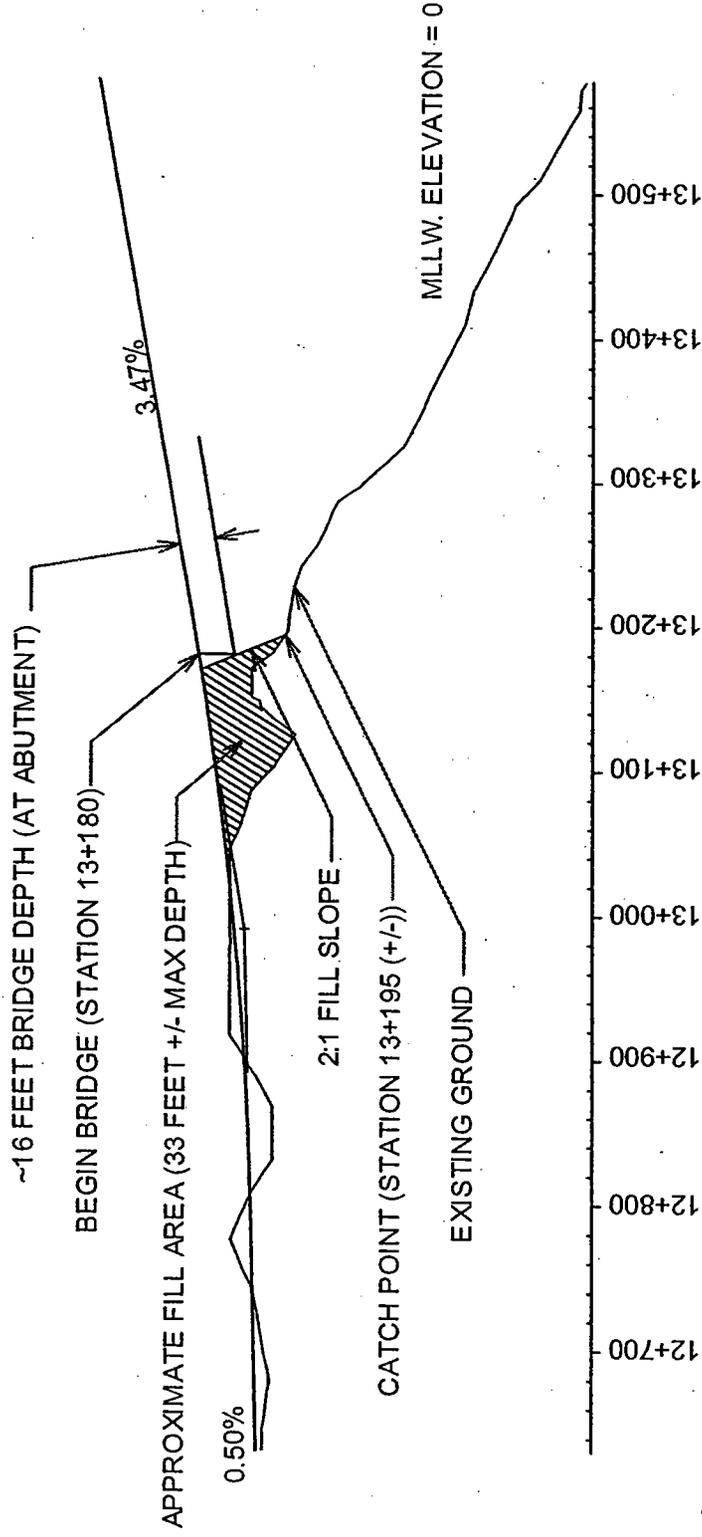
**Gravina Access Project
POA- 2000-0152-2
Tongass Narrows 524**

In: Tongass Narrows
At: Ketchikan, Alaska

Date: 5-19-04

Sheet 18 of 19

GRAVINA ISLAND
TONGASS NARROWS
(WEST CHANNEL)



Note: This figure depicts a cross section at the west abutment of the F1 bridge over Tongass Narrows, West Channel. Of the four bridge abutments required under Alternative F1, this abutment would require the largest volume of fill. Based on the information available at this time, the fill height would be approximately 33 feet at the abutment. Not to scale.

PURPOSE: To improve surface transportation for vehicles, bicyclists, and pedestrians between Reviltagido Island and Gravina Island.
LOCATION:
 T. 75S R. 090E SEC. 16, 22, 23, 26, 27, 35, 36
 T. 76S R. 090E SEC. 01
 T. 75S R. 091E SEC. 29, 30, 31, 32
 T. 76S R. 091E SEC. 06
 Copper River Meridian

PREFERRED ALTERNATIVE (F1)
 Abutment Elevation View
APPLICATION BY:
 State of Alaska
 Department of Transportation and Public Facilities
 6860 Glacier Highway
 Juneau, AK 99801-7999

GRAVINA ACCESS PROJECT
 POA # 2000-0152 -2
 Tongass Narrows 524
 IN: TONGASS NARROWS
 AT: KETCHIKAN, ALASKA
 Date: 5-19-04

FRANK H. MURKOWSKI,
GOVERNOR

STATE OF ALASKA

OFFICE OF THE GOVERNOR

**DEPARTMENT OF NATURAL RESOURCES
OFFICE OF PROJECT MANAGEMENT AND PERMITTING**

OFFICE OF PROJECT MANAGEMENT AND PERMITTING
302 GOLD STREET, SUITE 202
JUNEAU, ALASKA 99801-1127
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 Office of Project Management and Permitting 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-2000-152-2, Tongass Narrows**, 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 Office of Project Management and Permitting. For information about this consistency review, contact OPMP at (907) 269-7470 or (907) 465-3562, or visit the ACMP web site at <http://www.gov.state.ak.us/gdc/Projects/projects.html>.

STATE OF ALASKA

OFFICE OF THE GOVERNOR

DEPT. OF ENVIRONMENTAL CONSERVATION

DIVISION OF WATER

401 Certification Program

Non-Point Source Water Pollution Control Program

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-2000-152-2, Tongass Narrows**, serves as application for State Water Quality Certification from the Department of Environmental Conservation.

After reviewing the application, the Department may certify that there is reasonable assurance that 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 within 30 days of the date of the Corps of Engineer's Public Notice to:

Department of Environmental Conservation
WQM/401 Certification
410 Willoughby Avenue
Juneau, Alaska 99801-1795
Telephone: (907) 465-5321
FAX: (907) 465-5274