



US Army Corps  
of Engineers  
Alaska District

ANCHORAGE  
Regulatory Division (1145)  
CEPOA-RD  
P.O. Box 6898  
JBER, AK 99506-0898

# Public Notice of Application for Permit

<b>PUBLIC NOTICE DATE:</b>	<b>March 15, 2023</b>
<b>EXPIRATION DATE:</b>	<b>April 14, 2023</b>
<b>REFERENCE NUMBER:</b>	<b>POA-2006-00200</b>
<b>WATERWAY:</b>	<b>Poltes Slough</b>

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

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

All comments 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 Allen Atkins at (907) 753-2780, toll free from within Alaska at (800) 478-2712, by fax at (907) 753-5567, or by email at [patrick.a.atkins@usace.army.mil](mailto:patrick.a.atkins@usace.army.mil), if further information is desired concerning this notice.

**APPLICANT:** Mr. Brett Nelson, Alaska Department of Transportation & Public Facilities (ADOT&PF), 2301 Peger Road, Fairbanks, AK 99709

**AGENT:** Ms. Melissa Jensen, ADOT&PF, 2301 Peger Road, Fairbanks, AK 99709

**LOCATION:** The project site is located at Latitude 61.8735, Longitude -162.0433; near Poltes Slough in Marshall, Alaska.

PURPOSE: The purpose of the proposed project as stated by the applicant, is to rehabilitate the runway to meet Federal Aviation Administration (FAA) standards and reestablish safe and efficient surfacing for aviation operations. Minimal surfacing remains, exposing the subbase and increasing safety concerns. Embankments have significant slope failures, which reduces the runway safety area below standard 150-foot width per FAA Advisory Circulars (AC) 150/5300-13B. The airport lighting system is beyond its projected 20-year useful life and has experienced prolonged outages due to system failures, requiring increasing levels of maintenance to remain operable. The airport access road has failing culverts and sections which become soft during the wet season, making access to the airport less reliable. Road rehabilitation will re-establish safe and reliable access to the airport.

PROPOSED WORK: ADOT&PF is proposing to discharge up to 75,800 cubic yards of clean fill material to permanently impact 9.7 acres and temporarily impact 10 acres of aquatic resources in order to conduct rehabilitation operations of the Marshall Airport located in Marshall, Alaska. All work would be performed in accordance with the enclosed plan (Sheets 1–10), dated November 2022 to January 2023.

APPLICANT PROPOSED 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.

a. Avoidance: Due to location of the existing airport property, surrounding wetlands and waters of the United States, complete avoidance of wetland impacts is not possible. The proposed project will permanently impact 9.7 acres of unavoidable palustrine wetlands and waters of the United States. It is estimated that construction of the project will temporarily impact 10.0 acres of wetlands and waters of the United States. The proposed temporary wetland impacts include a 25-foot vegetated buffer in places and 10-foot work buffer in others. Original design considered extending the Snow Removal Equipment Building (SREB) pad to fit fuel tanks and a fence behind the building. This option to expand the SREB pad was removed from consideration in order to reduce overall wetland impacts associated with the proposed project. The existing FAA Navigational Aids (NAVAIDs) power and control conduits are located in wetlands. These conduits will be abandoned in place and the new conduits will be placed within the airport embankments, resulting in a much smaller overall wetland impact. Removing the Precision Approach Path Indicators (PAPI) pad instead of reconstructing it will further minimize wetland impacts. A wind cone at the east end of the runway will be removed under the project. The foundation of metal and concrete will be removed, and the dirt will be left in place. This will reduce wetland impacts as a new wind cone will not be installed. There will be no trenching or additional fill as a result, reducing the overall wetland impacts.

b. Minimization: Minimization measures will be implemented to reduce impacts to waters of the United States. The project design calls for 5:1 slopes on embankments. These flatter slopes will be more stable than the steeper existing slopes, resulting in less erosion runoff over the life of the facility. After more consideration, slopes on embankments were reduced to 3:1 in order to reduce the overall wetland impacts. All culvert replacements will be with larger culverts, providing an overall improvement to hydraulic function. Riprap inlet and outlet

protection will be added to reduce erosion. Best Management Practices (BMPs) will be implemented to control erosion and sedimentation of newly placed gravel. Fuel will not be stored at the proposed pad location.

c. Compensatory Mitigation: The applicant proposes no mitigation.

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 no cultural resources in the permit area or within the vicinity of the permit area. The permit area has been determined to be the footprint of the proposed pad and the immediate vicinity of the project location. Consultation of the AHRs constitutes the extent of cultural resource investigations by the U.S. Army Corps of Engineers (Corps) at this time, and we are otherwise unaware of the presence of such resources.

The Corps is currently gathering and evaluating information regarding this project and the permit area and has yet to make an effect determination for the proposed project. If applicable, this application will be coordinated with the State Historic Preservation Office (SHPO), Federally recognized Tribes, and other consulting parties. Any comments SHPO, Federally recognized Tribes, and other consulting parties 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: The project area is not within the known historic range of any endangered/threatened species or critical habitat. Therefore, the Corps has determined that it has fulfilled its responsibilities under Section 7 of the Endangered Species Act of 1973.

Any comments the U.S. Fish and Wildlife Service or the National Marine Fisheries Service (NMFS) 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 NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH).

No EFH species are known to use the project area.

We have determined the described activity would not adversely affect EFH in the project area.

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

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

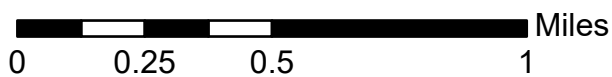
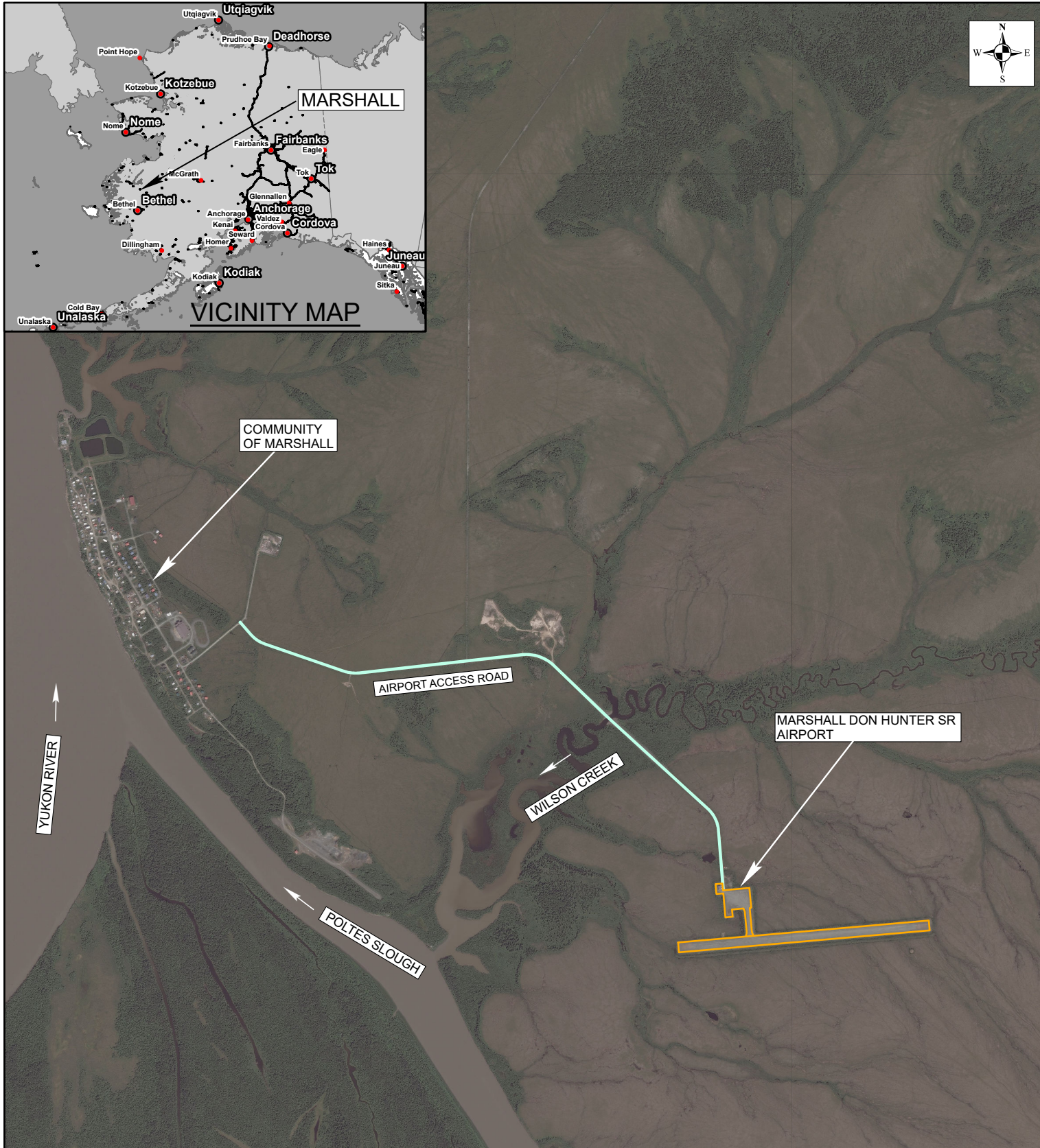
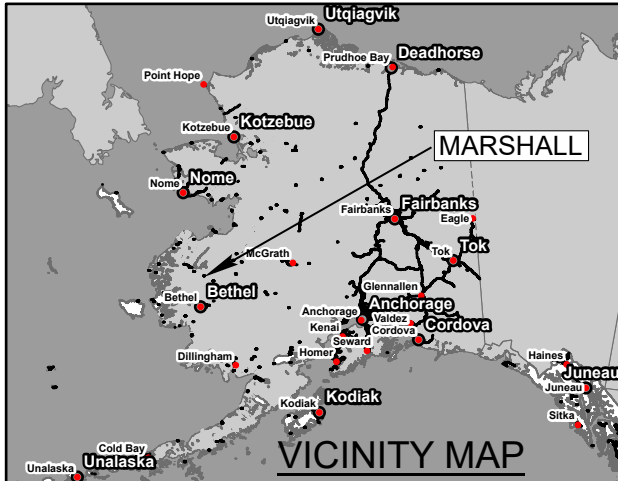
(X) Discharge of dredged or fill material into waters of the United States – Section 404 Clean Water Act (33 U.S.C. 1344). Therefore, our public interest review will consider the guidelines set forth under Section 404(b) of the Clean Water Act (40 CFR 230).

Project drawings are enclosed with this Public Notice.

District Commander  
U.S. Army, Corps

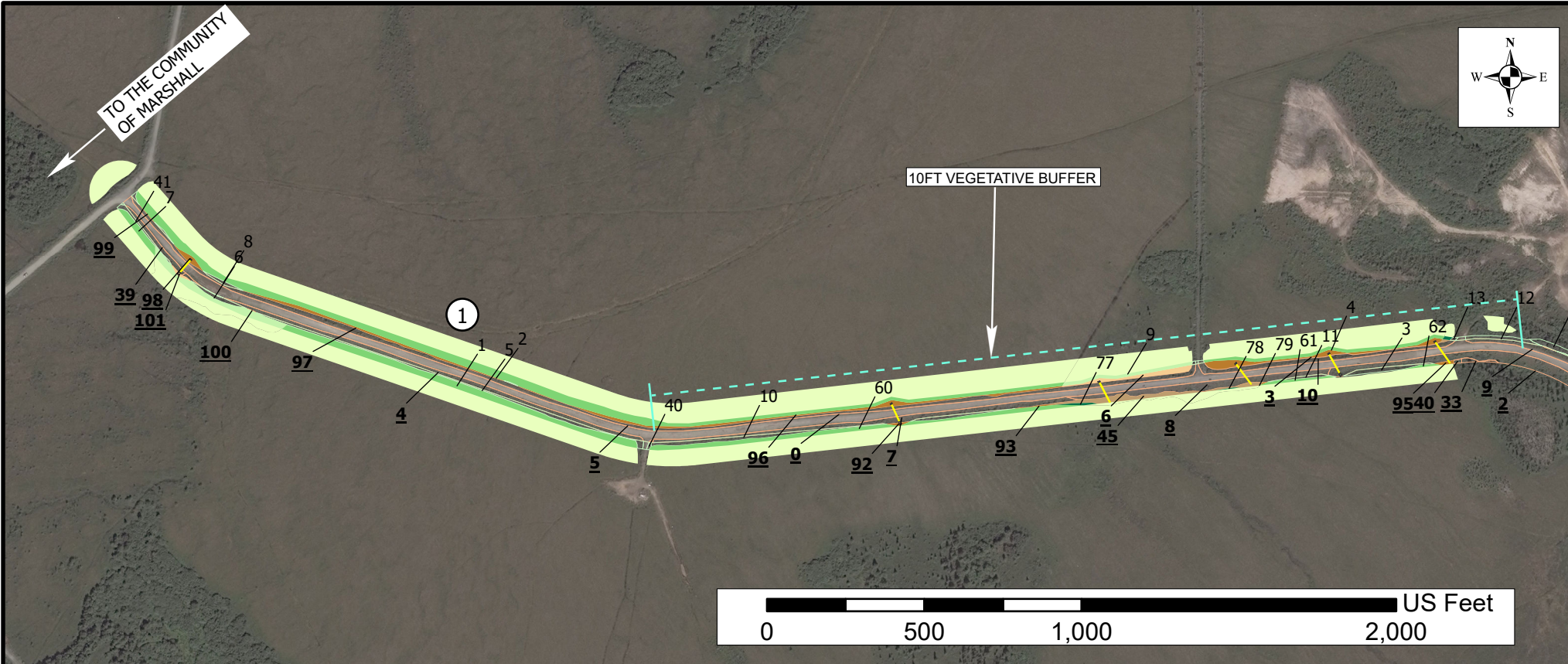
Enclosure





STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES Applicant/Agent: AK DOT&PF, Northern Region 2301 Peger Rd. Fairbanks, AK 99709	
MARSHALL AIRPORT IMPROVEMENT PROJECT PROJECT NUMBER: NFAPT00371	
LOCATION AND VICINITY MAPS	
DATE: JANUARY 2023	Figure 1 of 10





## LEGEND

# TEMPORARY WETLAND IMPACTS FOR VEGETATIVE BUFFER\* (10.0 ACRES TOTAL\*\*)  
# PERMANENT WETLAND IMPACTS (9.7 ACRES TOTAL\*\*)

MAPPED WETLAND/WATERBODY/TRIBUTARY

CULVERT

10FT VEGETATIVE BUFFER LOCATIONS

RIP RAP

\*VEGETATIVE BUFFER IS 25FT OR TO ROW WHICHEVER IS CLOSER,  
UNLESS INDICATED AS 10FT ON FIGURE.

\*\*SEE ATTACHED TABLES

### SCOPE

- 1 Rehabilitate Airport Access Road and replace culverts
- 2 Resurface Runway, Taxiway, Apron, SREB Pad, Segmented Circle Pad
- 3 Reconstruct Embankments
- 4 Replace FAA Runway Identifier Lights (REILs)
- 5 Rehabilitate SREB

### Temporary Wetland Impacts

#### COWARDIN

- PEM<sub>1</sub>C
- PEM<sub>1</sub>F
- PSS<sub>1</sub>/3B
- PSS<sub>1</sub>/EM<sub>1</sub>B
- PSS<sub>1</sub>/EM<sub>1</sub>C
- PSS<sub>1</sub>B
- PSS<sub>1</sub>C
- PSS<sub>3</sub>/1B
- PSS<sub>3</sub>/EM<sub>1</sub>B
- Upland
- <all other values>

### Permanent Wetland Impacts

#### COWARDIN

- PEM<sub>1</sub>C
- PEM<sub>1</sub>F
- PSS<sub>1</sub>/3B
- PSS<sub>1</sub>/EM<sub>1</sub>B
- PSS<sub>1</sub>/EM<sub>1</sub>C
- PSS<sub>1</sub>B
- PSS<sub>1</sub>C
- PSS<sub>3</sub>/1B
- PSS<sub>3</sub>/EM<sub>1</sub>B
- R<sub>3</sub>UBH
- Upland
- <all other values>

DATE: JANUARY 2023

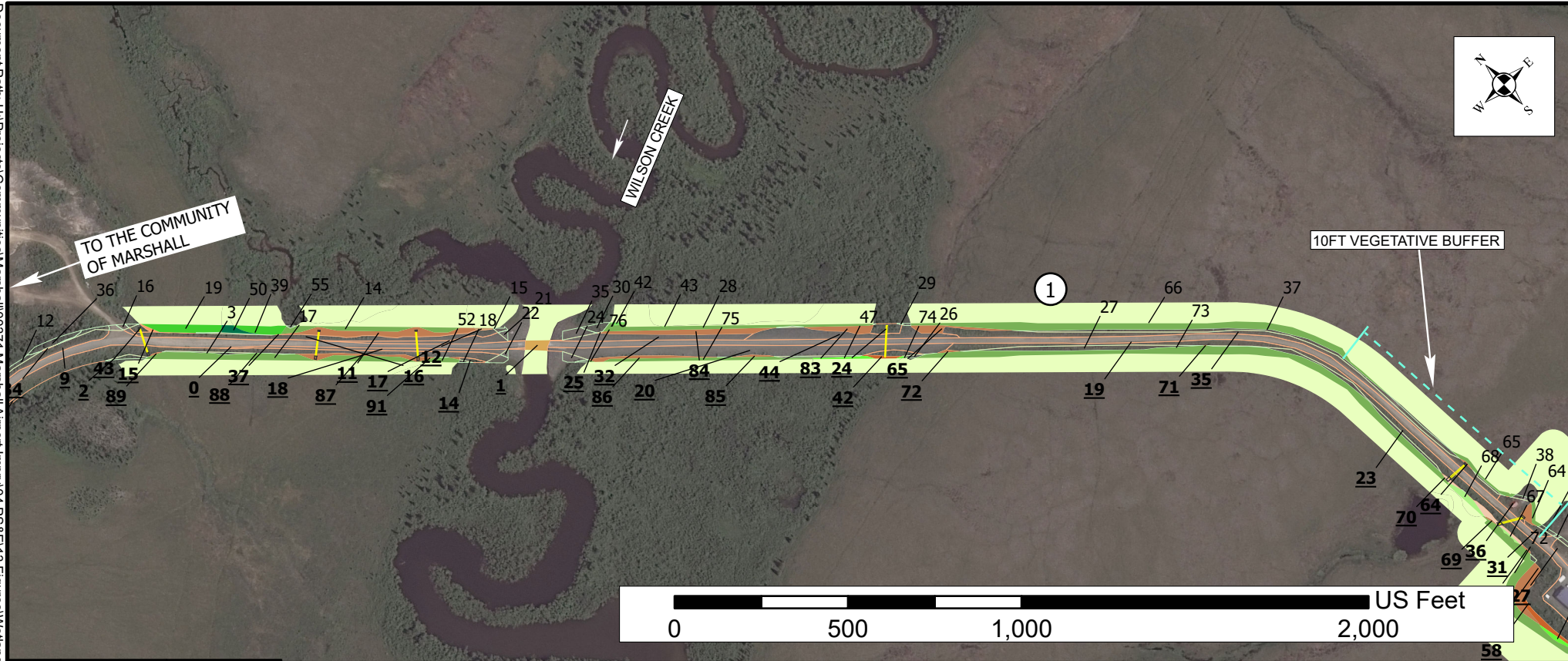
Figure 2 of 10

WETLAND FILL FOR AIRPORT ACCESS ROAD (1 OF 2)

MARSHALL AIRPORT IMPROVEMENT PROJECT  
PROJECT NUMBER: NFAP100371

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
Applicant/Agent: AK DOT&PF, Northern Region  
2301 Peger Rd. Fairbanks, AK 99709





## LEGEND

# TEMPORARY WETLAND IMPACTS FOR VEGETATIVE BUFFER\* (10.0 ACRES TOTAL \*\*)

# PERMANENT WETLAND IMPACTS (9.7 ACRES TOTAL \*\*)

MAPPED WETLAND/WATERBODY/TRIBUTARY

CULVERT

10FT VEGETATIVE BUFFER LOCATIONS

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### SCOPE

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- 2 Resurface Runway, Taxiway, Apron, SREB Pad, Segmented Circle Pad
- 3 Reconstruct Embankments
- 4 Replace FAA Runway Identifier Lights (REILs)
- 5 Rehabilitate SREB

### Temporary Wetland Impacts

#### COWARDIN

- PEM<sub>1</sub>C
- PEM<sub>1</sub>F
- PSS<sub>1</sub>/3B
- PSS<sub>1</sub>/EM<sub>1</sub>B
- PSS<sub>1</sub>/EM<sub>1</sub>C
- PSS<sub>1</sub>B
- PSS<sub>1</sub>C
- PSS<sub>3</sub>/1B
- PSS<sub>3</sub>/EM<sub>1</sub>B
- Upland
- <all other values>

### Permanent Wetland Impacts

#### COWARDIN

- PEM<sub>1</sub>C
- PEM<sub>1</sub>F
- PSS<sub>1</sub>/3B
- PSS<sub>1</sub>/EM<sub>1</sub>B
- PSS<sub>1</sub>/EM<sub>1</sub>C
- PSS<sub>1</sub>B
- PSS<sub>1</sub>C
- PSS<sub>3</sub>/1B
- PSS<sub>3</sub>/EM<sub>1</sub>B
- R<sub>3</sub>UBH
- Upland
- <all other values>

### STATE OF ALASKA

#### DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

Applicant/Agent: AK DOT&PF, Northern Region  
2301 Peger Rd, Fairbanks, AK 99709

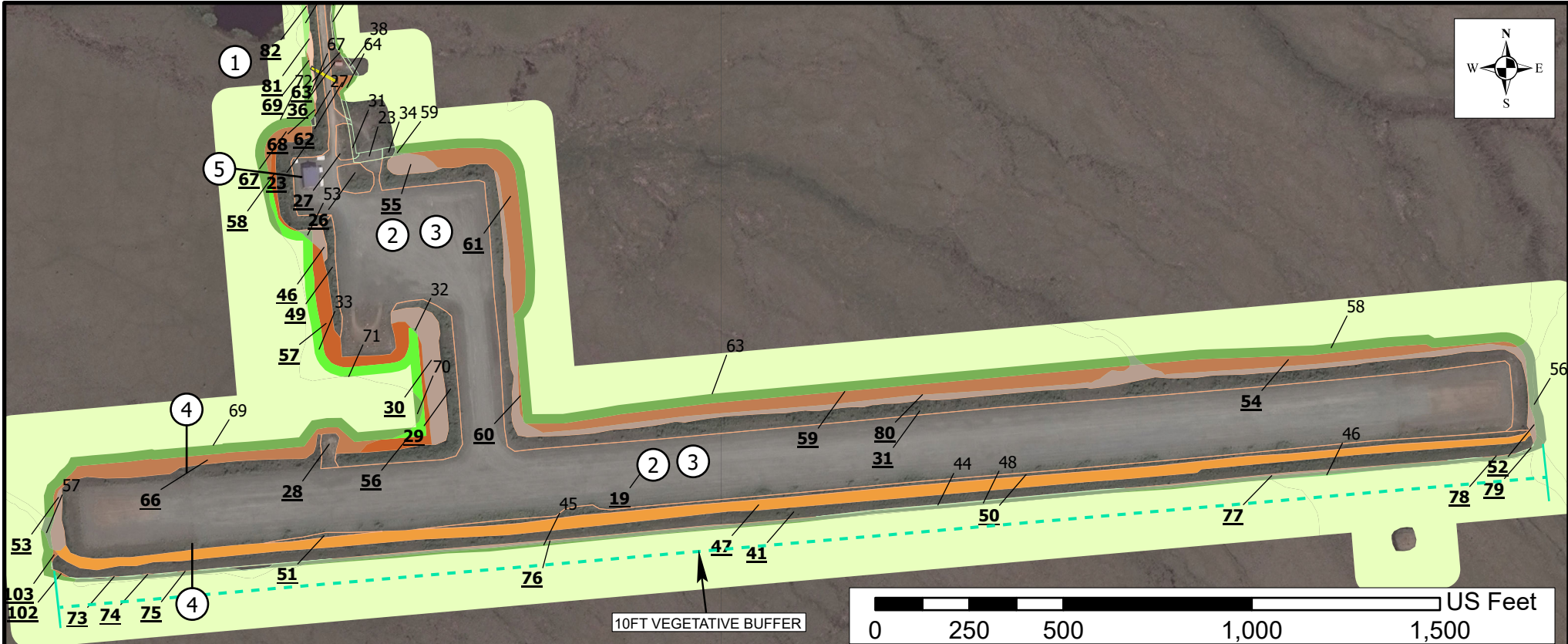
#### MARSHALL AIRPORT IMPROVEMENT PROJECT PROJECT NUMBER: NFAPT00371

#### WETLAND FILL FOR AIRPORT ACCESS ROAD (2 OF 2)

DATE: DECEMBER 2022

Figure 3 of 10





### LEGEND

- # TEMPORARY WETLAND IMPACTS FOR VEGETATIVE BUFFER\* (10.0 ACRES TOTAL \*\*)
- # PERMANENT WETLAND IMPACTS (9.7 ACRES TOTAL \*\*)
- MAPPED WETLAND/WATERBODY/TRIBUTARY
- CULVERT
- 10FT VEGETATIVE BUFFER LOCATIONS
- RIP RAP
- \*VEGETATIVE BUFFER IS 25FT OR TO ROW WHICHEVER IS CLOSER, UNLESS INDICATED AS 10FT ON FIGURE.
- \*\*SEE ATTACHED TABLES

#### SCOPE

- ① Rehabilitate Airport Access Road and replace culverts
- ② Resurface Runway, Taxiway, Apron, SREB Pad, Segmented Circle Pad
- ③ Reconstruct Embankments
- ④ Replace FAA Runway Identifier Lights (REILs)
- ⑤ Rehabilitate SREB

#### Temporary Wetland Impacts

##### COWARDIN

- PEM1C
- PEM1F
- PSS1/3B
- PSS1/EM1B
- PSS1/EM1C
- PSS1B
- PSS1C
- PSS3/1B
- PSS3/EM1B
- Upland
- <all other values>

#### Permanent Wetland Impacts

##### COWARDIN

- PEM1C
- PEM1F
- PSS1/3B
- PSS1/EM1B
- PSS1/EM1C
- PSS1B
- PSS1C
- PSS3/1B
- PSS3/EM1B
- R3UBH
- Upland
- <all other values>

DATE: DECEMBER 2022

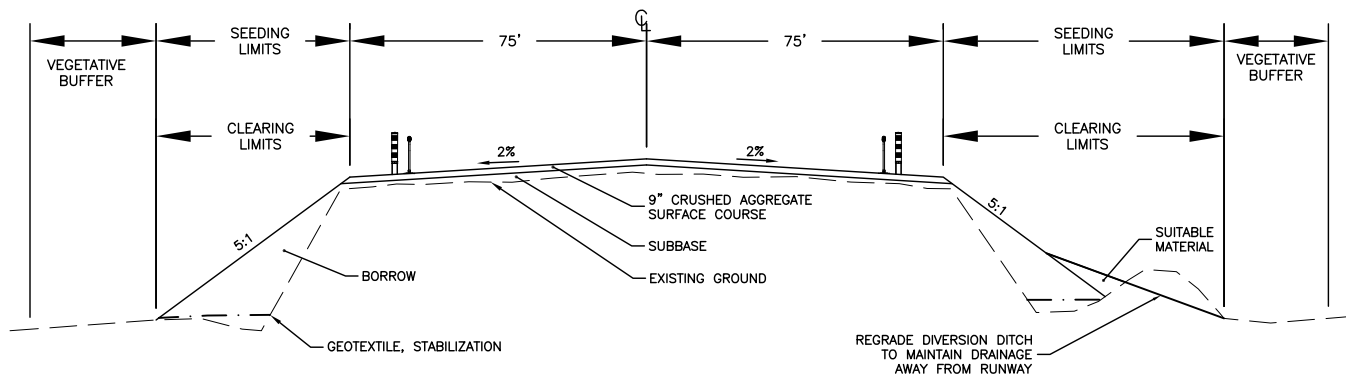
Figure 4 of 10

WETLAND FILL FOR AIRPORT SAFETY IMPROVEMENTS

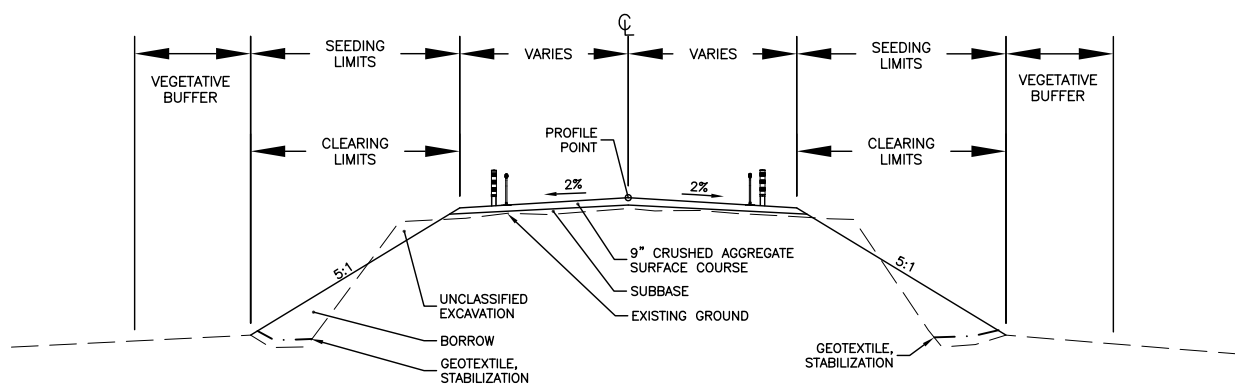
MARSHALL AIRPORT IMPROVEMENT PROJECT  
PROJECT NUMBER: NFAPT00371

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
Applicant/Agent: AK DOT&PF, Northern Region  
2301 Peger Rd. Fairbanks, AK 99709

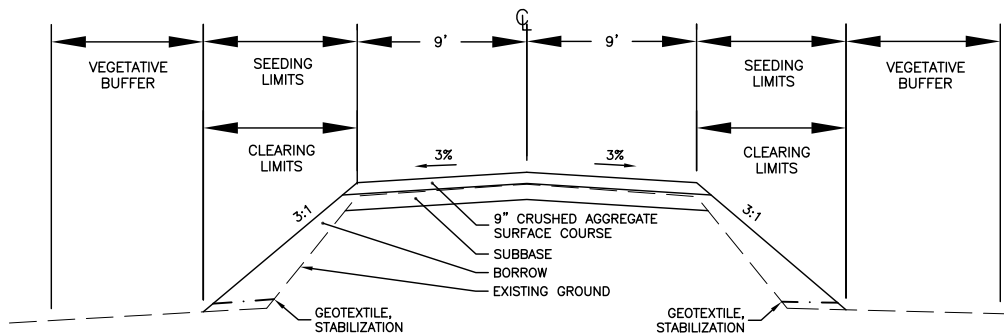
H:\Projects\Communities\Marshall\Airport Imprv\04 PS&E\13 Figures\TYP SECTIONS Wetland figs-FIG 5 Fri, 17/Feb/23 10:02am



**RUNWAY TYPICAL SECTION**  
NTS



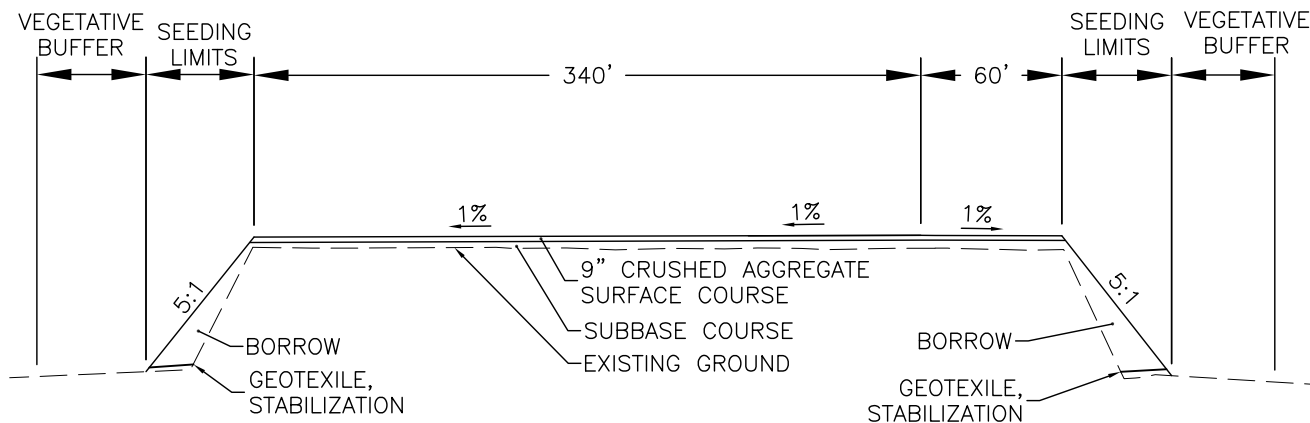
**TAXIWAY TYPICAL SECTION**  
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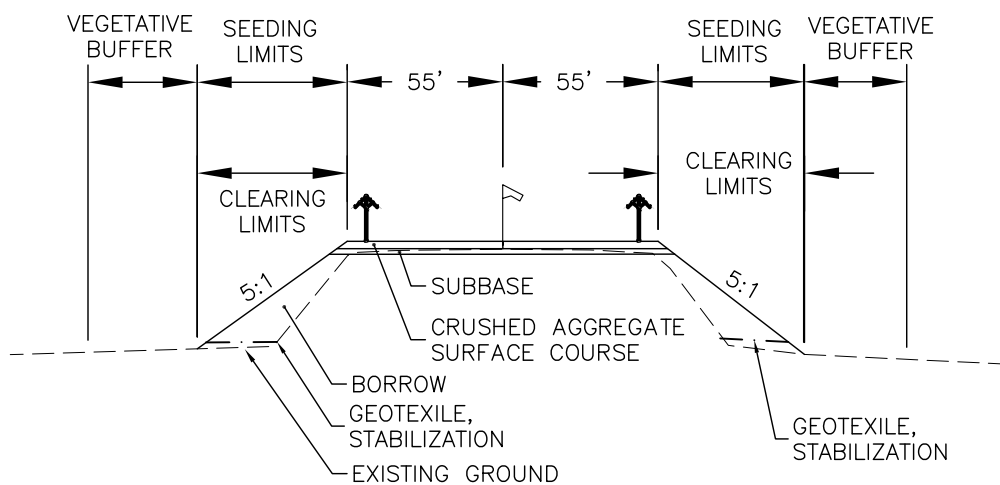
**ACCESS ROAD TYPICAL SECTION**  
NTS

**NOTE**  
10FT VEGETATIVE BUFFER IN AREAS THAT DO NOT DRAIN AWAY FROM PROJECT. FOR ALL OTHER AREAS THE VEGETATIVE BUFFER IS 25FT OR TO THE ROW WHICHEVER IS CLOSER.

STATE OF ALASKA	
Department of Transportation and Public Facilities	
APPLICANT/AGENT: AK DOT&PF, Northern Region 2301 Peger Rd. Fairbanks, Ak 99709	
MARSHALL AIRPORT IMPROVEMENT PROJECT PROJECT NUMBER: NFAPT00371	
RUNWAY, TAXIWAY, AND ACCESS ROAD TYPICAL SECTIONS	
DATE: NOVEMBER 2022	FIGURE 5 OF 9



**APRON TYPICAL SECTION**  
NTS

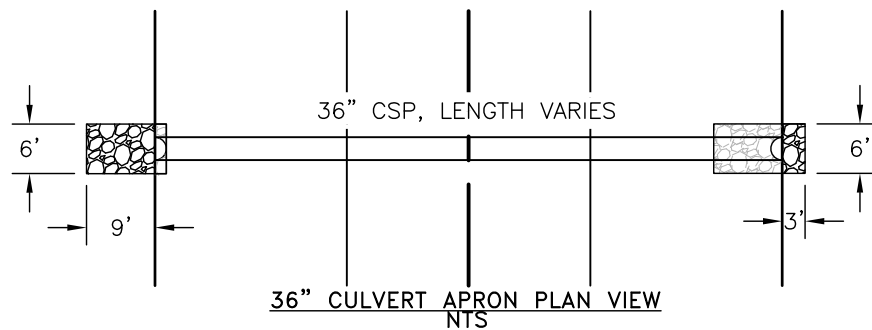
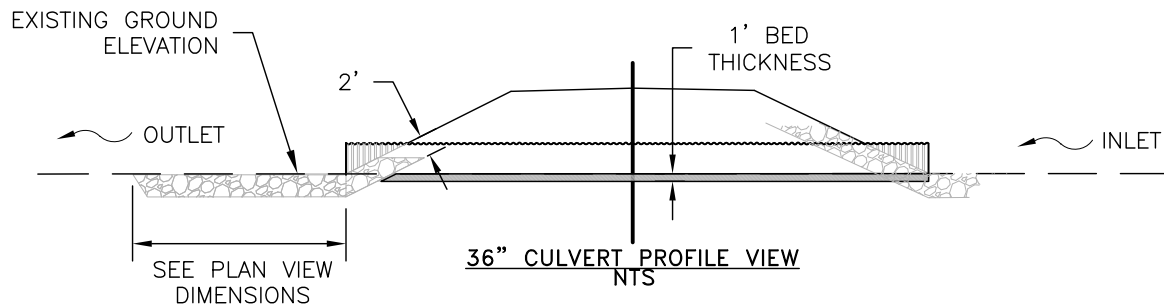
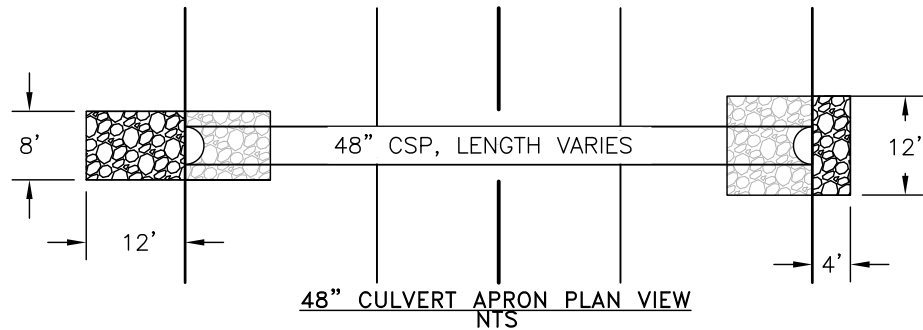
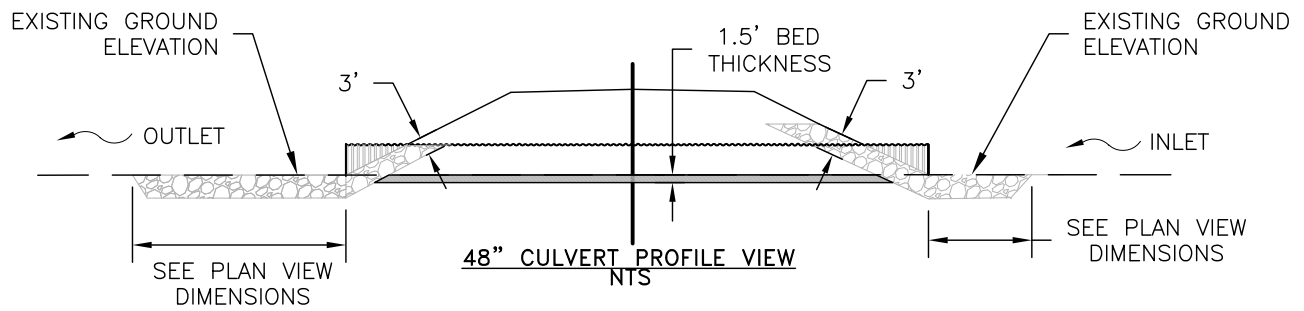


**SEGMENTED CIRCLE PAD TYPICAL SECTION**  
NTS

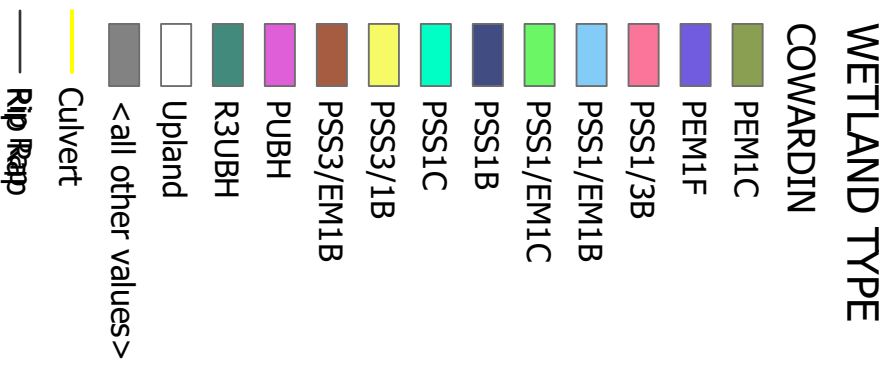
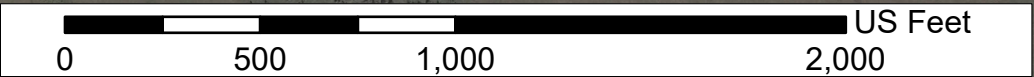
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STATE OF ALASKA Department of Transportation and Public Facilities APPLICANT/AGENT: AK DOT&PF, Northern Region 2301 Peger Rd. Fairbanks, Ak 99709	
MARSHALL AIRPORT IMPROVEMENT PROJECT PROJECT NUMBER: NFAPT00371	
APRON AND SEGMENTED CIRCLE TYPICAL SECTIONS	
DATE: NOVEMBER 2022	FIGURE 6 OF 9





STATE OF ALASKA  
 Department of Transportation and Public Facilities  
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 2301 Peger Rd. Fairbanks, Ak 99709  
 MARSHALL AIRPORT IMPROVEMENT PROJECT  
 PROJECT NUMBER: NFAPT00371  
 CULVERT APRON PLAN AND PROFILE VIEWS  
 DATE: JANUARY 2023 | FIGURE 7 OF 10



**STATE OF ALASKA**

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

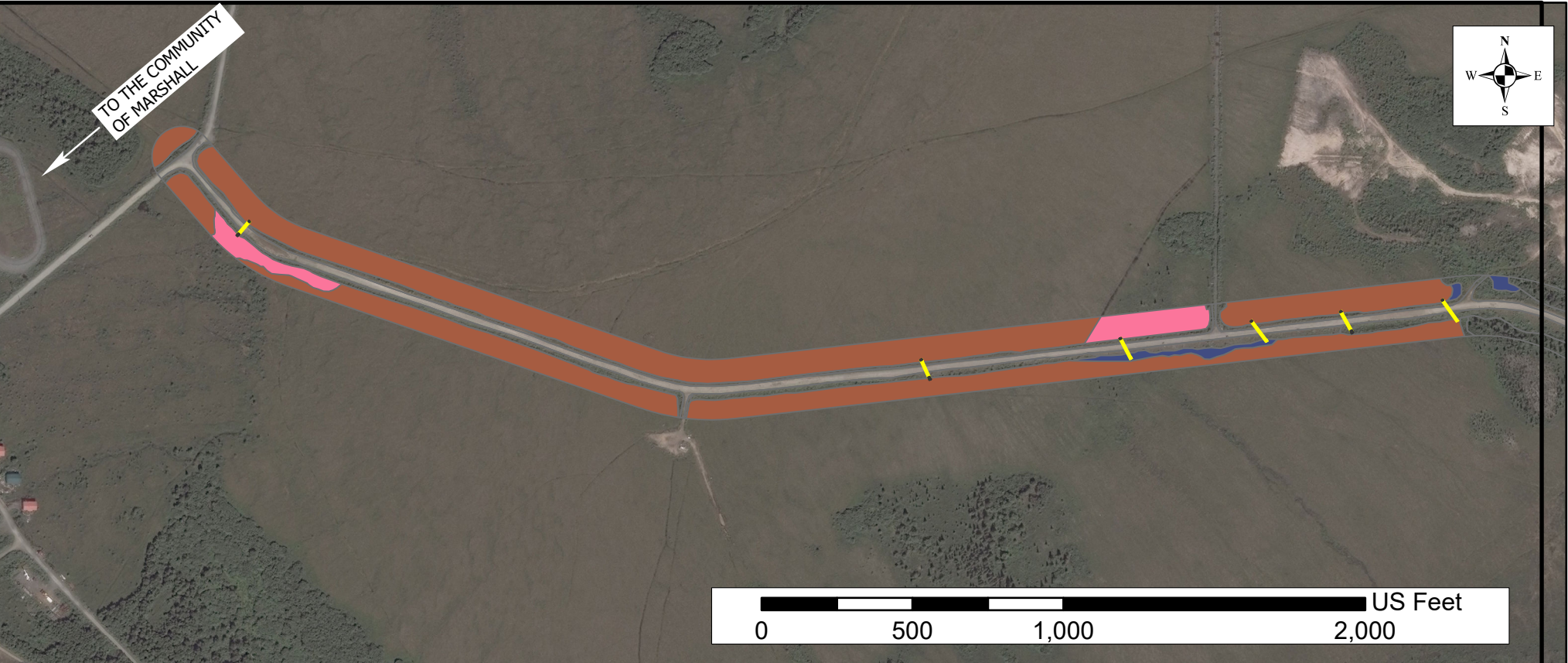
Applicant/Agent: AK DOT&PF, Northern Region  
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PROJECT NUMBER: NFAPT00371

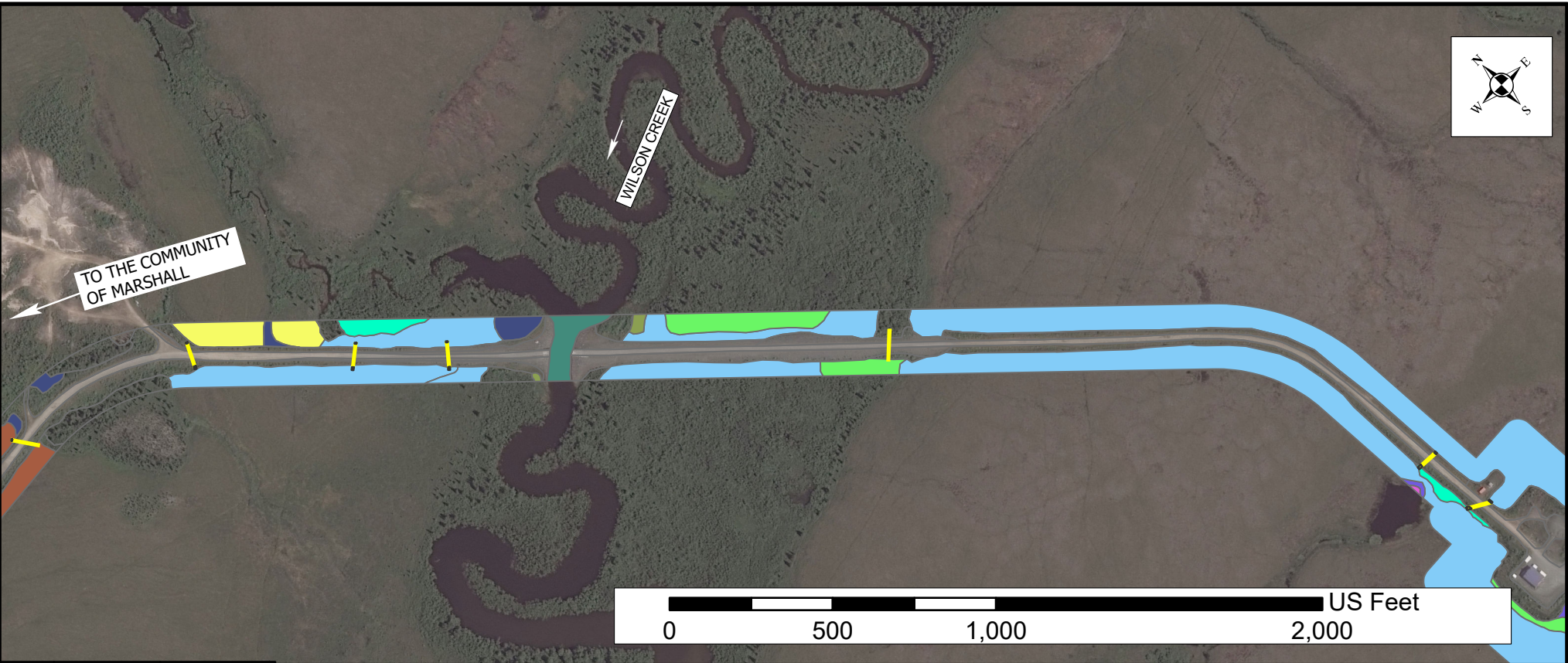
WETLAND TYPE ON AIRPORT ACCESS ROAD (1 OF 2)

DATE: DECEMBER 2022

Figure 8 of 10







## WETLAND TYPE

### COWARDIN

- PEM1C
- PEM1F
- PSS1/3B
- PSS1/EM1B
- PSS1/EM1C
- PSS1B
- PSS1C
- PSS3/1B
- PSS3/EM1B
- PUBH
- R3UBH
- <all other values>
- Culvert
- Rip Rap

### STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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2301 Peger Rd, Fairbanks, AK 99709

MARSHALL AIRPORT IMPROVEMENT PROJECT  
PROJECT NUMBER: NFAPT00371

WETLAND TYPE ON AIRPORT ACCESS ROAD (2 OF 2)

DATE: DECEMBER 2022      Figure 9 of 10





- COWARDIN**
- PEM1C
  - PEM1F
  - PSS1/3B
  - PSS1/EM1B
  - PSS1/EM1C
  - PSS1B
  - PSS1C
  - PSS3/1B
  - PSS3/EM1B
  - PUBH
  - R3UBH
  - Upland
  - <all other values>
  - Culvert
  - Rip Rap

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

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MARSHALL AIRPORT IMPROVEMENT PROJECT  
PROJECT NUMBER: NFAPT00371

WETLAND TYPE AT AIRPORT

DATE: NOVEMBER 2022      Figure 10 of 10