



US Army Corps
of Engineers
Alaska District

Public Notice of Application for Permit

FAIRBANKS FIELD OFFICE
Regulatory Division (1145)
CEPOA-RD
1046 Marks Road
Fort Wainwright, Alaska 99703

PUBLIC NOTICE DATE: April 3, 2025

EXPIRATION DATE: May 5, 2025

REFERENCE NUMBER: POA-2025-00140

WATERWAY: Boulder Creek, Goodwin Creek, Granite Creek

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. 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 John Sargent at (907) 347-1801, or by email at John.C.Sargent@usace.army.mil if further information is desired concerning this public notice.

APPLICANT: Kawerak, Incorporated, Attention: Mr. Ben Payenna

AGENT: Pederson Consulting Group, Attention: Mr. Brian Pederson

LOCATION: The project starts at Latitude 65.616730° N., Longitude 167.985290° W.; and ends at Latitude 65.57715° N., Longitude 167.93534° W.; From the Wales airport drive east of town towards Tin City. The proposed project begins at about 3.6 miles on the Wales to Tin City Road, just before the crossing with Boulder Creek.

SPECIAL AREA DESIGNATION: The project is located about 1.2 miles from the Tin City Long Range Radar Facility operated by the U.S. Airforce, and a half mile from the Tin City air strip.

PURPOSE: The applicant's stated purpose is to improve surface transportation of goods and supplies including fuels, between the barge landing at Tin City and the community of Wales as identified in the Wales 2023-Long Range Transportation Plan.

PROPOSED WORK: Approximately 47,000 cubic yards of fill material would permanently fill about 8.89 acres of palustrine wetlands and 0.04 acre of riverine areas including 575 linear feet of creek for improvements along about 4.25 miles of existing roadway. The road upgrade starts 3.6 miles from the community of Wales, just before Boulder Creek in an alluvial wash that transports water during the spring thaw and flood cycles. The project would install a bridge over Boulder Creek and then tie the realignment into the existing road system once it is out of the creek bed. The upgraded road would include two 10-foot travel lanes for a total width of 20 feet and will have 2:1 (horizontal to vertical) side slopes. The Boulder Creek bridge would be a 26-foot wide, 100-foot long new steel girder bridge with concrete decking. A second bridge would be installed over Goodwin Creek, located at mile 3.2 along the proposed upgraded road, and would also be 26-foot wide, 100-foot long new steel girder bridge with concrete decking. A third drainage improvement would be upgrading culverts over Granite Creek at mile 2.2. All three drainage improvements would better accommodate spring flooding and control road erosion compared to the existing conditions. Additional culvert upgrades are identified on the plan drawings. Material for the proposed project would come from existing road cuts and established gravel material sites along the proposed alignment. Staging areas for equipment and supplies would be at the current Tin City barge landing site and along the proposed alignment and be in uplands as determined by the contractor. Construction is expected to start in May and extend to October during a two-year time period. The final surfacing would be gravel aggregate with a dust palliative. All work would be performed in accordance with the enclosed plans (sheets 1-14), dated 2/10/2025.

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: Complete avoidance of wetlands and other waters of the U.S. would not be accomplished because of the abundance of wetlands and stream channels in the road corridor.
- b. Minimization: Minimization of impacts to wetlands and other waters would be accomplished by relocating the existing road from the streambeds at Boulder Creek and Granite Creek; installation of bridges at stream crossings at Boulder Creek and Goodwin Creek; installation of culverts, and BMPs to control excess erosion and sedimentation of waters and wetlands and improve hydrological biological connectivity; and revegetation of disturbed areas.
- c. Compensatory Mitigation: Compensatory mitigation is not being proposed for unavoidable impacts to wetlands because the project is providing mitigative measures to benefit the aquatic ecosystem. The current roadway traverses the creek beds of Boulder and Granite Creek, and the project would enhance downstream fish habitat by removing the impacts

of the road within an active river channel and floodplain. The project would also improve hydrological and aquatic life connectivity by constructing two bridges and providing for upgrades to culverted stream and wetlands crossings. The project would improve water quality with BMP's such as check dams, vegetation matting, and riprap to slow and mitigate soil and wetlands impacts.

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 lead Federal agency, FHWA (Federal Highway Administration, Tribal Transportation Program), is responsible for compliance with the requirements of Section 106 of the National Historic Preservation Act. The U.S. Army Corps of Engineers (Corps) will review FHWA's documentation and either concur with their documentation or continue to work with them until any issues are resolved. A permit for the described work will not be issued until the Section 106 process has been completed and the Corps concurs with FHWA's work or documentation. The Alaska State Historic Preservation Office (AK SHPO) has reviewed information provided by the FHWA, and in a letter to the applicant, dated September 27, 2024, stated that a no adverse effect to historic properties is appropriate.

ENDANGERED SPECIES: The project area is within the known or historic range of the spectacled eider (*Somateria fischeri*), Steller's eider (*Polysticta stelleri*) and polar bear (*Ursus maritimus*).

The lead Federal agency, FHWA (Federal Highway Administration, Tribal Transportation Program), is responsible for compliance with the requirements of Section 7 of the Endangered Species Act of 1973 (87 Stat. 844). The FHWA has determined the described activity would have no effect on the spectacled eider, Steller's eider, and polar bear and would have no effect on any designated or proposed critical habitat, under the Endangered Species Act of 1973 (87 Stat. 844). Therefore, consultation with the U.S. Fish and Wildlife Service or the National Marine Fisheries Service (NMFS) is not required. However, 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 (Magnuson-Stevens 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).

The project area is not within mapped EFH.

As lead federal agency, the FHWA (Federal Highway Administration, Tribal Transportation Program) has 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 Corps, 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 rights or resources. Consultation may be initiated by the affected Tribe upon written request to the District Commander. This application is being coordinated with federally recognized tribes and other consulting parties. Any comments federal recognized tribes and other consulting parties may have concerning presently unknown archeological or historic data that may be lost or destroyed by the work under the requested permit will be considered in the Corps final assessment of the described work.

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; 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 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,

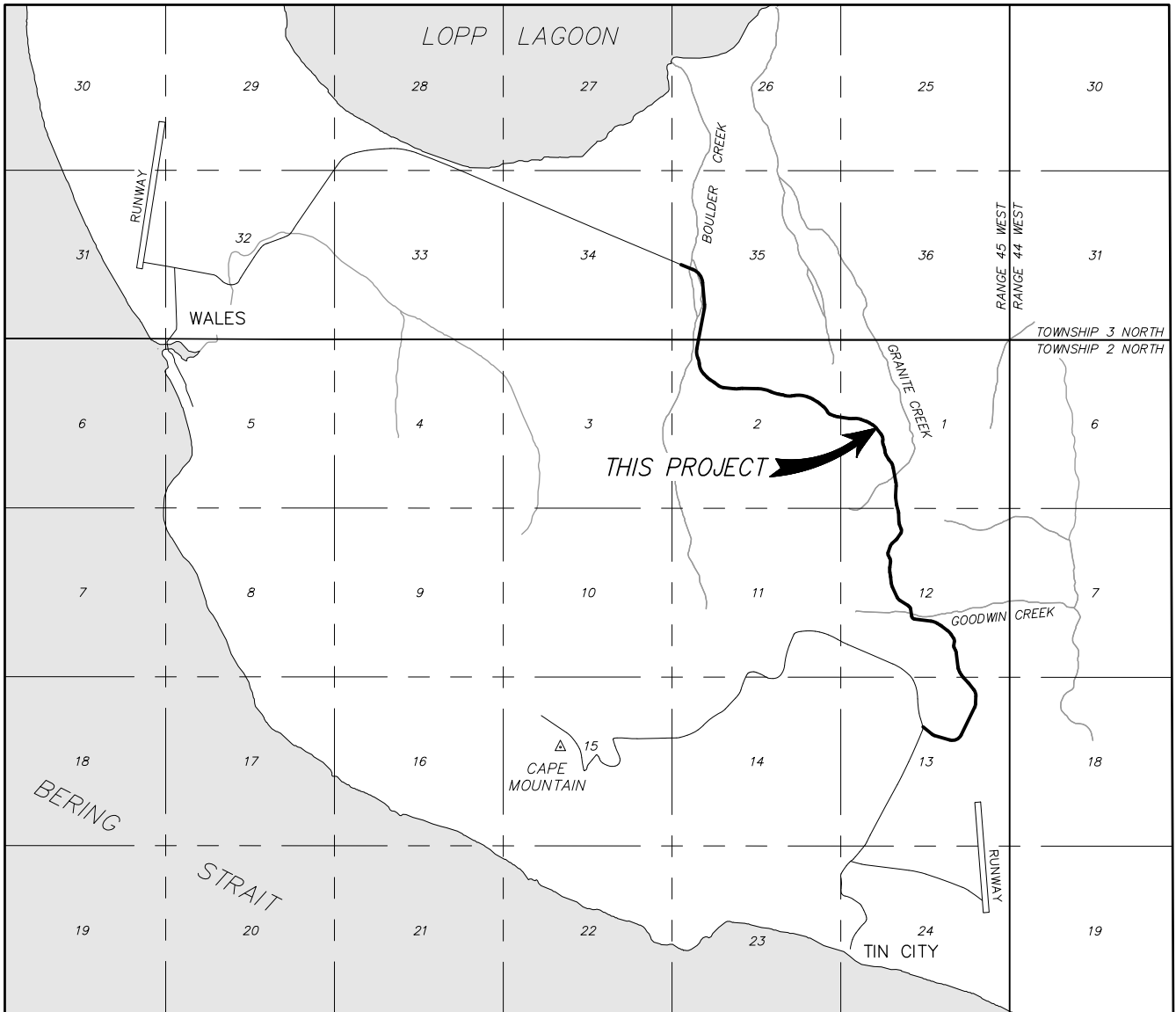
water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need 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 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.

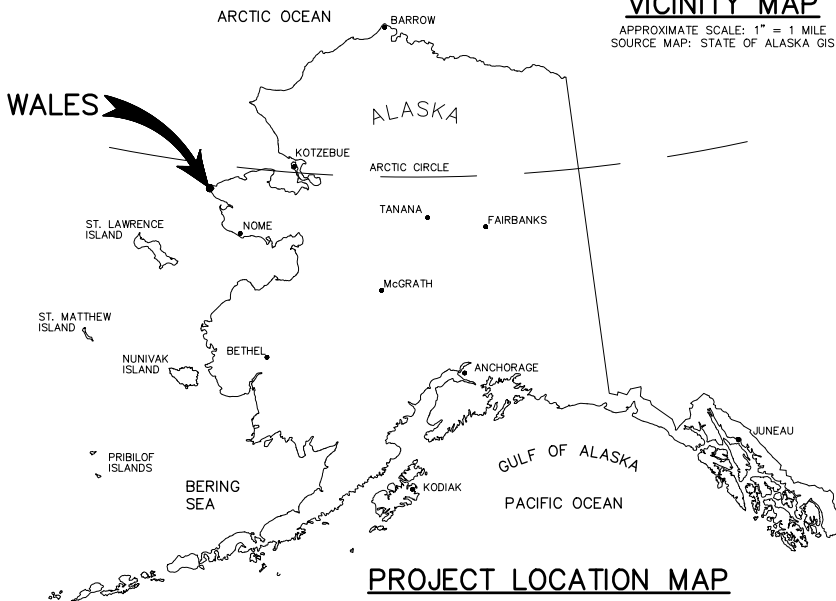
District Commander
U.S. Army, Corps of Engineers

Enclosures



VICINITY MAP

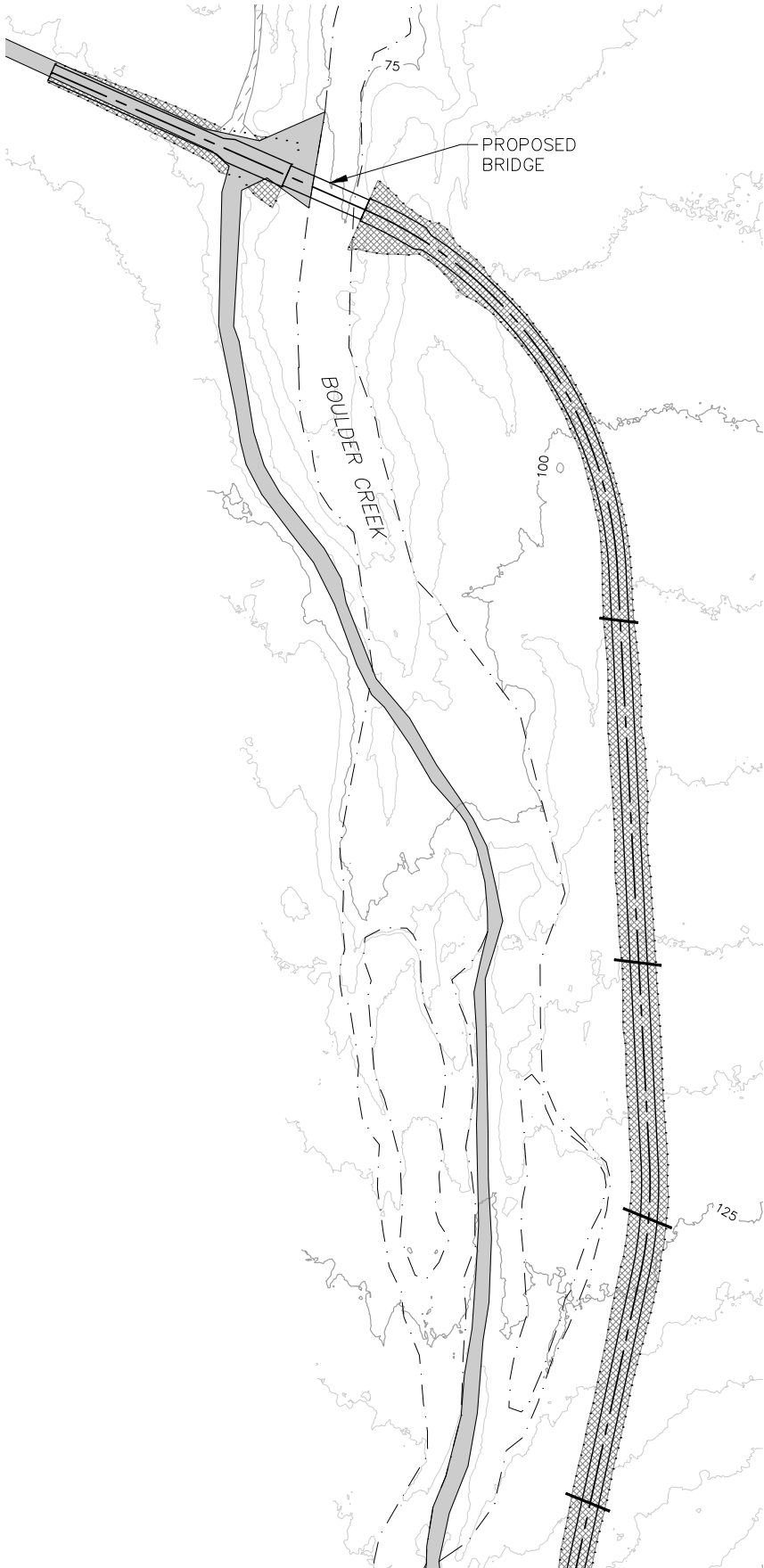
APPROXIMATE SCALE: 1" = 1 MILE
SOURCE MAP: STATE OF ALASKA GIS



1 inch = 1 mile

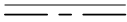
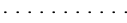




NAME: KAWERAK TRANSPORTATION
 PROJECT: WALES TO TIN CITY ROAD IMPROVEMENT PROJECT
 LOCATION: SEC. 35, T3N, R45W, SEC. 1, 2, 12, & 13, T2N, R45W SEWARD MERIDIAN, ALASKA
 WATERBODY: BOULDER CREEK, GOODWIN CREEK
 DATE: 2/10/2025
 SHEET: 1 OF 14

PROJECT LOCATION MAP






MATCH LINE, SEE SHEET 3

LEGEND

-  PROPOSED ROAD
-  PROPOSED ROAD DAYLIGHTS
-  EXISTING ROAD
-  25' CONTOURS
-  5' CONTOURS
-  CULVERT

IMPACTED WETLANDS

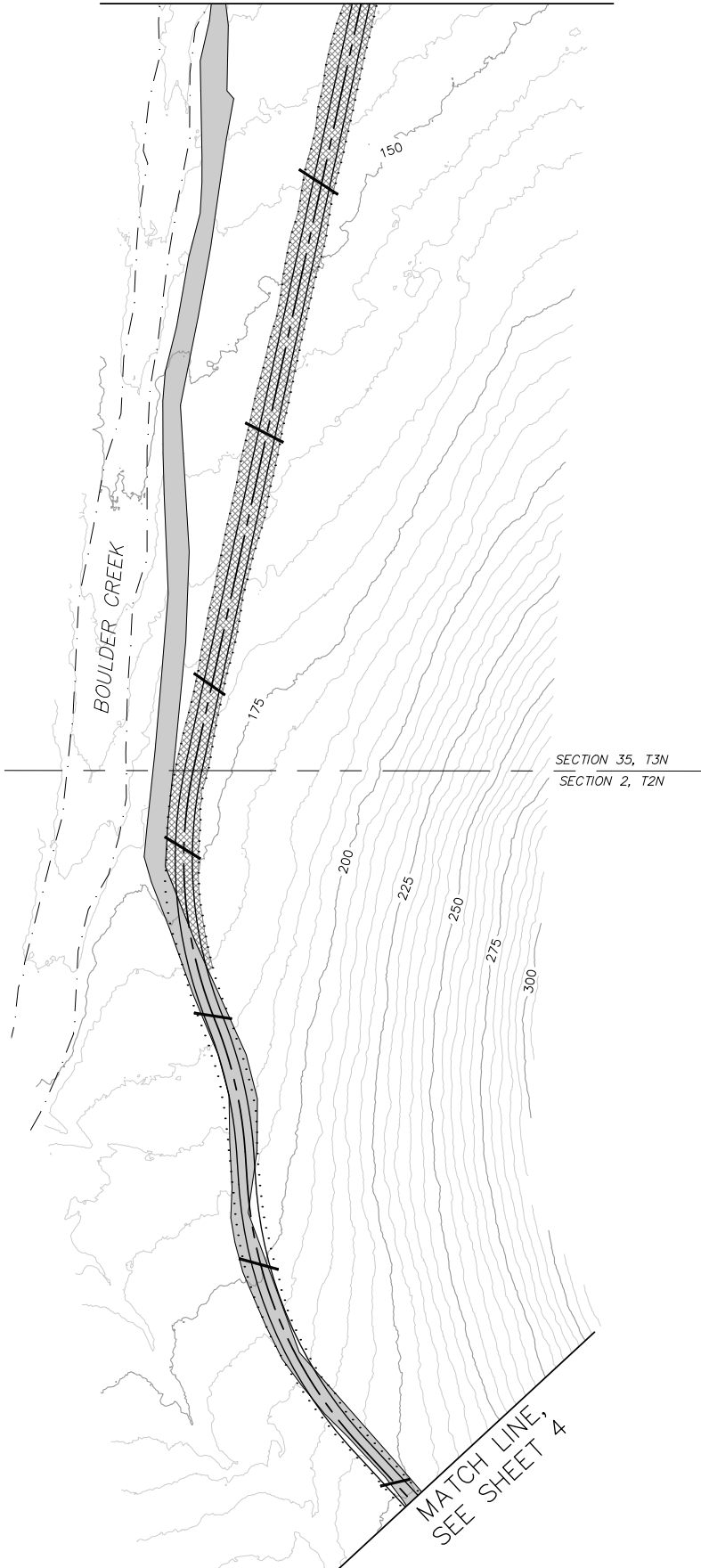
-  PEM1/SS1B
-  R5UBH
-  PREVIOUSLY DISTURBED



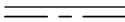
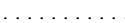




1 inch = 200 ft.

NAME: KAWERAK TRANSPORTATION
PROJECT: WALES TO TIN CITY ROAD IMPROVEMENT PROJECT
LOCATION: SEC. 35, T3N, R45W,
SEC. 1, 2, 12, & 13, T2N, R45W
SEWARD MERIDIAN, ALASKA
WATERBODY: BOULDER CREEK, GOODWIN CREEK
DATE: 2/10/2025
SHEET: 2 OF 14




MATCH LINE, SEE SHEET 2

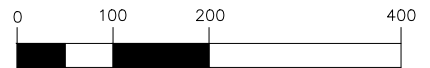


LEGEND

-  PROPOSED ROAD
-  PROPOSED ROAD DAYLIGHTS
-  EXISTING ROAD
-  25' CONTOURS
-  5' CONTOURS
-  CULVERT

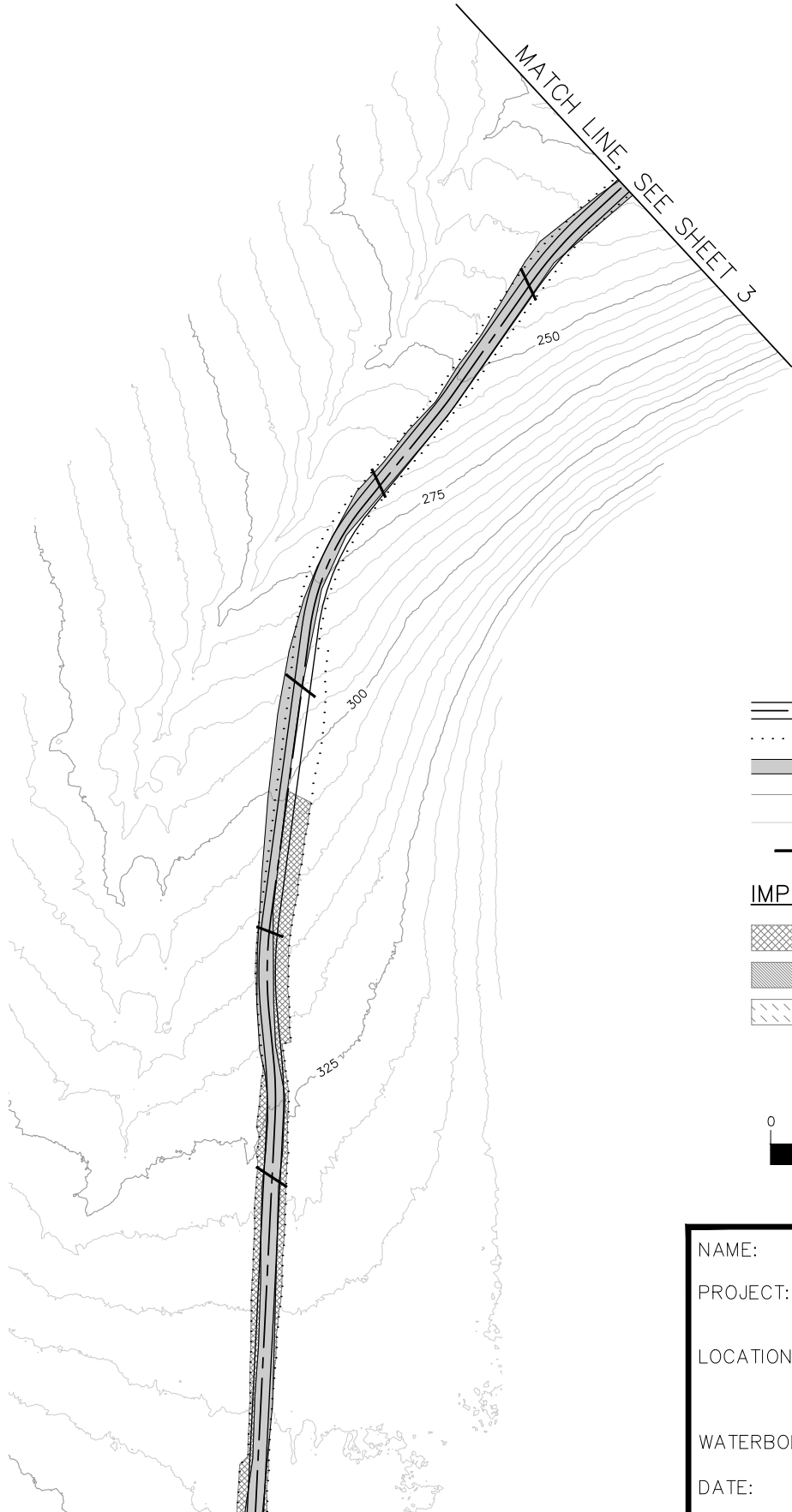
IMPACTED WETLANDS

-  PEM1/SS1B
-  R5UBH
-  PREVIOUSLY DISTURBED

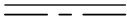
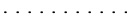






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NAME: KAWERAK TRANSPORTATION
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 LOCATION: SEC. 35, T3N, R45W,
 SEC. 1, 2, 12, & 13, T2N, R45W
 SEWARD MERIDIAN, ALASKA
 WATERBODY: BOULDER CREEK, GOODWIN CREEK
 DATE: 2/10/2025
 SHEET: 3 OF 14



LEGEND

-  PROPOSED ROAD
-  PROPOSED ROAD DAYLIGHTS
-  EXISTING ROAD
-  25' CONTOURS
-  5' CONTOURS
-  CULVERT

IMPACTED WETLANDS

-  PEM1/SS1B
-  R5UBH
-  PREVIOUSLY DISTURBED

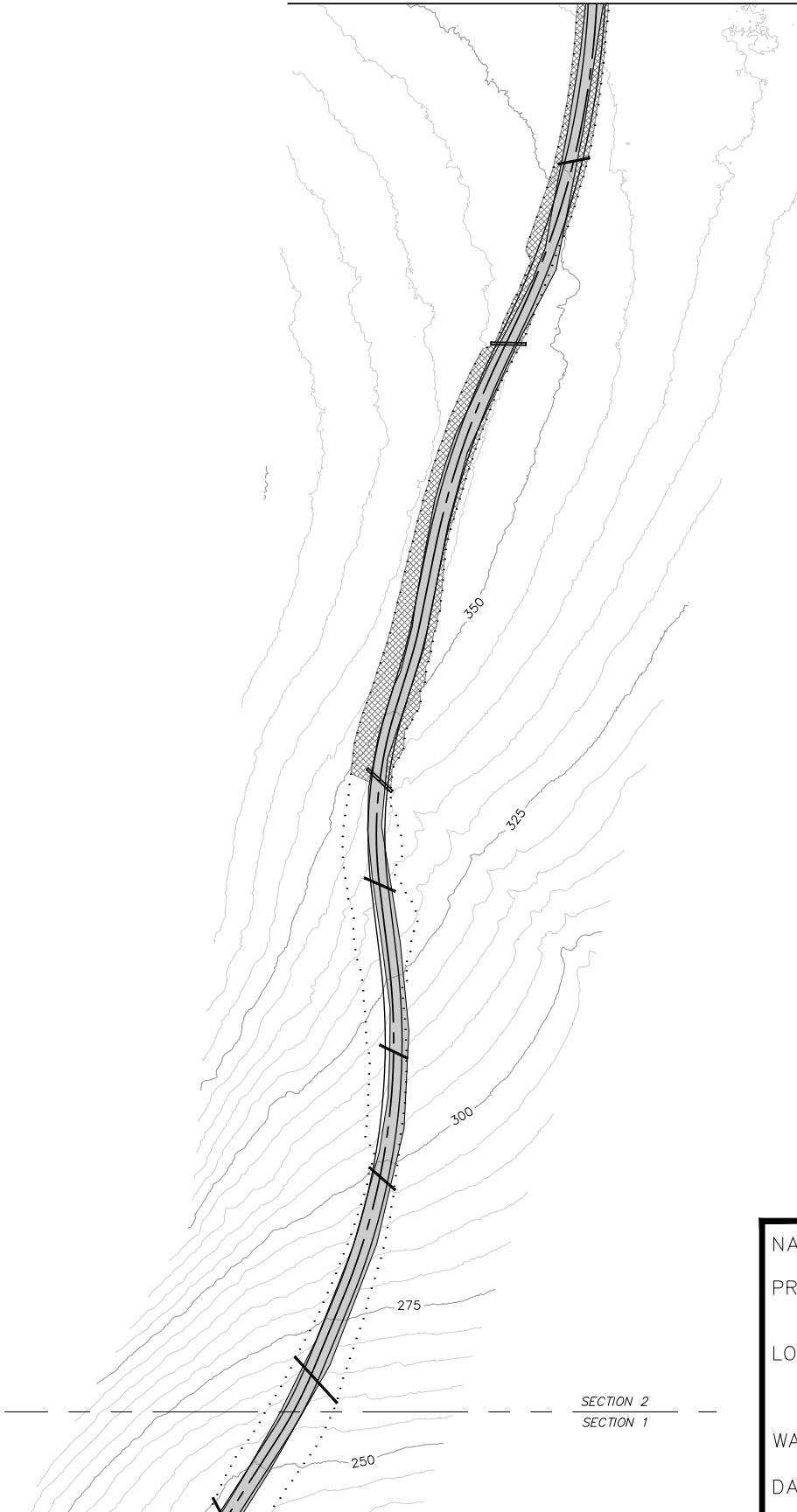


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PROJECT: WALES TO TIN CITY ROAD IMPROVEMENT PROJECT
LOCATION: SEC. 35, T3N, R45W,
SEC. 1, 2, 12, & 13, T2N, R45W
SEWARD MERIDIAN, ALASKA
WATERBODY: BOULDER CREEK, GOODWIN CREEK
DATE: 2/10/2025
SHEET: 4 OF 14

MATCH LINE, SEE SHEET 5

MATCH LINE, SEE SHEET 4



LEGEND

- PROPOSED ROAD
- PROPOSED ROAD DAYLIGHTS
- EXISTING ROAD
- 25' CONTOURS
- 5' CONTOURS
- CULVERT

IMPACTED WETLANDS

- PEM1/SS1B
- R5UBH
- PREVIOUSLY DISTURBED



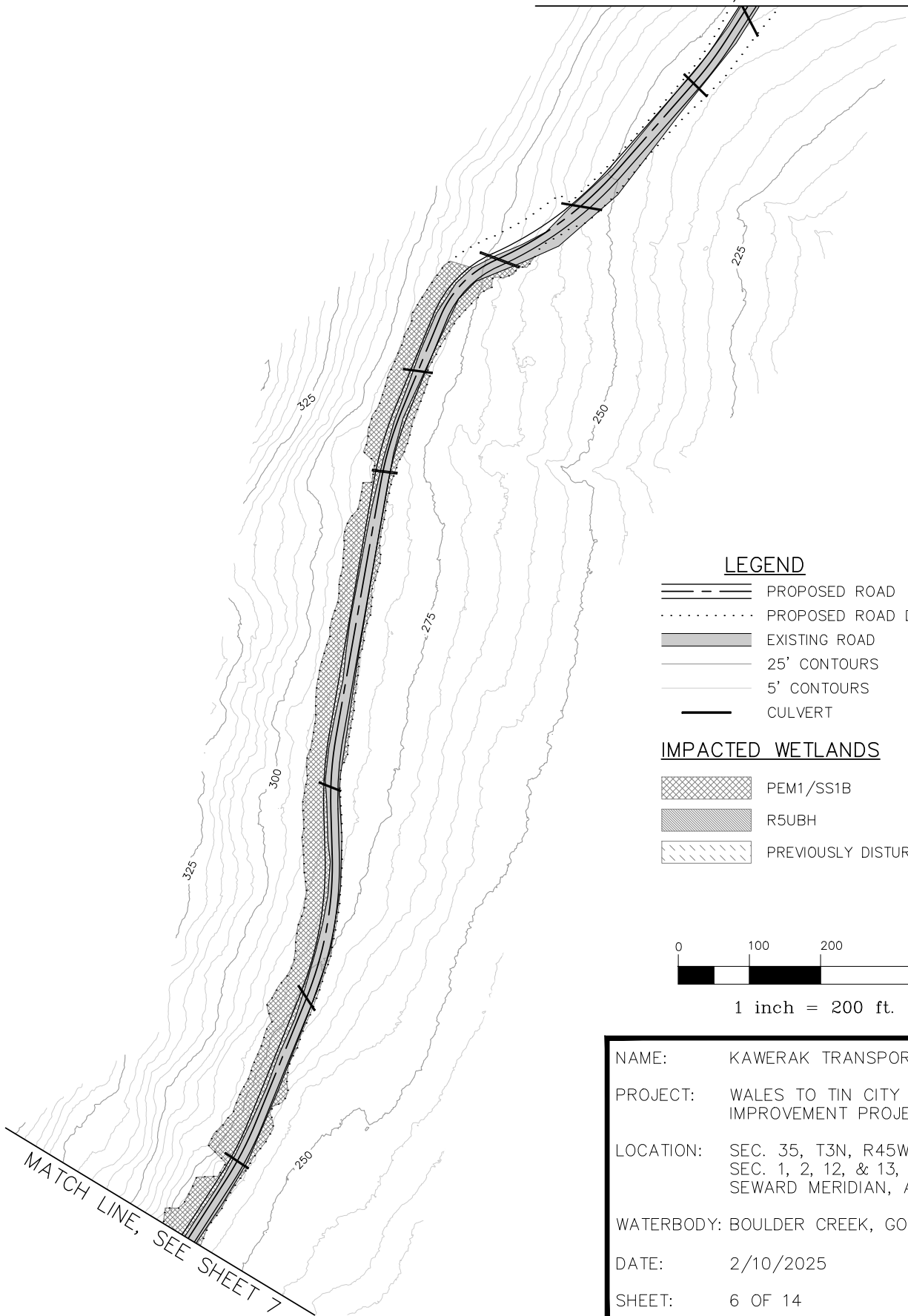
1 inch = 200 ft.

SECTION 2
SECTION 1

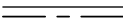





MATCH LINE, SEE SHEET 6

NAME: KAWERAK TRANSPORTATION
PROJECT: WALES TO TIN CITY ROAD IMPROVEMENT PROJECT
LOCATION: SEC. 35, T3N, R45W,
SEC. 1, 2, 12, & 13, T2N, R45W
SEWARD MERIDIAN, ALASKA
WATERBODY: BOULDER CREEK, GOODWIN CREEK
DATE: 2/10/2025
SHEET: 5 OF 14




MATCH LINE, SEE SHEET 5

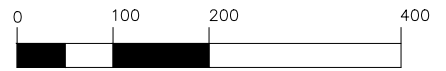


LEGEND

-  PROPOSED ROAD
-  PROPOSED ROAD DAYLIGHTS
-  EXISTING ROAD
-  25' CONTOURS
-  5' CONTOURS
-  CULVERT

IMPACTED WETLANDS

-  PEM1/SS1B
-  R5UBH
-  PREVIOUSLY DISTURBED



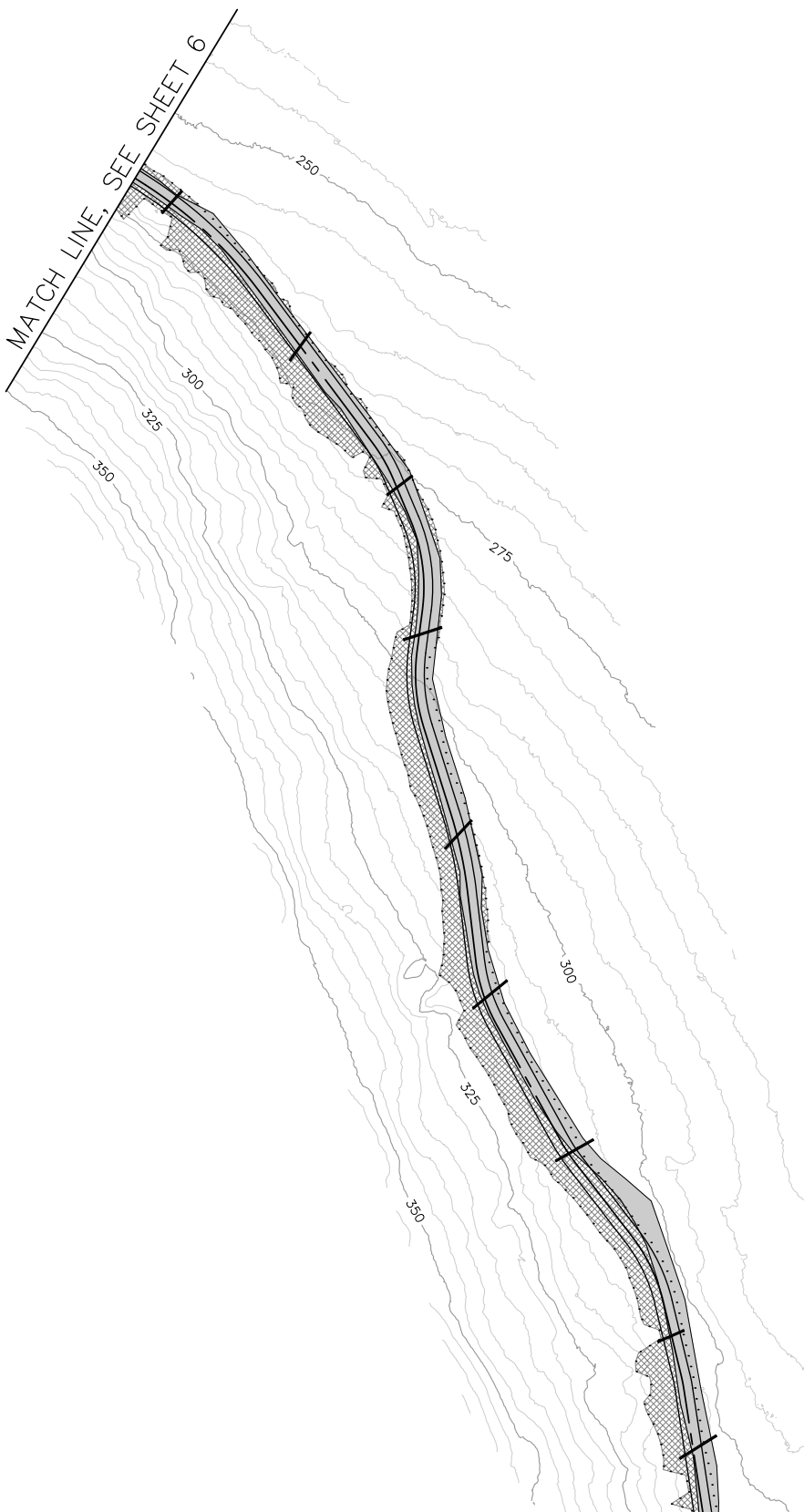
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MATCH LINE, SEE SHEET 7

NAME: KAWERAK TRANSPORTATION
 PROJECT: WALES TO TIN CITY ROAD IMPROVEMENT PROJECT
 LOCATION: SEC. 35, T3N, R45W,
 SEC. 1, 2, 12, & 13, T2N, R45W
 SEWARD MERIDIAN, ALASKA
 WATERBODY: BOULDER CREEK, GOODWIN CREEK
 DATE: 2/10/2025
 SHEET: 6 OF 14


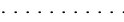






MATCH LINE, SEE SHEET 6



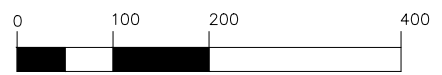
MATCH LINE, SEE SHEET 8

LEGEND

-  PROPOSED ROAD
-  PROPOSED ROAD DAYLIGHTS
-  EXISTING ROAD
-  25' CONTOURS
-  5' CONTOURS
-  CULVERT

IMPACTED WETLANDS

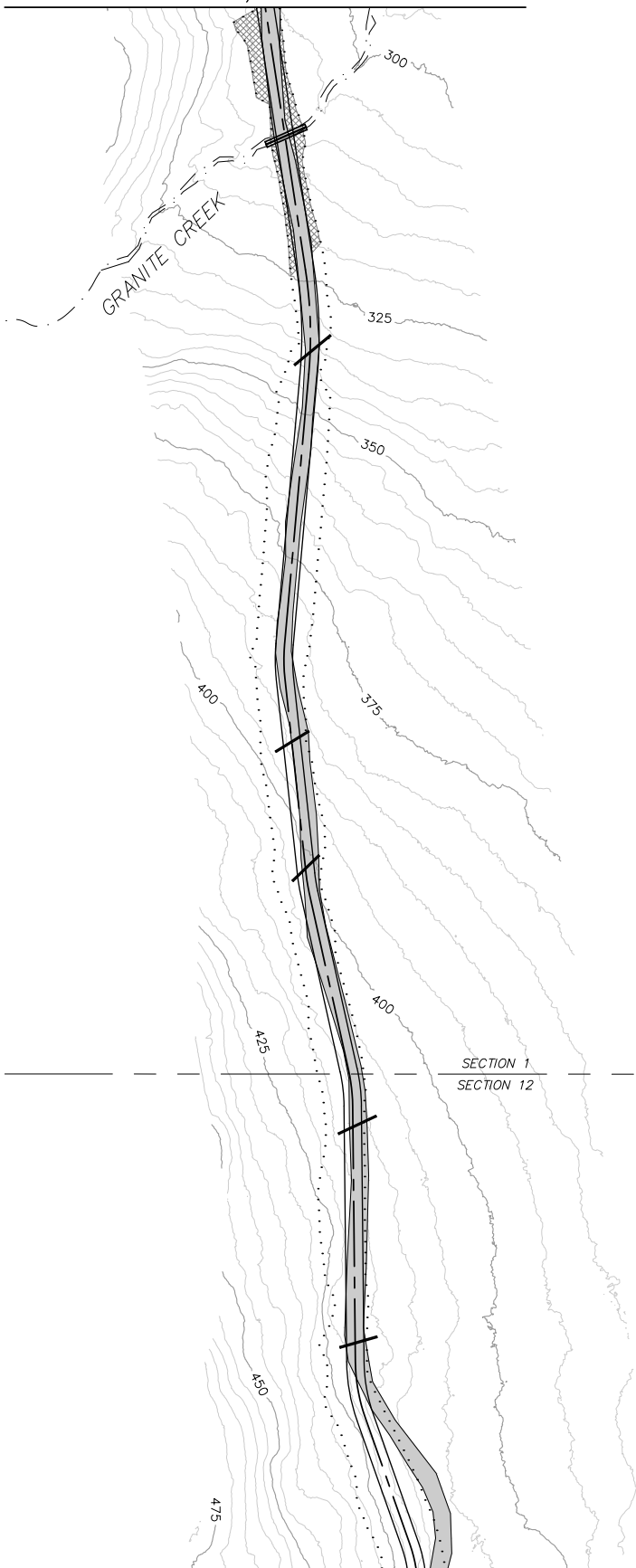
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-  R5UBH
-  PREVIOUSLY DISTURBED



1 inch = 200 ft.

NAME: KAWERAK TRANSPORTATION
 PROJECT: WALES TO TIN CITY ROAD IMPROVEMENT PROJECT
 LOCATION: SEC. 35, T3N, R45W,
 SEC. 1, 2, 12, & 13, T2N, R45W
 SEWARD MERIDIAN, ALASKA
 WATERBODY: BOULDER CREEK, GOODWIN CREEK
 DATE: 2/10/2025
 SHEET: 7 OF 14

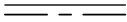
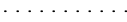




MATCH LINE, SEE SHEET 7






MATCH LINE, SEE SHEET 9

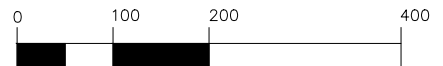


LEGEND

-  PROPOSED ROAD
-  PROPOSED ROAD DAYLIGHTS
-  EXISTING ROAD
-  25' CONTOURS
-  5' CONTOURS
-  CULVERT

IMPACTED WETLANDS

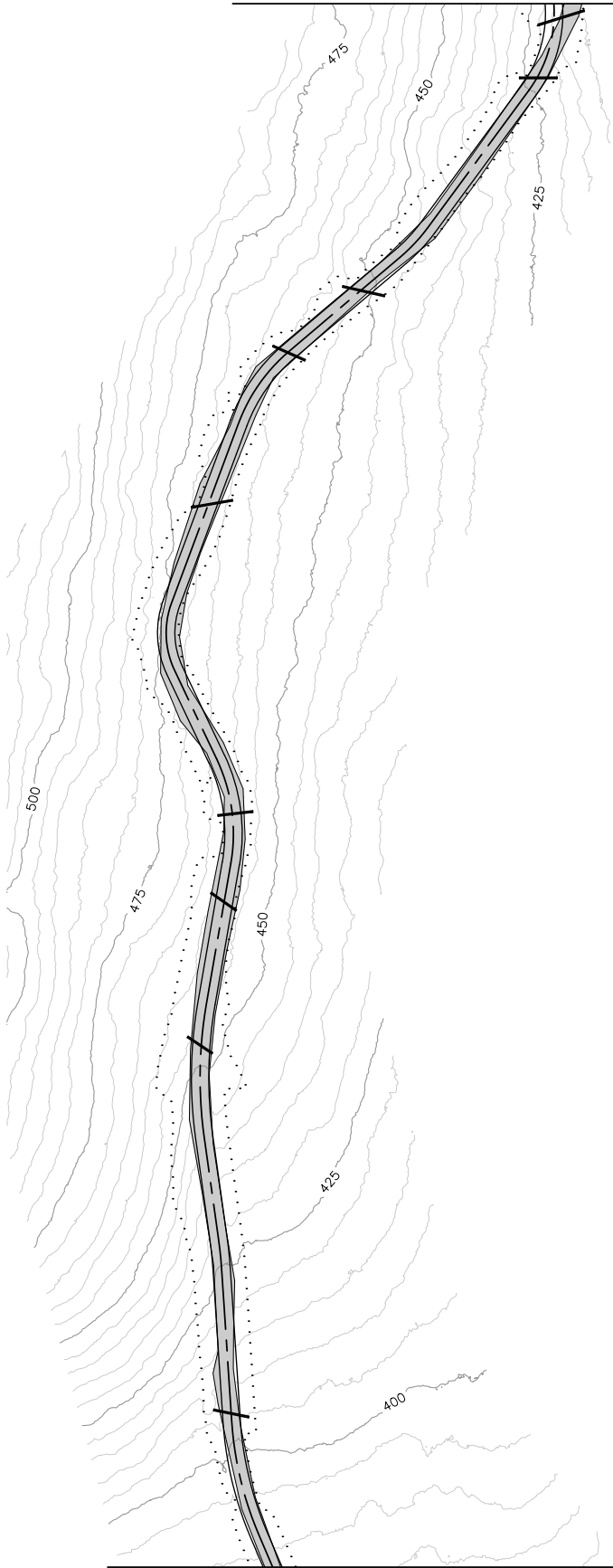
-  PEM1/SS1B
-  R5UBH
-  PREVIOUSLY DISTURBED



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 PROJECT: WALES TO TIN CITY ROAD IMPROVEMENT PROJECT
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 SEC. 1, 2, 12, & 13, T2N, R45W
 SEWARD MERIDIAN, ALASKA
 WATERBODY: BOULDER CREEK, GOODWIN CREEK
 DATE: 2/10/2025
 SHEET: 8 OF 14

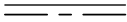
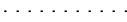




MATCH LINE, SEE SHEET 8






MATCH LINE, SEE SHEET 10



LEGEND

-  PROPOSED ROAD
-  PROPOSED ROAD DAYLIGHTS
-  EXISTING ROAD
-  25' CONTOURS
-  5' CONTOURS
-  CULVERT

IMPACTED WETLANDS

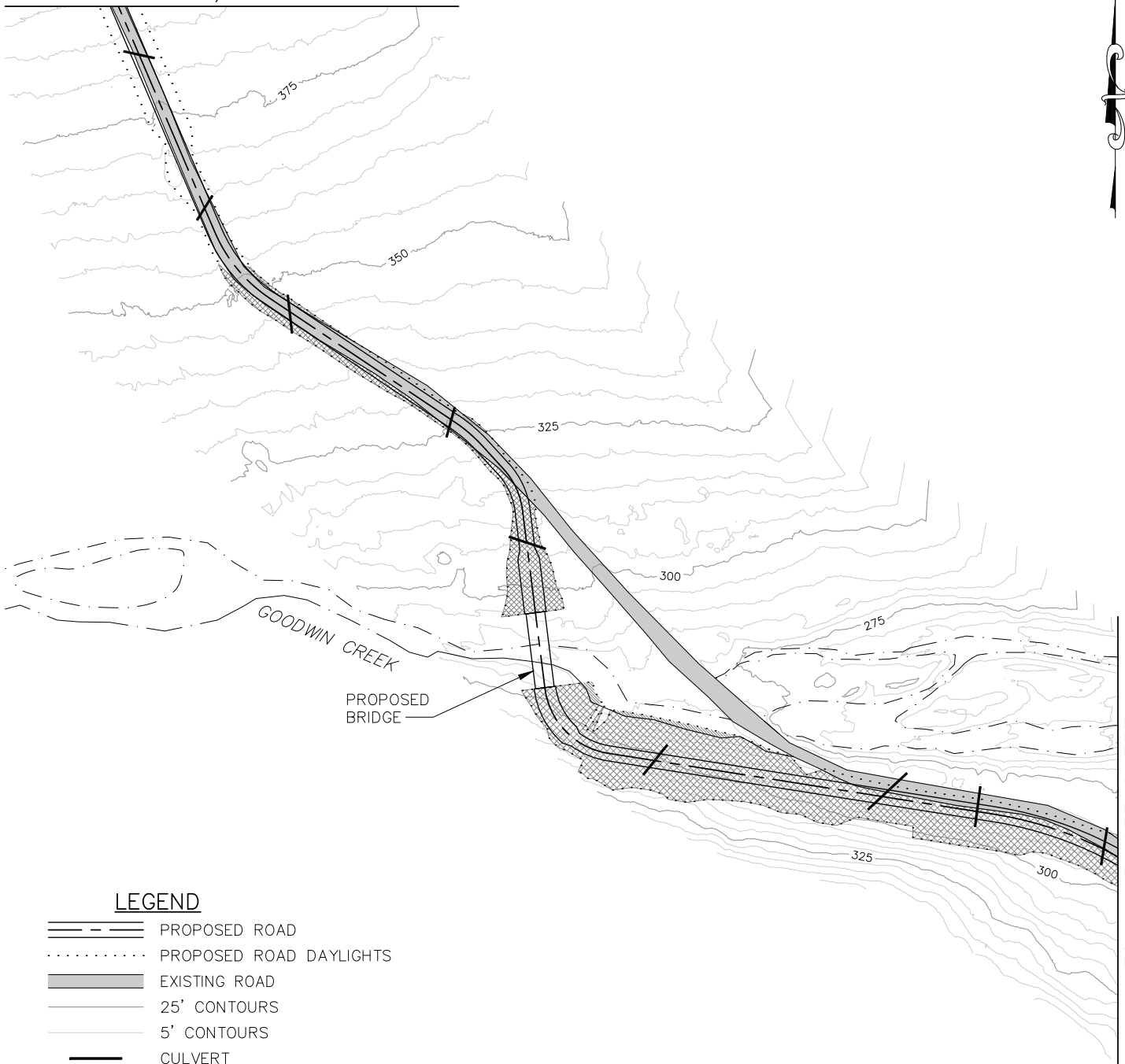
-  PEM1/SS1B
-  R5UBH
-  PREVIOUSLY DISTURBED



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NAME: KAWERAK TRANSPORTATION
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DATE: 2/10/2025
SHEET: 9 OF 14

MATCH LINE, SEE SHEET 9



LEGEND

- PROPOSED ROAD
- PROPOSED ROAD DAYLIGHTS
- EXISTING ROAD
- 25' CONTOURS
- 5' CONTOURS
- CULVERT

IMPACTED WETLANDS

- PEM1/SS1B
- R5UBH
- PREVIOUSLY DISTURBED

MATCH LINE, SEE SHEET 11



1 inch = 200 ft.

NAME: KAWERAK TRANSPORTATION
 PROJECT: WALES TO TIN CITY ROAD IMPROVEMENT PROJECT
 LOCATION: SEC. 35, T3N, R45W,
 SEC. 1, 2, 12, & 13, T2N, R45W
 SEWARD MERIDIAN, ALASKA
 WATERBODY: BOULDER CREEK, GOODWIN CREEK
 DATE: 2/10/2025
 SHEET: 10 OF 14

MATCH LINE, SEE SHEET 10

GOODWIN CREEK

275

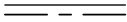
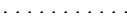




300

325




350

300

LEGEND

-  PROPOSED ROAD
-  PROPOSED ROAD DAYLIGHTS
-  EXISTING ROAD
-  25' CONTOURS
-  5' CONTOURS
-  CULVERT

IMPACTED WETLANDS

-  PEM1/SS1B
-  R5UBH
-  PREVIOUSLY DISTURBED



1 inch = 200 ft.

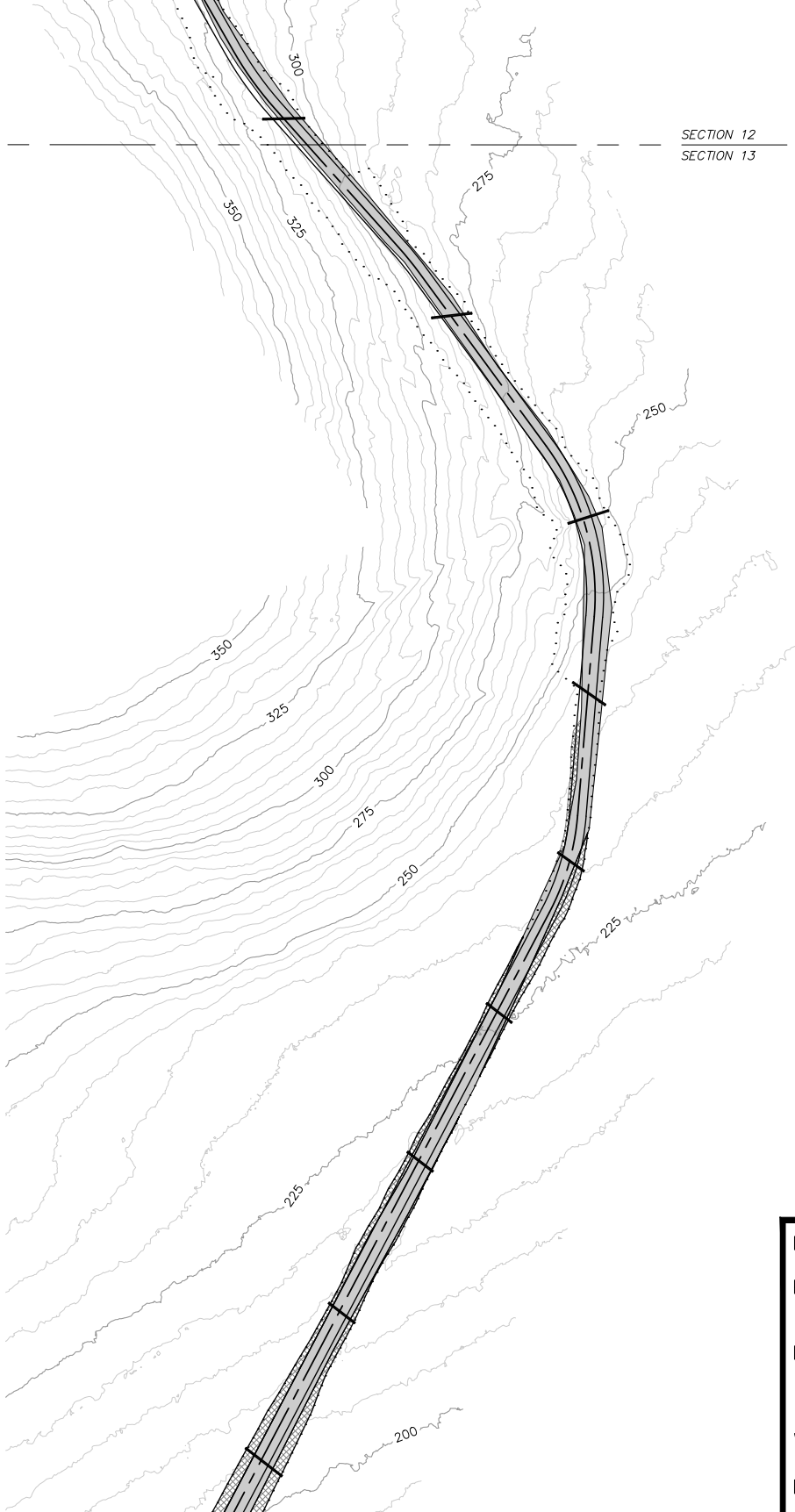
MATCH LINE, SEE SHEET 12

NAME: KAWERAK TRANSPORTATION
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 LOCATION: SEC. 35, T3N, R45W,
 SEC. 1, 2, 12, & 13, T2N, R45W
 SEWARD MERIDIAN, ALASKA
 WATERBODY: BOULDER CREEK, GOODWIN CREEK
 DATE: 2/10/2025
 SHEET: 11 OF 14

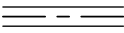
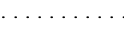






MATCH LINE, SEE SHEET 11




SECTION 12
SECTION 13

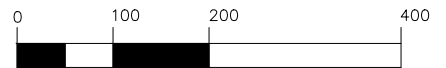


LEGEND

-  PROPOSED ROAD
-  PROPOSED ROAD DAYLIGHTS
-  EXISTING ROAD
-  25' CONTOURS
-  5' CONTOURS
-  CULVERT

IMPACTED WETLANDS

-  PEM1/SS1B
-  R5UBH
-  PREVIOUSLY DISTURBED



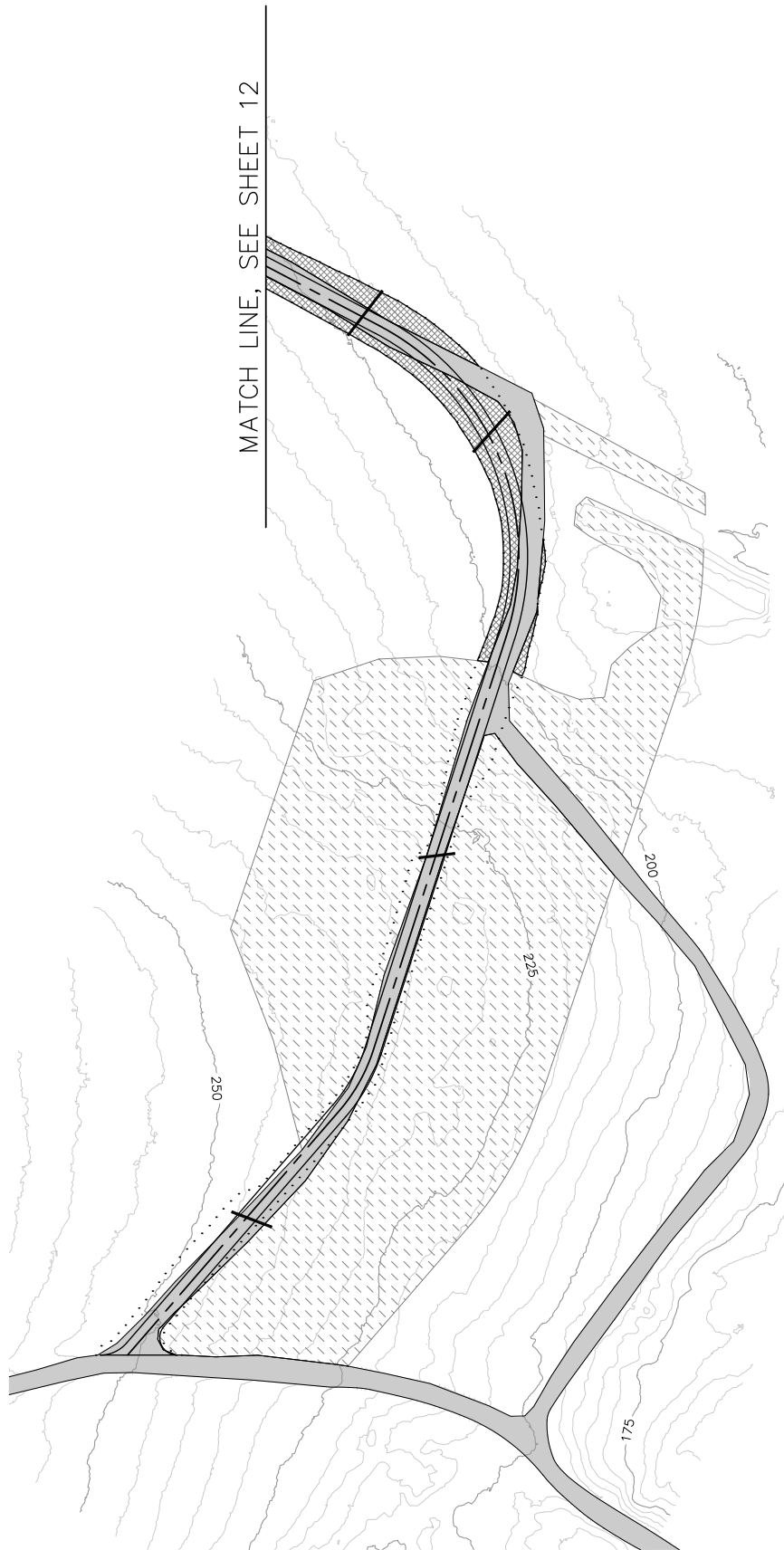
1 inch = 200 ft.

MATCH LINE, SEE SHEET 13


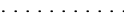




NAME: KAWERAK TRANSPORTATION
 PROJECT: WALES TO TIN CITY ROAD IMPROVEMENT PROJECT
 LOCATION: SEC. 35, T3N, R45W,
 SEC. 1, 2, 12, & 13, T2N, R45W
 SEWARD MERIDIAN, ALASKA
 WATERBODY: BOULDER CREEK, GOODWIN CREEK
 DATE: 2/10/2025
 SHEET: 12 OF 14






MATCH LINE, SEE SHEET 12



LEGEND

-  PROPOSED ROAD
-  PROPOSED ROAD DAYLIGHTS
-  EXISTING ROAD
-  25' CONTOURS
-  5' CONTOURS
-  CULVERT

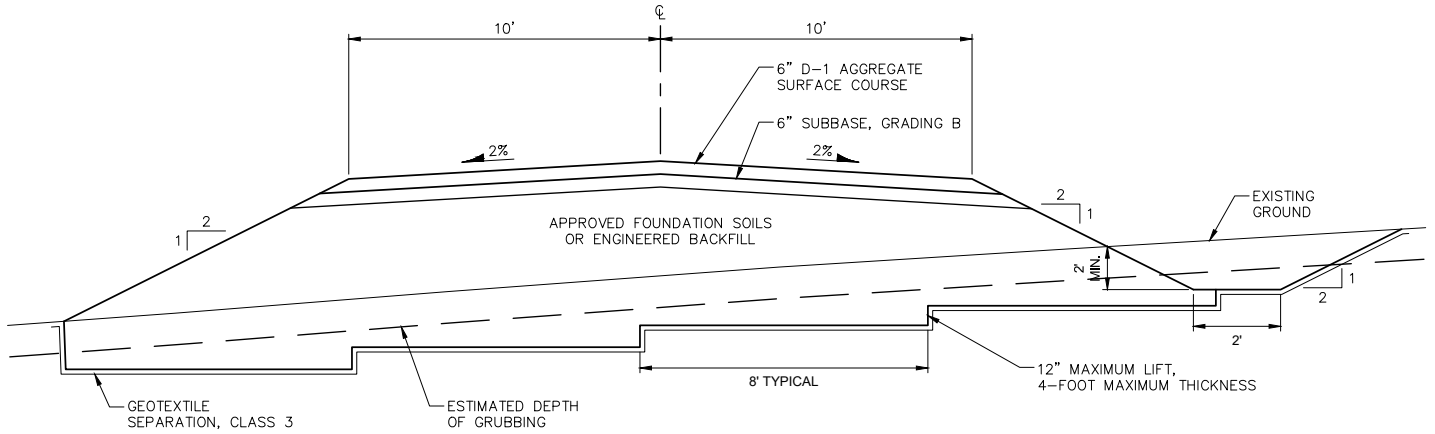
IMPACTED WETLANDS

-  PEM1/SS1B
-  R5UBH
-  PREVIOUSLY DISTURBED



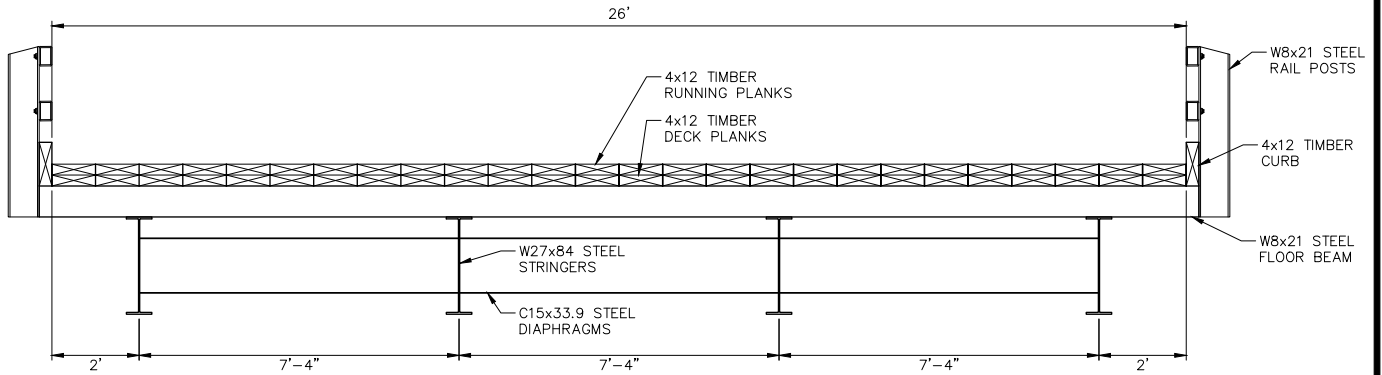
1 inch = 200 ft.

NAME: KAWERAK TRANSPORTATION
 PROJECT: WALES TO TIN CITY ROAD IMPROVEMENT PROJECT
 LOCATION: SEC. 35, T3N, R45W,
 SEC. 1, 2, 12, & 13, T2N, R45W
 SEWARD MERIDIAN, ALASKA
 WATERBODY: BOULDER CREEK, GOODWIN CREEK
 DATE: 2/10/2025
 SHEET: 13 OF 14



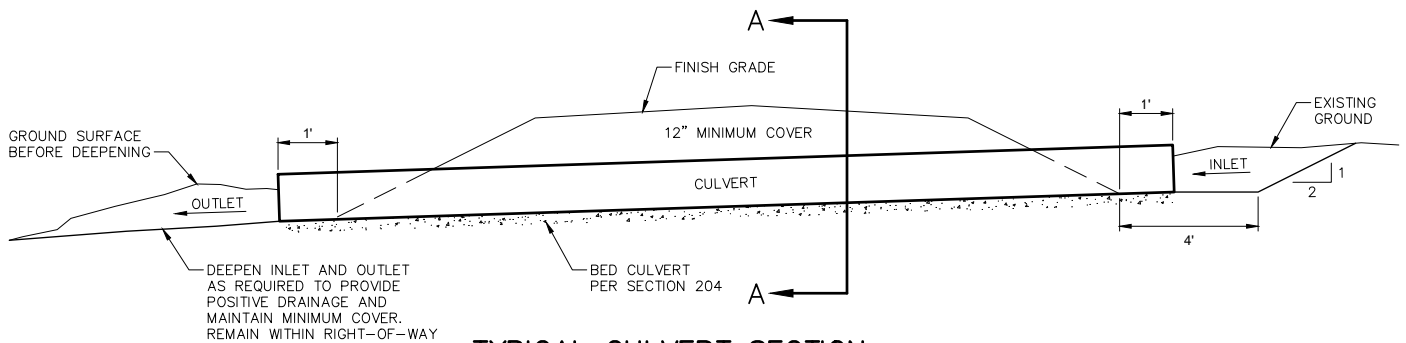
TYPICAL 12-FOOT ROAD SECTION

-NTS-



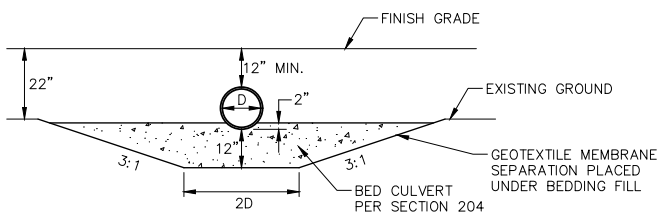
TYPICAL BRIDGE SECTION

-NTS-



TYPICAL CULVERT SECTION

-NTS-



SECTION A-A

NAME: KAWERAK TRANSPORTATION
 PROJECT: WALES TO TIN CITY ROAD IMPROVEMENT PROJECT
 LOCATION: SEC. 35, T3N, R45W,
 SEC. 1, 2, 12, & 13, T2N, R45W
 SEWARD MERIDIAN, ALASKA
 WATERBODY: BOULDER CREEK, GOODWIN CREEK
 DATE: 2/10/2025
 SHEET: 14 OF 14