PUBLIC NOTICE

Alaska Department of Environmental Conservation (DEC)
Wastewater Discharge Authorization Program/§401 Certification
555 Cordova Street, Anchorage AK 99501-2617
Phone: 907-269-6285 | Email: DEC-401Cert@alaska.gov

Notice of Application for State Water Quality Certification

Public Notice (PN) Date: October 21, 2024
PN Expiration Date: November 20, 2024
PN Reference Number: POA-2023-00221 v1.0
Waterway: Lake Hood

Any applicant for a federal license or permit to conduct an activity that might result in a discharge into waters of the United States, in accordance with Section 401 of the Clean Water Act (CWA), must also apply for and obtain certification from the Alaska Department of Environmental Conservation that the discharge will comply with the CWA and the Alaska Water Quality Standards (18 AAC 70). The scope of certification is limited to the water quality-related impacts from the activity subject to the Federal license or permit (40 CFR 121.3, 18 AAC 15.180).

Notice is hereby given that a request for a CWA §401 Water Quality Certification of a Department of the Army Permit application, Corps of Engineers' PN Reference Number indicated above has been received[1] for the discharge of dredged and/or fill materials into waters of the United States (WOTUS), including wetlands, as described below, and shown on the project figures/drawings. The public notice and related project figures/drawings are accessible from the DEC website at https://dec.alaska.gov/water/wastewater/.

To comment on the project or request for a public hearing with respect to water quality, submit comments via email to the DEC email address: DEC-401Cert@alaska.gov with the subject line referencing Public Notice Reference Number: **POA-2023-00221 v1.0** or via DEC website https://dec.alaska.gov/commish/public-notices/ on or before the public notice expiration date listed above.

Applicant: Alaska Department of Transportation and Public Facilities, Brian Elliot, PO Box 196900, Anchorage, AK 99519, (907) 269-0539; brian.elliott@alaska.gov

Agent: Stantec Consulting Services Inc., Alivia Lowell, 725 E Fireweed Lane Suite 200, Anchorage, AK 99508; (907) 266-1189; alivia.lowell@stantec.com.

Project Name: Ted Stevens Anchorage International Airport – Airport Traffic Control Tower Replacement Parking

Dates of the proposed activity is planned to begin and end: 05/01/2025 to 10/31/2026

Location: The proposed activity is located within Section 13, T. 13N, R. 4W, Seward Meridian, in Municipality of Anchorage, Alaska. Project Site (Latitude, Longitude): 61.189180, -149.97518.

Purpose: Alaska DOT&PF proposes to replace lost aircraft parking (as a result of the ATCT Project) by constructing a new parking lot, The parking lost as a result of the Control Tower Replacement is necessary for the operations of Lake Hood Airport. The Control Tower is being replaced to provide full visibility of the runway complex (ANC and Lake Hood), as well as provide updated technology, and create space for additional air traffic controllers, as necessitated by the airports growing traffic and FAA standards. The projects will improve the overall safety of operations for both airports. The anticipated start date for construction of the proposed project is May 2025, with an anticipated end date of October 2026.

[1] Reference submission number: HQ7-8F0W-6TCN6; Received: 10/9/2024 2:35:42 PM

Description of Proposed Work: Construct aircraft parking to replace parking impacted by the ATCT Project. The total project footprint would be 7.65 acres in wetlands, and 2.34 acres of existing uplands (totaling 9.99 acres). Fill material would be clean, contractor furnished fill from upland commercial sources. Fill calculations in cubic yards have a 10% buffer.

The project would include the discharge of 40,200-cubic yards of fill material into 7.65-acres of wetlands to construct a new parking area for Lake Hood, reconfigure Lake Hood Drive, and for proposed ancillary components to include installation of signage, fencing connection to existing utilities, culverts, and storm drainage. The usable surface of the new parking area would be 300-foot by 1,100-foot, at the widest new points, with the toe of the slope extending up to 350- feet by 1,150-feet. Lake Hood Drive would consist of a 24-foot-wide drivable surface with the toe of the slope extending to a total of 135-feet wide on average for a length of 1,700 feet.

Lake Hood Drive Reconfiguration: Lake Hood Drive will be reconfigured to curve north around the new parking area. Existing drainage ditches will be relocated, and three culverts (24" CMP with Thaw pipes) will be placed at the low points of the new road to maintain hydrologic connection. Storm drainage will be constructed. Hydrologic flow of the surrounding wetland complex will not be impaired.

Construction of Aircraft Parking NW of Lake Hood Echo Parking: The ATCT Project will result in the loss of the Charlie Parking Lot. The current Charlie Parking Lot has 30 spaces for wheeled aircraft. The proposed project will replace the lost parking (Charlie Parking Lot) by constructing additional parking NW of the Echo Parking Lot (current capacity of 90 wheeled aircraft). Geotextile material will be placed in the wetlands, followed by clean fill. The pad will then be graded and compacted before pavement is placed, creating an upland connection with the Echo Parking Lot and the current Lake Hood Drive. Additional components of the aircraft parking lot include tie downs, new taxi lanes, signage, connection to existing utilities as required, reconnection to the existing chain-link fence and woven wire fence, and installation of a new privacy fence.

Ancillary Components: Additional ancillary components of the proposed project include construction of storm drainage, installation of signage and fencing, and connection to existing utilities. These features have minor wetland impacts.

Additional Information: A grading permit with the Municipality of Anchorage and a Construction General Permit (SWPPP) with the Alaska Department of Environmental Conservation have been requested.

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: Airport plans were consulted to find uplands that were available for use, that would also serve the purpose of the proposed project; to replace the parking lost as a result of the ATCT Project. The proposed Replacement Parking Project footprint was chosen because of the uplands available for use, avoiding unnecessary wetland impacts. This approach allows for the systematic development of parking required for airport operations, while utilizing existing uplands, as well as neighboring developments and utilities. Existing roads will be used to bring all construction supplies on site. Utilities required for the parking lot and airport planning building are already present on site and will only require connection.

   The proposed project was designed to place the least amount of fill in wetlands. The area between the reconfigured Lake Hood Drive and new parking area will remain a wetland. This site is also ideal because of the nearby "snow storage lot", that will be utilized during construction for contractor staging and storage. This avoids additional impacts to wetlands because a staging area would otherwise need to be constructed, likely requiring additional fill in wetlands.

b. Minimization: The Alaska DOT&PF evaluated a suite of Best Management Practices (BMPs) to further minimize anticipated impacts from the proposed project. Culverts will be used along the roadways to maintain

hydrologic connectivity at wetland crossings, and to provide water management along ditches for downhill drainage. Swales and other upland drainage features on the road route that collect water will have downhill connectivity maintained with culverts. Appropriately sized culverts will be placed where needed to maintain hydrologic connectivity of drainage patterns.

Best Management Practices:

- Erosion Control Measures: The Project will comply with the State's Water Quality Standards. Erosion control and construction methods will be described in the Stormwater Pollution Prevention Plan required by the State of Alaska. BMPs for road grading will be employed including proper ditch contouring and sizing. BMPs for embankment stabilization will be employed, including contouring and seeding. Sediment will be managed by using filter materials such as silt fence, straw waddles, and filter fabric or through settlement in ponds or weir systems constructed in ditches. The existing roads will be reinforced and repaired as required. Disturbed vegetated areas will be stabilized with hydro-mulch and an approved seed mix if required.
- Water withdrawals from fire hydrants may be needed for dust control during construction and during regular road operation. Dust control measures would be implemented as needed to reduce suspension of fugitive dust during construction and operation. Dust is expected to have temporary and minimal impacts to the adjacent vegetation due to the BMPs that will be followed for watering of the roadways.
- Surface drainage will be culverted to ensure hydrologic connectivity. Existing surface drainage will not be adversely impeded. Existing surface and sediment controls will be maintained.

Spill Control Measures:

- A fueling plan and Spill Prevention, Control & Countermeasures Plan will be developed and implemented that will minimize the potential for fuel spills and mitigate the impact if a spill does occur. BMP's will include secondary containment around any fueling station, spill containment and cleanup kits located at the work area and at any fueling station, regular inspection of equipment to ensure proper functioning, fueling equipment and sorbent pads will be used by the fueler to ensure no diesel spills onto the ground. Drip pans will be deployed for equipment left or parked in the work area (e.g., during breaks). All empty grease tubes and sorbent pads will be hauled offsite by the contractor and disposed of properly. Hydraulic equipment will be inspected daily for signs of wear or other potential sources of leaks.

Fish and Wildlife Avoidance:

- Vegetation will be cleared outside of the migratory bird timing windows to avoid nesting birds. If clearing must be completed during the windows, a qualified professional can conduct a clearing survey to ensure no impacts to nesting birds.
- There are no known eagle nests along the access roads or at/near the Anchorage Airport project site.
- No streams, fish bearing, or not, are crossed or impacted for the Project.
- The USFWS does not list threatened or endangered species in the Project area.

Additionally, the project area is located within the fenced airport perimeter. The fence helps to prevent wildlife from entering the active operation areas. Fencing within the project footprint will be relocated/repaired as needed to maintain this wildlife avoidance measure.

c. Mitigation: The project has avoided and minimized impacts to wetlands and waters to the greatest extent practicable. The project is located in a wetland complex that has been previously impacted by the construction of additional airport facilities. Therefore, the project was constricted by the locations available for parking within the airport boundaries. Without replacement of the lost parking area, airport operations and safety will be impeded.

This is a federally funded project for the Federal Aviation Administration for the continued use and operation of ANC and Lake Hood Airports. Impacts to Waters of the United States are minimal by design. Alaska DOT&PF proposes to buy credits from a mitigation bank within the service area of the project impacts. Alaska DOT&PF agrees to buy credits to offset the debits as a result of the proposed project.

After reviewing the application, the Department will evaluate whether the activity will comply with applicable water quality requirements (any limitation, standard, or other requirement under sections 301, 302, 306, and 307 of the CWA, any Federal and state laws or regulations implementing those sections, and any other water quality-related requirement of state law). The Department may certify (or certify with conditions) with reasonable assurance the activity and any discharge that might result will comply with water quality requirements. The Department also may deny or waive certification.

The permit application and associated documents are available for review. For inquires or to request copies of the documents, contact dec-401cert@alaska.gov, or call 907-269-6285.

Disability Reasonable Accommodation Notice

The State of Alaska, Department of Environmental Conservation complies with Title II of the Americans with Disabilities Act (ADA) of 1990. If you are a person with a disability who may need special accommodation in order to participate in this public process, please contact ADA Coordinator Megan Kohler at 907-269-4198 or TDD Relay Service 1-800-770-8973/TTY or dial 711 prior to the expiration date of this public notice to ensure that any necessary accommodations can be provided.

- Existing Features of ATCT Replacement Project
- Wetland Study Area
- East of Runway Alternative

Proposed Project Component

- Proposed Parking Area
- Proposed Lake Hood Drive Reconfiguration
- Proposed Ancillary Components

0 300 600 1,200 Feet

1 inch = 800 feet 1:9,600

N W E S

Applicant: Alaska DOT&PF	
File No.: POA-2023-00221	
Waterway: Hood Creek / Cook Inlet	
Proposed Activity: Anchorage Airport Replacement Parking	
Township 13N, Range 4W, Section 27	
Lat.: 61.1891 N	Long.: -149.9751 W
Sheet: 1	May 2024

Wetland Study Area

Proposed Project Component

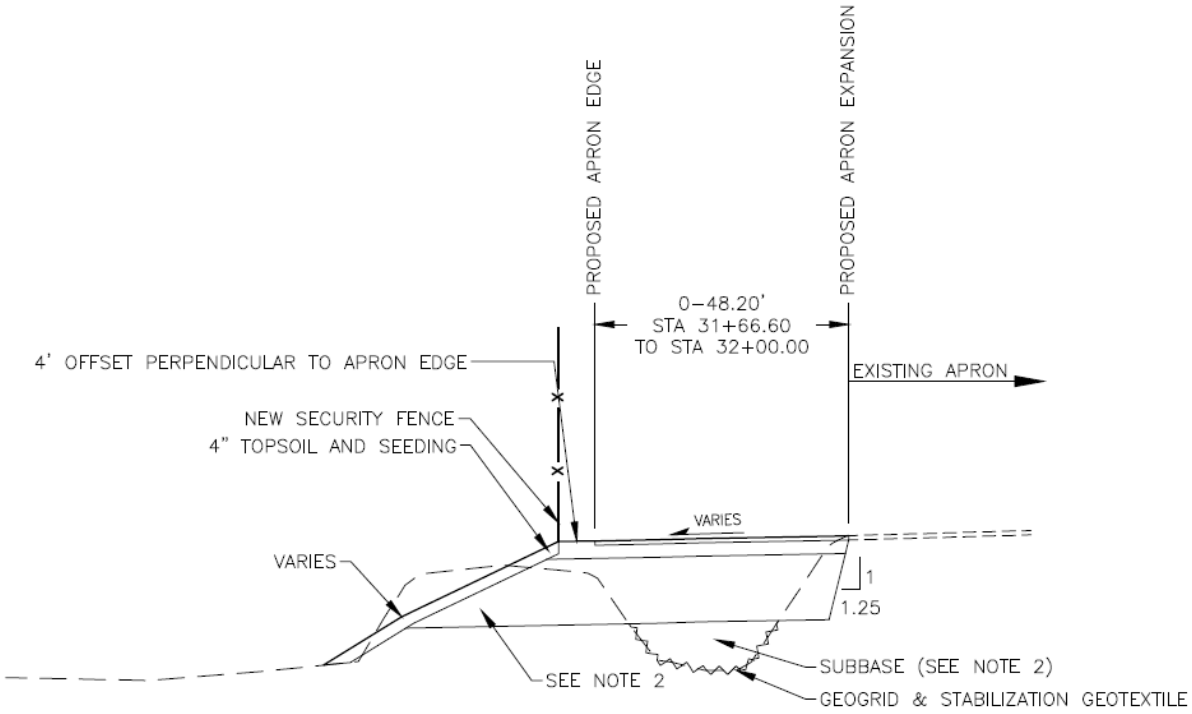
- Proposed Parking Area
- Proposed Lake Hood Drive Reconfiguration
- Proposed Ancillary Components
- Aircraft Tiedown

0 150 300 600 Feet

1 inch = 400 feet 1:4,800

N W E S

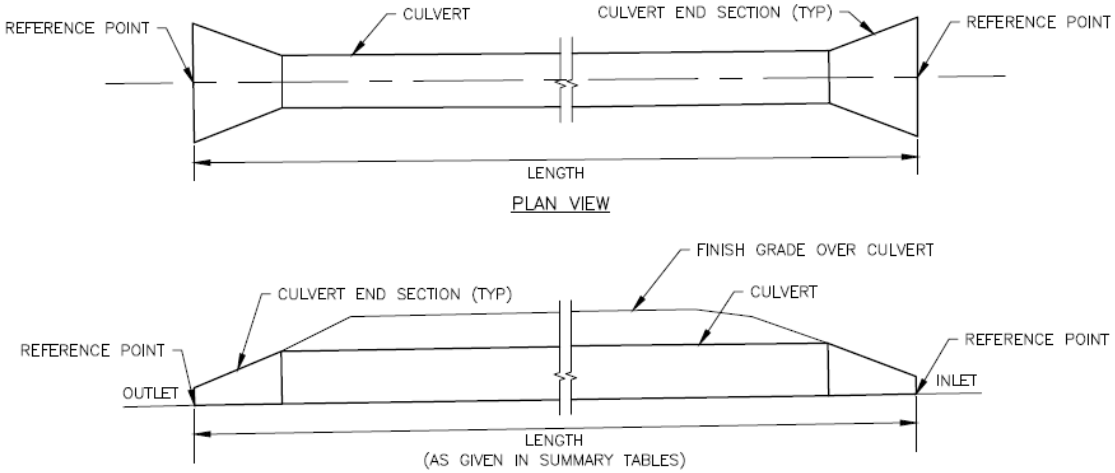
Applicant: Alaska DOT&PF	
File No.: POA-2023-00221	
Waterway: Hood Creek / Cook Inlet	
Proposed Activity: Anchorage Airport Replacement Parking	
Township 13N, Range 4W, Section 27	
Lat.: 61.1891 N	Long.: -149.9751 W
Sheet: 2	May 2024



1/12 APRON TYPICAL SECTION

STA 31+66.60 TO 32+00.00
NOT TO SCALE

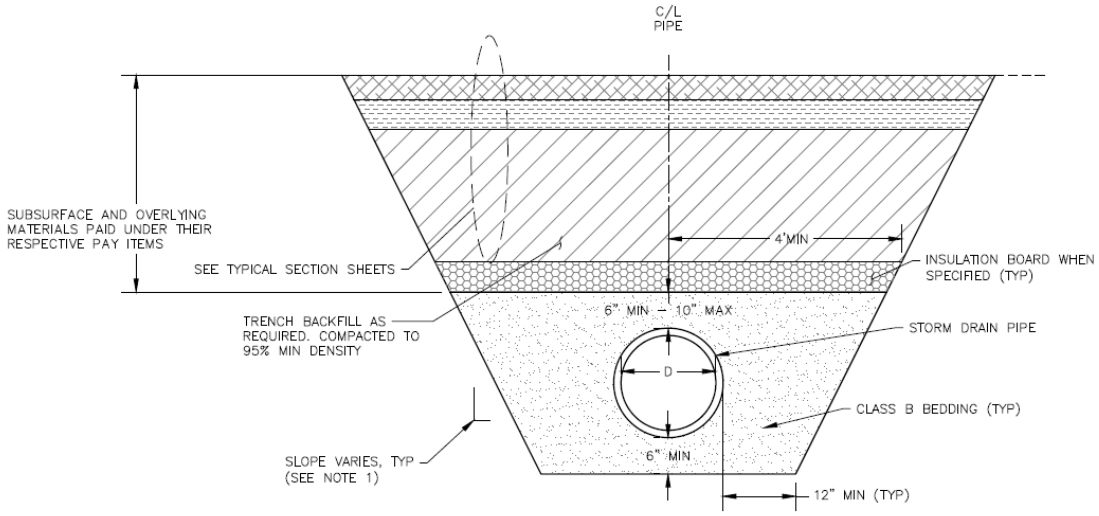
Applicant: FAA	
File No: POA-	
Proposed Activity: Anchorage Airport Replacement Parking	
Plan and Cross-Sectional Drawings	
Sheet: 5	February 2024



2/26 CULVERT REFERENCE DETAIL

SCALE: NTS

Applicant: FAA	
File No: POA-	
Proposed Activity: Anchorage Airport Replacement Parking	
Plan and Cross-Sectional Drawings	
Sheet: 6	February 2024



1/26 STORM DRAIN TRENCH TYPICAL

SCALE: NTS

NOTES:

1. TRENCH WALL SLOPES WILL VARY WITH SOIL STRENGTH AND CHARACTER. SLOPES SHALL CONFORM WITH OSHA REGULATIONS AND REQUIREMENTS.
2. EXCAVATION, BEDDING, BACKFILL, AND FILTER MATERIALS WILL BE SUBSIDIARY TO PIPE ITEMS.

Applicant: FAA	
File No: POA-	
Proposed Activity: Anchorage Airport Replacement Parking	
Plan and Cross-Sectional Drawings	
Sheet: 7	February 2024