**US Army Corps
of Engineers
Alaska District**

Public Notice of Application for Permit

ANCHORAGE
Regulatory Division (1145)
CEPOA-RD
Post Office Box 6898
JBER, Alaska 99506-0898

PUBLIC NOTICE DATE: May 19, 2025

EXPIRATION DATE: June 3, 2025

REFERENCE NUMBER: POA-2010-00163

WATERWAY: Wrangell Narrows

*****PUBLIC NOTICE REVISION*****

On October 2, 2024, the Alaska District U.S. Army Corps of Engineers published a public notice for Department of the Army (DA) permit number POA-2010-00163, Wrangell Narrows for a DA permit application from Petersburg Borough, to construct a new boat haul out ramp and extend the existing rock jetty at Scow Bay to develop the site into a functional boat haul out and work yard with a dedicated ramp with capacity for a 100-ton hydraulic trailer, a boarding float, a vessel washdown area, and associated utilities. The project site is located within Section 4, T. 59 S., R. 79 E., Copper River Meridian; Latitude 56.7806º N., Longitude 132.9727º W.; 290 Mitkof Highway near Petersburg, Alaska.

The proposed project now includes a 0.7-acre larger footprint in inter/subtidal waters and an updated project description. The new project description now reads:

The proposed project would discharge 87,985 cubic yards of material into 5.2 acres below high tide line (19.7 feet above the 0.0-foot contour) of Scow Bay in order to extend the existing jetty, expand and improve the existing gravel pad, construct a boat haul out ramp, and construct a new boat washdown pad. The applicant also proposes to remove one (1) 12-inch timber pile and install seven (7) 12.75-inch steel pipe piles via vibratory below the mean high-water mark (15.2 feet above the 0.0-foot contour) in order to construct an 8-foot by 345-foot boarding float. Piles may be installed via impact hammer, when necessary, if installation cannot be achieved with a vibratory hammer.

Material used to construct the jetty and extension of the existing pad would include armor rock, underlayer rock, shot rock borrow, and base course. When possible, materials would be placed when the site is dewatered (during low tidal conditions);

however, initial fill operations would continue regardless of the level of the tide. The proposed expanded pad would include an 8-inch-thick layer of graded and compacted base course material on top of the initial discharged material. A 30-foot by 80-foot concrete washdown pad would be constructed at the top of the haul out ramp. A 960 square foot utility building would be constructed on site, adjacent to the washdown pad.

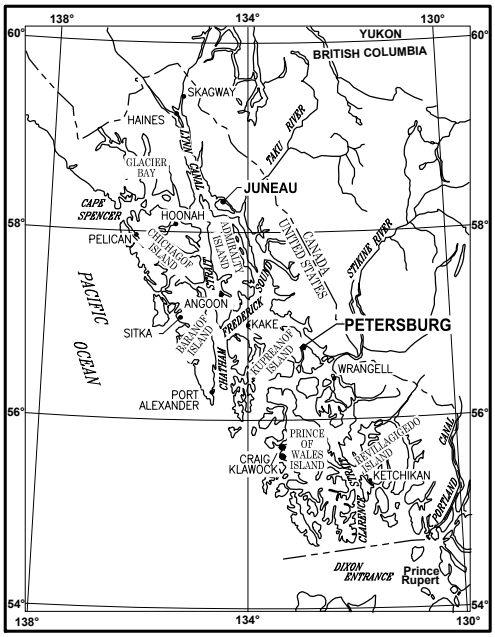
Following the jetty construction, the haul out ramp would be constructed. Timber sleepers would be placed directly on top of core rock materials to support precast concrete planks. Individual concrete planks would be tied together with connection plates to create an interconnected haul out ramp. Any gaps would be filled with clean sand. The ramp would be 62-foot-wide by 300-foot-long. The top of the ramp would be connected to the extended pad via a cast in place concrete approach apron and abutment, measuring approximately 62-foot by 130-foot.

Pile driving operations would commence after the haul out ramp construction and would occur from a floating barge and from a land-based crane positioned on the haul out ramp during low tide conditions. Pile installation would use a vibratory hammer when practicable, including removal of the one piling. Prior to pile driving, floats would be placed in water and connected.

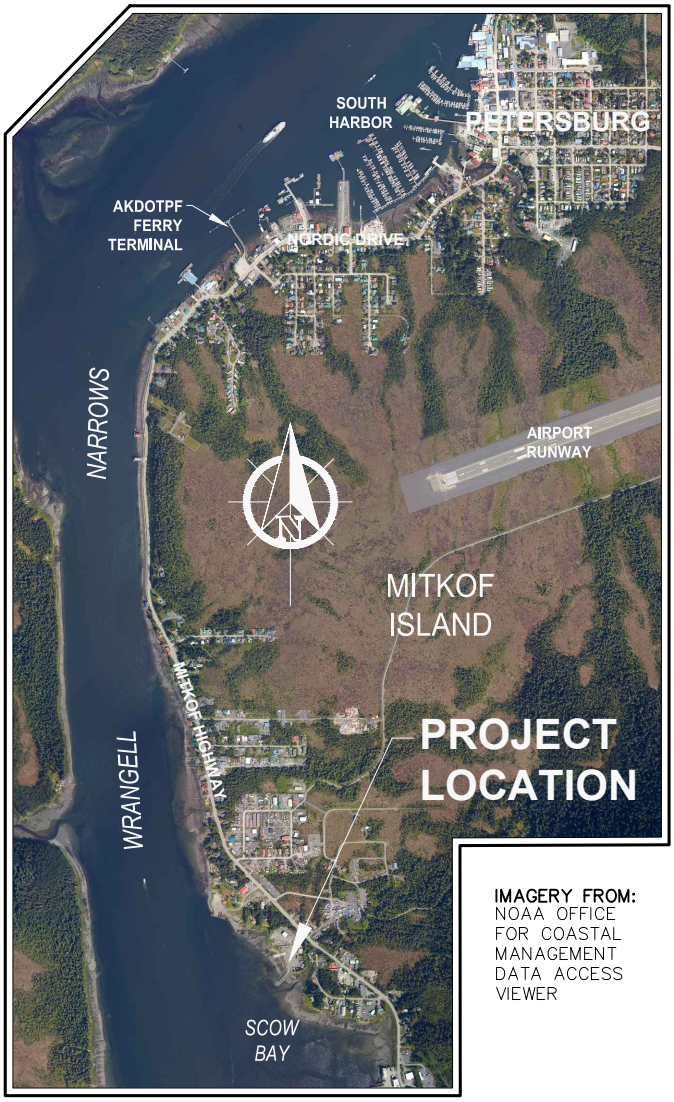
The proposed work is expected to commence between 2025 and 2027 with work expected to last for 10 to 12 months. No in water work is planned to be performed between April 1st and June 15th of any given year. All work would be performed in accordance with the enclosed plan (sheets 1-8), dated May 2025.

All other information contained in the previous notice remains the same. Please bring this announcement to the attention of anyone you know who is or may be interested. Please contact Hayley Farrer at (907) 753-2778, toll free from within Alaska at (800) 478-2712, or by email at Hayley.M.Farrer@usace.army.mil if further information is desired concerning this notice.

District Engineer
U.S. Army, Corps of Engineers



SOUTHEAST ALASKA



IMAGERY FROM: NOAA OFFICE FOR COASTAL MANAGEMENT DATA ACCESS VIEWER

VICINITY MAP

SCALE IN MILES

0 ½ 1

PURPOSE:

CONSTRUCTION OF A VESSEL HAULOUT FACILITY

DATUM:

MLLW = 0.0'

HTL = 19.7'

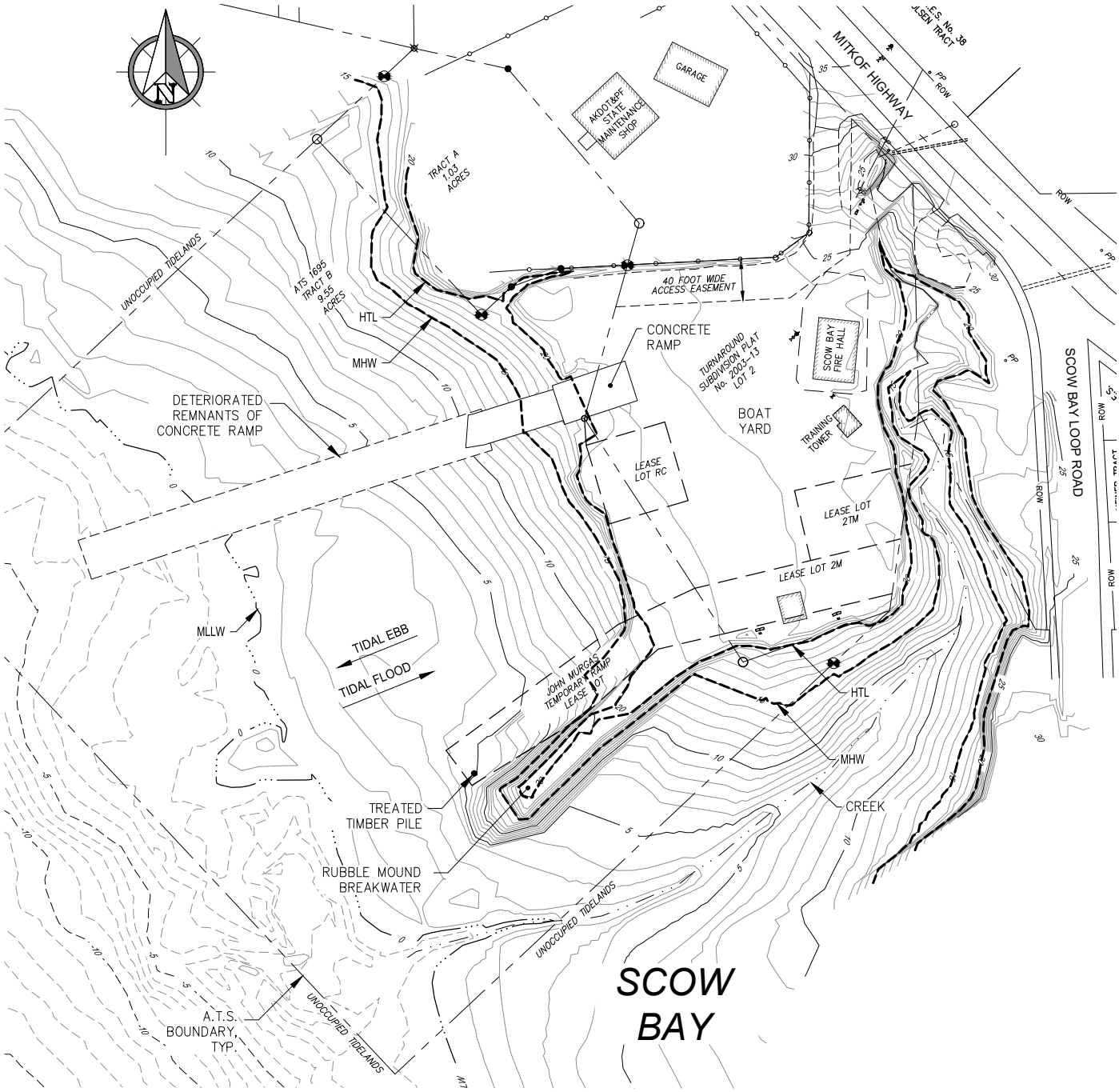
MHW = 15.2'

VICINITY MAP

SCOW BAY VESSEL HAULOUT

APPLICANT: PETERSBURG BOROUGH
FILE NO.: POA-2010-00163
WATERWAY: WRANGELL NARROWS/SCOW BAY
PROPOSED ACTIVITY: VESSEL HAULOUT FACILITY CONSTRUCTION
SEC. 4 **T.** 59S **R.** 79E **M** COPPER RIVER MERIDIAN
LAT.: 56.7801°N **LONG.:** 132.9728°W
DATE: MAY 2025

PND#: 162046



EXISTING CONDITIONS

SCALE IN FEET

0 150 300 FT.

SCOW BAY VESSEL HAULOUT

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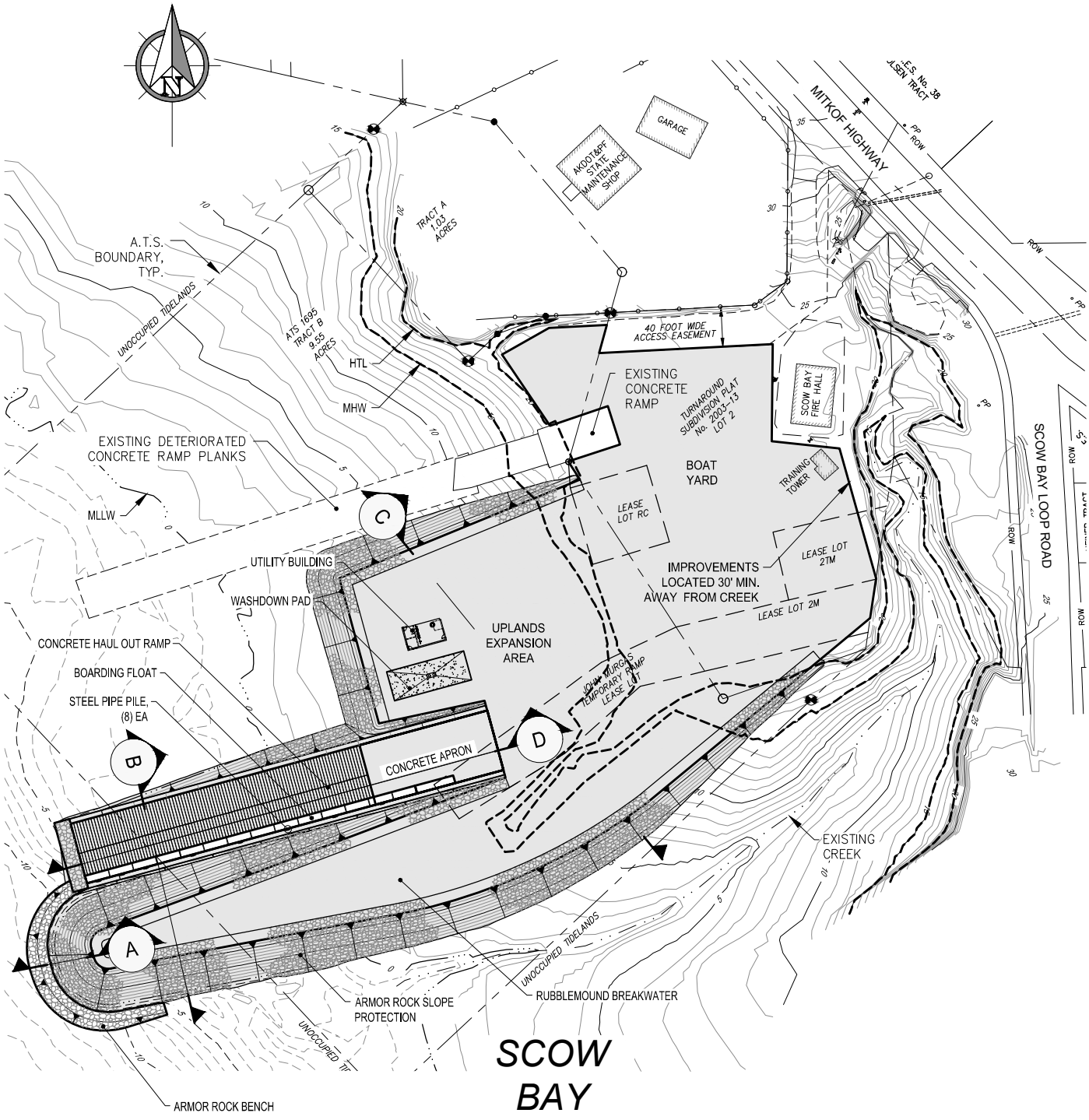

SITE PLAN

SCALE IN FEET

0 150 300 FT.

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FILL QUANTITIES SUMMARY

TYPE	PROJECT TOTAL	BELOW HTL (EL=19.7')	BELOW MHW (EL=15.2')	BELOW MLLW (EL=0)
FOOTPRINT (ACRE)	7.5	5.2	4.8	1.6
BASE COURSE GRADING C-1 (CY)	3,700	0	0	0
BASE COURSE GRADING A (CY)	1,330	1,000	800	130
SHOT ROCK BORROW CLASS A (CY)	10,400	1,700	1,500	200
SHOT ROCK BORROW CLASS B (CY)	84,800	67,125	41,900	1,265
ARMOR ROCK (CY)	16,680	10,660	8,400	700
UNDERLAYER ROCK (CY)	8,040	7,500	5,540	350

EXCAVATION QUANTITIES

VOLUMES (CY)			
PROJECT TOTAL	BELOW HTL	BELOW MHW	BELOW MLLW
1,800	1,800	1,650	500
SURFACE AREA (SF)			
17,200	17,200	15,600	5,100

STRUCTURE SUMMARY

ITEM	SURFACE AREA (AC)
BOARDING FLOAT	8' x 345' (0.06)
BOAT LAUNCH RAMP	62' x 300' (0.43)
CONCRETE APPROACH APRON AND ABUTMENT	62' x 130' (0.19)
CONCRETE WASH DOWN PAD	30' x 80' (0.06)
UTILITY ENCLOSURE BUILDING	24' x 40' (0.02)

PILE DRIVING SUMMARY

PILE TYPE	CONSTRUCTION METHOD	PROJECT TOTAL	BELOW HTL (EL=19.7')	BELOW MHW (EL=15.2')	BELOW MLLW (EL=0')
12.75" STEEL PIPE PILE	VIBRATORY & IMPACT	8	8	7	2

PILE REMOVAL SUMMARY

PILE TYPE	CONSTRUCTION METHOD	PROJECT TOTAL	BELOW HTL (EL=19.7')	BELOW MHW (EL=15.2')	BELOW MLLW (EL=0')
12.00" Ø TREATED TIMBER PILE	VIBRATORY	1	1	1	0

SUMMARY TABLES

SCOW BAY VESSEL HAULOUT

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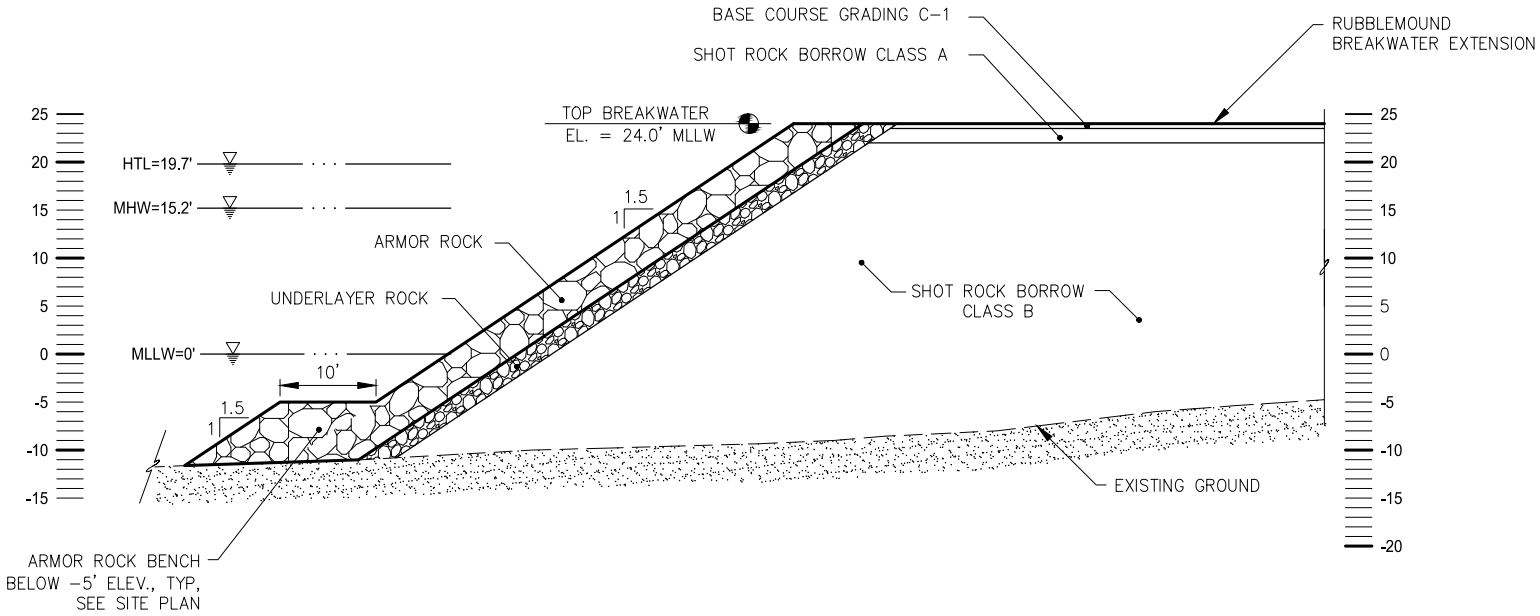

A **RUBBLEMOUND BREAKWATER SECTION**

SCALE IN FEET

0 20 40 FT.

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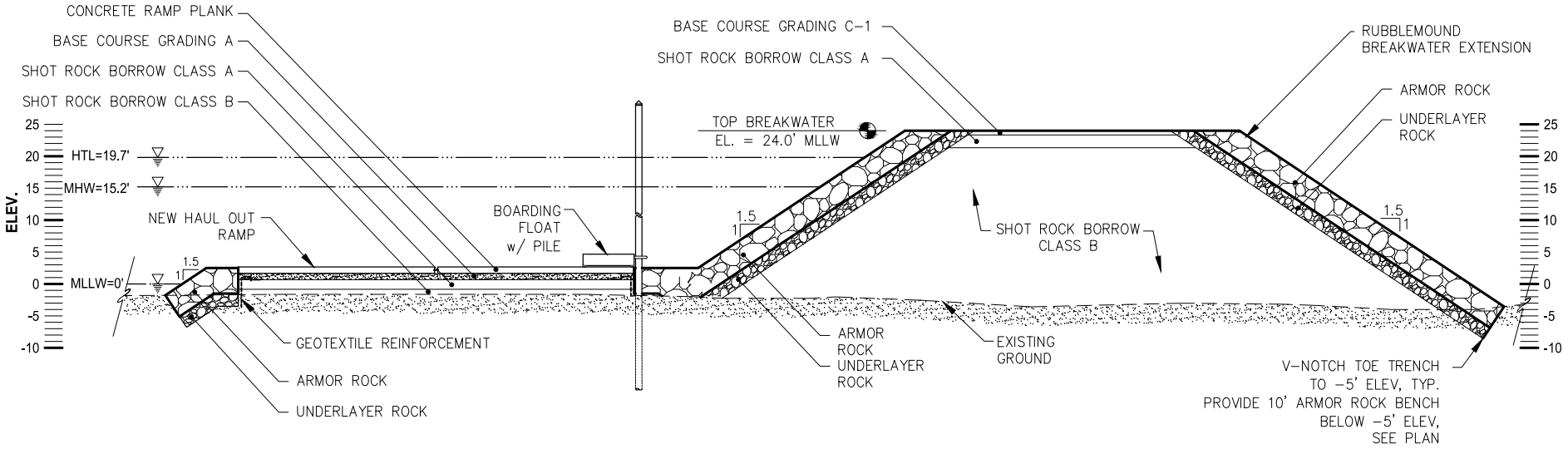

B **BREAKWATER/ HAULOUT RAMP SECTION**

SCALE IN FEET

0 25 50 FT.

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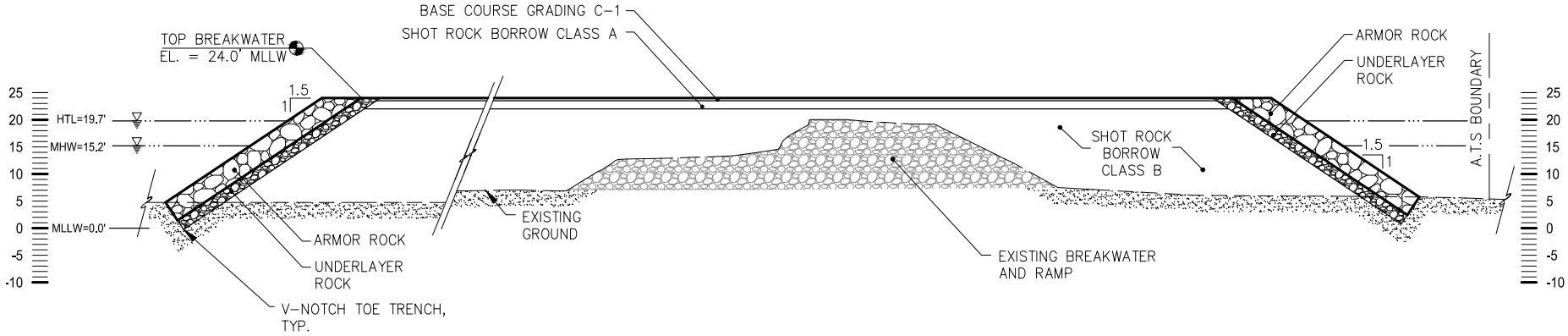

C UPLANDS EXPANSION AREA SECTION

SCALE IN FEET

0 30 60 FT.

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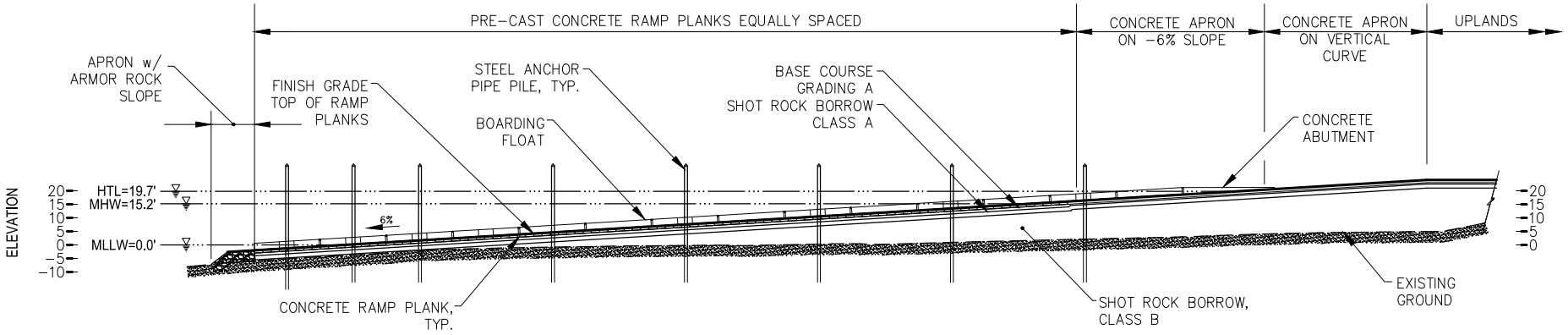

D VESSEL HAULOUT RAMP ELEVATION

SCALE IN FEET

0 60 120 FT.

SCOW BAY VESSEL HAULOUT

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ATTACHMENT NAME:

POA-2010-00163_20241002_PN.pdf

ATTACHMENT TYPE:

Adobe Portable Document Format (PDF) compound image

US Army Corps of Engineers
Alaska District

ANCHORAGE
Regulatory Division (1145)
CEPOA-RD
Post Office Box 6898
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Public Notice of Application for Permit

PUBLIC NOTICE DATE:	**October 2, 2024**
EXPIRATION DATE:	**November 1, 2024**
REFERENCE NUMBER:	**POA-2010-00163**
WATERWAY:	**Wrangell Narrows**

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 Hayley Farrer at (907) 753-2778, toll free from within Alaska at (800) 478-2712, or by email at Hayley.M.Farrer@usace.army.mil if further information is desired concerning this public notice.

APPLICANT: Stephen Giesbrecht, Petersburg Borough; (907) 772-4042; sgiesbrecht@petersburgak.gov; P.O. Box 329 Petersburg, AK 99833

AGENT: Danielle Schultz, PND Engineers, Inc.; (206) 624-1387; dschultz@pndengineers.com; 3420 Eastlake Ave. E. Seattle, AK 98102

LOCATION: The project site is located within Section 4, T. 59 S., R. 79 E., Copper River Meridian; Latitude 56.7806º N., Longitude 132.9727º W.; 290 Mitkof Highway near Petersburg, Alaska.

PURPOSE: The applicant's stated purpose is to construct a new boat haul out ramp and extend the existing rock jetty at Scow Bay to develop the site into a functional boat haul out and work yard with a dedicated ramp with capacity for a 100-ton hydraulic trailer, a boarding float, a vessel washdown area, and associated utilities.

PROPOSED WORK: The proposed project would discharge 80,850 cubic yards of material into 4.5 acres below high tide line (19.7 feet above the 0.0-foot contour) of Scow Bay in order to extend the existing jetty, expand and improve the existing gravel pad, construct a boat haul out ramp, and construct a new boat washdown pad. The applicant also proposes to remove one (1) 12-inch timber pile and install four (4) 12.75-inch steel pipe piles via vibratory and impact hammer below the mean high-water mark (15.2 feet above the 0.0-foot contour) in order to construct a 10-foot by 345-foot boarding float.

Material used to construct the jetty and extension of the existing pad would include armor rock, underlayer rock, shot rock borrow, and base course. When possible, materials would be placed when the site is dewatered (during low tidal conditions); however, initial fill operations would continue regardless of the level of the tide. The proposed expanded pad would include an 8-inch-thick layer of graded and compacted base course material on top of the initial discharged material. A 40-foot by 80-foot concrete washdown pad would be constructed at the top of the haul out ramp. A 960 square foot utility building would be constructed on site, adjacent to the washdown pad.

Following the jetty construction, the haul out ramp would be constructed. Timber sleepers would be placed directly on top of core rock materials to support precast concrete planks. Individual concrete planks would be tied together with connection plates to create an interconnected haul out ramp. Any gaps would be filled with clean sand.

Pile driving operations would commence after the haul out ramp construction and would occur from a floating barge and from a land-based crane positioned on the haul out ramp during low tide conditions. Pile installation would use a vibratory hammer when practicable, including removal of the one piling. Prior to pile driving, floats would be placed in water and connected.

The proposed work is expected to commence between 2025 and 2027 with work expected to last for 10 to 12 months. No in water work is planned to be performed between April 1st and June 15th of any given year. All work would be performed in accordance with the enclosed plan (sheets 1-8), dated August 2024.

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: The applicant states that impacts to waters of the U.S. cannot be avoided for the proposed project due to its nature as a marine haul out facility and its dependence on marine access. The vessel storage and work areas are directly related to the haul out ramp.

b. Minimization: The applicant states a prepared alternatives analysis verifies that there are no other practicable alternatives that are less environmentally damaging. Due to the abundant wetlands mapped in the area, the applicant states they selected a site that has already been developed. Intertidal fill has been minimized to the degree possible while still meeting the project purpose and need. The applicant also states that the fill would consist of sloped, rocky habitat which would provide habitat for juvenile fish and it is configured to not encroach on the adjacent unnamed anadromous fish stream. Additionally, the proposed project was designed to eliminate the need to dredge the area, which minimizes impacts to Essential Fish Habitat (EFH). The applicant proposes to follow the following best management practices (BMPs) to minimizes impacts of the proposed project:

- Fill and armor rock materials placed in waters of the U.S. would be clean and free of contaminants with relatively few fines to reduce impacts from turbidity and/or sediment.
- Fuels, lubricants, and other hazardous substances used during construction would not be stored below the high tide line/ordinary high-water mark.
- All trash would be immediately placed in trash bins and bins would be properly secured with locked or secured lids that cannot blow open and disperse trash into the environment.
- Review of best available data on migratory bird nesting would be conducted prior to construction to prevent impacts to protected bird species during construction operations.
- Contractor would comply with water quality standards as required by law and implement corrective measures if water quality standards are exceeded.
- The following BMPs would be utilized to prevent stormwater run-off during construction:
    - Projects impacting more than one acre would have a Stormwater Pollution Plan (SWPPP) on file with the state.
    - A Standardized Construction Entrance (a temporary stone-stabilized pad located at points of vehicular ingress and egress on a construction site) would mitigate sedimentation and stormwater pollution.
    - Installation of silt fences consisting of a geotextile fabric stretched across and attached to supporting posts, providing a temporary barrier to sediment and reducing the runoff velocities of sheet flow from non-vegetated surfaces.
    - Use of weed-free straw wattles to intercept sheet flow and detain small amounts of sediment from disturbed areas.

c. Compensatory Mitigation: The applicant states that the fill placement would create new nearshore habitat for EFH. The applicant continues to state that they have minimized and avoided impacts to the extent practicable. Should additional mitigation be warranted, the applicant proposed to work with the U.S. Army Corps of Engineers to determine a reasonable path forward to mitigate for potential impacts to the environment, local habitat, and protected species.

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 known cultural resources in the permit area or within the vicinity of the permit area. The permit area has been determined to be the direct footprint of the proposed project in waters of the U.S., as well as immediately adjacent upland areas used to stage construction equipment. 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 has made a No Historic Properties Affected (No Effect) determination for the proposed project. This application is being 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. The Corps is requesting the SHPO's concurrence with this determination.

ENDANGERED SPECIES: The project area is within the known or historic range of the Mexico distinct population segment of humpback whales (*Megaptera novaeangliae*), the short-tailed albatross (*Phoebastria albatrus*), the Steller sea lion (*Eumetopias jubatus*), and the proposed threatened sunflower sea star (*Pycnopodia helianthoides).*

We have determined the described activity may affect, but is not likely to adversely affect the Mexico distinct population segment of humpback whales (*Megaptera novaeangliae*), the Steller sea lion (*Eumetopias jubatus*), and the proposed threatened sunflower sea star (*Pycnopodia helianthoides*). Additionally, the proposed project would have no effect to the short-tailed albatross (*Phoebastria albatrus).* The non-federal representative role for section 7 of the Endangered Species Act has been assigned to PND Engineers, Inc. They will initiate the appropriate consultation procedures under section 7 of the Endangered Species Act with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service (NMFS). Any comments they may have concerning endangered or threatened wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

ESSENTIAL FISH HABITAT: The Magnuson-Stevens Fishery Conservation and Management Act (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 within mapped EFH for coho salmon (*Oncorhynchus kisutch*), pink salmon (*O. gorbuscha*), chum salmon (*O. keta*), Chinook salmon (*O. tshawytscha*), and sockeye salmon (*O. nerka*).

We are currently gathering information regarding these species and have yet to make a determination of effect. Should we find that the described activity may adversely affect EFH for the species listed above, we will follow the appropriate course of action under Section 305(b)(2) of the Magnuson-Stevens Act. Any comments the NMFS may have concerning EFH will be considered in our final assessment of the described work.

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:

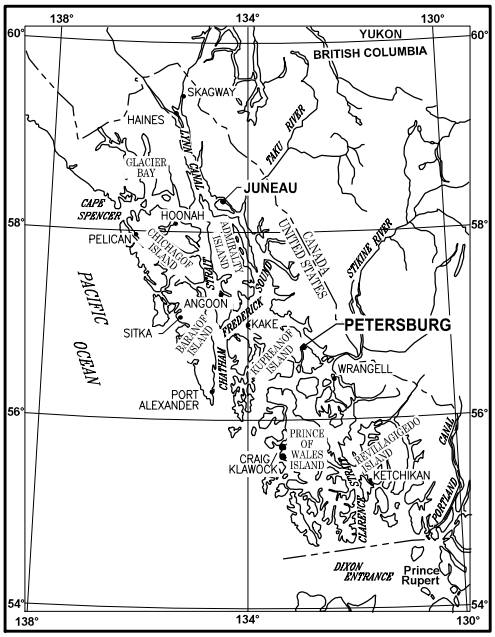
(X) Perform work in or affecting navigable waters of the United States – Section 10 Rivers and Harbors Act 1899 (33 U.S.C. 403).

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

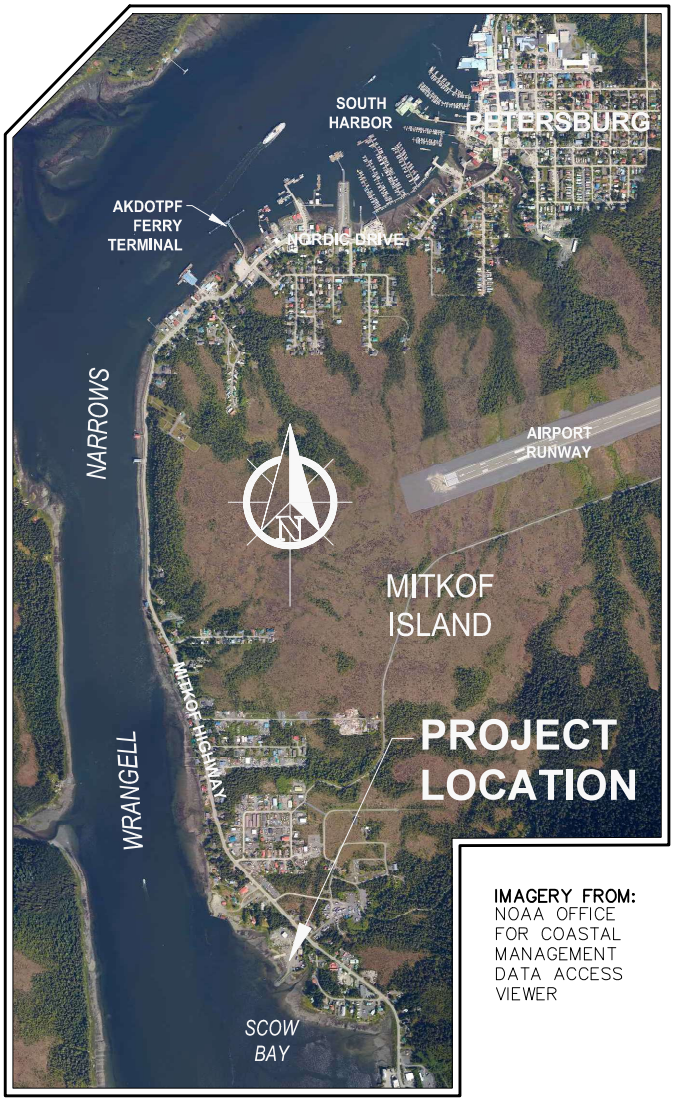
Project drawings are enclosed with this public notice.

District Commander
U.S. Army, Corps of Engineers

Enclosures



SOUTHEAST ALASKA



IMAGERY FROM: NOAA OFFICE FOR COASTAL MANAGEMENT DATA ACCESS VIEWER

VICINITY MAP

SCALE IN MILES

0 ½ 1

PURPOSE:

CONSTRUCTION OF A VESSEL HAULOUT FACILITY

DATUM:

MLLW = 0.0'

HTL = 19.7'

MHW = 15.2'

VICINITY MAP

SCOW BAY VESSEL HAULOUT

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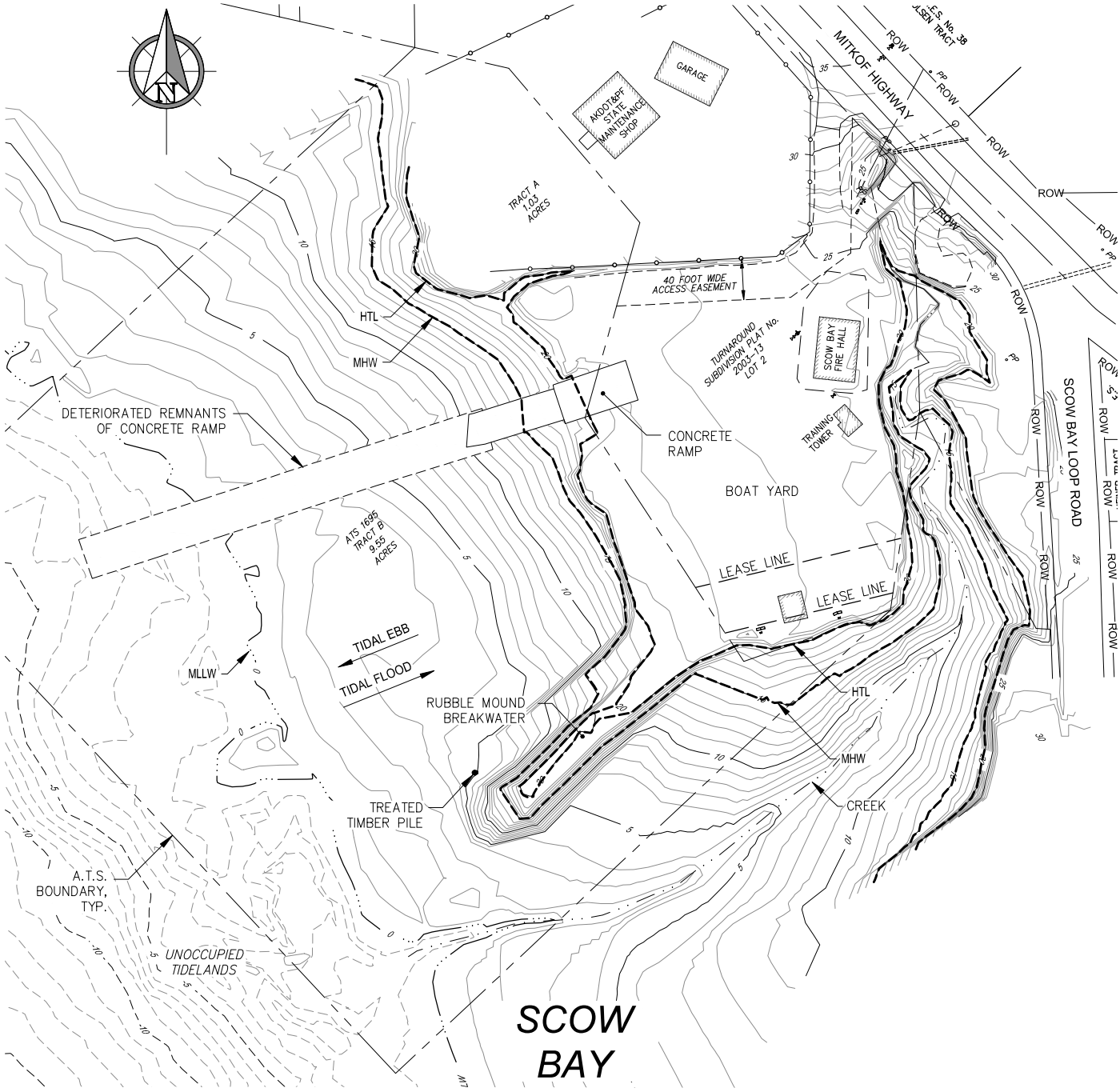
PROPOSED ACTIVITY: VESSEL HAULOUT FACILITY CONSTRUCTION
SEC. 4 **T.** 59S **R.** 79E **M** COPPER RIVER MERIDIAN
LAT.: 56.7801°N **LONG.:** 132.9728°W
DATE: AUGUST 2024

PND#: 162046



EXISTING CONDITIONS

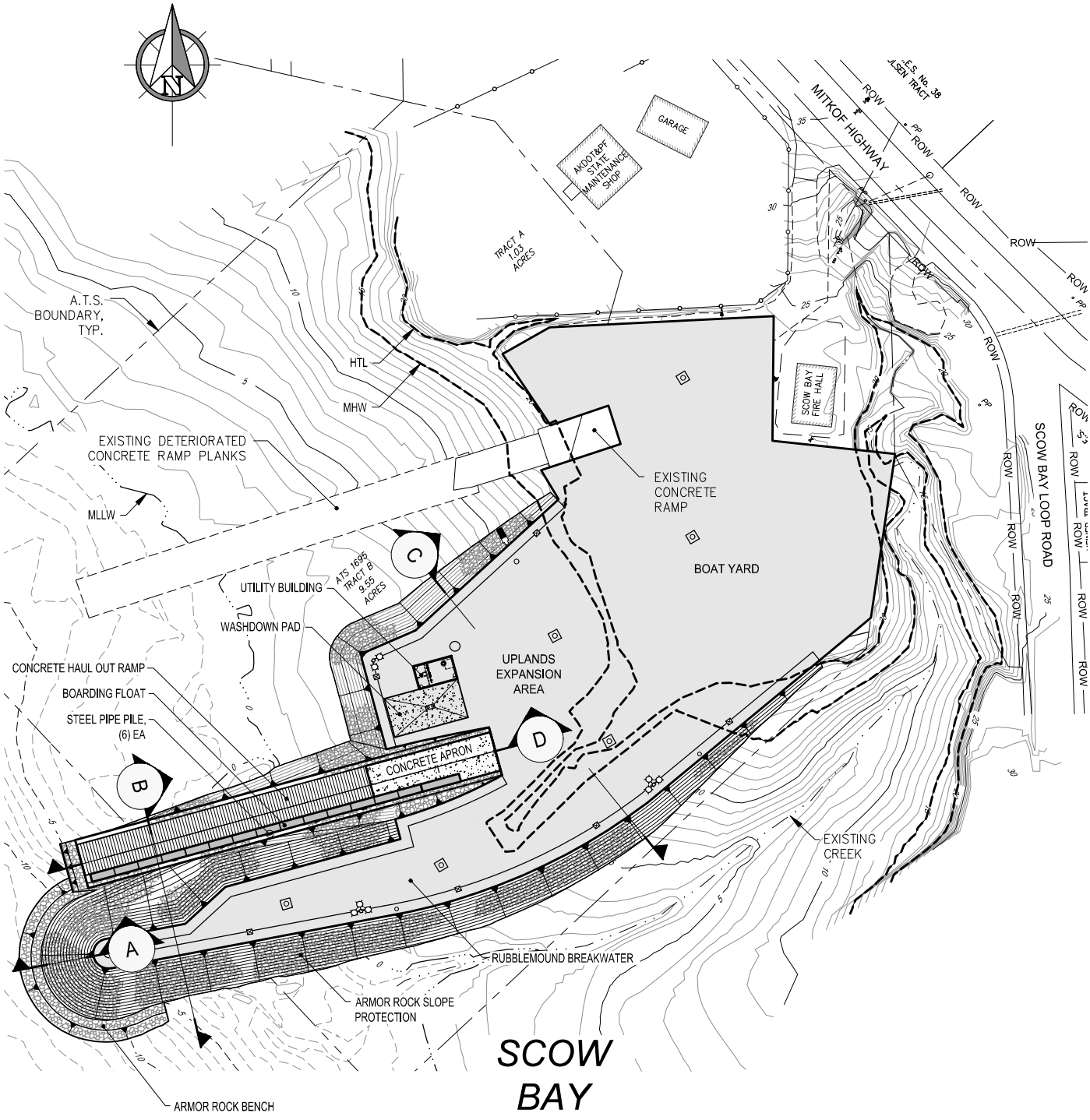
SCALE IN FEET

0 150 300 FT.

SCOW BAY VESSEL HAULOUT

APPLICANT: PETERSBURG BOROUGH
FILE NO.: POA-2010-00163
WATERWAY: WRANGELL NARROWS/SCOW BAY
PROPOSED ACTIVITY: VESSEL HAULOUT FACILITY CONSTRUCTION
SEC. 4 **T.** 59S **R.** 79E **M** COPPER RIVER MERIDIAN
LAT.: 56.7801°N **LONG.:** 132.9728°W
DATE: AUGUST 2024

PND#: 162046



SITE PLAN

SCALE IN FEET

0 150 300 FT.

SCOW BAY VESSEL HAULOUT

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FILL QUANTITIES SUMMARY

TYPE	PROJECT TOTAL	BELOW HTL (EL=19.7')	BELOW MHW (EL=15.2')	BELOW MLLW (EL=0)
FOOTPRINT (ACRE)	7	4.5	4	1.3
BASE COURSE GRADING C-1 (CY)	3,900	0	0	0
BASE COURSE GRADING A (CY)	700	450	330	0
SHOT ROCK BORROW CLASS A (CY)	8,500	700	500	0
SHOT ROCK BORROW CLASS B (CY)	79,200	61,500	39,000	900
ARMOR ROCK (CY)	15,000	12,100	8,600	900
UNDERLAYER ROCK (CY)	7,300	6,100	4,500	600

STRUCTURE SUMMARY

ITEM	SURFACE AREA (AC)
BOARDING FLOAT	10' x 345' (0.08)
BOAT LAUNCH RAMP	40' x 300' (0.28)
CONCRETE APPROACH APRON AND ABUTMENT	40' x 130' (0.12)
CONCRETE WASH DOWN PAD	40' x 80' (0.07)
UTILITY ENCLOSURE BUILDING	24' x 40' (0.02)

PILE DRIVING SUMMARY

PILE TYPE	CONSTRUCTION METHOD	PROJECT TOTAL	BELOW HTL (EL=19.7')	BELOW MHW (EL=15.2')	BELOW MLLW (EL=0')
12.75" STEEL PIPE PILE	VIBRATORY & IMPACT	6	5	4	1

PILE REMOVAL SUMMARY

PILE TYPE	CONSTRUCTION METHOD	PROJECT TOTAL	BELOW HTL (EL=19.7')	BELOW MHW (EL=15.2')	BELOW MLLW (EL=0')
12.00" Ø TREATED TIMBER PILE	VIBRATORY	1	1	1	0

SUMMARY TABLES

SCOW BAY VESSEL HAULOUT

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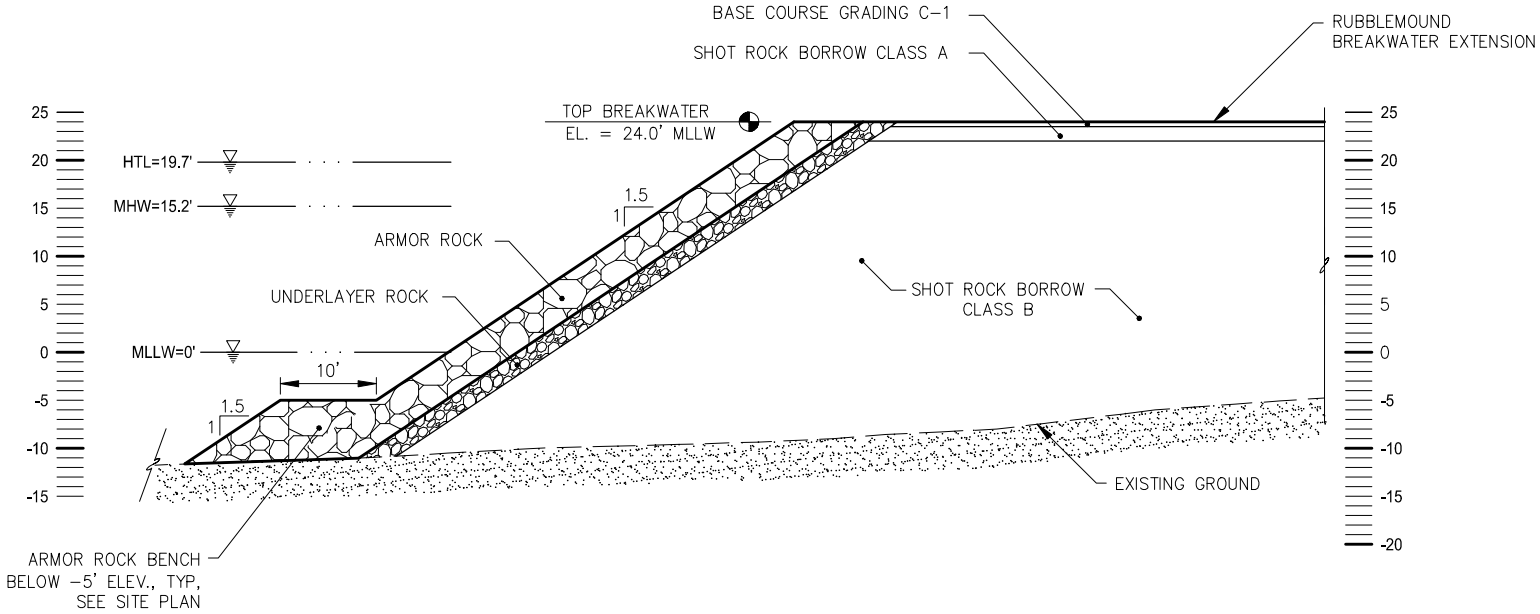

A **RUBBLEMOUND BREAKWATER SECTION**

SCALE IN FEET

0 20 40 FT.

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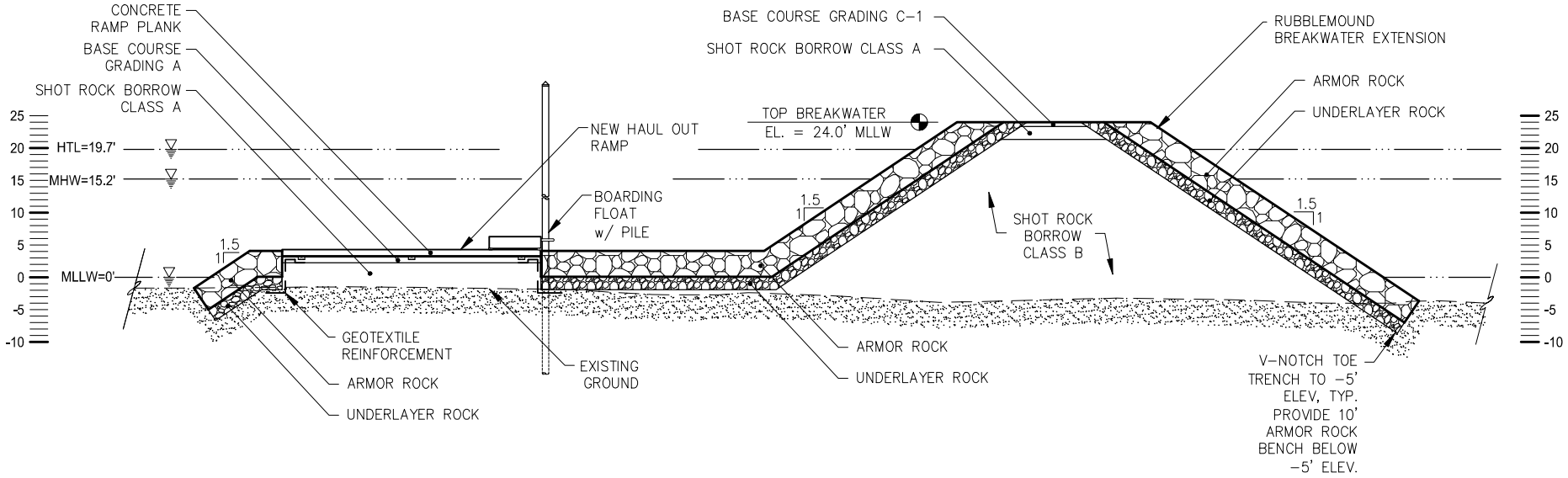

B **BREAKWATER/ HAULOUT RAMP SECTION**

SCALE IN FEET

0 25 50 FT.

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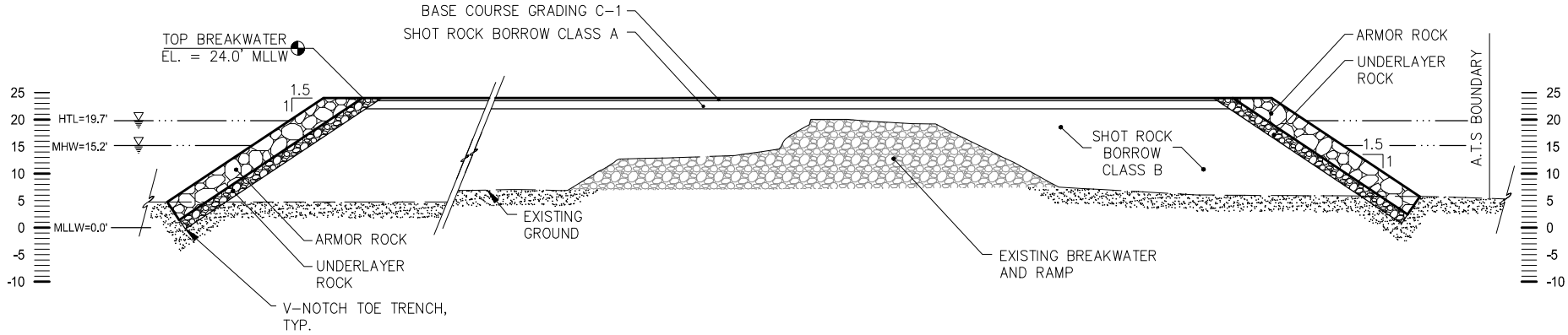

C UPLANDS EXPANSION AREA SECTION

SCALE IN FEET

0 30 60 FT.

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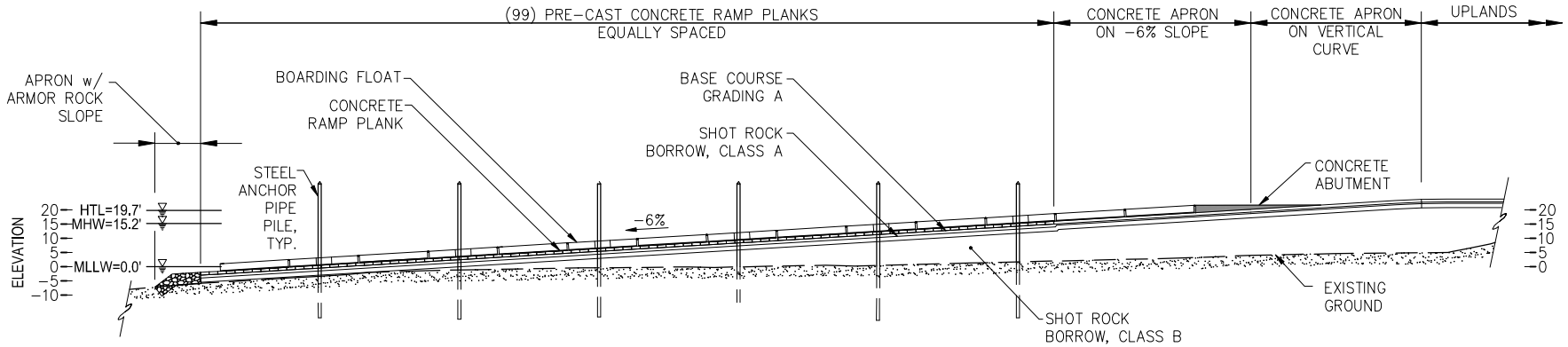

D VESSEL HAULOUT RAMP ELEVATION

SCALE IN FEET

0 60 120 FT.

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