US Army Corps of Engineers
Alaska District

Public Notice of Application for Permit

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

PUBLIC NOTICE DATE:	**July 29, 2025**
EXPIRATION DATE:	**August 28, 2025**
REFERENCE NUMBER:	**POA-2025-00119**
WATERWAY:	**Stephens Passage**

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 Amanda Locken at (907) 347-6148, toll free from within Alaska at (800) 478-2712, or by email at Amanda.N.Locken@usace.army.mil if further information is desired concerning this public notice.

APPLICANT: Joseph Lyman, Turnagain Marine Construction.; 5050 Cordova Street, Suite 200. Anchorage, AK 99503; jlyman@turnagain.us

AGENT: Carrie Connaker, Solstice Alaska Consulting, Incorporated; 2607 Fairbanks Street, Suite B, Anchorage, AK 99503; carrie@solsticeak.com

LOCATION: The project site is located at Section 30, T. 41 S., R. 66 E., Copper River Meridian; USGS Quad Map Juneau B-3 SE; Latitude 58.290º N., Longitude 134.678º W.; near Juneau, Alaska.

PURPOSE: The applicant's stated purpose is to is to construct two cruise ship berths on Douglas Island that can safely accommodate a class of increasingly larger cruise ships docking in Southeast Alaska. The proposed development also includes the onshore visitor attraction development and associated infrastructure necessary to support the cruise ship operations.

PROPOSED WORK: The project would involve both onshore placement of fill material into waters of the United States, including wetlands to construct visitor attractions and offshore construction of moorage facilities and utilities in navigable waters. Work and placement of dredged and/or fill material below the high tide line (approximate elevation +20.6 feet above the 0.0 foot contour) (HTL) includes the installation of steel pilings below the Mean High Water Mark (approximate elevation +15.3 feet above the 0.0 foot contour) (MHW) to support two pile supported cruise ship berths, multi-use harbor, concrete boat launch and dock, and tour boat return dock, including waste water outfall and water intake structures. This project is a multi-phase project expected to last no more than 2 years for offshore development and no more than 5 years for onshore development.

Offshore development:

Phase I: of the offshore segment of the project would include installing the north berth dolphins and north berth trestle, and a portion of the south berth trestle.

Phase II: would include installation of the remainder of the south berth trestle, south berth dolphins, multiuse harbor, tour boat return dock, concrete boat launch, and offshore utilities.

North Berth dolphins and trestle: The north berth is proposed to function as a cruise ship moorage and access point for onshore development. The proposed construction would include the following. For detailed design drawings and specifications, please refer to the offshore plan sheets 3-5, 11-22:

- 500 feet (ft) by 50 ft floating cruise ship dock
- 250 ft by 14 ft small boat float
- 860 ft long curved approach trestle
- 155 ft by 15 ft transfer span
- Four mooring dolphins
- Two float restraint dolphins
- A series of connecting catwalks
- Dock bull rail, fenders, mooring cleats, pre-cast concrete surface, covered passenger walkway, handrail, and mast lights (installed out of water)

Steel pile supports:

- Sixty-six (66) 36-inch diameter permanent steel pilings. Six of these piles would be above the HTL.
- Twenty-eight (28) 48- inch diameter permanents steel piles
- Sixty-two (62) 36-inch diameter temporary steel piles

South Berth: the south berth is proposed to serve as a cruise ship moorage and would provide access to onshore facilities and commercial marine tour operations. The south berth is comprised of the following. For detailed design drawings and specifications, please refer to the offshore plan sheets 6,11-17 and 22:

- 500 ft by 50 ft floating cruise ship dock
- 250 ft by 14 ft small boat float
- 620 ft long curved approach trestle
- 155 ft by 15 ft transfer span
- Four mooring dolphins
- Two float restraint dolphins
- Series of connecting catwalks
- Dock bull rail, fenders, mooring cleats, pre-cast concrete surface, covered passenger walkway, handrail, and mast lights (installed out of water)

Steel pilings:

- Forty-eight (48) 36-inch diameter steel piles (15 of which would be installed above the HTL)
- Twenty-eight (28) 48-inch diameter steel piles
- Fifty (50) 36-inch diameter temporary piles to guide the permanent piles into place
- Dock bull rail, fenders, mooring cleats, pre-cast concrete surface, covered passenger walkway, handrail, and mast lights (installed out of water)

Utilities: The proposed water and wastewater treatment facility would be constructed within the upland area adjacent to the shoreline above the HTL. Drinking water intake pipe and a wastewater discharge pipe would be installed within the marine environment to support operational requirements.

- **Intertidal zone**: Installation would involve dredging a trench approximately 2 ft, 3 inches deep along each alignment. Pipes would be placed within these trenches and secured with concrete ballasts installed at 30-ft intervals. The total trenched area encompasses approximately 8,855 sq ft, including 5,845 sq ft for the water intake and 3,010 sq ft for the discharge line. Following pipe placement, the trenches would be backfilled and mounded with select bedding material (Type A), dredged seafloor material, and covered with a riprap berm to provide scour protection. The drinking water intake pipe would be within 835 ft of the intertidal zone. Wastewater pipes would be placed within 430 feet of the intertidal zone.
- **Offshore**: In the offshore zones, pipes would be laid directly on the seafloor and similarly secured using concrete pipe ballasts spaced every 30 ft. The drinking water intake would be within 115 ft offshore. 310 ft of wastewater pipes would be placed offshore.
- **Dredged and fill material for the afore mentioned work includes**:
    - Dredging below the HTL (685 CY and 8,855 sq ft)

- Fill placement below HTL (2,070 CY and 9,150 sq ft)

Multi-use harbor: The proposed multi-use harbor would consist of five interconnected floats designed to accommodate a small boat harbor, seaplane base, and a fuel dock serving commercial tour vessels and aircraft operating at the site. Access to the harbor would be provided by the following. For detailed design drawings and specifications, please refer to offshore plan sheets 7, 18 and 22:

- 560 ft long approach trestle and a 100 ft long transfer span
- Interconnected floats
  - One would be 325 ft by 20 ft
  - Two would be 270 ft by 20ft
  - Two would be 220 ft by 20 ft
- Dock bull rail, fenders, mooring cleats, and mast lights (installed out of water)

Steel piling support:

- Sixty (60) 24-inch diameter steel piles
- Forty-two (42) 36-inch diameter steel piles (6 of which would be installed above HTL)
- Twenty-eight (28) 36-inch diameter temporary steel piles to guide the permanent piles into place.

Tour boat return dock: The proposed tour boat return dock is designed to serve as a temporary moorage facility for tour boats and as an access point for passengers returning from commercial marine tours. The dock system comprises the following components. For detailed design drawings and specifications, please refer to plan sheets 9, 16, 17, and 22.:

- **Floating Dock:** A 60-ft by 60-ft floating dock equipped with two 80-ft by 12-ft floats at each end.
- **Approach Trestle:** A 400-foot-long trestle providing access from the shore to the floating dock.
- **Gangway:** A 155-foot-long gangway connecting the floating dock to the shore.
- Dock bull rail, fenders, mooring cleats, pre-cast concrete surface, timber decking, covered passenger walkway, handrail, and mast lights (installed out of water)

Steel pile support:

- Twenty-two (22) 36-inch diameter temporary steel piles to guide the permanent piles into place
- Fifty-seven (57) 36-inch diameter steel piles (9 of which would be installed above HTL)

Concrete Boat Launch: The proposed concrete boat launch encompasses a 35-ft wide pre-cast concrete plank structure, designed to accommodate a single vehicle lane, a sidewalk, and a guardrail. The launch system integrates both fill-supported and pile-supported components to ensure structural integrity and functionality. For detailed design drawings and specifications, please refer to offshore plan sheets 7, 8, and 18–20.

- **Length and Elevation:** The boat launch extends approximately 735 ft in length and is supported by structural fill extending to an elevation of approximately -10 feet (approximately 13 feet below Mean Lower Low Water [MLLW]).
    - 11, 860 cubic yards (cy) of structural fill below the HTL
    - 58, 548 square feet (sq ft) of slope protection below the HTL

- **Fill and Grading**: The area would be graded and backfilled to create the launch with 1:1.5 slopes, topped with approximately three feet of riprap for slope protection. This design would assist in ensuring stability and erosion resistance.
    - 21,160 sq ft of grading below the HTL
- **Pile Support:** Steel piles would be driven through the placed fill to support a float for temporary moorage, positioned atop the boat launch.
    - Sixteen (16) 24-inch diameter steel piles

Onshore Wetland Development:

- **Visitor Attractions:**
    - **Skybike Loop**: The ride would consist of a 2,300-foot-long cable loop suspended 30 to 50 feet above ground level between structural towers.
    - **Skybike support Towers:** The loop would be supported by towers constructed of two 12-inch-diameter steel piles, with tower heights ranging from 20 to 80 feet depending on site topography. These piles would be spaced approximately 12 feet apart and would be installed to depths of 10 to 30 feet using either driven or drilled methods. Placement would occur in both uplands and wetlands.
    - **Skybike guy Wires**: Each tower would be stabilized with four guy wires anchored into the ground.
    - **Viewing Platforms**: Elevated viewing platforms would be installed along the ride, supported by 12-inch-diameter steel piles.
    - **Mechanized land clearing**: A clearance zone of up to 10 feet on either side of the cables and platforms would be established to accommodate the skybike infrastructure.

- **Road and Trail Construction:** A network of roads and trails are proposed to connect the various planned facilities. Several routes specifically Launch Road, Coach Road, Return Road, Welcome Way, and Backhouse Way would include segments within wetlands and require associated impacts. For detailed design drawings and specifications, please refer to the onshore development plan sheets 2,3-6, 14-25.
    - **Road Design and Construction in Wetlands**
    - **Road segments located in wetlands** would typically be of 32 ft wide, consisting of two 12-ft wide travel lanes and two 4-ft wide shoulders, with 3:1 side slopes and a 3% crown slope for drainage. The structural road section in wetlands would include:
        - A corduroy base composed of salvaged logs (where available)
        - Six feet of Type A select fill

        - Six inches of D-1 leveling course
        - Two inches of hot mix asphalt (HMA)
    - **Launch Road**: Would be approximately 69,153 sq ft total, with 64,110 sq ft located in wetlands. This paved road would connect the Douglas Highway terminus to the G2 pad (boat launch and parking). A 50-ft long, pile-supported single-span bridge over Peterson Creek is included. Riprap would be installed at both ends for scour protection, with impacts to areas below ordinary high water (OHW) at the west abutment. See onshore plan sheets 3–5 and 14–15.
    - **Welcome Way:** Would be approximately 85,747 square feet total with 9,087 sq ft located within wetlands. This road would connect Launch Road and Backhouse Way. See onshore plan sheets 3, 4, and 16–18.
    - **Return Road**: Would be approximately 71,447 square feet, located entirely within wetlands. It would connect Backhouse Way to the G1 pad (bus parking area). This route includes a 50-ft long, pile-supported single-span bridge over Peterson Creek with riprap at both ends above and below OHW. See onshore plan sheets 3, 4, 6, 19, and 20.
    - **Coach Road**: Would be approximately 87,686 sq ft, entirely within wetlands. This route links the Douglas Highway terminus to the G1 pad. See onshore plan sheets 3, 4, 21, and 22.
    - **Backhouse Way**: Would be approximately 89,608 sq ft total with 10,214 sq ft in wetlands. This road connects Welcome Way to Return Road, then extends south to intersect Bungalow Loop and Goldbelt Way. See onshore plan sheets 3, 4, and 23–25.
    - **Culverts:** would be strategically installed along these routes to ensure hydrologic connectivity and wetland drainage is maintained. Culverts located within upland areas would be trenched at appropriate intervals to preserve drainage and wetland connectivity. Culvert specifications including diameter and burial depth would vary by location and each would be embedded in a minimum of six inches of bedding material. Utility corridors may be incorporated into road shoulders and would be installed in compliance with applicable codes. These may include water, sewer, electrical, and communication services, ensuring proper cover and separation distances. Typical road sections are illustrated in the onshore plan sheets 3-4.

Wetland Boardwalks:

- **Location and Layout:** Elevated boardwalks would be installed on both sides of Peterson Creek, extending from Launch Road to Return Road, and would also traverse the central area of the Skybike visitor attraction.
- **Design and Materials:** Each boardwalk would be 12 feet wide, constructed using wooden slats spaced ¼ inch to ½ inch apart.
- **Foundation System:** The boardwalks would be supported by helical or micro-piles, which are steel shafts with helical plates designed to be driven or drilled into the ground to depths ranging from 10 to 30 feet, depending on soil

conditions. These piles provide a stable foundation with minimal environmental impact.

- **Environmental Considerations:** To protect aquatic ecosystems, the boardwalks would be installed a minimum of 20 feet from the OHW mark of any stream.
    - For detailed design drawings and specifications, please refer to onshore plan sheet 7.

- **Total Impacts**: Onshore development is projected to impact approximately 5.58 acres of Palustrine Seasonally Saturated Needle-leaved Evergreen Forest (PFO4B) wetlands, as well as roughly 0.12 acres of habitat below the OHW mark of Peterson Creek. The project involves the installation of a total of 309 permanent piles and 165 temporary piles below the HTL. Additionally, 0.69 acres of area below the HTL would be subject to grading and dredging activities. Concurrently, an estimated 67,698 cubic yards of fill material would be placed below the HTL, resulting in impacts to approximately 1.55 acres of Estuarine, Tidal, Upper Subtidal Narrow-leaved Vegetated Wetland (E2USN). Temporary construction impacts
  within wetlands would include equipment operation in wetlands within a 10-ft buffer around all project elements. All clearing outside of road prisms and for other project elements in wetlands would be done above the ground surface and no grubbing would be required.

All work would be performed in accordance with the enclosed plan. The plan sheets are separated by coversheets: Offshore Development plan sheets 1-22 Dated April 29, 2025, and Onshore Development plan sheets 1-42, dated May 1, 2025.

ADDITIONAL INFORMATION:

Agency	Type Approval	Identification Number	Date Applied
Alaska Department of Environmental Conservation	Clean Water Act 401		Not yet applied
Alaska Department of Environmental Conservation	Wastewater Discharge Permit		Not yet applied
Alaska Department of Environmental Conservation	Construction General Permit		Not yet applied
Alaska Department of Fish and Game	Fish Habitat Permit		Not yet applied
Alaska Department of Natural Resources	Tidelands Lease	ADL 109423	March 11, 2025

Agency	Type Approval	Identification Number	Date Applied
Alaska Department of Natural Resources	Temporary Water Use Authorization		Not yet applied
City and Borough of Juneau	Conditional Land Use Permit		Not yet applied
City and Borough of Juneau	Floodplains Development Permit		Not yet applied
National Marine Fisheries Service	Incidental Harassment Authorization and Biological Opinion		Not yet applied
National Marine Fisheries Service	Essential Fish Habitat Consultation		Not yet applied
U.S. Fish and Wildlife Service	Incidental Harassment Authorization		Not yet applied
U.S. Fish and Wildlife Service	Bald Eagle Nest Take		Not yet applied

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 complete avoidance of WOTUS is not practicable**.** To meet the project purpose and need, construction must occur within waters of the United States. The project would be located within Stephens Passage and adjacent land that includes wetlands on Douglas Island. Onshore project components were carefully designed to remain completely out of wetlands, and several project components have been considered and dismissed in order to reduce wetlands impacts from the project. Out of 44 acres of proposed onshore development, only 5.58 acres, or approximately 13 percent, of the proposed development would occur within onshore wetlands.

b. Minimization: The applicant states that the project uses the most compact design practicable (with the least number of piles and smallest size of piles) to minimize impacts to waters of the United States. Bridges over Peterson Creek have been designed to be single span to minimize the amount of material placed below OHW of the creek. During construction, erosion and sediment would be controlled by using best management practices to reduce or limit stormwater runoff and other non-stormwater discharges into wetlands and waters. Additionally, the following minimization measures are proposed:

- Construction limits would be staked and clearly demarcated.
- Natural vegetation would be retained wherever possible.
- No stockpiles would be placed within wetland areas.
- Permanent erosion control measures (riprap aprons, embankment stabilization) would be installed.

- Velocity dissipaters would be provided at all dewatering discharge points.
- Plans for avoiding, minimizing, and responding to releases of sediments, contaminants, fuels, oil, and other pollutants would be developed and implemented.

c. Compensatory Mitigation: To compensate for impacts to 7.25 acres of wetlands and marine waters impacts (5.58 acres of palustrine, 0.12 acres of riverine, and 1.55 acres of estuarine impacts), Turnagain Marine Construction proposes to purchase credits from a wetland mitigation bank or in-lieu fee program. Trillium Mitigation Bank, located on Prince of Wales Island in Southeast Alaska, appears to have wetland credits available for private commercial projects that would fit all three of these types of WOTUS, and the proposed project is within the bank's service area. In addition to Trillium, there are other banks listed in the Southeast Alaska service area that may also have available credits.

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. Solstice Alaska Consulting, Incorporated acquired a contractor on behalf of the Applicant Cultural Resource Consultants LLC (CRC) to conduct a cultural resources survey of the project corridor. There are cultural resources in the permit area. Review of the survey in conjunction with the AHRS reciprocity constitutes the extent of cultural resource investigations by the U.S. Army Corps of Engineers (Corps) at this time. 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. The Corps is requesting the SHPO's comments regarding potential effects to historic resources within the vicinity of the permit area.

ENDANGERED SPECIES: The project area is within the known or historic range of the following species: threatened Mexico Distinct Population Segment (DPS) humpback whale *(Megaptera novaeangliae),* proposed threatened sunflower sea star *(Pycnopodia helianthoides),* and the endangered shorttailed albatross *(Phoebastria albatrus).*

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 affect the species listed above, and/or their designated critical habitat, we will follow the appropriate consultation procedures under section 7 of the Endangered Species Act of 1973 (87 Stat. 844). 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 (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 the Alaska plaice (*Pleuronectes quadrituberculatus*), arrowtooth flounder (*Atheresthes stomias*), Chinook salmon (*Oncorhynchus tshawytscha*), chum salmon (O. keta), coho salmon (*O. kisutch*), Dover sole (*Solea solea*), flathead sole (*Hippoglossoides elassodon*), northern rock sole (*Lepidopsetta polyxystra*), Pacific cod (*Gadus macrocephalus*), Pacific ocean perch (*Sebastes alutus),* pink salmon *(O. gorbuscha),* rex sole *(Glyptocephalus zachirus),* sablefish *(Anoplopoma fimbria),* sockeye salmon *(O. nerka),* southern rock sole *(Lepidopsetta bilineata),* walleye pollock *(Gadus chalcogrammus),* and yellowfin sole *(Limanda aspera).*

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