



US Army Corps
of Engineers
Alaska District

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

Public Notice of Application for Permit

| | |
|----------------------------|-----------------------|
| PUBLIC NOTICE DATE: | July 25, 2025 |
| EXPIRATION DATE: | Aug 25, 2025 |
| REFERENCE NUMBER: | POA-2025-00312 |
| WATERWAY: | Yukon River |

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 Carolyn Farmer at (561) 785-5634, or by email at Carolyn.h.farmer@usace.army.mil if further information is desired concerning this public notice.

APPLICANT: Kerri Martin, State of Alaska Department of Transportation and Public Facilities, 2301 Peger Road, Fairbanks, AK 99709

LOCATION: The project site is located within Section 10, 15-16, T. 28 S., R. 84 W., Seward Meridian; Latitude 62.521256° N., Longitude 164.842085° W.; 110 Airport Way, in Nunam Iqua, Alaska.

PURPOSE: The applicant's stated purpose is to remedy deficiencies and upgrade the Nunam Iqua Airport to meet current FAA design standards for A-II airports. This project is needed to address substandard operational surface geometries, settling of operational surfaces, the old age of airport facilities including lighting and the snow removal equipment building (SREB), and to stabilize and replace the existing segmented circle and windcone.

PROPOSED WORK: The proposed project is anticipated to result in approximately 11.02 acres (approximately 160,800 cubic yards) of permanent fill in WOTUS. Permanent fill is required to; expand the RSA length and width, expand the TSA width, construct a new apron area and airport access road, and construct new pads and access roads for PAPI, segmented circle, and windcone. Permanent fill placed as a result of construction of the new airport access road will include culverts to be placed as instructed by the construction engineer in order to maintain natural drainage patterns and allow for equalization of water across pond features.

Additionally, the proposed project is anticipated to result in approximately 29.03 acres of temporary impacts to WOTUS. Temporary impacts are anticipated to primarily result from excavation and dewatering of geotechnical materials from the proposed material site in Kwemeluk Pass. All temporary fills placed on wetlands for thawing and dewatering will be underlain by geotextile fabric to ensure fill material is separated from original ground. Temporary impacts may also occur if construction equipment requires access to areas outside of the proposed permanent fill. Where practicable, a 10-foot temporary work zone will be established from the toe of the proposed permanent fill area to allow for construction vehicle access. Construction mats will be utilized on thawed ground outside of the proposed footprint to minimize impacts to WOTUS.

The proposed project would include (Figure 2):

- Widen the runway to 75 feet.
- Widen and lengthen the runway safety area (RSA) to 150 feet by 3,616 feet (300 feet beyond each runway end).
- Lengthen the taxiway to 220 feet.
- Widen taxiway safety area (TSA) to 118 feet.
- Replace or lengthen culverts under runway and taxiway to meet new safety area widths.
- Construct a new aircraft parking apron away from the runway, adjacent to existing apron, and rehabilitate existing apron.
- Resurface operational surfaces and apply dust palliative.
- Construct a new, approximately 20-foot by 750-foot airport access road.
- Remove and reconstruct portions of the existing boardwalks.
- Replace the segmented circle and construct new pads and access roads for the Precision Approach Path Indicator (PAPI) lights, segmented circle, and wind cone.
- Replace airfield lights.
- Remove existing SREB and construct a new approximately 42-foot by 55-foot (2,310 square foot) SREB on new apron location. Includes extension of utilities to new SREB.
- Temporary placement of approximately 72,000 cubic yards of borrow material surrounding the runway and apron to allow the material to thaw and dewater (anticipated to take 1-2 thaw seasons).

Materials will be contractor furnished and are anticipated to be sourced from a nearby dynamic landmass in the Kwemeluk Pass of the Yukon River as well as from material sites in either Marshall or Nome. Imported material from Marshall or Nome will be required to provide shot rock and surfacing course for the project. Material extraction in Kwemeluk Pass is anticipated

to be conducted below the high-water mark during the winter. The gravel bar has changed significantly over the last 18 years as the aerial imagery comparison in Figure 11 depicts geotechnical bore holes and change in the gravel bar from 2006 to 2024.

DOT&PF geotechnical drilling conducted on the landmass found that the landmass consists of silty sand, sandy silt, and silt with sand and organics. The proposed project would use a front-end loader, excavator, and dump truck to remove approximately 72,000 cubic yards of material for the project. The project would establish a buffer area of approximately 30 feet from the edge of water (observed in the winter) and is anticipated to excavate to a depth of six feet (removal of the top two feet assumed to be overburden leaving four feet of usable material). Material is anticipated to be hauled from the excavation to the airport via a winter haul route (i.e. snow/ice road), but the methodology of extraction and transport is ultimately up to the chosen contractor(s). Overburden is anticipated to be spread over the excavated area after material extraction has occurred. Usable extracted materials are then anticipated to be laid over the areas displayed in Figures 4-6 & 8 (crosshatched) to allow for thawing and dewatering of the material before being placed in ultimate permanent fill locations.

The proposed project is anticipated to begin in spring 2026 and to be substantially completed by fall 2028. All work would be performed in accordance with the enclosed plan (sheets 1-9), dated March 24, 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.

Avoidance/Minimization:

During the design process, DOT&PF evaluated avoidance and minimization measures that ensure the least environmentally damaging practicable alternative (LEDPA) is selected while still meeting the purpose and need of the proposed project. Avoidance and minimization considerations that led to the proposed design include:

- Stockpiled materials from Kwemeluk Pass will be stabilized or covered while being allowed to thaw and dewater. Sediment control measures will also be installed along all downgradient perimeter areas.
- All temporary fills placed on wetlands for thawing and dewatering will be underlain by geotextile fabric to ensure fill material is separated from original ground.
- Erosion and sediment perimeter control measures (silt fences, straw wattles, etc.) will be placed and maintained throughout construction.
- Where possible, vegetative buffers will be implemented as a perimeter control measure. Any evidence of sediment accumulation within the wetland vegetative buffer shall be reported to the Corps of Engineers and appropriate BMPs shall be installed to prevent further accumulation. Vegetative buffers are not appropriate in areas with standing water or emergent wetlands adjacent to the impact area. In these areas, appropriate BMPs shall be installed to prevent the accumulation of sediment outside of the permitted impact area.

- No fill, equipment, or construction materials shall be stockpiled or stored on wetlands that do not have authorization for these activities.
- Vegetation clearing in wetland areas outside of the proposed permanent fill limits will be accomplished while soils are frozen or by hand using only low ground pressure, wheeled ATVs for access to minimize temporary wetland impacts.
- Temporary work mats will be utilized for any equipment requiring access to wetland areas in thawed conditions beyond the footprint of proposed permanent fill limits.
- Existing drainage patterns will be maintained or enhanced wherever possible.
- Permanent fill placed as a result of construction of the new airport access road will include culverts to be placed as instructed by the construction engineer in order to maintain natural drainage patterns, allow for equalization of water across pond features, and to avoid entrapment of resident fish species.

Compensatory Mitigation: The applicant proposes no compensatory mitigation.

WATER QUALITY CERTIFICATION: A permit for the described work will not be issued until a certification or waiver of certification, as required under Section 401 of the Clean Water Act (Public Law 95-217), has been received from the Alaska Department of Environmental Conservation.

CULTURAL RESOURCES: The lead Federal agency, Federal Aviation Administration (FAA), 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 FAA'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 FAA's work or documentation.

ENDANGERED SPECIES: The project area is within the known or historic range of the bowhead whale (*Balaena mysticetus*), Beringia distinct population segment (DPS) bearded seal (*Erignathus barbatus*), Arctic ringed seal (*Pusa hispida hispida*), western DPS Steller sea lion (*Eumetopias jubatus*), North Pacific right whale (*Eubalaena japonica*), western North Pacific DPS humpback whale (*Megaptera novaeangliae*), Mexico DPS humpback whale (*Megaptera novaeangliae*), fin whale (*Balaenoptera physalus*), Steller's eider (*Polysticta stelleri*), spectacled eiders (*Somateria fischeri*), wood bison (*Bison bison athabasca*), and polar bear (*Ursus maritimus*). The ESA requires federal agencies to consult with National Marine Fisheries Service (NMFS) and/or U.S. Fish and Wildlife Service (USFWS) pursuant to Section 7 of the ESA on all actions that may affect a species listed (or proposed for listing) under the ESA as threatened or endangered or any designated or proposed critical habitat. The FAA, as the lead agency for ESA consultation, will consult with the NMFS and the USFWS as required under Section 7 of the ESA. A permit for the described work will not be issued until the Section 7 process has been completed and the Corps concurs with FAA's work or documentation.

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 pink salmon (*Oncorhynchus gorbuscha*), chum salmon (*O. keta*), sockeye salmon (*O. nerka*), Chinook salmon (*O. tshawytscha*), and coho salmon (*O. kisutch*). The FAA, as the lead agency for EFH consultation, will consult with the NMFS.

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:

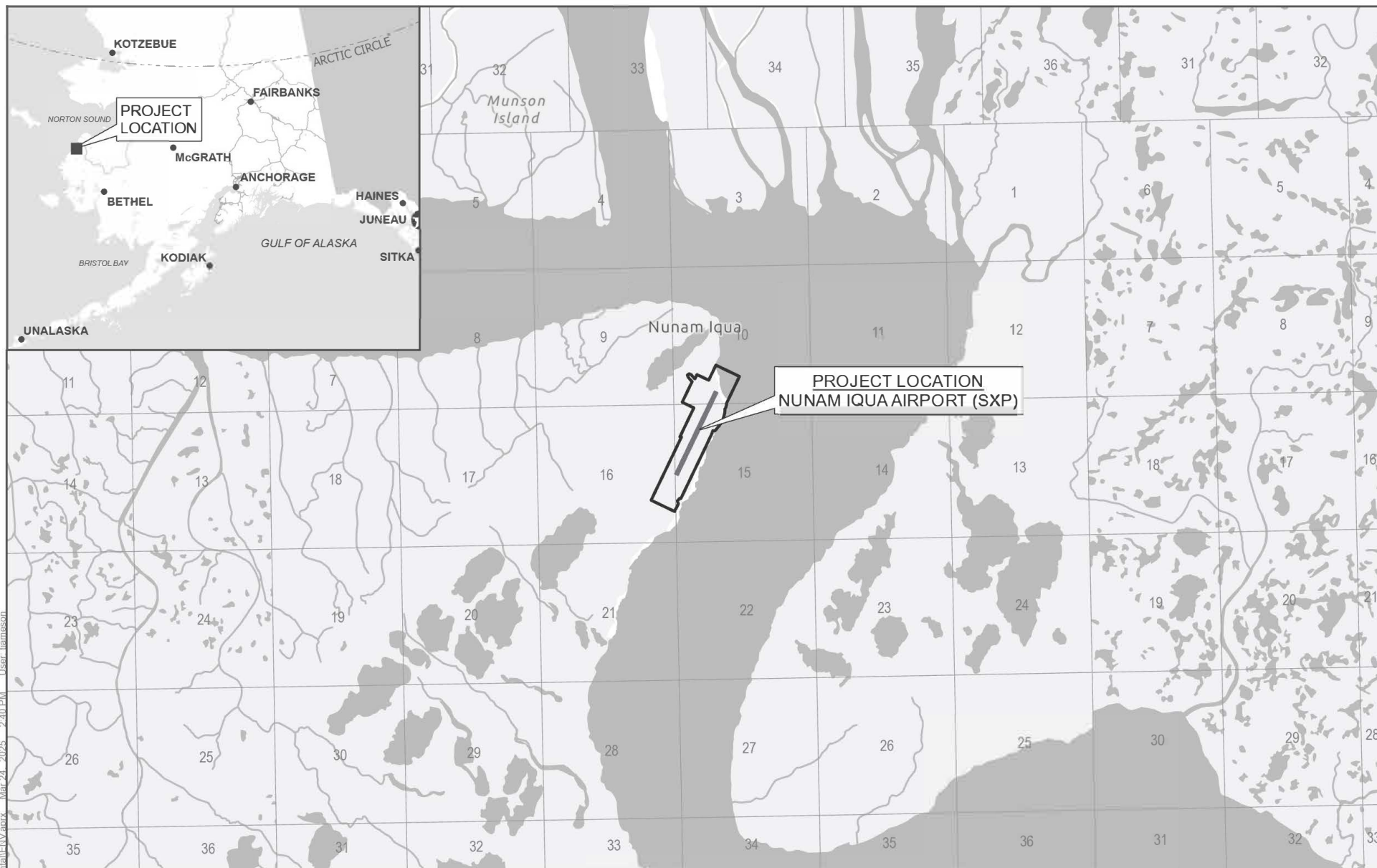
(X) Perform work in or affecting navigable waters of the United States – Section 10 Rivers and Harbors Act 1899 (33 U.S.C. 403).

(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).

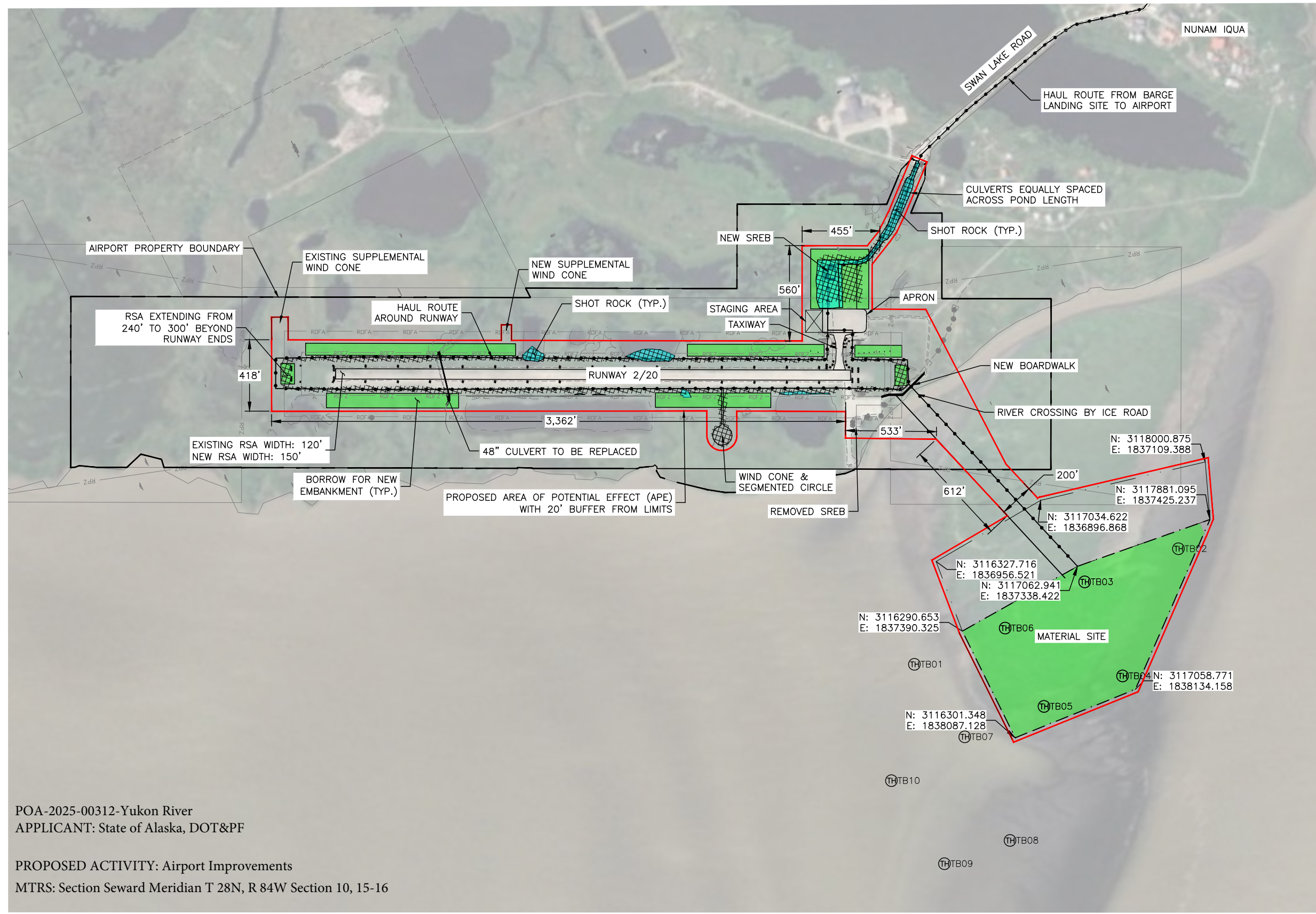
Project drawings are enclosed with this public notice.

District Commander
U.S. Army, Corps of Engineers

Enclosures



3/20/2025 7:37 AM
PLANS DEVELOPED BY: DOWL, LLC, CERT. OF AUTHORIZATION NO.: AECL848, 3535 COLLEGE ROAD, SUITE 100, FAIRBANKS, AK 99709, (907) 374-0275
J:\23\50253-02\65CAD\Aviation\Exhibits\XP_Environmental Exhibit-APE Exhibit (NEW)



LEGEND:

- SHOT ROCK
- BORROW FOR NEW EMBANKMENT
- NEW EMBANKMENT
- NEW APE LIMITS

Figure 2



FIGURE 3

POA-2025-00312-Yukon River
 APPLICANT: State of Alaska, DOT&PF
 PROPOSED ACTIVITY: Airport Improvements
 MTRS: Section Seward Meridian T 28N, R 84W Section 10, 15-16

DATE: 3/24/2025

--- Airport Boundary
 Mapped Wetland

Open Water
 Upland
 Wetland



0 300 600 Feet

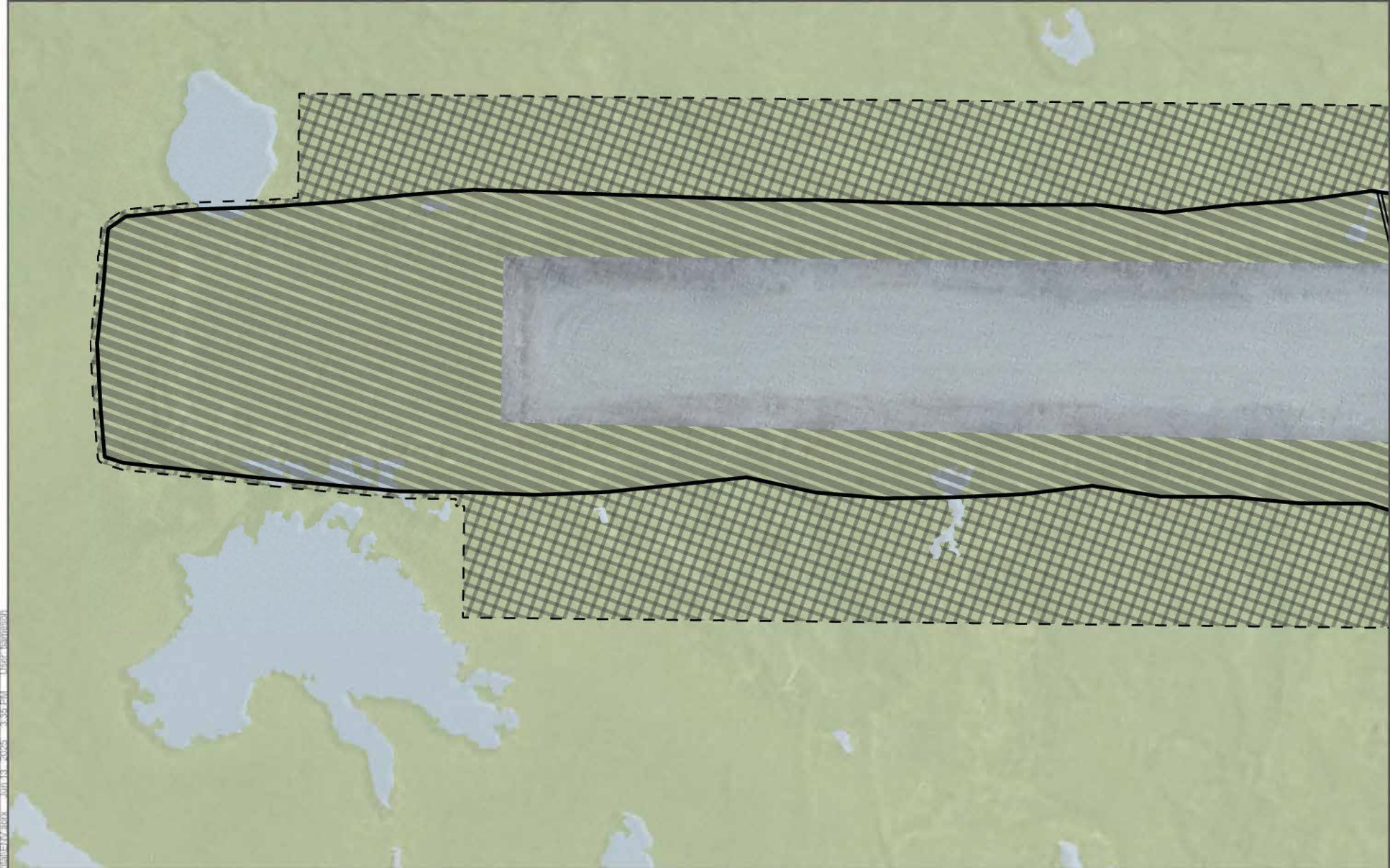
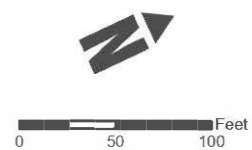


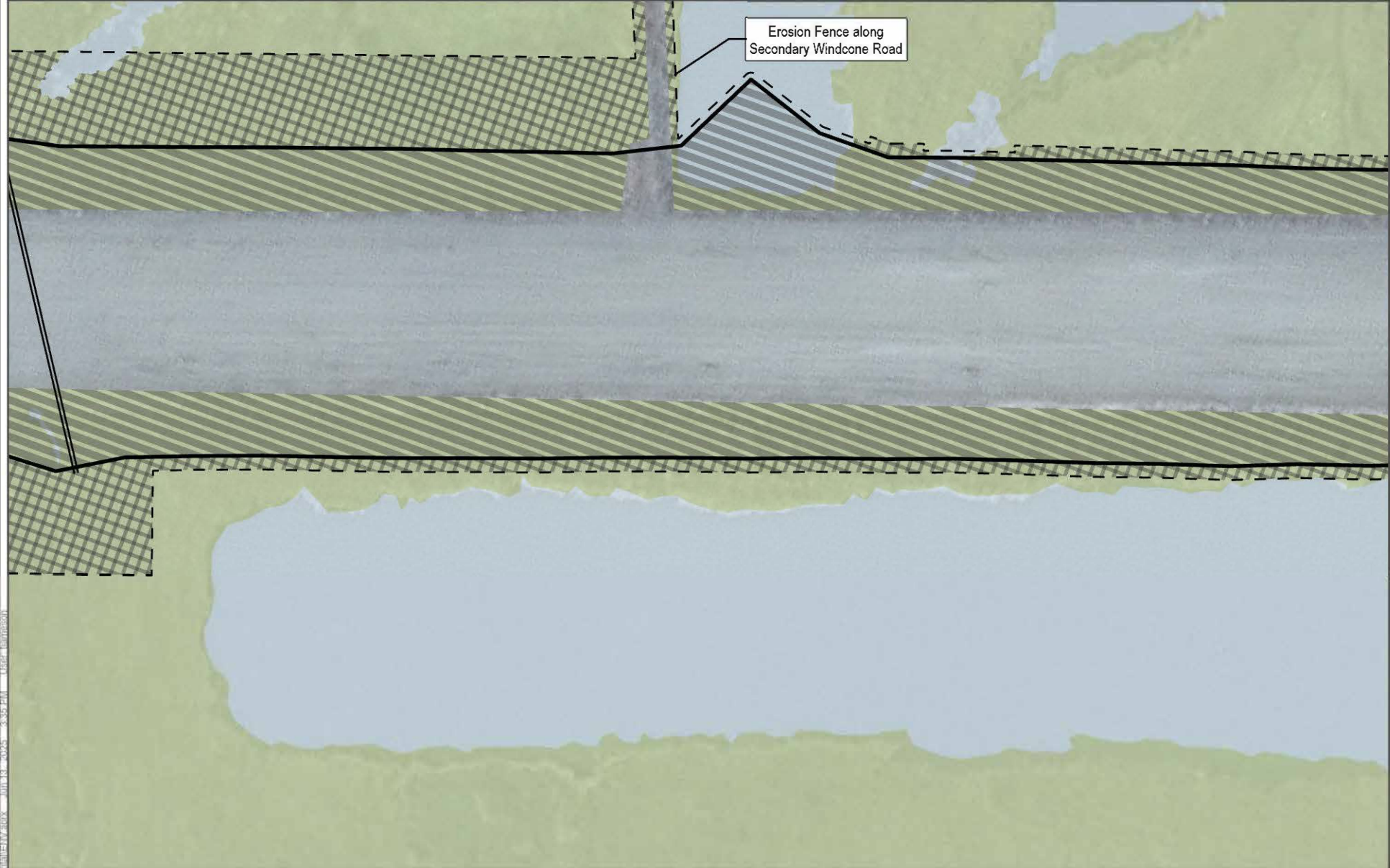
FIGURE 4

POA-2025-00312, Yukon River
 APPLICANT: State of Alaska, DOT&PF
 PROPOSED ACTIVITY: Airport Improvements
 MTRS: Section Seward Meridian T 28N, R 84W Section 10, 15-16

DATE: 6/13/2025

- Airport Boundary
- Proposed Ice Road Extent
- Proposed Culvert
- Proposed Material Site Extent
- Proposed Cut/Fill Limits
- Temporary Impact Limits
- Permanent Wetland Impact
- Temporary Wetland Impact
- Mapped Wetland
- Open Water
- Wetland





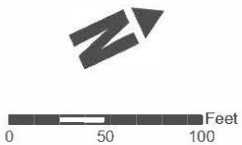
Erosion Fence along
Secondary Windcone Road

FIGURE 5 *Wetland Impact*

POA-2025-00312, Yukon River
 APPLICANT: State of Alaska, DOT&PF
 PROPOSED ACTIVITY: Airport Improvements
 MTRS: Section Seward Meridian T 28N, R 84W Section 10, 15-16

DATE: 6/13/2025

- | | |
|-------------------------------|--------------------------|
| Airport Boundary | Permanent Wetland Impact |
| Proposed Ice Road Extent | Temporary Wetland Impact |
| Proposed Culvert | Mapped Wetland |
| Proposed Material Site Extent | Open Water |
| Proposed Cut/Fill Limits | Wetland |
| Temporary Impact Limits | |



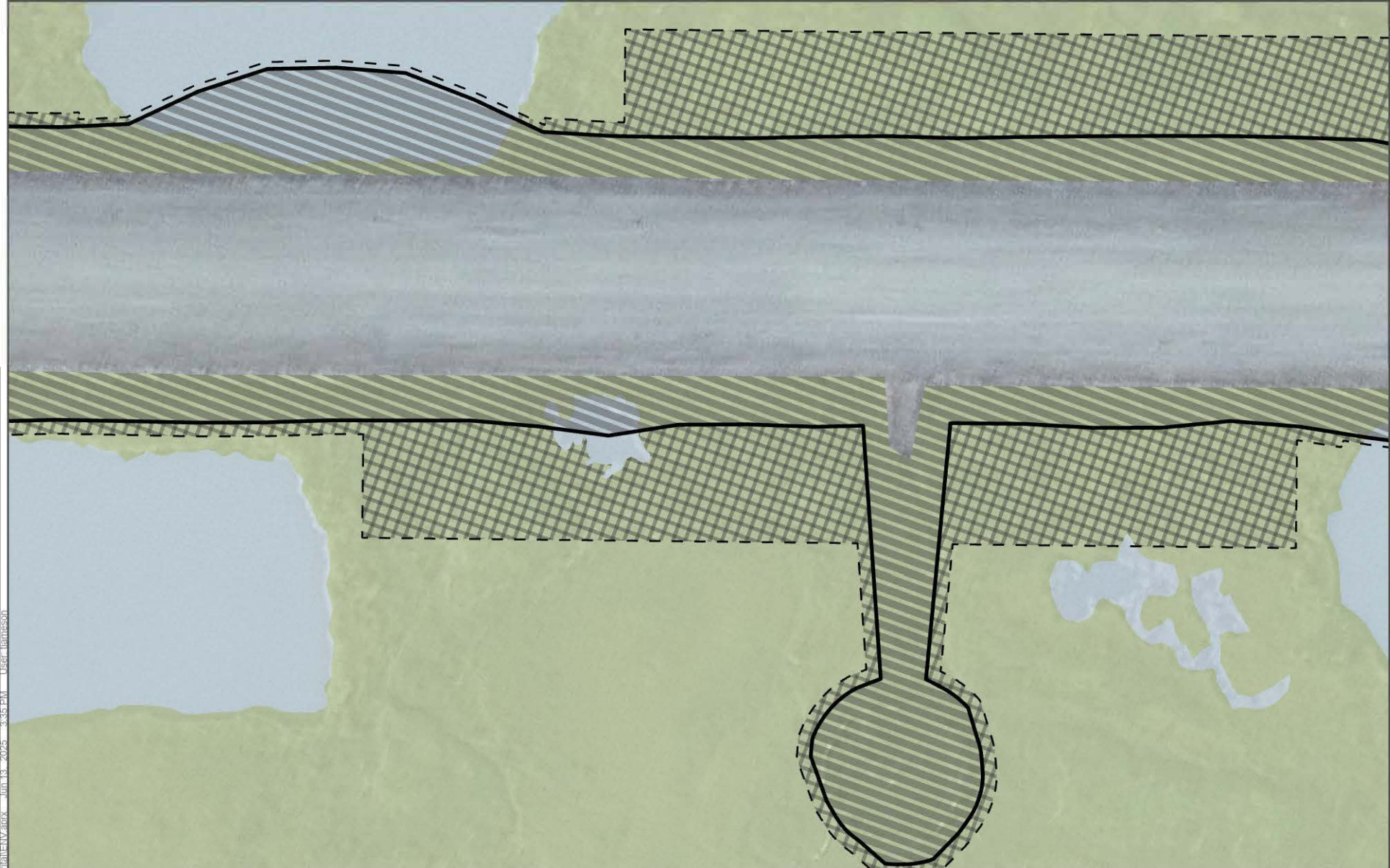


FIGURE 6

POA-2025-00312, Yukon River
 APPLICANT: State of Alaska, DOT&PF
 PROPOSED ACTIVITY: Airport Improvements
 MTRS: Section Seward Meridian T 28N, R 84W Section 10, 15-16

DATE: 6/13/2025

- Airport Boundary
- Proposed Ice Road Extent
- Proposed Culvert
- Proposed Material Site Extent
- Proposed Cut/Fill Limits
- Temporary Impact Limits
- Permanent Wetland Impact
- Temporary Wetland Impact
- Mapped Wetland
- Open Water
- Wetland



0 50 100 Feet

NOTE: Access Road to have up to five (5) equalizing culverts (location to be determined in the field)

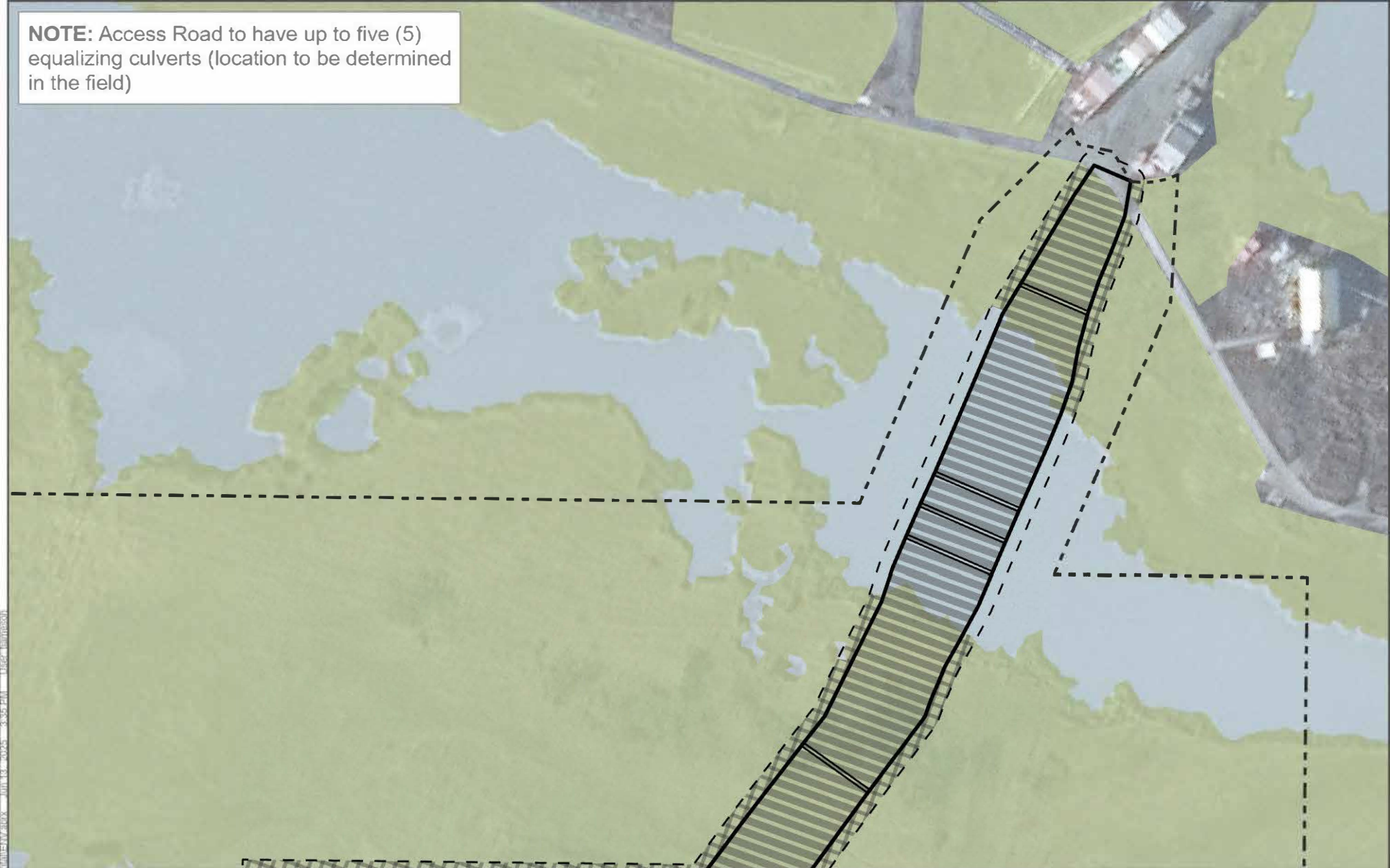


FIGURE 7

POA-2025-00312, Yukon River
APPLICANT: State of Alaska, DOT&PF
PROPOSED ACTIVITY: Airport Improvements
MTRS: Section Seward Meridian T 28N, R 84W Section 10, 15-16

DATE: 6/13/2025

- | | |
|-------------------------------|--------------------------|
| Airport Boundary | Permanent Wetland Impact |
| Proposed Ice Road Extent | Temporary Wetland Impact |
| Proposed Culvert | Mapped Wetland |
| Proposed Material Site Extent | Open Water |
| Proposed Cut/Fill Limits | Wetland |
| Temporary Impact Limits | |



0 50 100 Feet

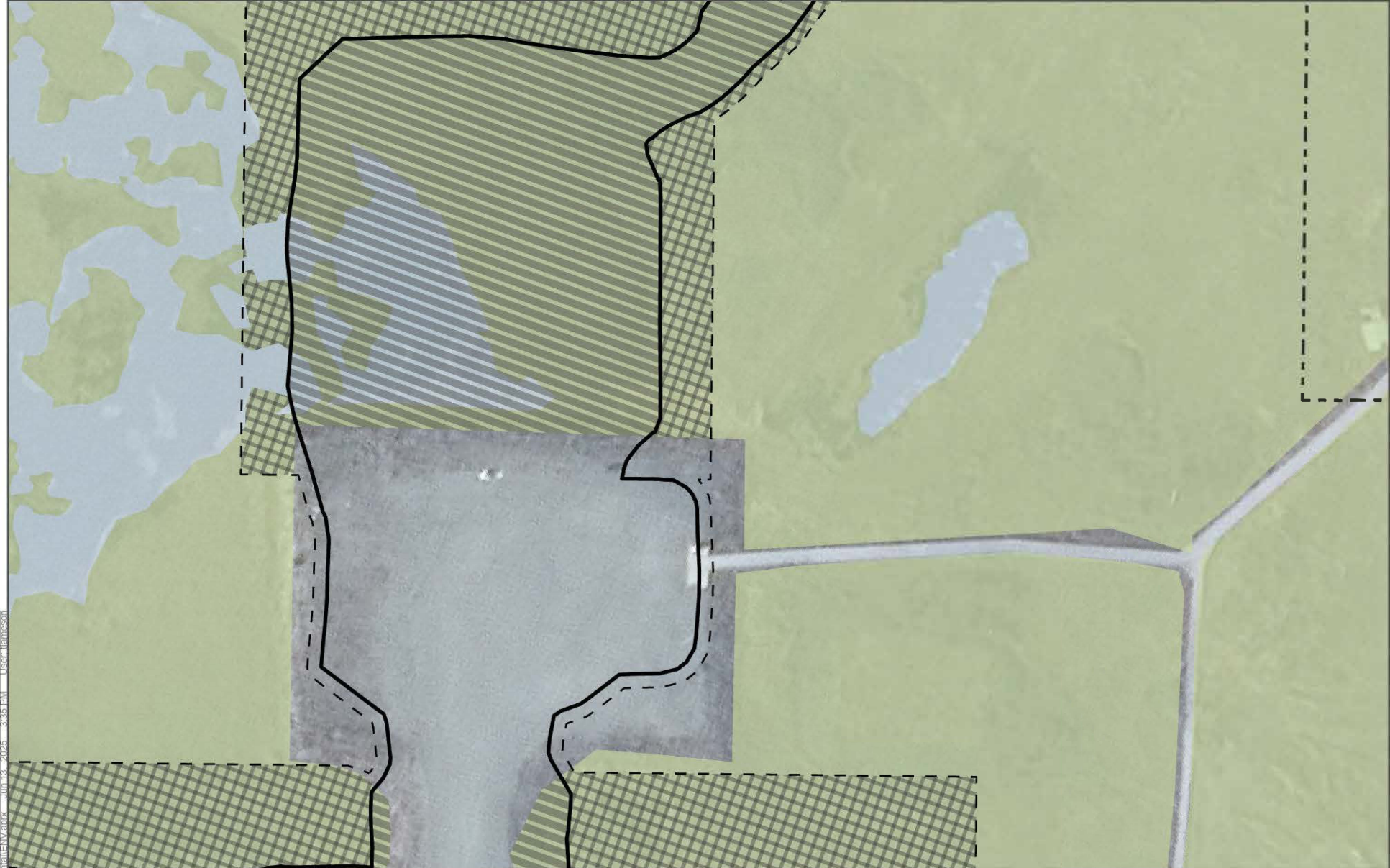


FIGURE 8

POA-2025-00312, Yukon River

APPLICANT: State of Alaska, DOT&PF

PROPOSED ACTIVITY: Airport Improvements

MTRS: Section Seward Meridian T 28N, R 84W Section 10, 15-16

DATE: 6/13/2025

- Airport Boundary
- Proposed Ice Road Extent
- Proposed Culvert
- Proposed Material Site Extent
- Proposed Cut/Fill Limits
- Temporary Impact Limits

- Permanent Wetland Impact
- Temporary Wetland Impact
- Mapped Wetland
- Open Water
- Wetland

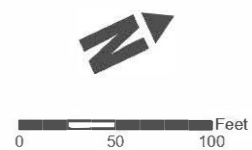


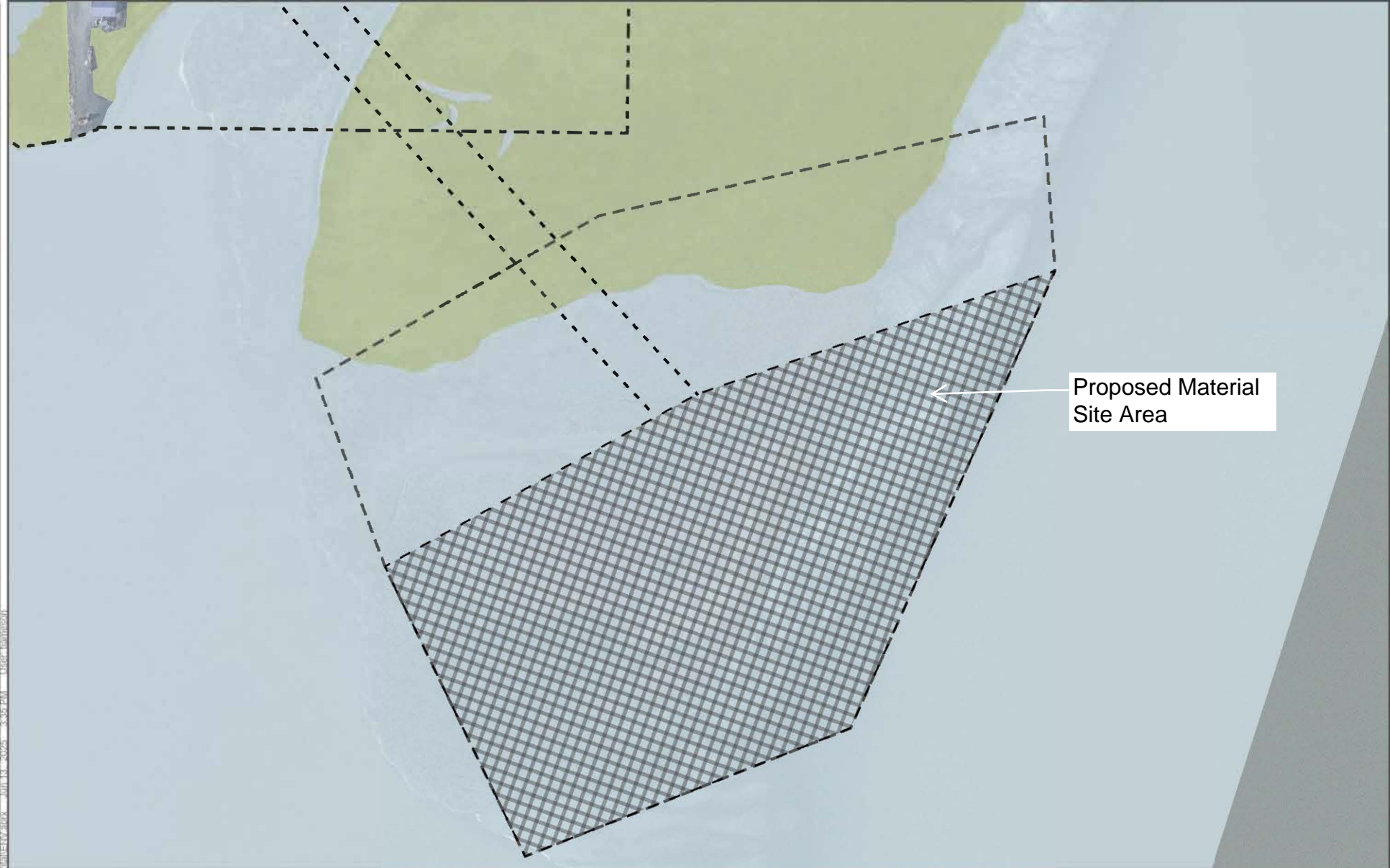
FIGURE 9

POA-2025-00312, Yukon River
 APPLICANT: State of Alaska, DOT&PF
 PROPOSED ACTIVITY: Airport Improvements
 MTRS: Section Seward Meridian T 28N, R 84W Section 10, 15-16

DATE: 6/13/2025

- Airport Boundary
- Proposed Ice Road Extent
- Proposed Culvert
- Proposed Material Site Extent
- Proposed Cut/Fill Limits
- Temporary Impact Limits
- Permanent Wetland Impact
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- Wetland





Proposed Material
Site Area

FIGURE 10

POA-2025-00312, Yukon River
 APPLICANT: State of Alaska, DOT&PF
 PROPOSED ACTIVITY: Airport Improvements
 MTRS: Section Seward Meridian T 28N, R 84W Section 10, 15-16

DATE: 6/13/2025

- | | |
|-------------------------------|--------------------------|
| Airport Boundary | Temporary Wetland Impact |
| Proposed Ice Road Extent | Mapped Wetland |
| Proposed Culvert | Open Water |
| Proposed Material Site Extent | Wetland |
| Temporary Impact Limits | |



0 150 300 Feet

Figure 11: Comparison of Geotechnical Bore Hole Locations and Gravel Bar Migration



Photo above (left) is from 2006



Photo above (right) is from 2024