



**US Army Corps
of Engineers®**
New England District
696 Virginia Road
Concord, MA 01742-2751

PUBLIC NOTICE

Comment Period Begins: November 26, 2013
Comment Period Ends: December 26, 2013
File Number: NAE-2011-01840
In Reply Refer To: Richard Kristoff
Phone: (978) 318-8171
E-mail: Richard.C.Kristoff@usace.army.mil

The District Engineer has received a permit application to conduct work in waters of the United States as described below.

APPLICANT

Thomas Maher
Plymouth Airport Commission
246 South Meadow Road
Plymouth, Massachusetts 02360

ACTIVITY

The Plymouth Airport Commission is proposing safety improvements at Plymouth Municipal Airport to involve extending Runway 15-33, constructing two stopways, constructing a new Runway Safety Area, extending the taxiway parallel to Runway 15-33 and removing obstructions (vegetation clearing). These activities will permanently fill 1.1 acres of fill and convert 4.8 acres of forested wetland to scrub-shrub wetlands. Temporary placement of swamp mats in the conversion area will also occur.

A detailed description and plans of the activity are attached.

WATERWAY AND LOCATION OF THE PROPOSED WORK

This work is proposed in unnamed wetlands at 246 South Meadow Road in Plymouth, Massachusetts. The site coordinates are: N 41 degrees 54 minutes 32.488 seconds and W 70 degrees 43 minutes 43.636 seconds.

AUTHORITY

Permits are required pursuant to:

- Section 10 of the Rivers and Harbors Act of 1899
 Section 404 of the Clean Water Act
 Section 103 of the Marine Protection, Research and Sanctuaries Act).

The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which may reasonably accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are: conservation, economics, aesthetics, general environmental concerns, wetlands, cultural value, fish and wildlife values, flood hazards, flood plain value, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people.

The Corps of Engineers 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 of Engineers 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.

Where the activity involves the discharge of dredged or fill material into waters of the United States or the transportation of dredged material for the purpose of disposing it in ocean waters, the evaluation of the impact of the activity in the public interest will also include application of the guidelines promulgated by the Administrator, U.S Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act, and/or Section 103 of the Marine Protection Research and Sanctuaries Act of 1972 as amended.

NATIONAL HISTORIC PRESERVATION ACT

Based on his initial review, the District Engineer has determined that little likelihood exists for the proposed work to impinge upon properties with cultural or Native American significance, or listed in, or eligible for listing in, the National Register of Historic Places. Therefore, no further consideration of the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended, is necessary. This determination is based upon one or more of the following:

- a. The permit area has been extensively modified by previous work.
- b. The permit area has been recently created.
- c. The proposed activity is of limited nature and scope.
- d. Review of the latest published version of the National Register shows that no presence of registered properties listed as being eligible for inclusion therein are in the permit area or general vicinity.
- e. Coordination with the State Historic Preservation Officer and/or Tribal Historic Preservation Officer(s)

ENDANGERED SPECIES CONSULTATION

The New England District, Army Corps of Engineers has reviewed the list of species protected under the Endangered Species Act of 1973, as amended, which might occur at the project site. It is our preliminary determination that the proposed activity for which authorization is being sought is designed, situated or will be operated/used in such a manner that it is not likely to adversely affect any Federally listed endangered or threatened species or their designated critical habitat. By this Public Notice, we are requesting that the appropriate Federal Agency concur with our determination.

The following authorizations have been applied for, or have been, or will be obtained:

- () Permit, License or Assent from State.
- (X) Permit from Local Wetland Agency or Conservation Commission.
- (X) Water Quality Certification in accordance with Section 401 of the Clean Water Act.

CENAE-R
FILE NO. NAE-2011-01840

In order to properly evaluate the proposal, we are seeking public comment. Anyone wishing to comment is encouraged to do so. **Comments should be submitted in writing by the above date.** If you have any questions, please contact Richard Kristoff at (978) 318-8171, (800) 343-4789 or (800) 362-4367, if calling from within Massachusetts.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for a public hearing shall specifically state the reasons for holding a public hearing. The Corps holds public hearings for the purpose of obtaining public comments when that is the best means for understanding a wide variety of concerns from a diverse segment of the public.

The initial determinations made herein will be reviewed in light of facts submitted in response to this notice. All comments will be considered a matter of public record. Copies of letters of objection will be forwarded to the applicant who will normally be requested to contact objectors directly in an effort to reach an understanding.

THIS NOTICE IS NOT AN AUTHORIZATION TO DO ANY WORK.



Karen K. Adams
Chief, Permits and Enforcement Branch
Regulatory Division

If you would prefer not to continue receiving Public Notices by email, please contact Ms. Tina Chaisson at (978) 318-8058 or e-mail her at bettina.m.chaisson@usace.army.mil. You may also check here () and return this portion of the Public Notice to: Bettina Chaisson, Regulatory Division, U.S. Army Corps of Engineers, 696 Virginia Road, Concord, MA 01742-2751.

NAME: _____
ADDRESS: _____
PHONE: _____

PROPOSED WORK AND PURPOSE

The work includes the discharge of 1.1 acres of fill for the construction of the 15-33 runway and taxiway extension, temporary fill for the placement of swamp mats, and the conversion of 4.8 acres of forested wetland to scrub shrub wetlands.

The existing airfield configuration of Plymouth Municipal Airport consists of two intersecting runways; Runway 6-24 and 15-33. Runway 6-24 is the longer of the two runways and, due to its length, is the only runway that larger turbine powered aircraft can use. The primary factor in determining which runway to use for arrivals and departures are the wind direction and strength of the prevailing wind. However, because the larger aircraft can only use Runway 6-24, even when wind conditions favor the use of Runway 15-33, problems can occur. Problems occur when smaller aircraft use Runway 15-33, because they are more susceptible to wind, and larger aircraft use Runway 6-24. This creates a complex system and near misses (near collisions) occur. Expanding Runway 15-33 so all aircraft can land and depart using the same runway will help reduce the frequency of near misses and the possibility of a catastrophic event that would occur if two planes were to collide.

Runway 15-33 will be expanded into an area that currently is comprised of mowed uplands and wetlands, resulting in approximately 1 acre of permanent wetland fill in conjunction with the taxiway extension. Approximately 75,000 square feet of pavement will be added for the runway and taxiway extension. Two culverts will be placed beneath the runway and taxiway extension to maintain hydrology and connectivity within the wetland system.

Stopways will be constructed as part of this project. Stopways will not be utilized for normal takeoffs and landings but to enhance safety for emergencies such as aborted takeoffs. Each of the stopways will be 300 feet long and 75 feet wide. No wetland impacts are associated with the construction of the stopways.

With the extension of Runway 15-33, it will be necessary to construct a new Runway Safety Area (RSA). The intent of the RSA is to accommodate aircraft undershoots, overshoots, and runway excursions, to minimize the likelihood of personal injury or death, and to minimize property damage. The RSA will be 300 feet wide by 600 feet long and will not contribute to wetland impacts.

As stated, the project includes a proposed 1,000 foot extension of Taxiway S to align the taxiway with the new 33-end of Runway 15-33. The taxiway will be relocated 20 feet to the south to meet FAA's 240 foot runway separation criterion for B-11 aircraft. The existing taxiway will be removed. 35,000 square feet of pavement will be added which will contribute to the approximate 1 acre of permanent fill.

Because of the proposed runway extension, it is necessary to remove trees and other vegetation from the Airport's approach surfaces, requiring work in wetlands and selective tree removal on the banks of streams. Trees will be removed from wetlands with mechanized equipment operating on timber mats. Felled trees will not be uprooted; this will prevent disruption to the wetland soil structure and allow stump sprouts to re-vegetate the work area. Stumps will remain roughly 12 inches above existing grade and there will be no grubbing. Felled trees will be removed from the site, slash will be cut up such that no vegetation remains more than approximately 24 inches above the surface. No chipping of vegetation within the wetlands will occur. This work will convert 4.8 acres of forested wetlands to scrub shrub.

Four vernal pools have been identified on the property. All four pools are located within the obstruction removal area and will have greater than 25% of the 250 foot buffer cleared which is primarily forested upland areas. These areas will be allowed to grow into a dense, low ground shrub thicket understory environment. There are no proposed direct impacts for these vernal pools.

The work is described on the enclosed plans entitled "ARMY CORP OF ENGINEERS PERMIT DRAWING SET FOR SAFETY IMPROVEMENTS AIP NO 3-25-0042-36", on 10 sheets, and dated "JULY 2013."

MITIGATION

Avoidance: To help avoid additional impacts, the Airport reduced the total runway extension and instead added stopways to improve safety. It was originally suggested to extend both runways to 5,500 feet which would have greatly increased wetland impacts. Additionally, the Applicant has positioned the extensions of both the runway and taxiway outside of wetlands to the greatest extent practicable.

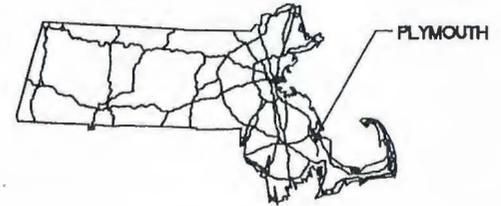
Minimization: To help minimize impacts, swamp mats will be utilized during tree clearing in wetlands and they will not be dragged through the wetland system. The use of swamp mats will help distribute weight of equipment minimizing substrate impacts. Also, to reduce disturbance to wetland soils, stumps will be left in place. When possible, selective tree clearing will take place proximate to Federal Furnace Road to minimize work needing to take place within the wetlands. The wetland system being divided by the extensions will be connected by installation of culverts which will help maintain hydrology and connectivity. The site contractor will use appropriate erosion control measures and best management practices during construction.

The proposed compensatory mitigation for this project is to preserve a 43 acre site that is privately owned and has potential to be developed and/or mined for sand. The parcel has frontage on Federal Furnace Road and is bounded by residential development to the north and east. To the south and west it is bounded by airport property. The land is predominately upland forest dominated by mature white pines, pitch pine, and oaks. The shrub layer and groundcover are dominated by sheep laurel, lowbush blueberry, huckleberry, greenbriar, and wintergreen. Two ponds are located in the northeast portion of the site. A forested wetland is located along the southeastern boundary connecting to a small pond and on-Airport property wetlands. The wetland system is dominated by red maple and highbush blueberry. The pond is mapped by Natural Heritage Endangered Species Program as a potential vernal pool. Also the wetlands and pond have been mapped as Priority Habitat for seven state listed species including the federally listed Red-bellied Cooter. In total, the site encompasses approximately 1 acre of wetlands, 4 acres of pond, and 38 acres of uplands.

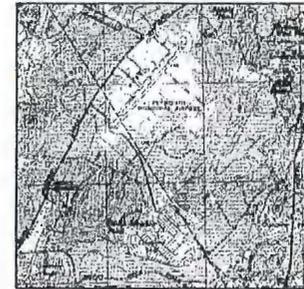
PLYMOUTH MUNICIPAL AIRPORT

PLYMOUTH AIRPORT COMMISSION
 246 SOUTH MEADOW ROAD
 PLYMOUTH, MASSACHUSETTS 02360

ARMY CORP OF ENGINEERS PERMIT DRAWING SET FOR SAFETY IMPROVEMENTS AIP NO. 3-25-0042-36



VICINITY MAP
 SCALE: 1" = 90 MILES



LOCUS MAP
 SCALE: 1"=8,000'

INDEX OF DRAWINGS

SHEET NO.:	DWG NO.:	DESCRIPTION
1	G1.1	TITLE SHEET
2	G1.2	GENERAL PLAN
3	C1.1	RUNWAY 33 END EXISTING CONDITIONS PLAN
4	C1.2	RUNWAY 33 END EXISTING CONDITIONS PLAN
5	C2.1	RUNWAY 33 END WETLAND IMPACT PLAN AND PAVEMENT PROFILES
6	C3.1	RUNWAY 33 END GRADING PLAN AND CULVERT CROSSING PROFILE
7	C4.1	TYPICAL SECTIONS
8	C5.1	OBSTRUCTION REMOVAL PLAN
9	C6.1	EROSION AND SEDIMENT CONTROL DETAILS (SHEET 1 OF 2)
10	C6.2	EROSION AND SEDIMENT CONTROL DETAILS (SHEET 2 OF 2)

NOT FOR CONSTRUCTION
 PRELIMINARY PLANS

APPLICATION FOR DEPARTMENT
 OF THE ARMY PERMIT 404

PREPARED BY:
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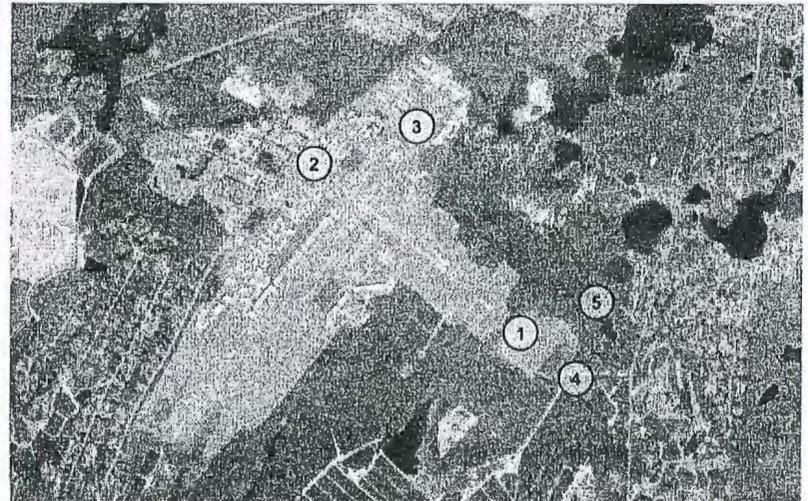
G1.1

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SHEET 1 OF 9

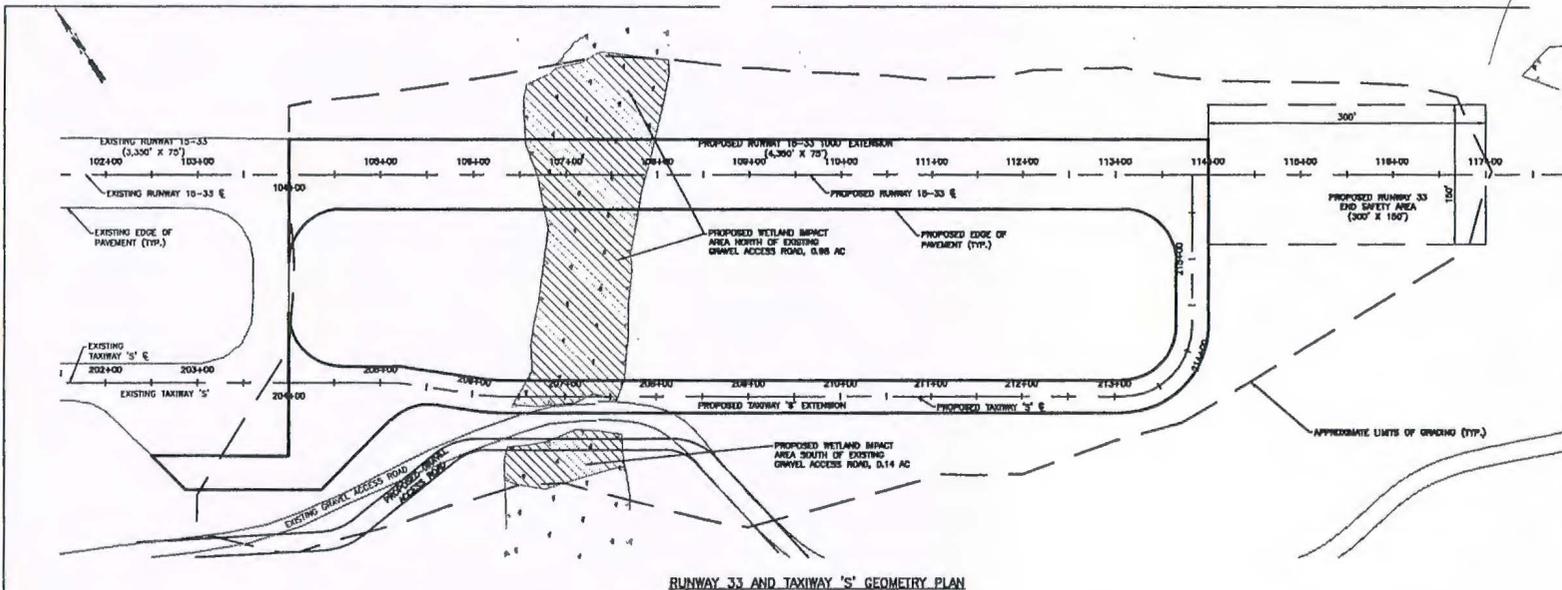
PROJECT WORK ELEMENTS

- ① CONSTRUCT, MARK, AND LIGHT RUNWAY/TAXIWAY 15-33 '1,000' EXTENSION
- ② CONSTRUCT, MARK, AND LIGHT RUNWAY 15 END STOPWAY
- ③ CONSTRUCT AND MARK RUNWAY 24 END STOPWAY AND SAFETY AREA
- ④ RUNWAY 33 CFR 14 PART 77 APPROACH TREE CLEARING
- ⑤ PROPOSED CONSERVATION LAND "BEATON PROPERTY"

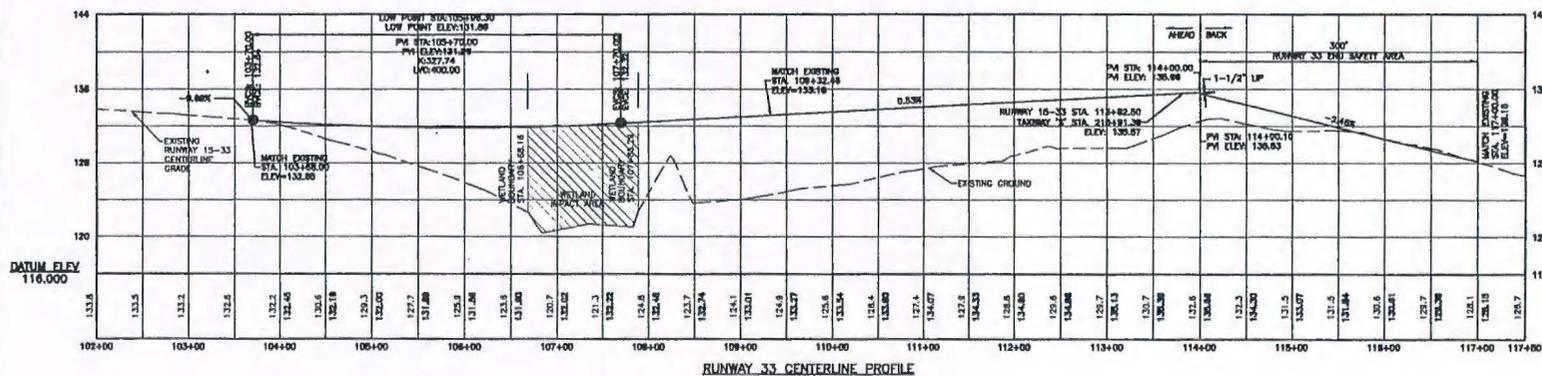


AERIAL MAP
 APPROX. SCALE: 1"=3000'

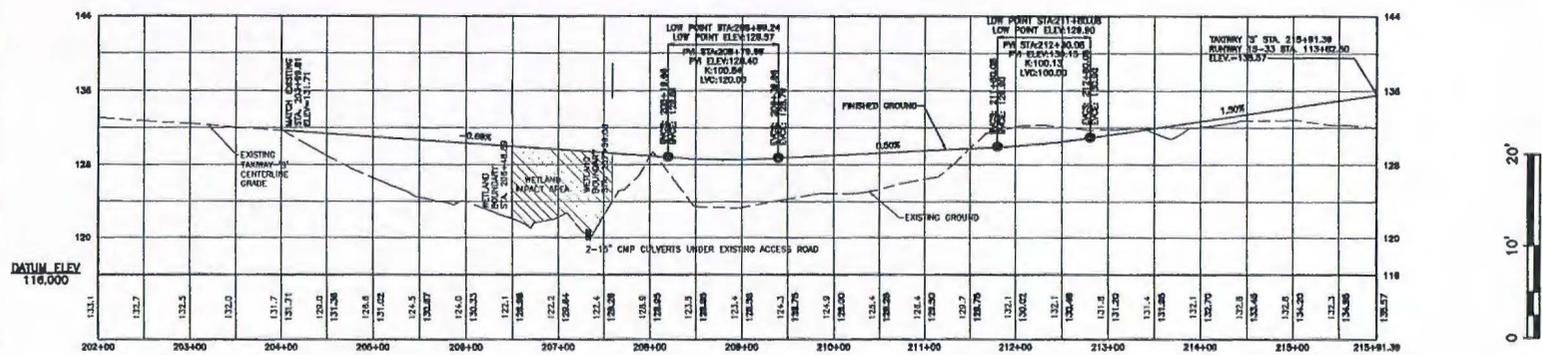
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RUNWAY 33 AND TAXIWAY 'S' GEOMETRY PLAN
SCALE: 1" = 200'



RUNWAY 33 CENTERLINE PROFILE
SCALE: HORIZONTAL 1" = 200', VERTICAL 1" = 20'



TAXIWAY 'S' CENTERLINE PROFILE
SCALE: HORIZONTAL 1" = 200', VERTICAL 1" = 20'



DATE	REVISION	BY	CHK'D

PLYMOUTH MUNICIPAL AIRPORT
PLYMOUTH MASSACHUSETTS

ARMY CORP OF ENGINEERS PERMIT
DRAWING SET FOR SAFETY
IMPROVEMENTS AIP NO. 3-25-0042-36

SHEET TITLE
**RUNWAY 33 END WETLAND IMPACT
PLAN AND PAVEMENT
PROFILES**

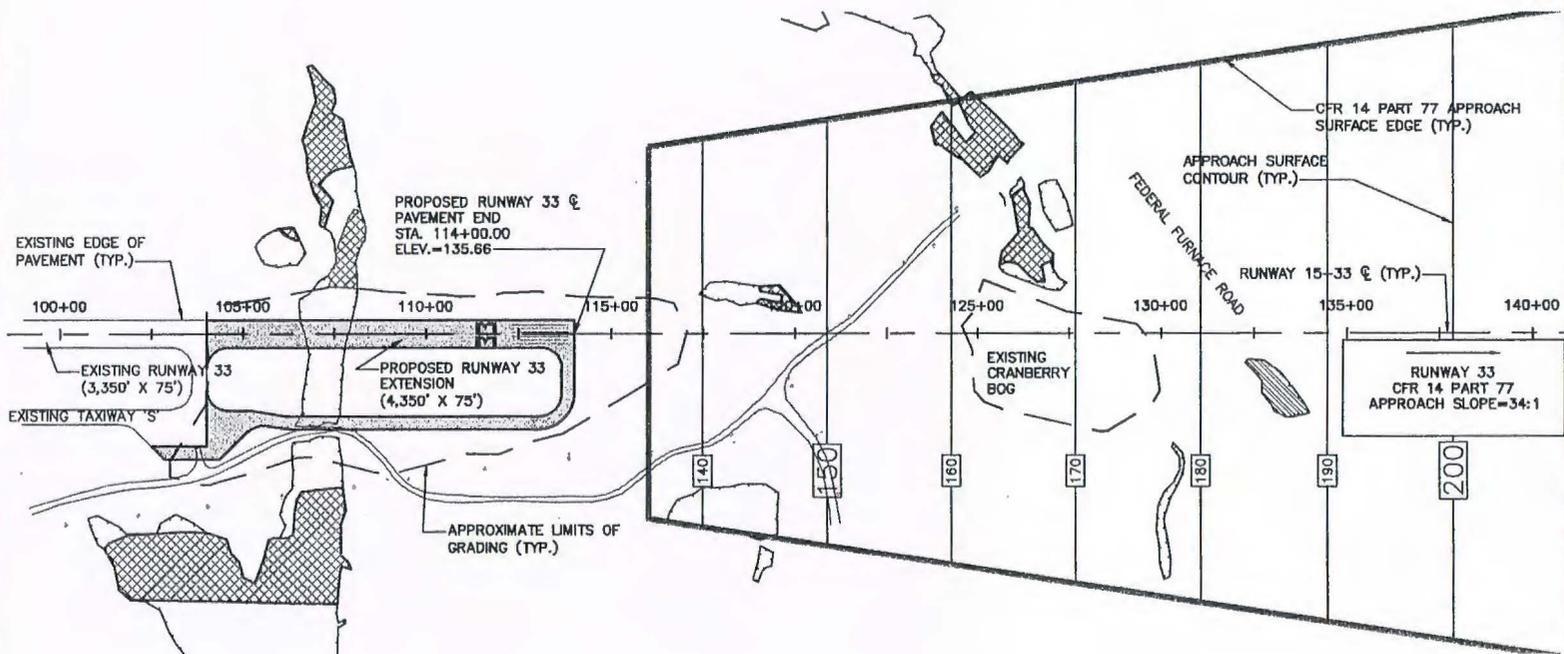
DATE: JULY 2013
DRAWN BY: MEF
CHECKED BY: JAA
PROJ. ENG. MCG
DATE PROJECT: 08/13/12
DRAWING NO.: 821678
DRAWING ARCHIVE #

SHEET NUMBER

C2.1

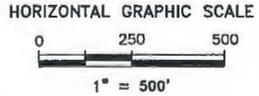
SHEET 5 OF 10

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OBSTRUCTION REMOVAL TABLE

DESIGNATION	TYPE OF REMOVAL	AREA
	WETLAND CLEARING	4.83 AC
	WETLAND SELECTIVE CLEARING	0.3 AC
TOTAL =		5.13 AC



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PLYMOUTH
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ARMY CORP OF
 ENGINEERS PERMIT
 DRAWING SET
 FOR SAFETY
 IMPROVEMENTS
 AIP NO. 3-25-0042-36

SHEET TITLE
 OBSTRUCTION
 REMOVAL PLAN

DRAWN BY: MEF DATE: JULY 2013
 CHECKED BY: JAA DRAW PROJECT #: 621678
 PROJ ENGR: MCG DRAW ARCHIVE #:

SHEET NUMBER
C5.1
 SHEET 8 OF 10

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