



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

PUBLIC NOTICE

Comment Period Begins: March 1, 2011
Comment Period Ends: March 30, 2011
File Number: 2007-2676
In Reply Refer To: Ted Lento
Phone: (978) 318-8863
E-mail: ted.lento@us.army.mil

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

APPLICANT: Massachusetts Port Authority (Massport)

ACTIVITY: Massport is proposing to dredge, place fill material and install structures below the high tide line of Boston Harbor at Boston-Logan International Airport in conjunction with the enhancement of runway safety areas (RSAs) for Runway 33L and Runway 22R.

A detailed description and plans of the activity are attached.

WATERWAY AND LOCATION OF THE PROPOSED WORK

This work is proposed in Boston Harbor at Logan Airport, One Harborside Drive, East Boston, MA 02128. The proposed location on the USGS Boston quadrangle sheet is at coordinates Latitude 42.3617 N Longitude 71.0073 W

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, 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.

ESSENTIAL FISH HABITAT

The Magnuson-Stevens Fishery Conservation and Management Act (MSA), as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), requires all federal agencies to consult with the National Marine Fisheries Service on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH).

This project will impact approximately 1.6 acres of eel grass and 1.4 acres of intertidal and sub-tidal open water that may adversely affect EFH for 18 species of fish. Species include: Atlantic cod (*Gadus morhua*), haddock (*Melanogrammus aeglefinus*), pollock (*Pollachius virens*), whiting (*Merluccius bilinearis*), red hake (*Urophycis chuss*), white hake (*Urophycis tenuis*), winter flounder (*Pleuronectes americanus*), yellowtail flounder (*Pleuronectes ferruginea*), windowpane flounder (*Scopthalmus aquosus*), American plaice (*Hippoglossoides platessoides*), ocean pout (*Macrozoarces americanus*), Atlantic halibut (*Hippoglossus hippoglossus*), Atlantic sea herring (*Clupea harengus*), bluefish (*Pomatomus saltatrix*), long finned squid (*Loligo pealei*), short finned squid (*Illex illecebrosus*), Atlantic butterflyfish (*Peprilus triacanthus*), and Atlantic mackerel (*Scomber scombrus*). The proposed project would adversely affect EFH by filling intertidal mudflat and salt marsh resources that are used for spawning, forage and shelter for a variety of the above species. Submerged aquatic vegetation (eelgrass), a Habitat Area of Particular Concern for summer flounder, would also be negatively impacted due to shading at the end of runway 33L. Pursuant to Section 305(b)(4)(A) of the MSA the following EFH Conservation Recommendations were provided by NMFS to the lead Federal Agency for this project, the Federal Aviation Administration (FAA):

- 1) In order to avoid adverse impacts to winter flounder spawning and juvenile development, in-water sediment producing activity should not occur from February 15 to June 30.
- 2) Compensatory mitigation for adverse impacts to eelgrass, salt marsh and intertidal mudflat should be required.

The District Engineer has made a preliminary determination that the site-specific adverse effect will not be substantial. Further consultation with the National Marine Fisheries Service regarding EFH conservation recommendations is being conducted and will be concluded prior to the final decision.

SECTION 106 COORDINATION

Based on his initial review, the District Engineer has determined that there are no anticipated impacts to historical, archaeological, or cultural resources as a result of the proposed work. In order to mitigate for any unintended consequences to historic or archeological resources during construction, an Unanticipated Discovery

Plan would be developed by Massport and implemented during construction. Additional review and consultation to fulfil requirements under Section 106 of the National Historic Preservation Act of 1966, as amended, will be ongoing as part of the permit review process.

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 States of Connecticut, Maine, Massachusetts, New Hampshire and Rhode Island have approved **Coastal Zone Management Programs**. Where applicable the applicant states that any proposed activity will comply with and will be conducted in a manner that is consistent with the approved Coastal Zone Management Program. By this Public Notice, we are requesting the State concurrence or objection to the applicant's consistency statement.

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

- (X) 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.

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 Ted Lento at (978) 318-8863, (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 Kirk Adams
Chief, Permits and Enforcement Branch
Regulatory Division

CENAE-R

FILE NO. NAE-2007-2676

If you would prefer not to continue receiving Public Notices, 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: _____

PROJECT PURPOSE

The purpose of the project is to increase safety for aircraft and passengers in emergency situations by enhancing the Runway Safety Areas (RSAs) at the ends of Runway 33L and Runway 22R consistent with FAA's design standards. RSAs reduce the risk of damage to aircraft, and injury to persons inside the aircraft, should the aircraft undershoot, overshoot, or veer off the runway. RSAs also provide additional safety during less than ideal weather conditions in the event that aircraft overrun the existing runway during landing or an aborted take-off.

PROPOSED WORK AT RUNWAY 22R

Massport's preferred option is to construct an inclined safety area (ISA) at the end of Runway 22R that would require placing gravel fill within an area of approximately 1.43 acres below the high tide line of Boston Harbor. The proposed ISA construction would include placing approximately 8,700 cubic yards of crushed stone contained within a perimeter of stone-filled gabions placed at the mean low water line. The area to be filled includes approximately 35,040 square feet of salt marsh and would be graded over the full width of the safety area down to the mean low water elevation. Approximately 26,630 square feet of mudflat in the intertidal zone would be displaced, altered or eliminated with the placement of gravel fill to the mean low water line. Within this area approximately 6,750 cubic yards of unsuitable substrate materials would be dredged and disposed at an upland facility.

PROPOSED WORK AT RUNWAY 33L

Massport's preferred option is to construct an RSA approximately 600 feet long located partially on a pile supported deck that extends 442 feet beyond the mean high water (MHW) line of Boston Harbor that includes the following structures:

- The deck would be approximately 470 feet long and 303 feet wide with a surface area of 141,000 square feet (3.2 acres) supported by twenty inch diameter concrete-filled pipe piles having seven bents spaced 64 feet apart. A total of 321 pilings would be required that would displace approximately 700 square feet of intertidal and sub-tidal land.
- The EMAS bed placed on the RSA would be approximately 500-feet long by 170-feet wide.
- Two emergency access ramps, 25-feet wide by 125 feet long, would be constructed of pre-cast concrete slabs on a crushed stone base, one each located on either side of the proposed deck extending approximately 93 feet beyond the mean high water line.
- A transition slab (25 feet wide) spanning from the land to the pile-supported structure.
- A new deck at the seaward end of the RSA deck approximately 303 feet wide by 60 feet long, with thirty-three 16-inch diameter vertical piles, four 16-inch diameter batter piles arranged in 11 bents and 3 rows, and cast-in-place pile caps with 15-inch thick precast/pre-stressed plank deck and 3-inch thick

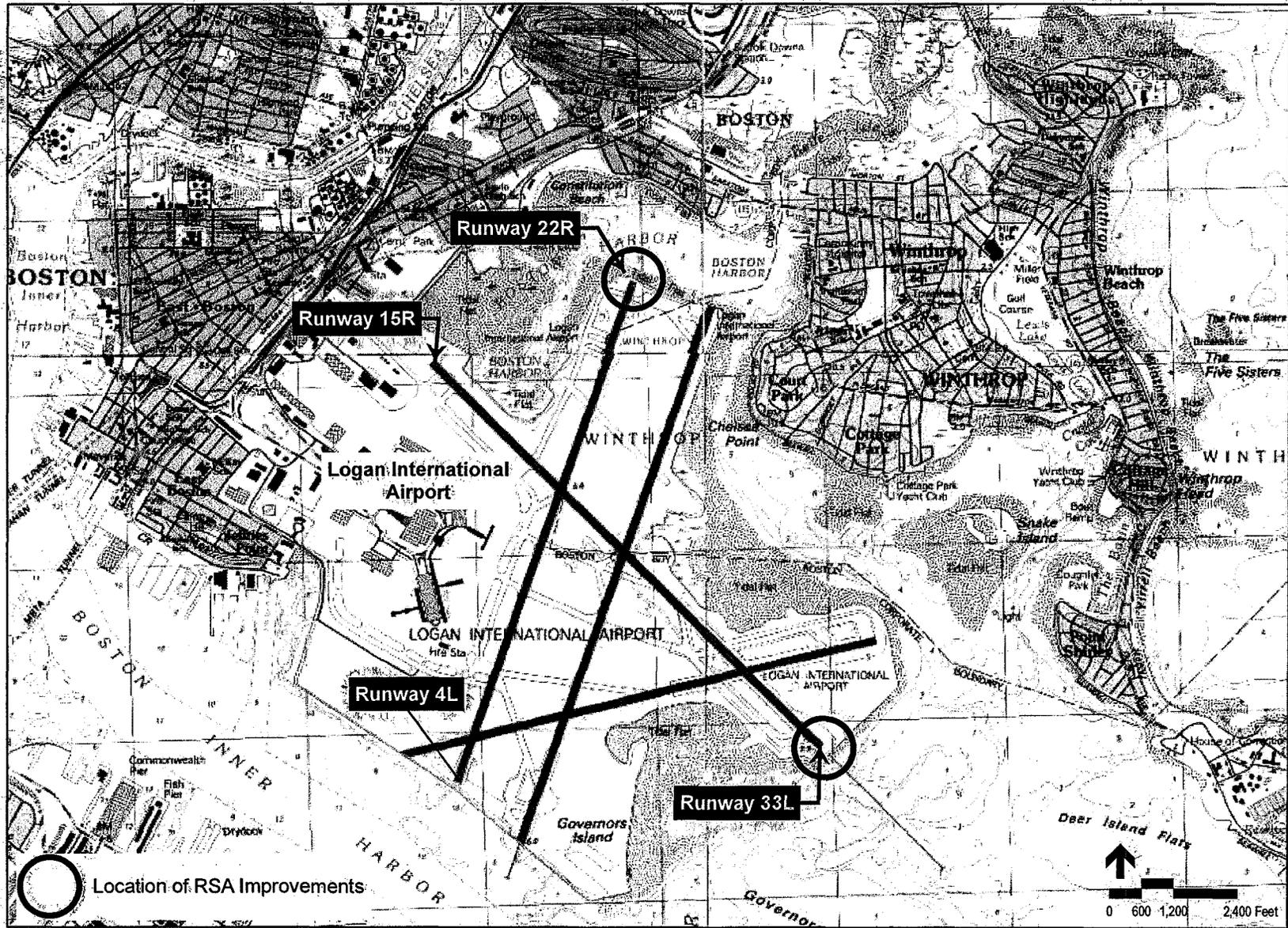
concrete overlay.

- Finger pier extensions to the side of the existing light pier consisting of three 5-foot by 40-foot extensions (eight new timber piles), three 5-foot by 35-foot extensions (six new timber piles), and two 5-foot by 10-foot extensions (two new timber piles). Although these additional finger piers will be placed perpendicular to the existing light pier, the light pier itself will not be extended any further into Boston Harbor.

The work is described on the enclosed plans entitled "LOGAN INTERNATIONAL AIRPORT RSA IMPROVEMENTS PROJECT," on 18 sheets, and dated "January 2011"

MITIGATION

Avoidance measures considered were shifting or shortening the runways in order to expand the RSAs with no impact to wetlands or waterways, however this would degrade safety by providing the pilot with less usable runway. Minimization of impacts to both wetlands and waters has occurred by modifying the design of the proposed RSAs to incorporate the smallest footprint of fill that will satisfy FAA design guidelines. Proposed compensation for the loss of 66,600 square feet of eelgrass within Boston Harbor includes restoration of 4.6 acres of eelgrass habitat at the White Head Flats and Old Harbor sites depicted on the attached location plan. Proposed compensation for the loss of approximately 35,040 square feet of salt marsh (including 7,110 square feet of *Phragmites*-dominated Salt Marsh) and 26,630 square feet of mud flat includes restoration of approximately 2.36 acres of salt marsh and 1.1 acres of intertidal flats at the I-95 Salt Marsh Restoration Sites depicted on the attached location plan.



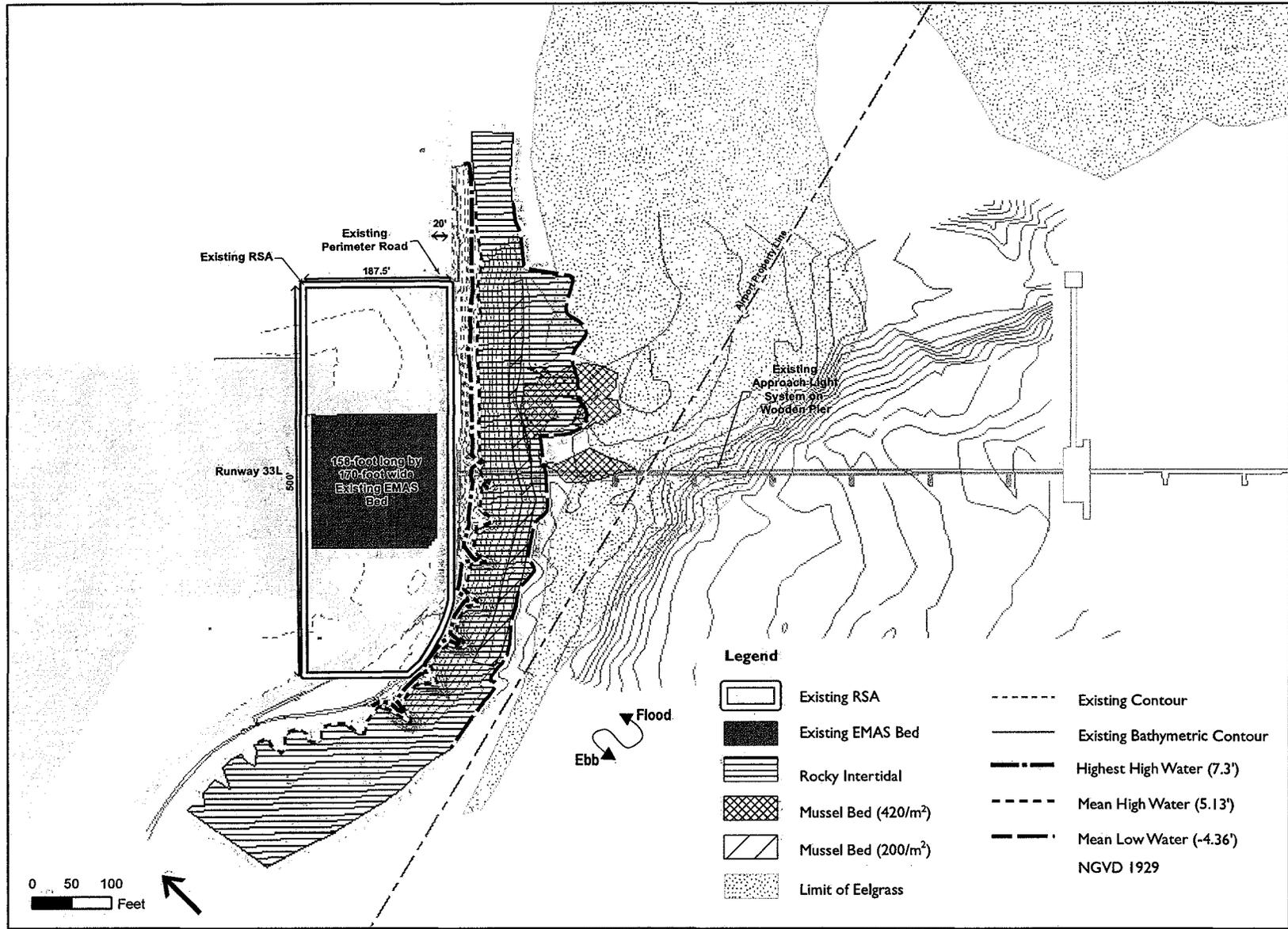
Logan International Airport RSA Improvements Project
Location of Proposed Safety Improvements

DATE
 January 2011

AT: Boston Harbor
 IN: East Boston, Suffolk County,
 Commonwealth of Massachusetts

APPLICATION BY:
 Massachusetts Port Authority

SHEET
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Legend

- | | | | |
|--|----------------------------------|--|------------------------------|
| | Existing RSA | | Existing Contour |
| | Existing EMAS Bed | | Existing Bathymetric Contour |
| | Rocky Intertidal | | Highest High Water (7.3') |
| | Mussel Bed (420/m ²) | | Mean High Water (5.13') |
| | Mussel Bed (200/m ²) | | Mean Low Water (-4.36') |
| | Limit of Eelgrass | | NGVD 1929 |



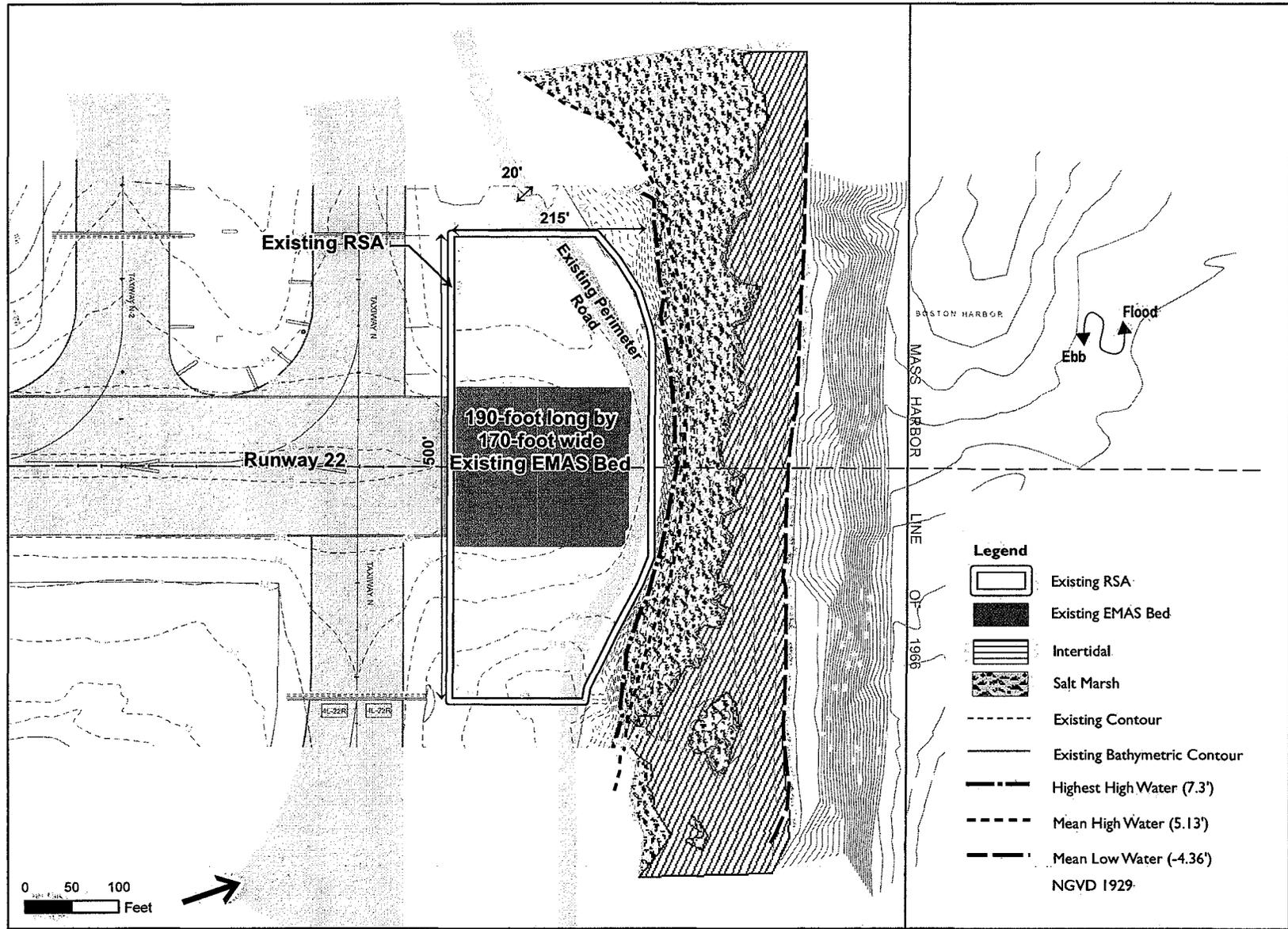
**Logan International Airport RSA Improvements Project
Existing Runway 33L RSA**

DATE
January 2011

AT: Boston Harbor
IN: East Boston, Suffolk County,
Commonwealth of Massachusetts

APPLICATION BY:
Massachusetts Port Authority

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Logan International Airport RSA Improvements Project
Existing Runway 22R RSA

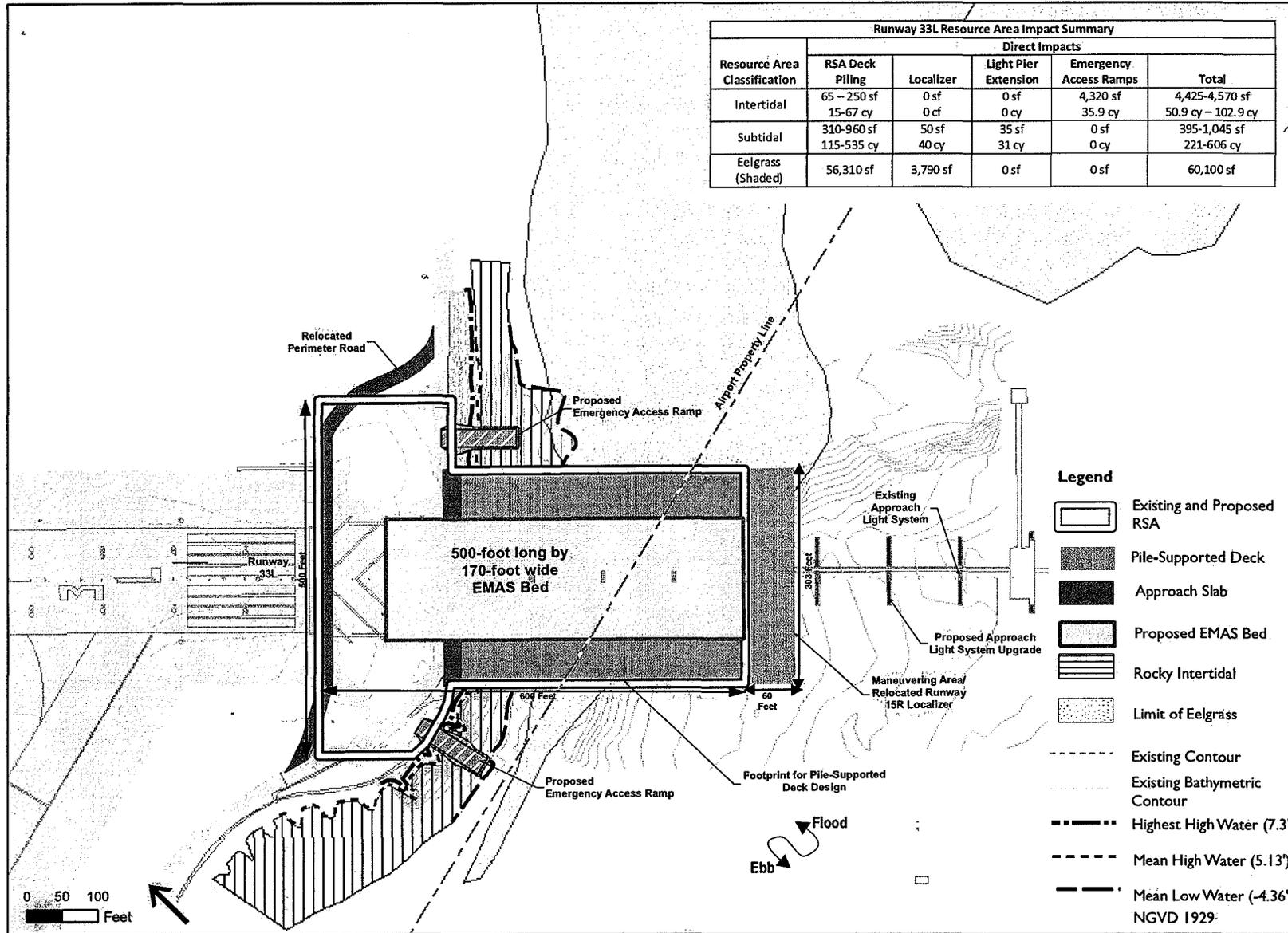
DATE
 January 2011

AT: Boston Harbor
 IN: East Boston, Suffolk County
 Commonwealth of Massachusetts

APPLICATION BY:
 Massachusetts Port Authority.

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Runway 33L Resource Area Impact Summary					
Resource Area Classification	Direct Impacts				
	RSA Deck Piling	Localizer	Light Pier Extension	Emergency Access Ramps	Total
Intertidal	65 - 250 sf 15-67 cy	0 sf 0 cf	0 sf 0 cy	4,320 sf 35.9 cy	4,425-4,570 sf 50.9 cy - 102.9 cy
Subtidal	310-960 sf 115-535 cy	50 sf 40 cy	35 sf 31 cy	0 sf 0 cy	395-1,045 sf 221-606 cy
Eelgrass (Shaded)	56,310 sf	3,790 sf	0 sf	0 sf	60,100 sf



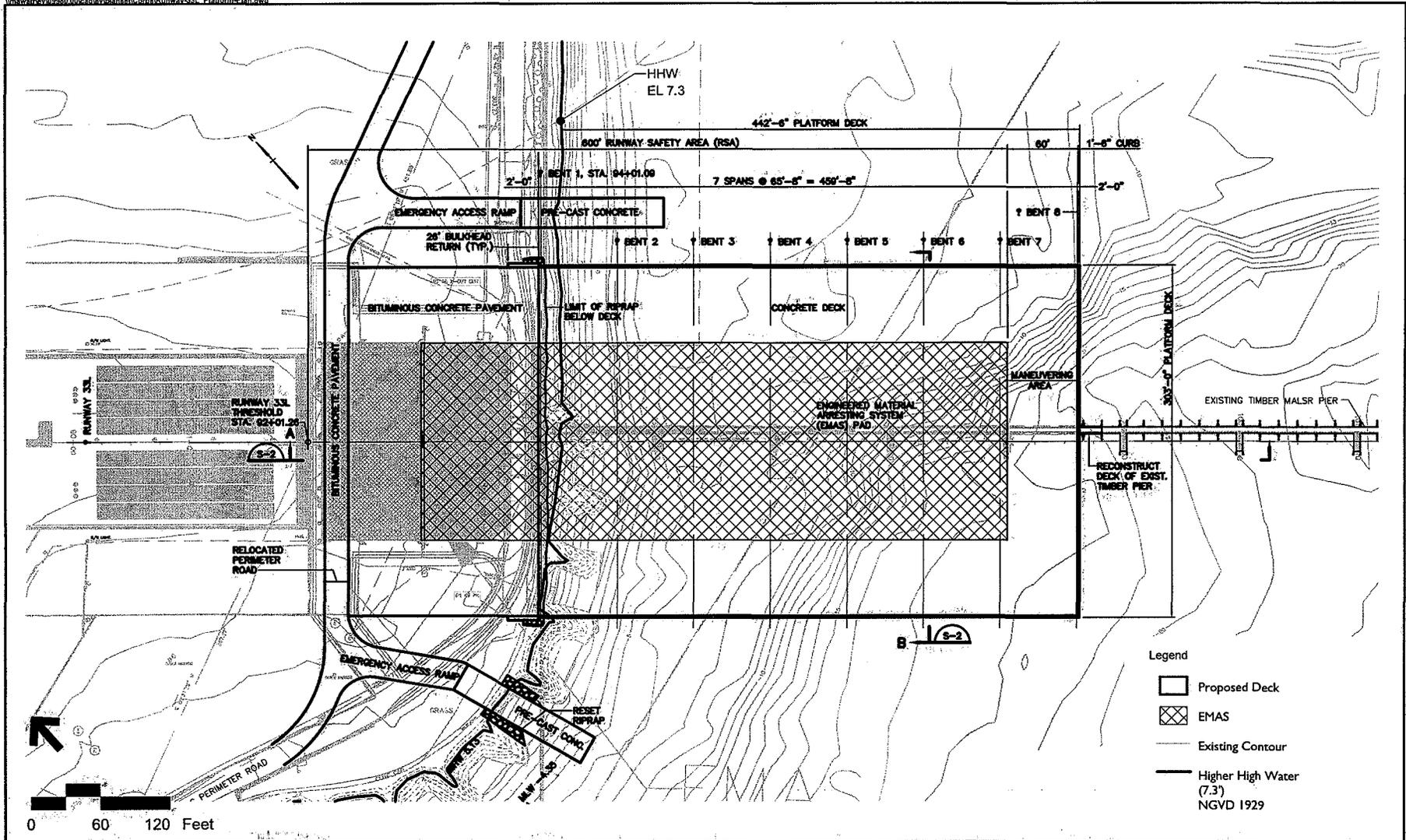
**Logan International Airport RSA Improvements Project
Runway 33L Proposed Runway Safety Area Key Sheet**

DATE
January 2011

AT: Boston Harbor
IN: East Boston, Suffolk County,
Commonwealth of Massachusetts

APPLICATION BY:
Massachusetts Port Authority

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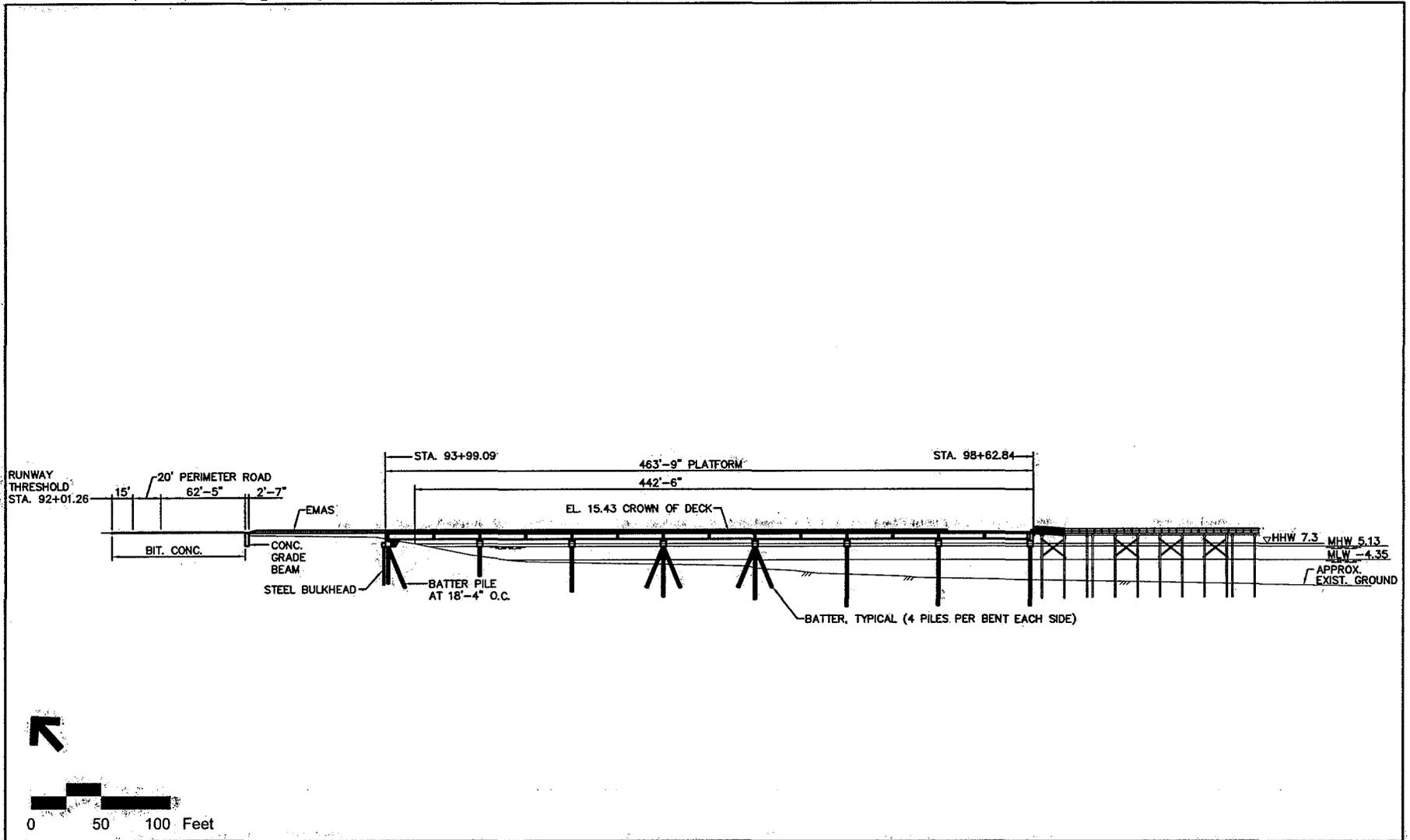
Logan International Airport RSA Improvements Project
Runway 33L Permit Option

AT: Boston Harbor
 IN: East Boston
 Suffolk County
 Commonwealth of Massachusetts

APPLICATION BY:
 Massachusetts Port Authority

DATE
 January, 2011

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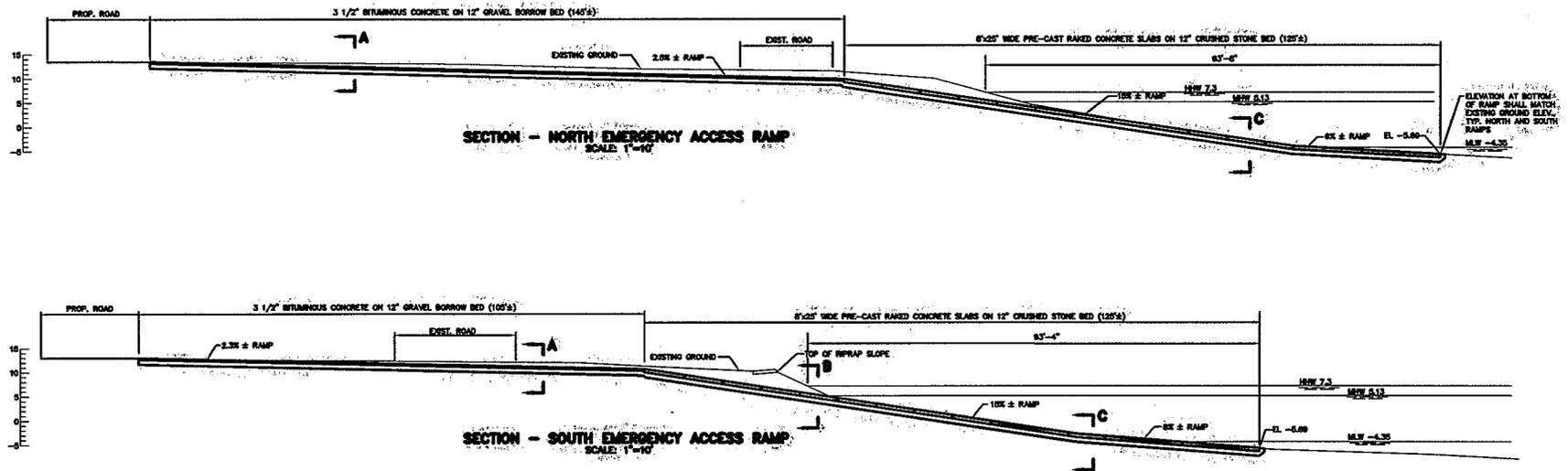
**Logan International Airport RSA Improvements Project
Runway 33L Permit Option**

DATE
January, 2011

AT: Boston Harbor.
IN: East Boston
Suffolk County
Commonwealth of Massachusetts

APPLICATION BY:
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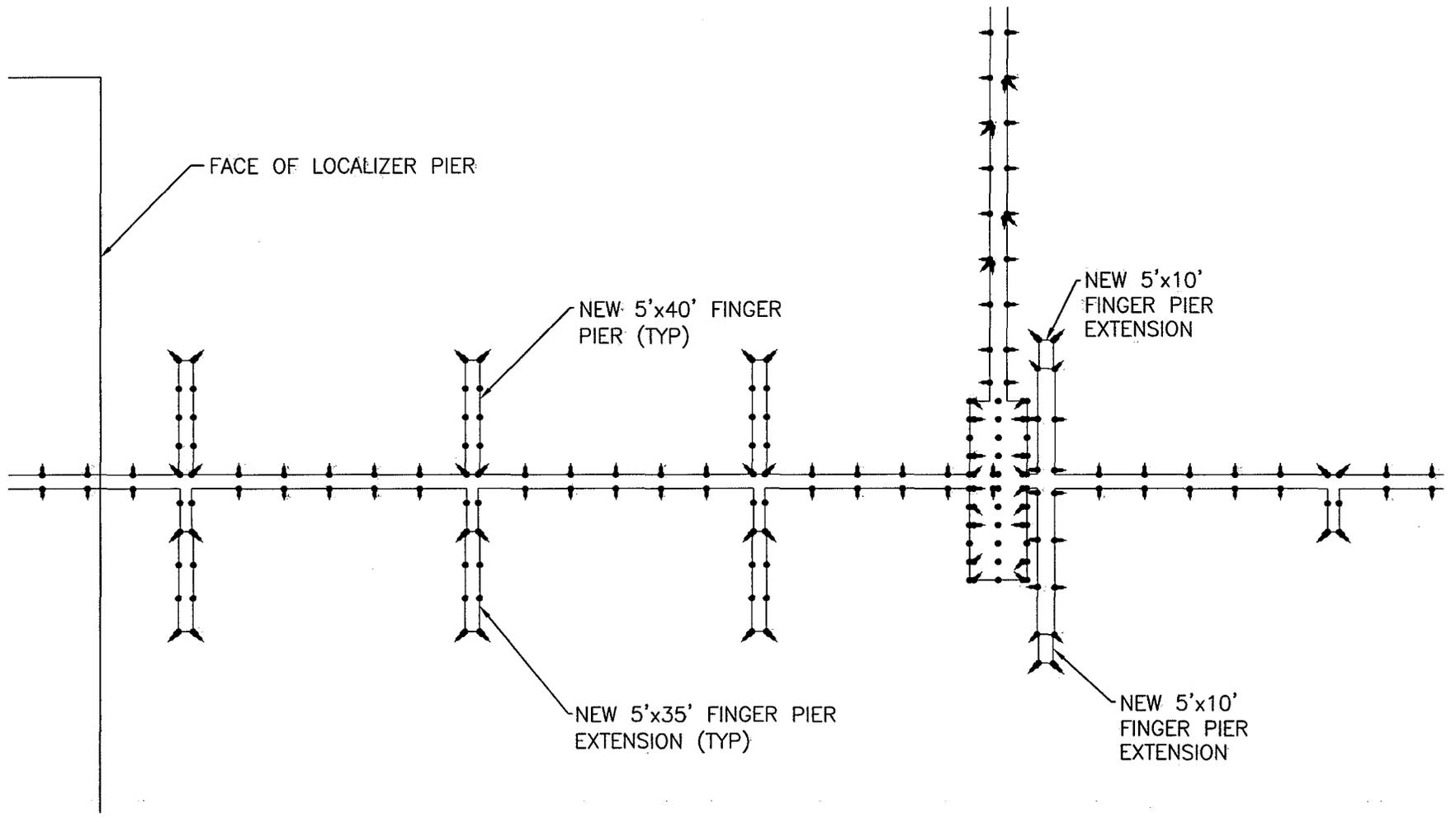
Logan International Airport RSA Improvements Project
Proposed Emergency Ramps Profile.

DATE:
January, 2011

AT: Boston Harbor
IN: East Boston
Suffolk County
Commonwealth of Massachusetts

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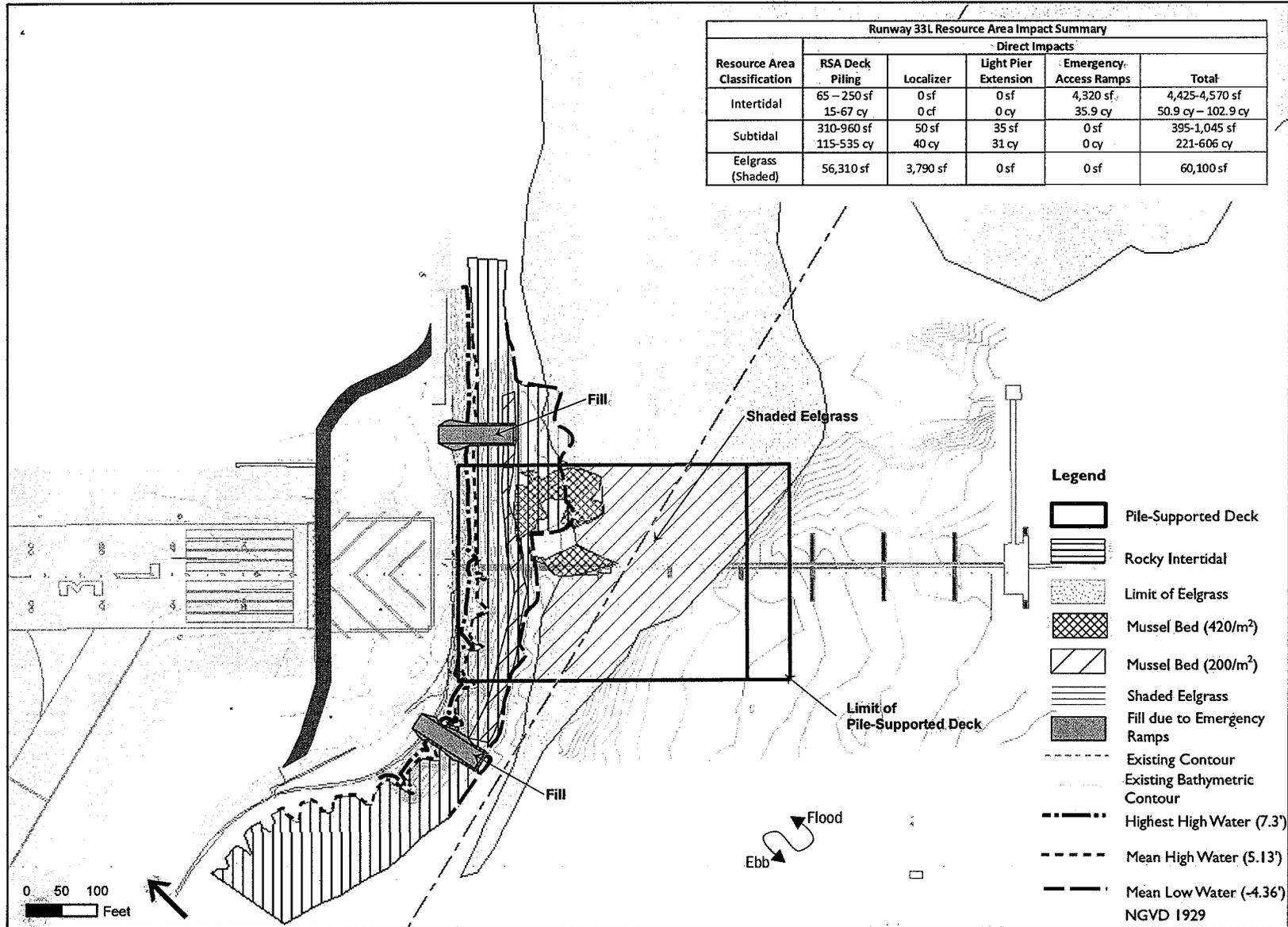
Logan International Airport RSA Improvements Project
Proposed Light Pier Extensions

DATE
January, 2011

AT: Boston Harbor
IN: East Boston
Suffolk County
Commonwealth of Massachusetts

APPLICATION BY:
Massachusetts Port Authority

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Runway 33L Resource Area Impact Summary					
Resource Area Classification	Direct Impacts				Total
	RSA Deck Piling	Localizer	Light Pier Extension	Emergency Access Ramps	
Intertidal	65 - 250 sf 15-67 cy	0 sf 0 cf	0 sf 0 cy	4,320 sf. 35.9 cy	4,425-4,570 sf 50.9 cy - 102.9 cy
Subtidal	310-960 sf 115-535 cy	50 sf 40 cy	35 sf 31 cy	0 sf 0 cy	395-1,045 sf 221-606 cy
Eelgrass (Shaded)	56,310 sf	3,790 sf	0 sf	0 sf	60,100 sf

Legend

- Pile-Supported Deck
- Rocky Intertidal
- Limit of Eelgrass
- Mussel Bed (420/m²)
- Mussel Bed (200/m²)
- Shaded Eelgrass
- Fill due to Emergency Ramps
- Existing Contour
- Existing Bathymetric Contour
- Highest High Water (7.3')
- Mean High Water (5.13')
- Mean Low Water (-4.36') NGVD 1929



**Logan International Airport RSA Improvements Project
Runway 33L Proposed Runway Safety Area Impacts**

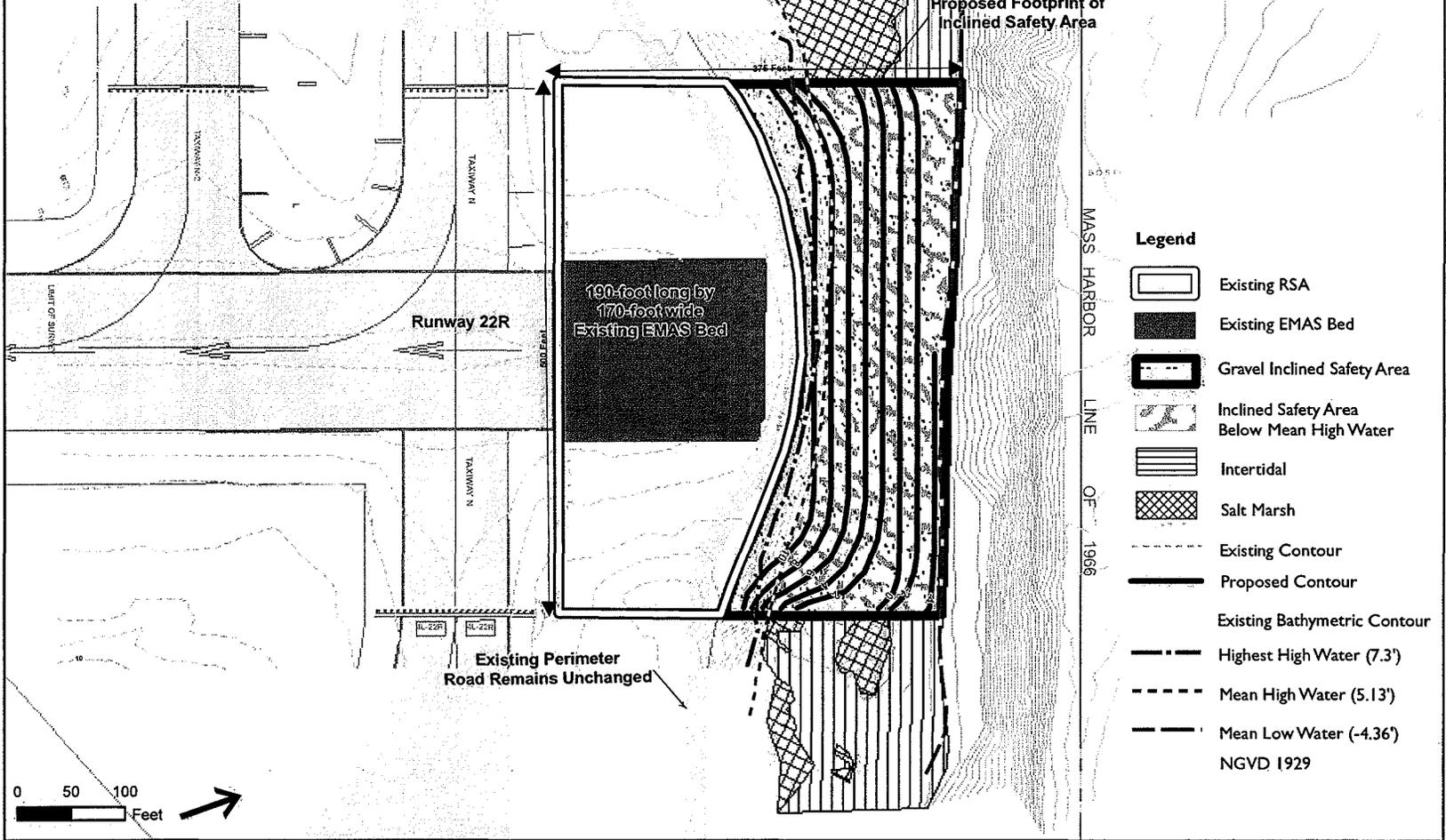
DATE
January 2011

AT: Boston Harbor
IN: East Boston, Suffolk County,
Commonwealth of Massachusetts

APPLICATION BY:
Massachusetts Port Authority

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Runway 22R Resource Area Impact Summary			
Resource Area Classification	Direct Impacts (loss)	Excavation and Dredge (cy)	Fill (cy)
Salt Marsh	35,040 sf		
Additional Intertidal	26,630 sf		
Subtidal	700 sf		
Total	62,370 sf	6,750 cy	8,700 cy



**Logan International Airport RSA Improvements Project
Runway 22R Proposed Inclined Safety Area**

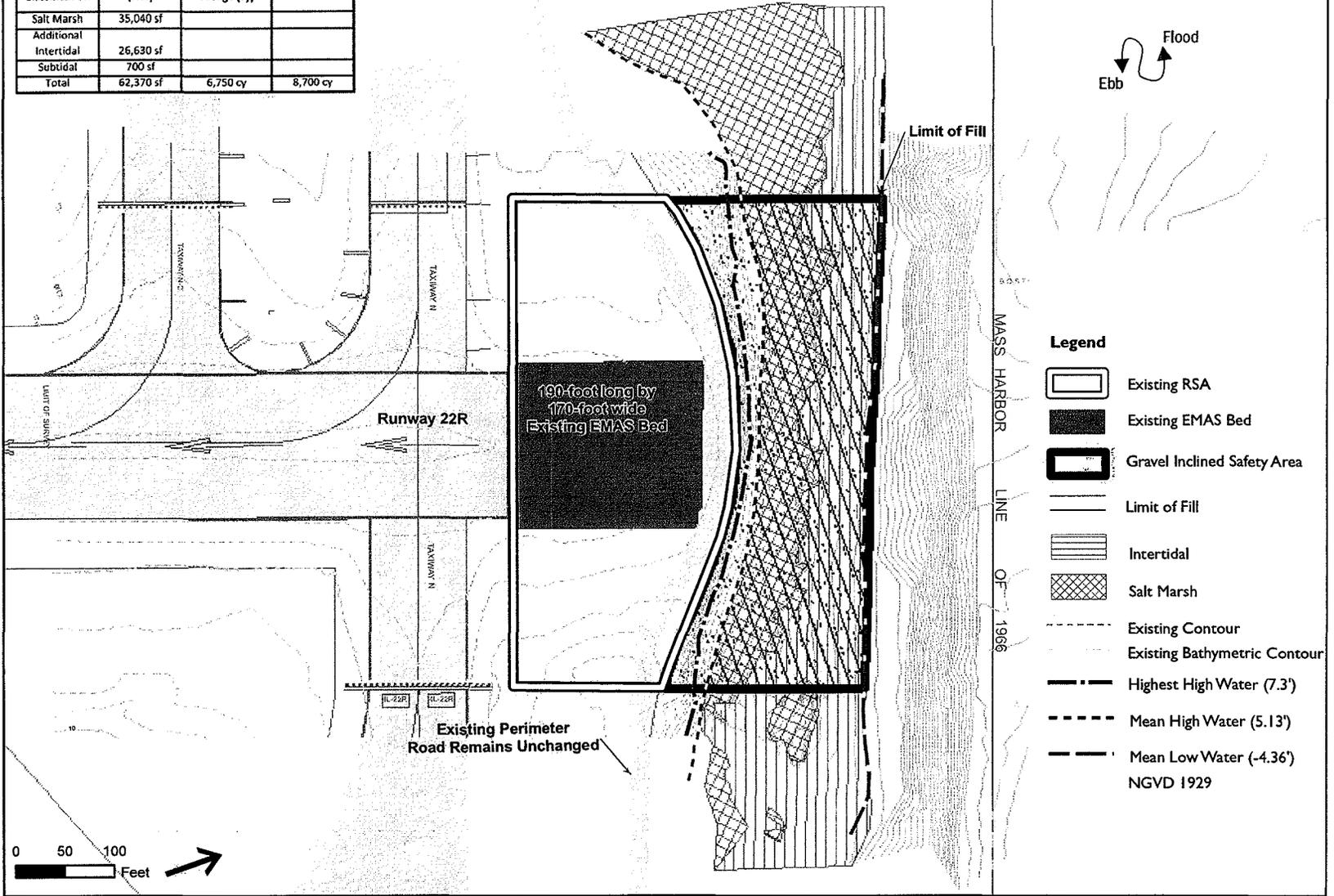
DATE
January 2011

AT: Boston Harbor
IN: East Boston, Suffolk County,
Commonwealth of Massachusetts

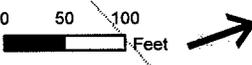
APPLICATION BY:
Massachusetts Port Authority

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Runway 22R Resource Area Impact Summary			
Resource Area Classification	Direct Impacts (loss)	Excavation and Dredge (cy)	Fill (cy)
Salt Marsh	35,040 sf		
Additional Intertidal	26,630 sf		
Subtidal	700 sf		
Total	62,370 sf	6,750 cy	8,700 cy



- Legend**
- Existing RSA
 - Existing EMAS Bed
 - Gravel Inclined Safety Area
 - Limit of Fill
 - Intertidal
 - Salt Marsh
 - Existing Contour
 - Existing Bathymetric Contour
 - Highest High Water (7.3')
 - Mean High Water (5.13')
 - Mean Low Water (-4.36') NGVD 1929



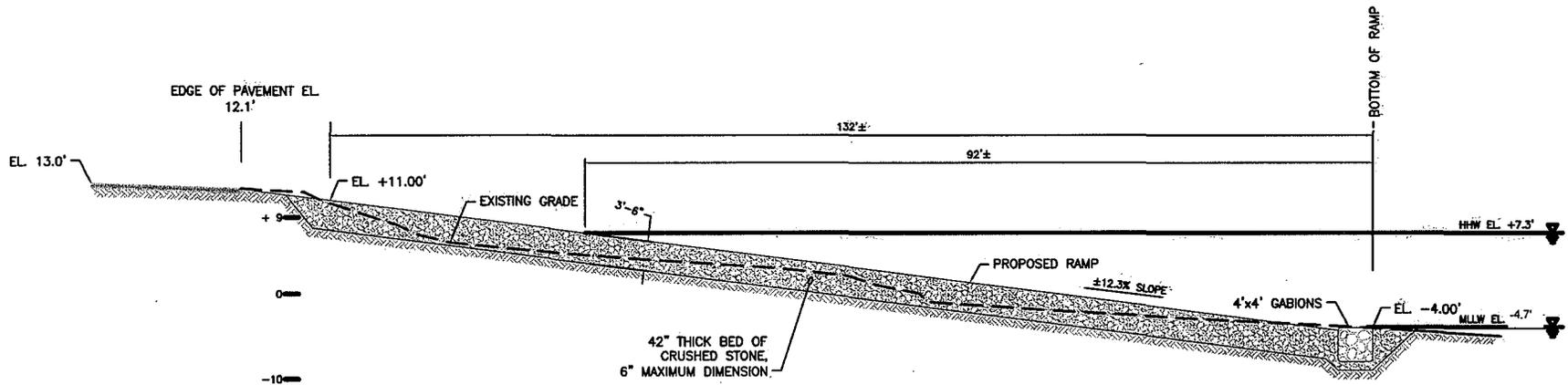
**Logan International Airport RSA Improvements Project
Runway 22R Proposed Inclined Safety Area Impacts**

DATE
January 2011

AT: Boston Harbor
IN: East Boston, Suffolk County,
Commonwealth of Massachusetts

APPLICATION BY:
Massachusetts Port Authority

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Legend

— Existing Grade

 Inclined Safety Area

NGVD 1929



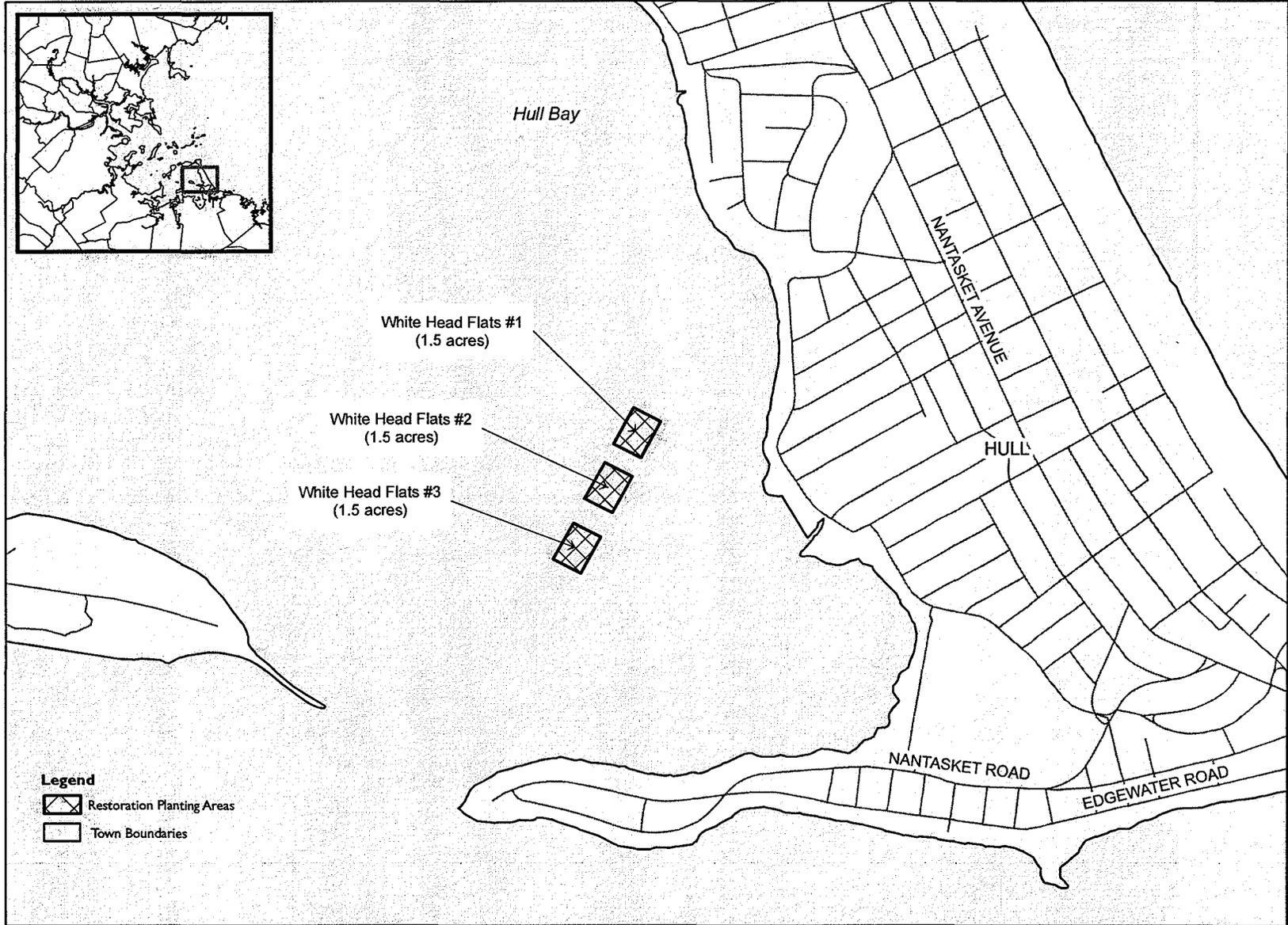
Logan International Airport RSA Improvements Project
Runway 22R ISA Cross-Section

AT: Boston Harbor
IN: East Boston
Suffolk County
Commonwealth of Massachusetts

APPLICATION BY:
Massachusetts Port Authority

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January, 2011

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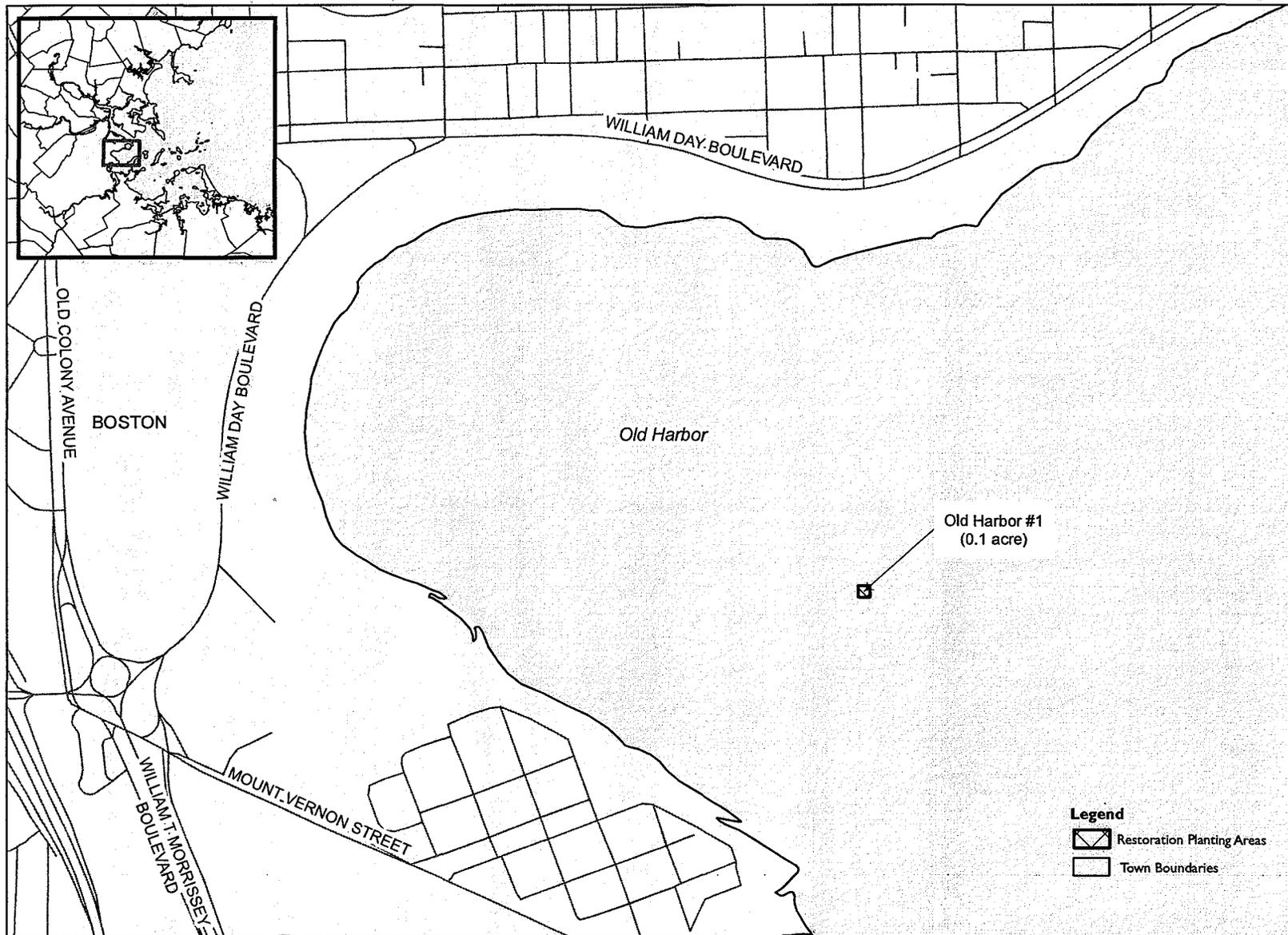
**Logan International Airport RSA Improvements Project
Eelgrass Mitigation Planting Areas: White Head Flats**

DATE
January 2011

AT: Hull Bay.
IN: Hull, Plymouth County
Commonwealth of Massachusetts

APPLICATION BY:
Massachusetts Port Authority

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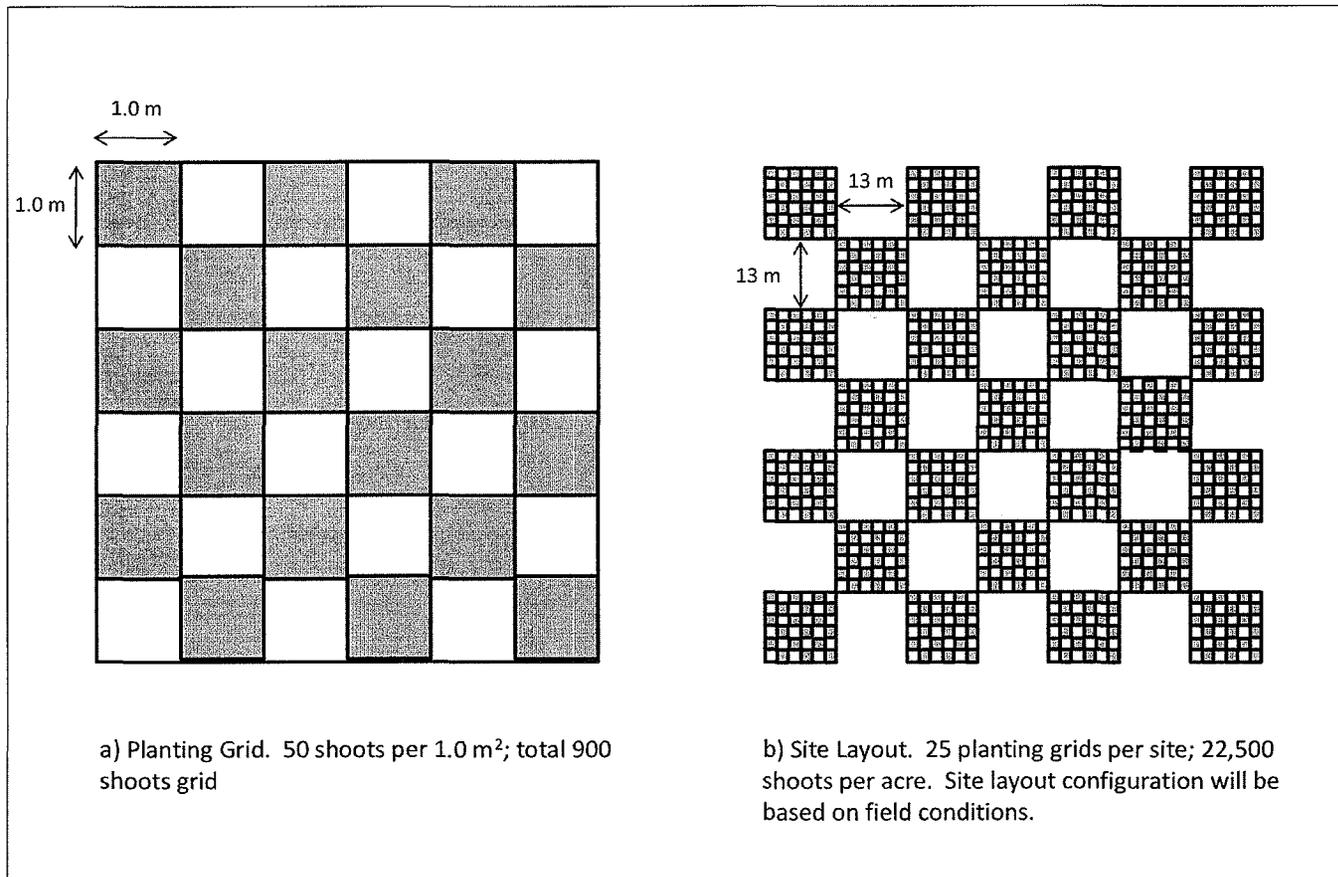
**Logan International Airport RSA Improvements Project
Eelgrass Mitigation Planting Areas: Old Harbor**

DATE
January 2011

AT: Old Harbor
IN: Boston, Suffolk County
Commonwealth of Massachusetts

APPLICATION BY:
Massachusetts Port Authority

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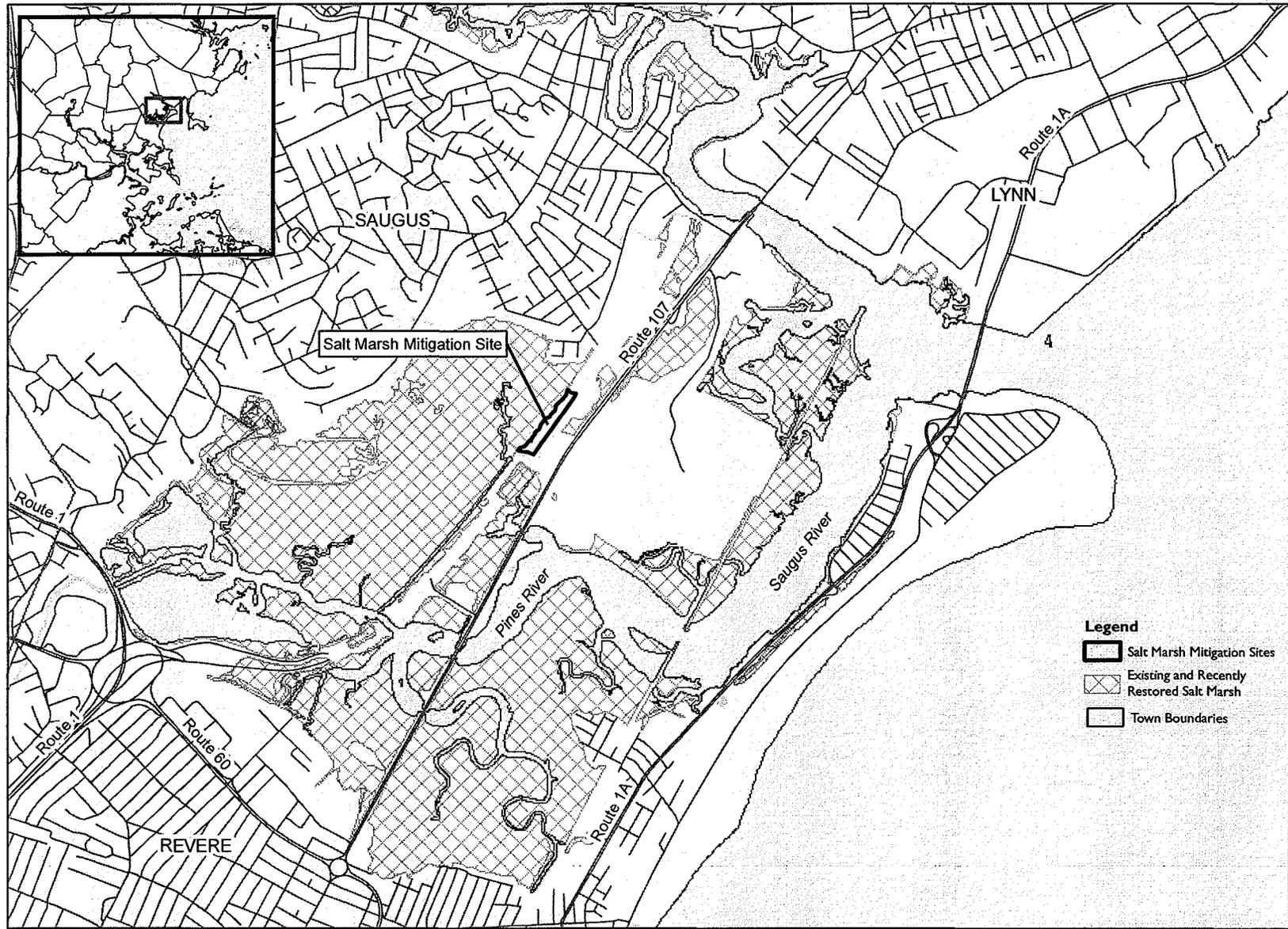
Logan International Airport RSA Improvements Project
Eelgrass Mitigation Planting Areas: Planning Grid and Site Layout

DATE
 January 2011

AT: Boston Harbor
 IN: Commonwealth of Massachusetts

APPLICATION BY:
 Massachusetts Port Authority

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Legend

-  Salt Marsh Mitigation Sites
-  Existing and Recently Restored Salt Marsh
-  Town Boundaries



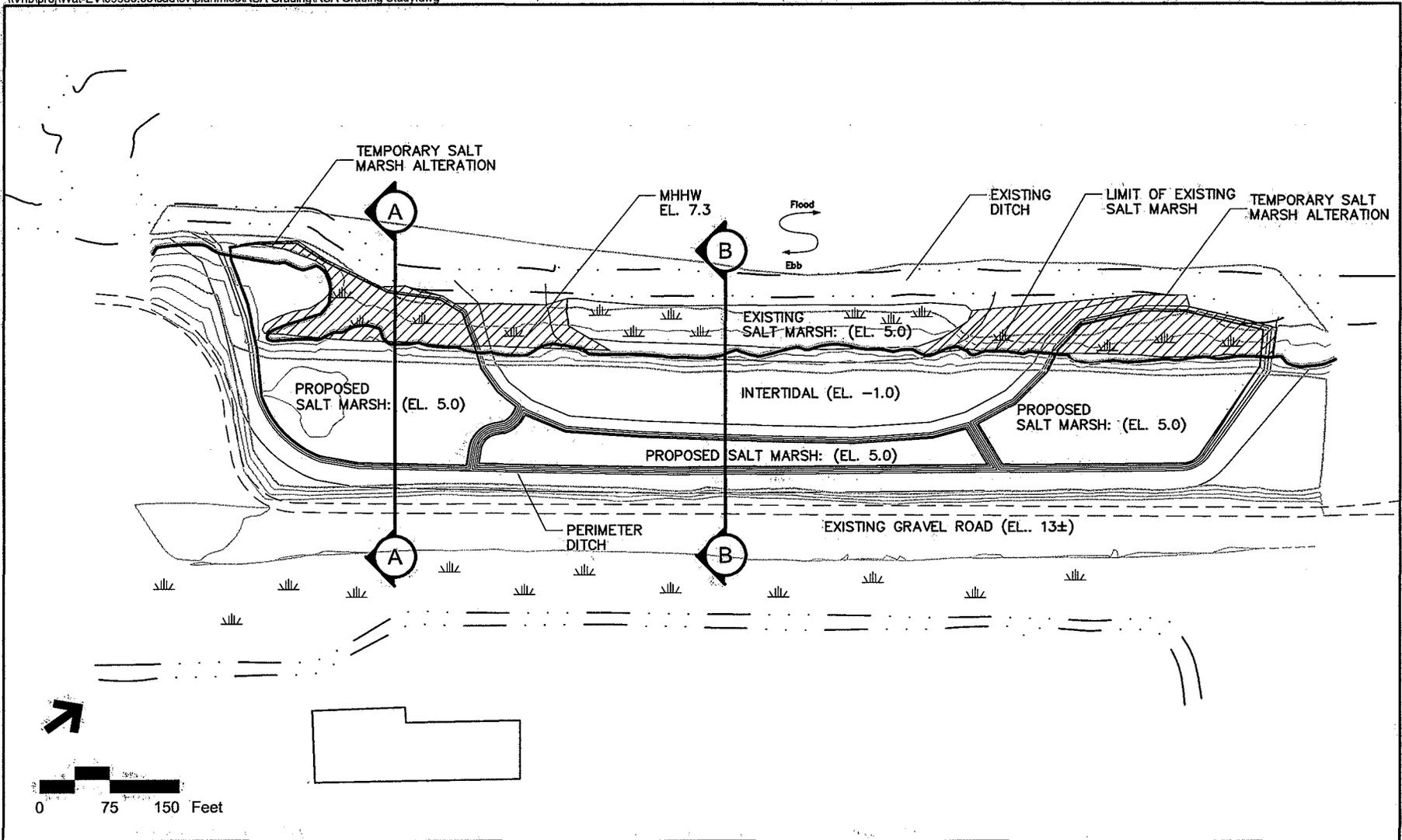
**Logan International Airport RSA Improvements Project
Location of Salt Marsh Mitigation**

DATE
January 2011

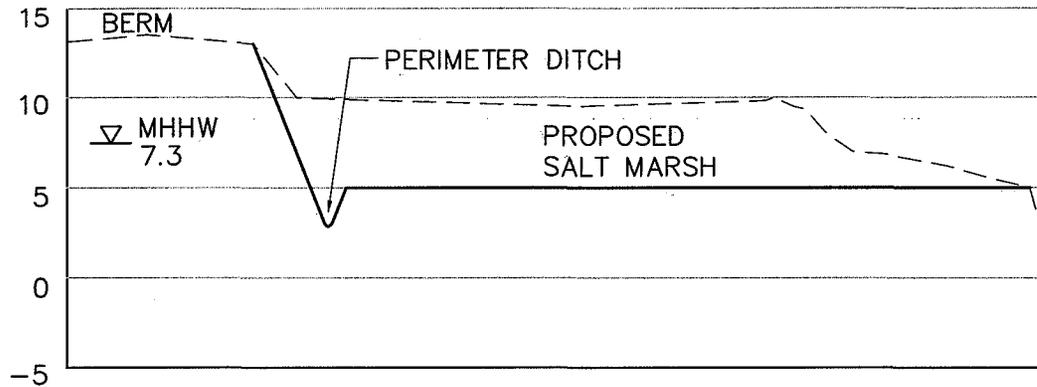
AT: Boston Harbor
IN: Saugus, Middlesex County
Commonwealth of Massachusetts

APPLICATION BY:
Massachusetts Port Authority

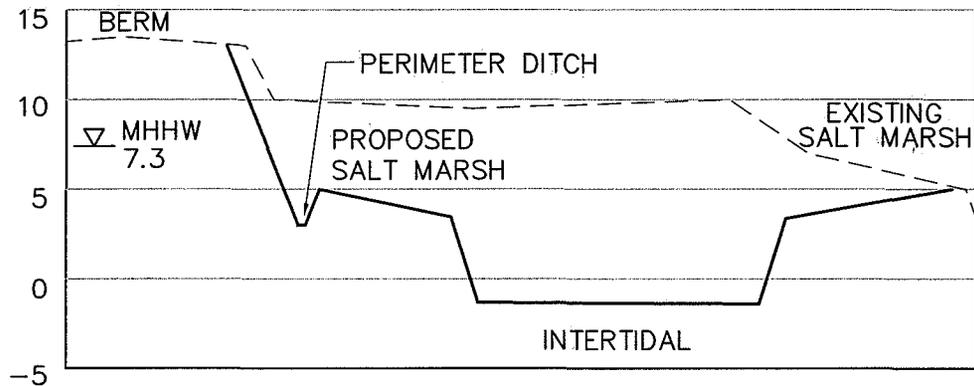
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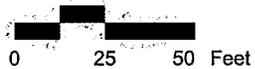
	Logan International Airport RSA Improvements Project Salt Marsh Mitigation Site		DATE February 2011
	AT: Boston Harbor IN: Saugus Suffolk County Commonwealth of Massachusetts	APPLICATION BY: Massachusetts Port Authority	SHEET 17 of 18



Section A-A



Section B-B



Logan International Airport RSA Improvements Project
Salt Marsh Mitigation Site

DATE
February 2011

AT: Boston Harbor
IN: Saugus
Suffolk County
Commonwealth of Massachusetts

APPLICATION BY:
Massachusetts Port Authority

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