



**US Army Corps
of Engineers**®
New England District

PUBLIC NOTICE

696 Virginia Road
Concord, MA 01742-2751

Date: February 2, 2010
Comment Period Ends: March 4, 2010
File Number: NAE-2007-02868
In Reply Refer To: Crystal Gardner
Or by e-mail: crystal.i.gardner@usace.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: Pittsfield Municipal Airport

ACTIVITY: The construction of standard runway areas (RSAs) for the primary runway at the airport with associated runway and road relocation. A detailed description and plans of the activity are attached.

WATERWAY AND LOCATION OF THE PROPOSED WORK

This work is proposed at 832 Tamarack Road, in Pittsfield, Massachusetts. The proposed location is on the USGS Pittsfield quadrangle sheet at Lat/Long 42 25' 46.67" N and -73 17 7.60 E.

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

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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.

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)

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 (Crystal Gardner at (978) 318-8332, (800) 343-4789 or (800) 362-4367, if calling from within Massachusetts.

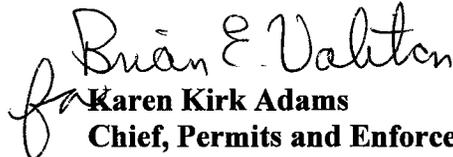
Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for a public hearing shall specifically state the reasons for holding a public hearing. The Corps holds public hearings for the purpose of obtaining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

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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.

For more information on the New England District Corps of Engineers programs, visit our website at <http://www.nae.usace.army.mil>.

THIS NOTICE IS NOT AN AUTHORIZATION TO DO ANY WORK.


Karen Kirk Adams
Chief, Permits and Enforcement Branch
Regulatory Division

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: _____

PROPOSED WORK AND PURPOSE

The work includes the discharge of dredged or fill material for the construction of Runway Safety Areas (RSAs) at the ends of the primary Runway 8-26 at the Pittsfield Municipal Airport. Each RSA consists of a level turf area extending 1000 feet off of the runway end and is 400' wide. A portion of the runway will be relocated from the Runway 8 end to the Runway 26 end to provide for the required RSA at the Runway 8 end. In addition, the primary runway will be extended by 790' requiring a relocation of a portion of South Mountain Road; a two-lane residential roadway. Approximately 5.72 acres of wetlands and 0.10 acres of waters of the U.S. will be filled. The table below provides a detailed break down of the impacts associated with this project.

Project Component	Permanent Vegetated Wetland Impact (SF)	Temporary Vegetated Wetland Impacts (SF)	Secondary Vegetated Wetland Impacts (SF)	Wetland Identification	Vegetated Wetland Impact Totals (SF)
Runway 8 RSA	3,117	N/A	0	F	3,117
Replication Area E Connection	0	400	0	G	400
Wild Acres Brook Channel Improvements	0	430	0	C	430
Runway 26 RSA	208,014	0	38,093	A, B, C, J	246,107
Runway 26 Taxiway ^[1]	0	0	0	N/A	0
Runway 26 Extension	0	0	0	N/A	0
Approach Light System ^[2]	0	0	0	N/A	0
Vegetated Wetland Impact Totals	211,131	830	38,093		249,224 P 830 T

The purpose of this project is to provide RSAs as required by current federal aviation regulations and design criteria and to correct significant deficiencies that exist with the current RSAs and the airport.

The work is described on the enclosed plans entitled "PITTSFIELD AIRPORT USACE PLAN SET, RUNWAY SAFETY AREAS, RUNWAY RELOCATION/EXTENSION, APPROACH LIGHTING SYSTEM, OBSTRUCTION LIGHTING REMOVAL," on eight sheets, and dated "NOVEMBER 2009" and on the enclosed plan entitled "PITTSFIELD MUNICIPAL AIRPORT, POTENTIAL ARMY CORPS PERMIT MITIGATION PARCELS," on one sheet and dated "NOVEMBER 2009."

EFFORTS TO AVOID AND MINIMIZE IMPACTS

The preferred development alternative in the EA/EIR was modified to reduce impacts to wetlands and rare species habitat. At the Runway 8 end, the grading for the side runway safety area south of the runway end was eliminated by obtaining a modification to standard from the FAA for safety area

requirements. Additionally, the length of the safety area at the Runway 08 end was decreased to reduce impacts to the Wampenum Brook system and to allow for South Mountain Road to be relocated around the end of the Runway 26 end safety area slope. The allowance by the FAA of a modified safety area at the Runway 8 end reduced impacts to bordering vegetated wetland by 11,000 square feet, impacts to inland bank by 140 linear feet, impacts to waters of the U.S. by 350 square feet. It also removed 900 cubic feet of fill within the calculated 100-year floodplain. The wetland area avoided due to the FAA modification occurs on the south side of the proposed RSA and consists of a perennial stream system with associated vegetated wetland, rare plant colony and floodplain. It is the headwaters section of Mud Pond Brook.

Along the north side of the Runway 26 end, the side slopes were steepened considerably to avoid rare plant species and avoid additional vegetated wetland impacts. At Mud Pond Brook, the north slope was steepened to reduce the fill in the brook channel. Approximately 15 feet of the channel was avoided, along with the associated wetlands and floodplain. The proposed runway length was decreased from 5,950' to 5,790'. Furthermore, the approach light system was reduced in scope to mimic the existing system, and the last light pole in the sequence was removed from any wetlands or floodplain within the Wampenum Brook system. The runway reduction and approach light modifications resulted in substantial decreases in impacts to bordering vegetated wetland. Over 23,000 square feet of temporary and permanent impacts to vegetated wetland were eliminated through the minimization efforts.

As a result of the MWPA variance process, the parallel taxiway to the relocated Runway 26 end was removed from the project. This reduced impacts to the Wild Acres Brook, including a reduction in impacts to vegetated wetland, bank, floodplain and waters of the U.S. About 260 linear feet of bank, 1,000 square feet of waters of the U.S. and over 5,000 square feet of vegetated wetland along the channel was avoided through this project change. Additionally, a portion of Wetland A will be avoided due to elimination of the taxiway. 38,093 square feet of vegetated wetland will be isolated by the runway fill, but it will not be directly impacted. While the isolated area is counted in the direct impact totals, the area will retain some level of function.

COMPENSATION FOR LOST FUNCTIONS

Mitigation of the impacts to vegetated wetlands will be provided by the creation of new wetland areas at a ratio exceeding 1:1, the enhancement of drained wetland, and the preservation of existing wetlands and uplands through the placement of conservation restrictions and/or deed restrictions on certain parcels of land in accordance with the updated U.S. Army Corps of Engineers (USACOE) guidelines. In addition, the improvement of a cold water fishery through dam removal on Sackett Brook is proposed.



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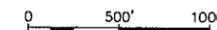
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Legend

Notes



4	WETLAND FLAG/MITIGATION AREA CHANGES	RC	RC	09.08.12
3	ADDED WETLAND J & I / WETLAND FLAG CHANGES	RC	RC	09.07.22
2	MITIGATION AREA/TAXIWAY CHANGES	RC	RC	09.06.16
1	RIVERFRONT AREA BOUNDARY CHANGE	RC	RC	08.06.26

Revision By Appd. YY.MM.DD

Issued By Appd. YY.MM.DD

File Name: LRK JEM LRK 08.07.14
 Den. Chkd. Dsgn. YY.MM.DD

Permit-Seed

Client/Project

PITTSFIELD MUNICIPAL AIRPORT
 USACOE PLAN SET

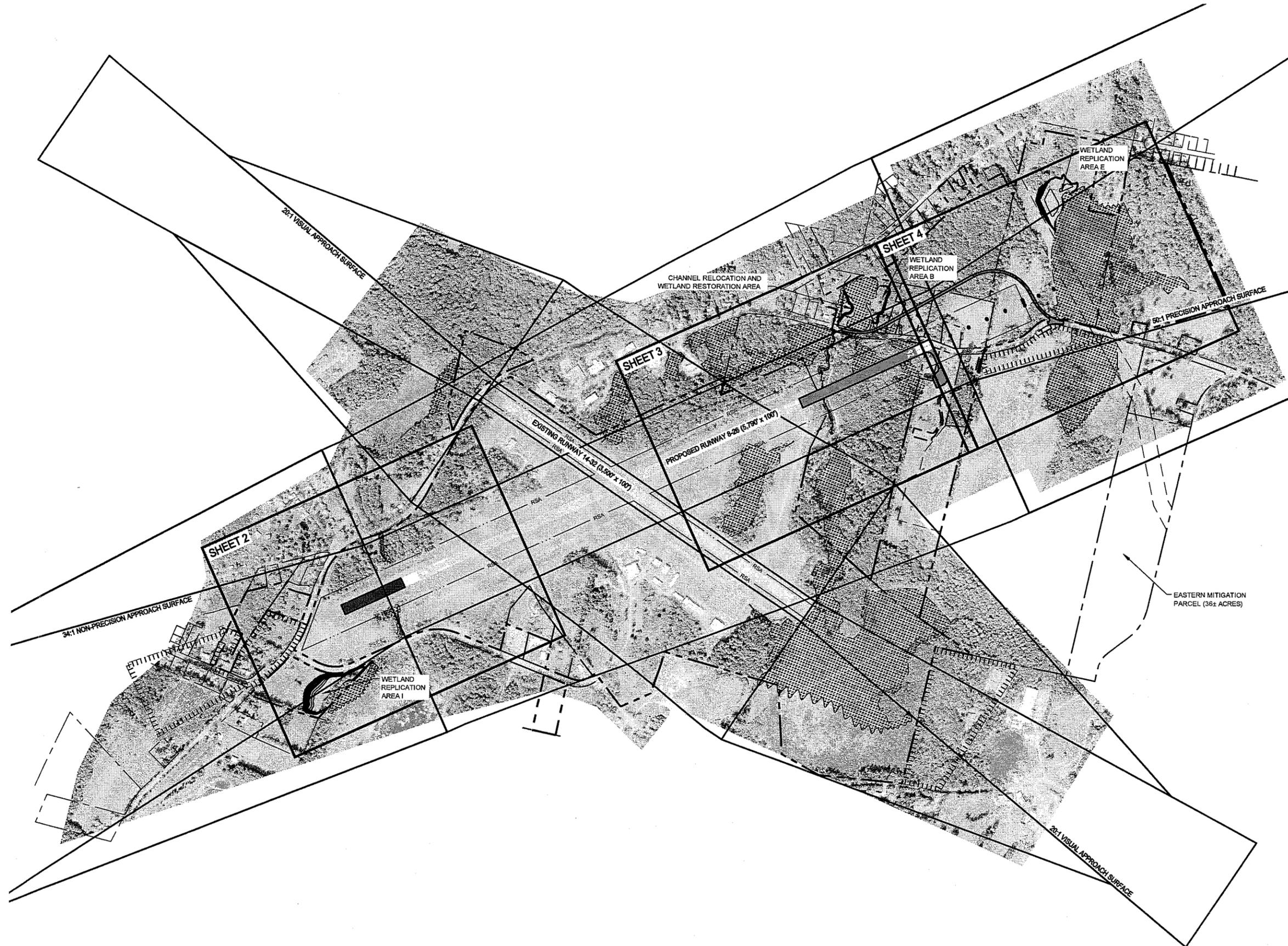
PITTSFIELD, MASSACHUSETTS

Title

PROPOSED RUNWAY 8-26
 KEY PLAN TO SHEETS 2 THRU 4

Project No. 195210027 Scale AS SHOWN

Dwg No. 1 Sheet 1 of 8 Revision 4





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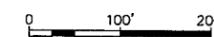
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Legend

	AIRPORT PROPERTY LINE
	LAND UNDER WATER
	VEGETATED WETLAND
	WETLAND FLAG ID
	LIMIT OF BANK
	PROPOSED CONTOURS

Notes



3	WETLAND FLAG/MITIGATION AREA CHANGES	RC	RC	09.06.12
2	ADDED WETLAND I	RC	RC	09.07.22
1	MITIGATION AREA CHANGE	RC	RC	09.06.16

Revision By Appd. Y1.MM.DD

Issued By Appd. Y1.MM.DD

File Name: LRK JEM LRK 08.07.14
Dwn. Chkd. Dagn. Y1.MM.DD

Permit Seal

Client/Project

PITTSFIELD MUNICIPAL AIRPORT
USACOE PLAN SET

PITTSFIELD, MASSACHUSETTS

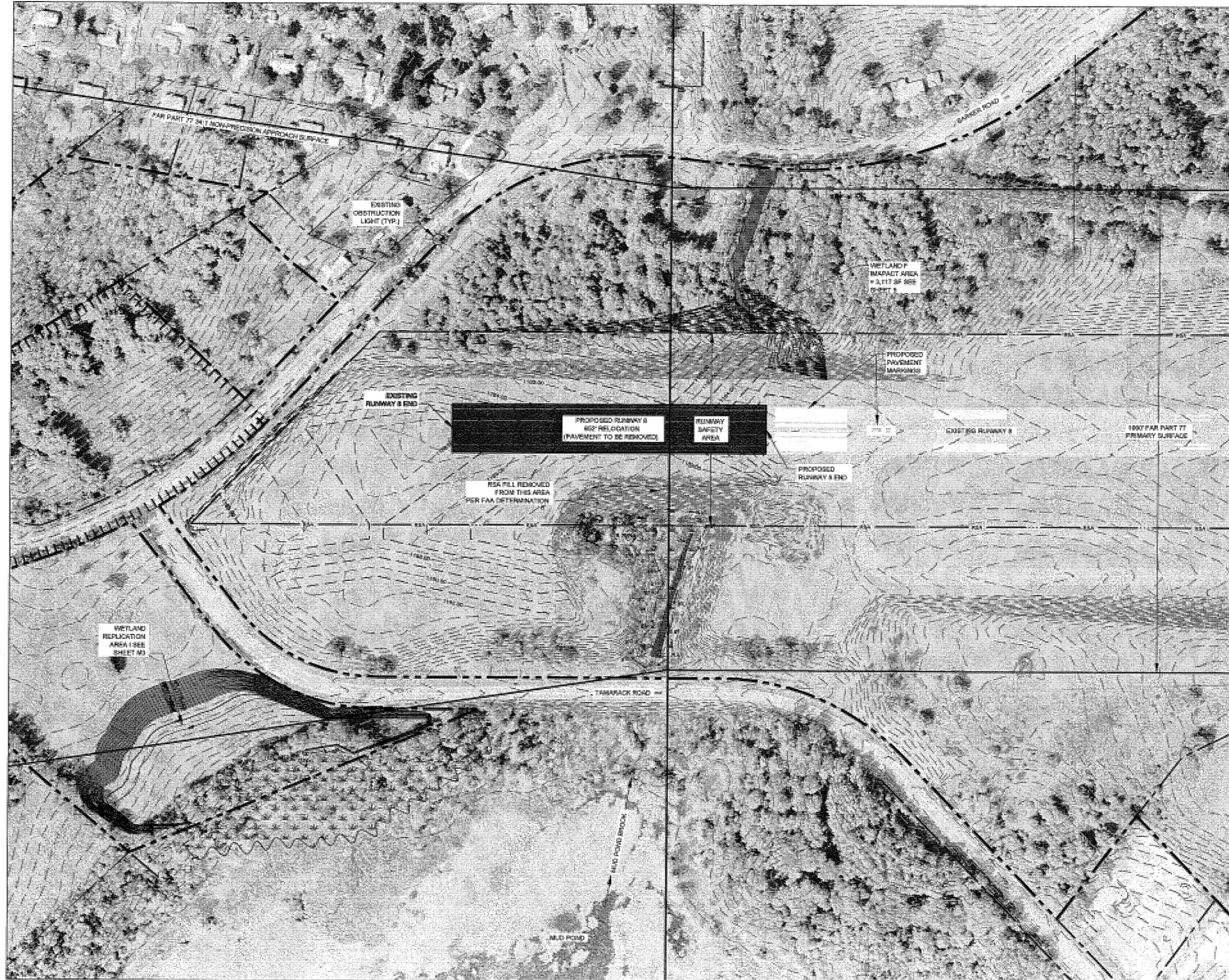
Title

PROPOSED RUNWAY 8 END
RUNWAY RELOCATION
AND RUNWAY SAFETY AREA

Project No. 195210027 Scale AS SHOWN

Dwg No. Sheet Revision

2 2 of 8 3





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2	URS CORPORATION	100 WATER STREET	603.883.2000	URS@URS.COM
3	PERKINS+WILL	100 N. LAKE STREET	630.762.2000	PERKINS+WILL.COM
4	ARCADIS U.S.A. INC.	100 N. LAKE STREET	630.762.2000	ARCADIS.COM

Notes



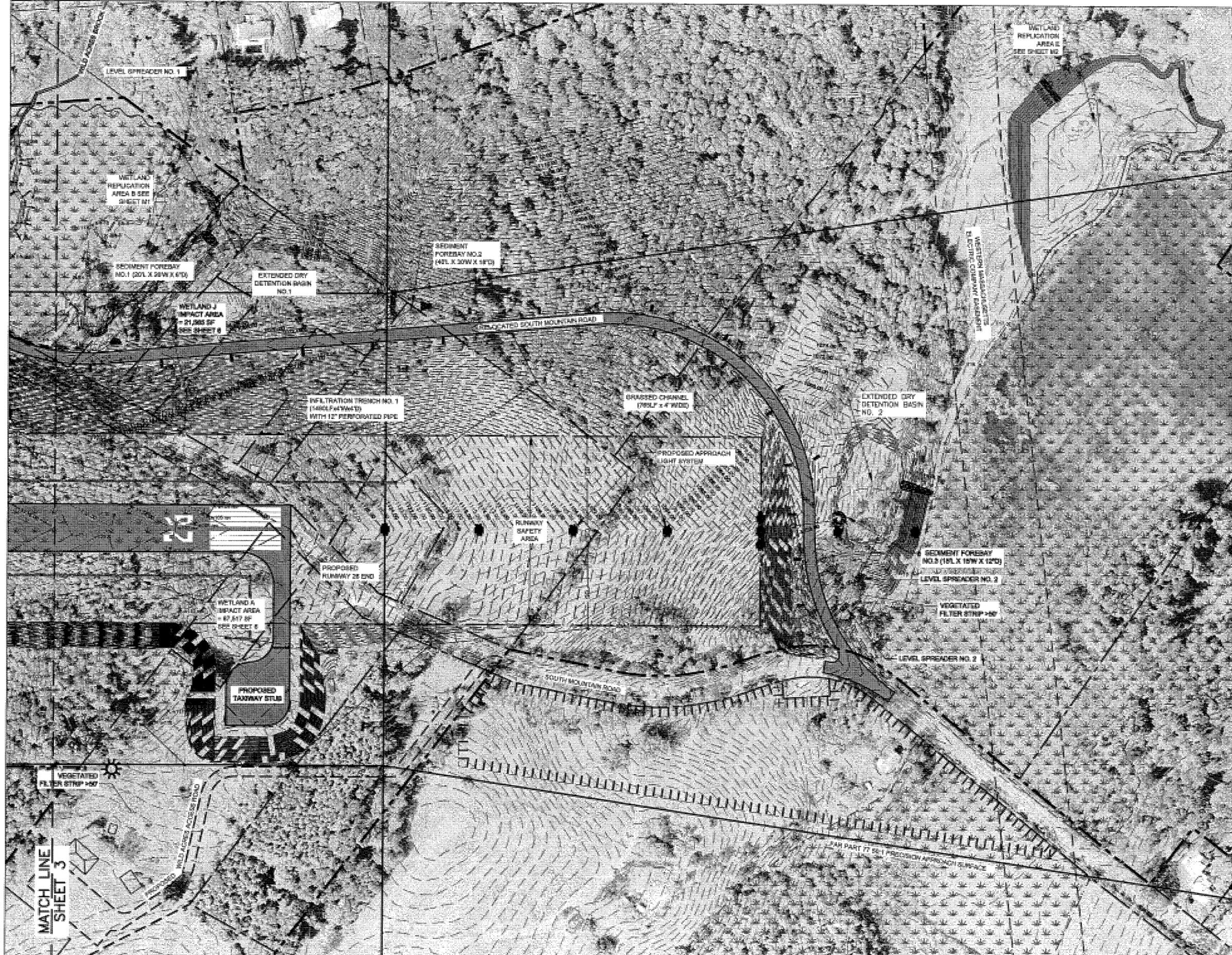
NO.	DESCRIPTION	DATE	BY	CHKD.	AMOUNT
1	APPROACH LIGHT SYSTEM CHANGE	06/11/14	AC	AC	\$9,856.78
2	WETLAND FINE CHANGES	06/11/14	AC	AC	\$3,111.00
Revision					
			By	Appr.	17,967.78
Issued					
			By	Appr.	17,967.78
File Notes					
	DATE	BY	CHKD.	AMOUNT	
	06/11/14	AC	AC	\$9,856.78	
Project Cost					

Client/Project
PITTSFIELD MUNICIPAL AIRPORT
USACOE PLAN SET

PITTSFIELD, MASSACHUSETTS

Title
PROPOSED RUNWAY 26 END
RUNWAY SAFETY AREA AND
SOUTH MOUNTAIN ROAD RELOCATION

Project No.	Scale	
1862 00227	AS SHOWN	
Dwg No.	Sheet	Revision
4	4 of 5	2



MATCH LINE SHEET 3



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	AIRPORT PROPERTY LINE
	LAND UNDER WATER
	VEGETATED WETLAND
	WETLAND FLAG ID
	LIMIT OF BANK
	PROPOSED CONTOURS

Notes



0 50' 100'

5	WETLAND FLAG CHANGES	RC	RC	09.08.12
4	ADDED WETLAND J / WETLAND FLAG CHANGES	RC	RC	03.07.22
3	DELETE PROP. TR / RIVERFRONT AREA BOUNDARY CHANGE	RC	RC	09.26.05
2	RIVERFRONT AREA BOUNDARY CHANGE	RC	RC	08.08.26
1	WETLAND FLAG CHANGES	RC	RC	

Revision	By	Appd.	YY.MM.DD

Issued	By	Appd.	YY.MM.DD

File Name:	LRK	JEN	LRK	08.07.14
	Desn.	Chkd.	Deqn.	YY.MM.DD

Permit-Seal

Client/Project
PITTSFIELD MUNICIPAL AIRPORT
USACOE PLAN SET

PITTSFIELD, MASSACHUSETTS

Title
PROPOSED RUNWAY 26 END
RUNWAY SAFETY AREA
WETLAND IMPACTS

Project No. 185210027	Scale AS SHOWN
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Dwg No. 6	Sheet 6 of 8	Revision 5
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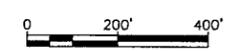
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Revision	By	Appd.	YY.MM.DD	
6	WETLAND FLAG/MITIGATION AREA CHANGES	RC	RC	09.06.12
4	ADDED WETLAND J / WETLAND FLAG CHANGES	RC	RC	03.07.22
3	TAXWAY/MITIGATION/APPORCH LIGHT SYSTEM CHANGES	RC	RC	09.06.16
2	RESPONSE TO TECHNICAL DEFICIENCY	RC	RC	09.06.19
1	RIVERFRONT AREA BOUNDARY CHANGE	RC	RC	08.08.26

Issued	By	Appd.	YY.MM.DD

File Name:	LRK	JEM	LRK	08.07.14
	Dwn.	Chkd.	Dsgn.	YY.MM.DD

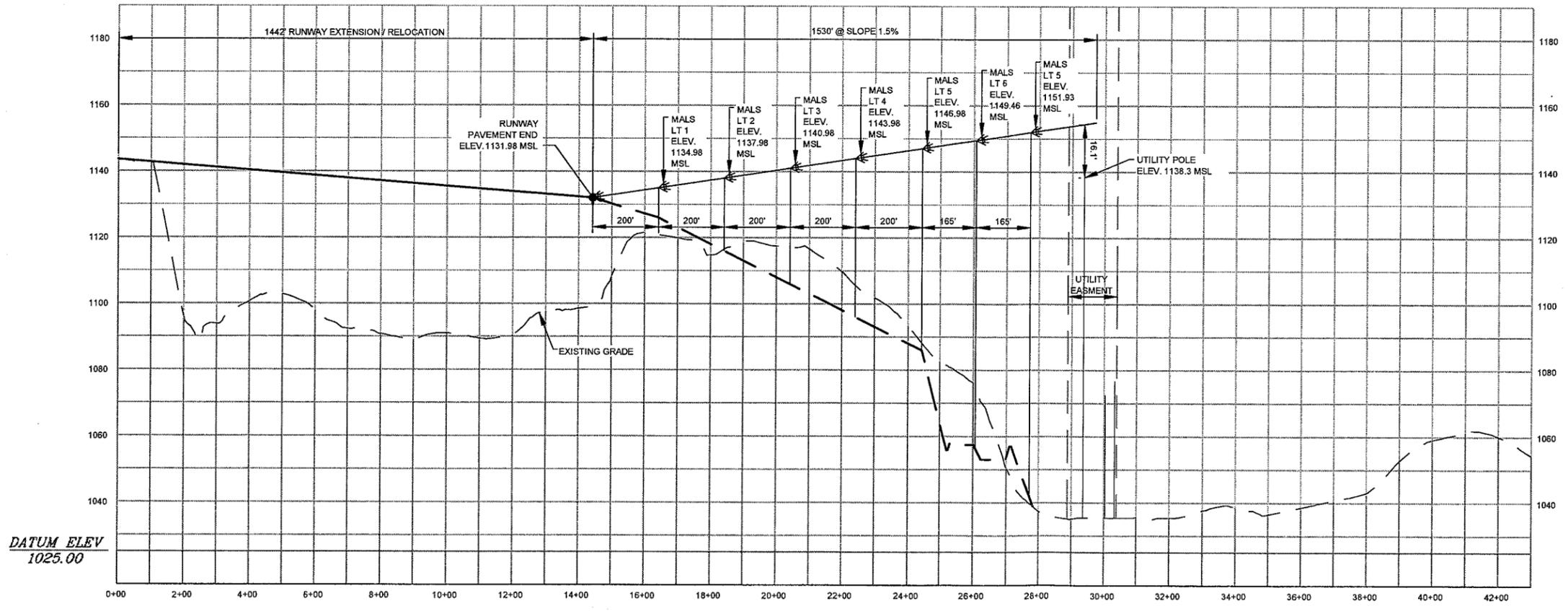
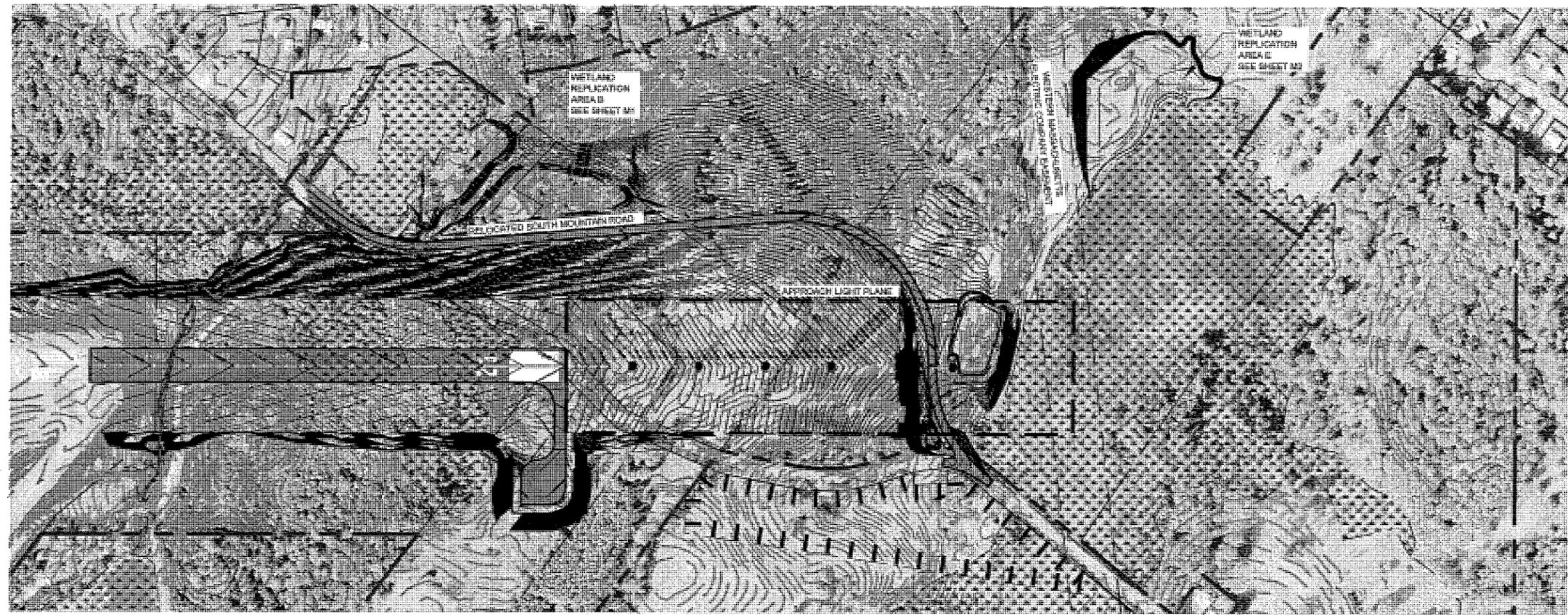
Client/Project
**PITTSFIELD MUNICIPAL AIRPORT
 USACOE PLAN SET**

PITTSFIELD, MASSACHUSETTS

Title
**PROPOSED RUNWAY 26 END
 APPROACH LIGHTING SYSTEM
 PLAN AND PROFILE**

Project No. 195210027 Scale AS SHOWN

Dwg No. 7 Sheet 7 of 8 Revision 5



DATUM ELEV
 1025.00

