



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

8 Carmichael St., Suite 205
Essex Jct., VT 05452

PUBLIC NOTICE

Date: AUGUST 24, 2004

Comment Period Ends: SEPTEMBER 24, 2004

File Number: NAE-2004-1330

In Reply Refer To: Marty Lefebvre

Or by e-mail: Martha.a.lefebvre@usace.army.mil

BURLINGTON INTERNATIONAL AIRPORT, ATTN: J.J. HAMILTON, A.A.E., 1200 AIRPORT DRIVE #1, SOUTH BURLINGTON, VERMONT 05403 has requested a Corps of Engineers permit

under Section 404 of the Clean Water Act to place fill in about 8.3 acres of a scrub-shrub/emergent wetland adjacent to Potash and Muddy Brooks in conjunction with the proposed "South End Development" (SED) expansion project at the Burlington International Airport in South Burlington, Vermont. The work is described as follows:

General Aviation Facilities: A total of approximately 750,000 sq. ft. (17.2 acres) of aircraft parking apron will be provided in two distinct areas of the site (connected by a two way aircraft taxiway) to support the general aviation facility requirements and uses.

The largest component of apron space (425,000 sq. ft.) located at the northwest portion of the site will support Fixed Base Operator (FBO) and related public use facilities for an estimated maximum capacity of approximately 100 general aviation based and transient aircraft. Facilities include approximately 60,000 sq. ft. of aircraft hangar space with sufficient apron space to accommodate approximately 75 to 80 designated aircraft tie-downs for a combination of small Group I aircraft with wing spans less than 49 ft., and larger Group II aircraft with wing spans less than 79 ft. Employee/user automobile parking (approximately 150 to 200 spaces) and circulation will also be provided.

An additional 325,000 sq. ft. of general aviation apron space is proposed at the southern most portion of the site. This area will provide additional capacity for parking small Group I aircraft in designated apron tie-downs (30 to 35 positions) and in conventional aircraft t-hangar facilities (48 positions in three 16-unit buildings). An additional 30 automobile parking spaces will be provided. This apron facility is connected with the main larger apron area by a long two-way taxiway corridor.

The proposed general aviation facilities will accommodate an estimated maximum population of approximately 175 to 180 Group I/II based and transient aircraft at any point in time.

Airline Support and Cargo Facilities: These facilities are proposed convenient to airside access at the northeast portion of the SED site. The airline/aircraft maintenance and cargo building facilities will be supported by about 300,000 sq. ft. of aircraft parking and circulation apron space. The existing Continental Airline maintenance hangar will remain. An additional large (19,000 sq. ft.) maintenance hangar building is proposed between the existing maintenance hangar and the proposed air cargo facilities.

The proposed air cargo facilities include about 45,000 sq. ft. of cargo buildings and apron airside space for at least three loading positions for typical Group III/IV (with wing spans from 118 to 171 ft.) cargo aircraft fleet types with sufficient employee/user automobile (150 spaces) and truck parking/circulation (for 30 truck loading positions) on the landside.

At the far southeastern end of the site and adjacent to air cargo area, a large (25,000-30,000 sq. ft.) corporate hangar facility with associated employee/user parking (25 spaces) to accommodate up to Group III aircraft types is proposed.

Other project infrastructure elements associated with or adjacent to the SED project include the following:

- An Industrial Use Building
- Expansion to the existing tenant hangar facility
- A new fuel storage facility site
- Improvements to Valley Road and the Williston Road (i.e., Route 2) intersection
- Security fencing and lighting
- Designated aircraft wash and de-icing areas
- Utility infrastructure improvements including municipal sewer and water, stormwater collection, quality and management facilities, electrical, phone, etc.

The principal valuable functions of the wetland to be impacted are wildlife habitat and water quality protection. The water quality function of the impacted wetland is proposed to be mitigated primarily onsite by improvements to the Airport's stormwater infrastructure and development/implementation of the Airport's Stormwater Management Plan. The design for the SED and any designated aircraft wash and de-icing areas will include extensive runoff and stormwater treatment systems to insure that there will not be measurable alteration of flows to Muddy Brook and that water passing off-site will meet State of Vermont Water Quality Standards.

In an attempt to mitigate for the wildlife habitat that the wetland to be impacted provides, the applicant proposes to purchase a 49-acre site, referred to as the "Muddy Brook" site, on Van Sicklen Road in the Town of Williston and the City of South Burlington. Mitigation efforts on the site will include upland habitat restoration, restoration of degraded wetland hydrology and habitat value, and creation of wetland from upland. The development of the site as a mitigation area is expected to restore 4.9 acres of degraded upland habitat and 12.5 acres of degraded wetland habitat, and to create approximately 2.9 acres of wetland from existing upland. The restoration and creation efforts will occur on a total of approximately 20.3 acres within a context of the 49-acre parcel including approximately 21 acres of high-quality forested wetland, shrub wetland and upland forest, and approximately 1200' of Muddy Brook corridor.

The basic purpose of the project is to provide aviation facilities for the continued viability and projected future growth at the Burlington International Airport.

The work is shown on the enclosed plans, in six sheets, entitled "FIGURE 1 BURLINGTON INTERNATIONAL AIRPORT" (undated), "AIRPORT LAYOUT PLAN WITH SED LEDPA" (dated "3/25/03"), "SOUTH END DEVELOPMENT LEDPA" (dated "10/03"), "ALTERNATIVE FOUR: REVISED BALANCED DEVELOPMENT PROPOSED DRAINAGE AND GRADING PLAN" (dated "07/04"), and "MUDDY BROOK SITE CONCEPTUAL PLAN" (dated "7-08-04").

This South End Development project is located on the USGS Burlington quadrangle sheet at UTM coordinates 4924587.0 N and 647564.0 E. This mitigation site is located on the USGS Burlington quadrangle sheet at UTM coordinates 4920968.0 N and 647342.0 E.

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 Marty Lefebvre at 802 872-2893.

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.

**SEE NEXT PAGE FOR
DETAILS OF EVALUATION
FACTORS**


**Frank J. Delgiudice
Chief, Permits & Enforcement Branch
Regulatory Division**

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.

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.

106 REVIEW COMPLETE

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)

Pursuant to the Endangered Species Act, the District Engineer is hereby requesting that the appropriate Federal Agency provide comments regarding the presence of and potential impacts to listed species or its critical habitat.

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

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

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 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.

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: _____



FIGURE 1

Sheet 1

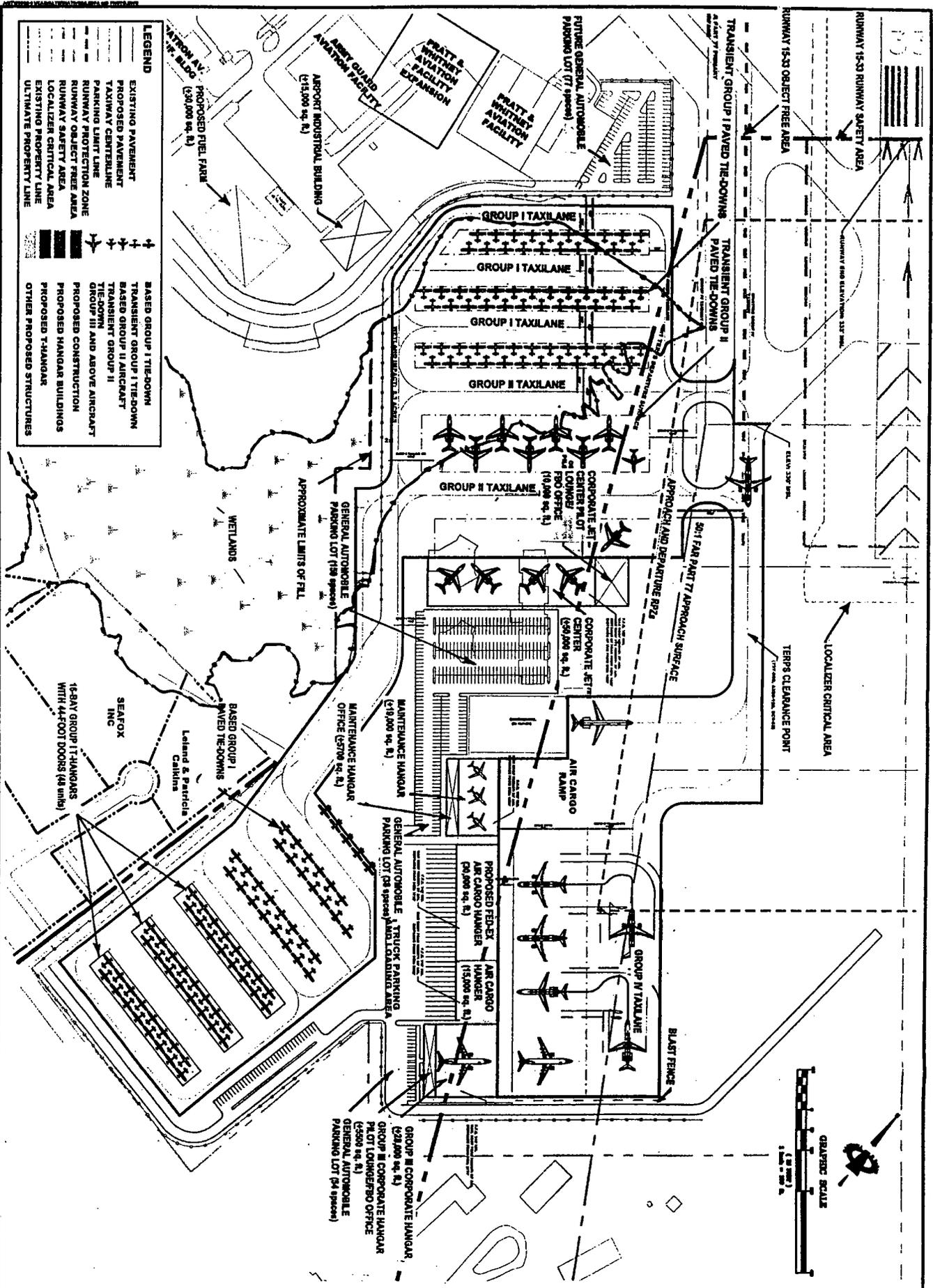
United States Geological Survey Quadrangle Map

BURLINGTON INTERNATIONAL AIRPORT
SOUTH END DEVELOPMENT PERMIT APPLICATION



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4216 LAFAYETTE CENTER DRIVE
SUITE 2
CHANTILLY, VIRGINIA 20151
www.campbell-paris.com

P 703.802.0088
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LEGEND

EXISTING PAVEMENT	BASED GROUP I TIE-DOWN
PROPOSED PAVEMENT	BASED GROUP II AIRCRAFT
TAXIWAY CENTERLINE	TRANSIENT GROUP II
PARKING LIMIT LINE	TIE-DOWN AND ABOVE AIRCRAFT
RUNWAY PROTECTION ZONE	PROPOSED CONSTRUCTION
RUNWAY OBJECT FREE AREA	PROPOSED HANGAR BUILDINGS
RUNWAY SAFETY AREA	LOCALIZED CRITICAL AREA
EXISTING PROPERTY LINE	PROPOSED T-HANGAR
ULTIMATE PROPERTY LINE	OTHER PROPOSED STRUCTURES

BURLINGTON INTERNATIONAL AIRPORT
SOUTH BURLINGTON, VERMONT

SOUTH END DEVELOPMENT

SOUTH END DEVELOPMENT LEDPA

NO.	DATE	REVISIONS	BY	APP.

CHAPPELL & PAINE ENGINEERS
4216 Lafayette Center Drive Suite 2
Charlottesville, Virginia 20181 (703) 602-6853

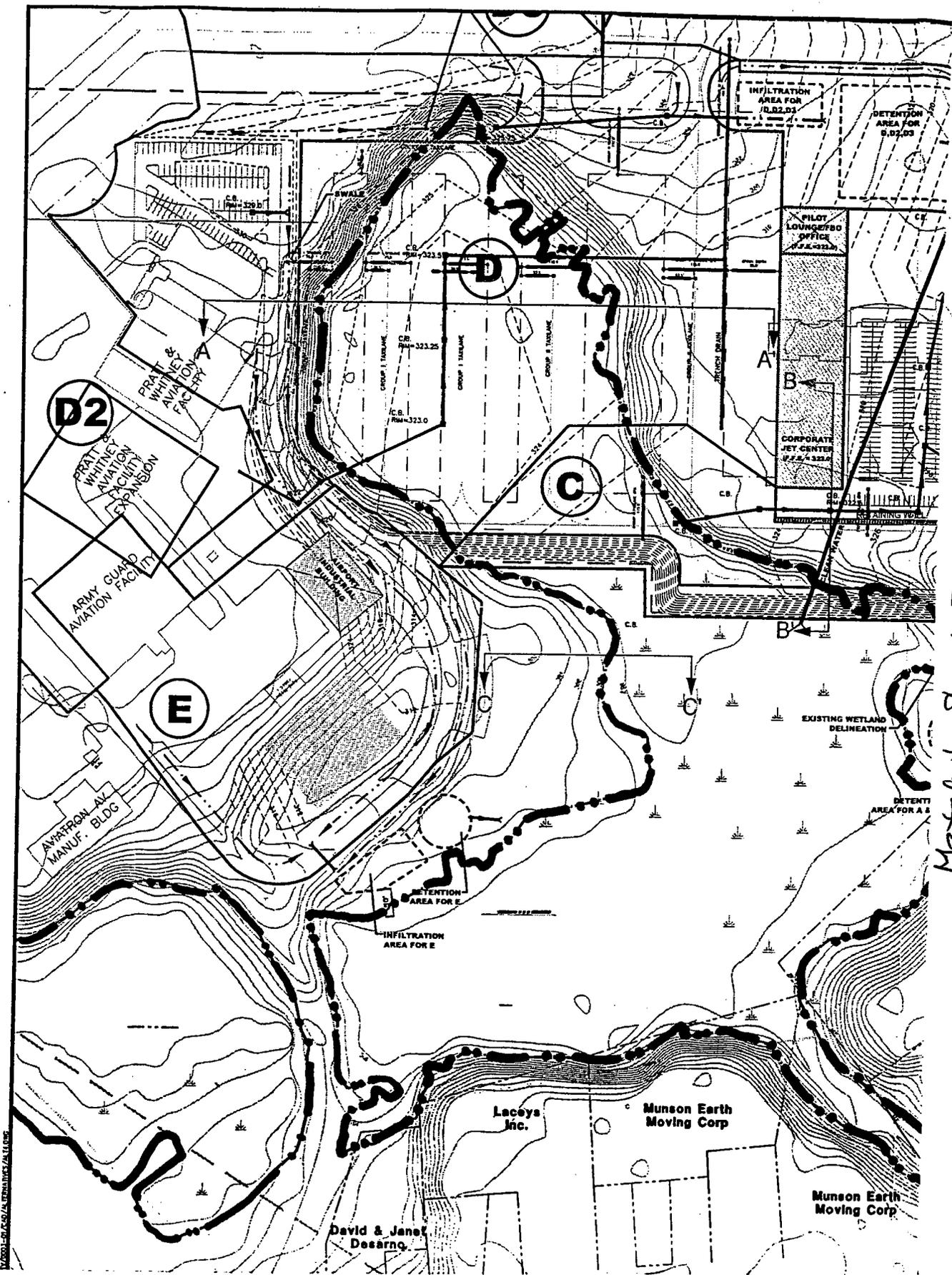
DESIGNED BY: GTP/TBK
DATE: 10/03

DRAWN BY: TBK
SCALE: AS SHOWN

CHECKED BY: GTP
CSP JOB #: 0003

APPROVED BY: GTP
FILE NAME: []

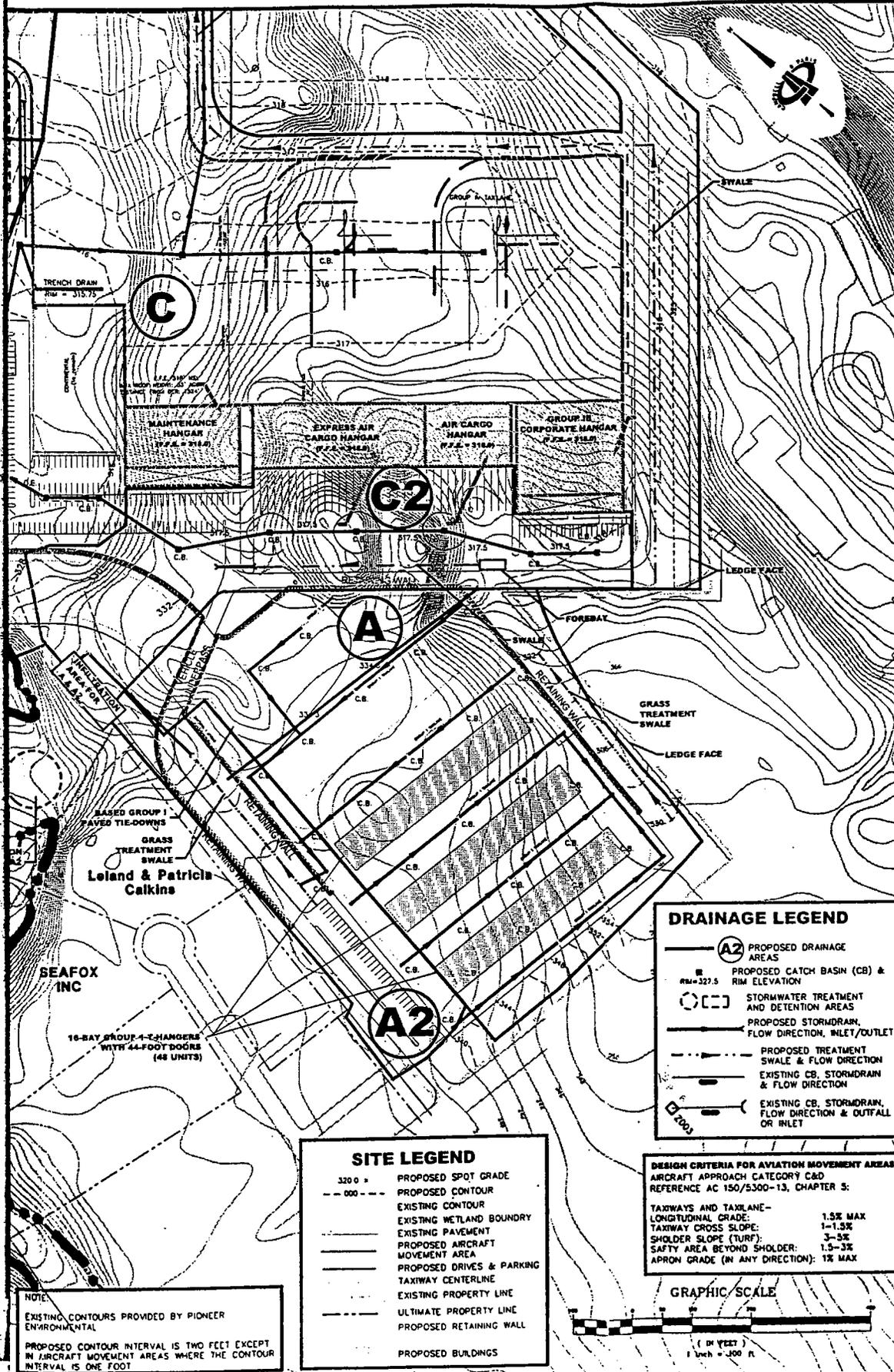
Sheet
3



Match to Sheet 5

 CAMPBELL & PUNS ENGINEERS 4215 Lafayette Center Drive Suite 2 Chantilly, Virginia 20151 (703) 802-0093	BURLINGTON INTERNATIONAL AIRPORT SOUTH BURLINGTON, VERMONT		NO. DATE 1 07/04	REVISIONS PARCEL DATA & ACCE COMMENTS	BY APPR MED JRL
	SOUTH END DEVELOPMENT ALTERNATIVE FOUR: REVISED BALANCED DEVELOPMENT PROPOSED DRAINAGE AND GRADING PLAN		DESIGNED BY: TEN DRAWN BY: MED CHECKED BY: JRL/TKR APPROVED BY: JRL	DATE: 07/04 SCALE: AS SHOWN C&P JOB #: 0003 FILE NAME:	 Dufresne-Henry

Match to Sheet 4



DRAINAGE LEGEND

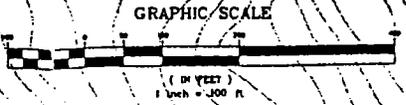
- PROPOSED DRAINAGE AREAS
- PROPOSED CATCH BASIN (CB) & RIM ELEVATION
- STORMWATER TREATMENT AND DETENTION AREAS
- PROPOSED STORMDRAIN, FLOW DIRECTION, INLET/OUTLET
- PROPOSED TREATMENT SWALE & FLOW DIRECTION
- EXISTING CB, STORMDRAIN & FLOW DIRECTION
- EXISTING CB, STORMDRAIN, FLOW DIRECTION & OUTFALL OR INLET

SITE LEGEND

- 320.0 = PROPOSED SPOT GRADE
- PROPOSED CONTOUR
- EXISTING CONTOUR
- ~~~~~ EXISTING WETLAND BOUNDARY
- EXISTING PAVEMENT
- PROPOSED AIRCRAFT MOVEMENT AREA
- PROPOSED DRIVES & PARKING
- - - TAXIWAY CENTERLINE
- EXISTING PROPERTY LINE
- - - ULTIMATE PROPERTY LINE
- PROPOSED RETAINING WALL
- [Hatched Area] PROPOSED BUILDINGS

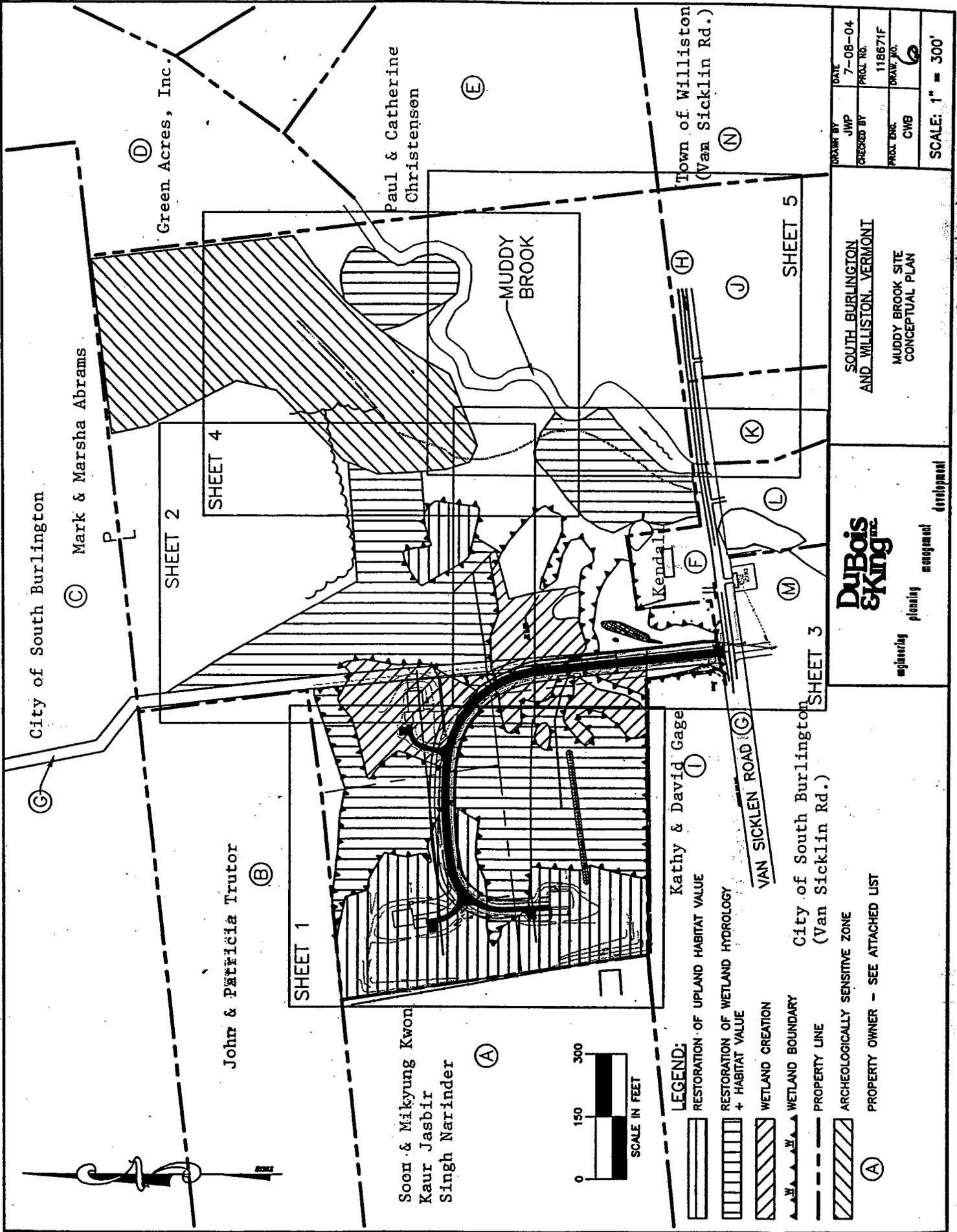
DESIGN CRITERIA FOR AVIATION MOVEMENT AREAS
 AIRCRAFT APPROACH CATEGORY C&D
 REFERENCE AC 150/5300-13, CHAPTER 5:

- TAXIWAYS AND TAXILANE- LONGITUDINAL GRADE: 1.5% MAX
- TAXIWAY CROSS SLOPE: 1-1.5%
- SHOULDER SLOPE (TURF): 3-5%
- SAFETY AREA BEYOND SHOULDER: 1.5-3%
- APRON GRADE (IN ANY DIRECTION): 1% MAX



NOTE:
 EXISTING CONTOURS PROVIDED BY PIONEER ENVIRONMENTAL
 PROPOSED CONTOUR INTERVAL IS TWO FEET EXCEPT IN AIRCRAFT MOVEMENT AREAS WHERE THE CONTOUR INTERVAL IS ONE FOOT

	BURLINGTON INTERNATIONAL AIRPORT SOUTH BURLINGTON, VERMONT		NO.	DATE	REVISIONS	BY	APPR.
	SOUTH END DEVELOPMENT ALTERNATIVE FOUR: REVISED BALANCED DEVELOPMENT PROPOSED DRAINAGE AND GRADING PLAN		1	REVISED	PARCEL DATA & ACCE COMMENTS	MD	JR
4215 Lafayette Center Drive Chesapeake, Virginia 20151 (703) 802-0093		CAMPBELL & PAINE ENGINEERS Suite 2					
DESIGNED BY:	DRAWN BY:	CHECKED BY:	APPROVED BY:				
PER	MD	JUL/TEH	JUL				
DATE	SCALE	CAP JOB #	FILE NAME:				
07/04	AS SHOWN	0003					



DATE	7-08-04
DRAWN BY	JWP
CHECKED BY	
PROJECT NO.	118671F
DRAWING NO.	6
SCALE:	1" = 300'

SOUTH BURLINGTON AND WILLISTON, VERMONT

MUDDY BROOK SITE CONCEPTUAL PLAN

DuBois & King

engineering planning management development

PROPERTY OWNER - SEE ATTACHED LIST

118671F-ADMIN-CONCEPT PLAN