



**US Army Corps
of Engineers**[®]
New England District
Vermont Project Office
8 Carmichael Street, Suite 205
Essex Junction, Vermont 05452

PUBLIC NOTICE

Comment Period Begins: July 9, 2013
Comment Period Ends: August 9, 2013
File Number: NAE-2013-0415
In Reply Refer To: Marty Abair
Phone: (802) 872-2893
E-mail: Martha.a.abair@usace.army.mil

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

APPLICANT: Vermont Agency of Transportation, ATTN: Guy Rouelle, National Life Building, One National Life Drive, Montpelier, Vermont 05620

ACTIVITY: Place fill in a total of 1241 sq. ft. (0.03 acre) of waters of the U.S. in conjunction with the reconstruction of Runway 1-19 and Runway Safety Area (RSA) improvements at Morrisville-Stowe State Airport in Morristown, Vermont. Removal of tree obstructions within both approach surfaces will involve the selective removal of trees from approximately 4.157 acres of forested wetland and 13.64 acres of upland. A detailed description and plans of the activity are attached.

WATERWAY AND LOCATION OF THE PROPOSED WORK:

This work is proposed in an unnamed tributary to Ryder Brook and wetlands adjacent to Ryder Brook at Morrisville-Stowe State Airport off VT Route 100 in Morristown, Vermont (Latitude 44° 32' 04.6" N; Longitude 72° 36' 50.4" 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.

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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 the proposed work may impact properties listed in, or eligible for listing in, the National Register of Historic Places. 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 following authorizations have been applied for, or have been, or will be obtained:

- Permit, License or Assent from State.
- Permit from Local Wetland Agency or Conservation Commission.
- 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 Marty Abair at (978) 318-8484 or (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.

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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.

THIS NOTICE IS NOT AN AUTHORIZATION TO DO ANY WORK.


Frank J. DelGiudice
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 fill material in a total of 1241 sq. ft. (0.03 acre) of waters of the U.S. in conjunction with the reconstruction of Runway 1-19 and Runway Safety Area (RSA) improvements at Morrisville-Stowe State Airport in Morristown, Vermont. Removal of tree obstructions within both approach surfaces will involve the selective removal of trees from approximately 4.157 acres of forested wetland. The work will involve:

Reconstruction of Runway 1-19

Runway 1-19 is the only runway at the airport. The last substantial rehabilitation of the runway pavement occurred in the 1980s. The existing pavement exhibits substantial cracking. Although the cracks have been sealed or repaired, the overall pavement condition poses a danger to aircraft landing gear. To increase the safety of aircraft operations and maintain the runway surface, full-depth reconstruction of the runway pavement is currently needed. About 518 sq. ft. (0.01 acre) of wet meadow will be impacted by the runway reconstruction. Replacement of a deteriorated culvert carrying an unnamed tributary to Ryder Brook under the runway will involve temporary impacts to about 131 sq. ft. (0.003 acre) of stream bottom and permanent impacts to about 248 sq. ft. (0.006 acre) of stream bottom (below OHW).

Runway Safety Area Improvements

The proposed project provides a standard RSA by “shifting” the runway (and RSA) 90’ to the south. Shifting the runway would shift the RSA away from the nonstandard grades and wetlands beyond Runway 19, thereby eliminating the need for grading beyond the runway end. Minor grading would be required beyond Runway 1. The runway shift would entail the addition of 90’ of pavement on the south end of the runway and the removal of 90’ of pavement on the north end. No change in runway length would occur.

Removal of Tree Obstructions within Approach Surfaces

The Airport Master Plan Update identified obstructions within both existing approach and transitional surfaces. The approach surface to Runway 1 contains numerous tree obstructions, while the approach surface to Runway 19 contains minor tree obstructions. The tree obstructions beyond both runway ends are located on private property. To increase the safety of airport approaches and departures, removal of the obstructions is currently needed. In addition, removal of the obstructions is needed to avoid the displacement of the Runway 1 landing threshold, which would reduce the capability of the airport.

The proposed tree obstruction removal would involve the selective removal of trees from about 4.157 acres of wetland. Access to remove trees at the north end of the runway will involve the temporary placement of timber mats in about 344 sq. ft. (0.01 acre) of wetland. The tree removal method will include selective cutting of trees over 30 to 50 feet in height, with retention of small trees and brush. Topping and other methods could be considered at the request of the property owner. No grubbing or other ground disturbance would occur in the tree removal areas. Within wetlands and buffer zones, stumps would be left in-place.

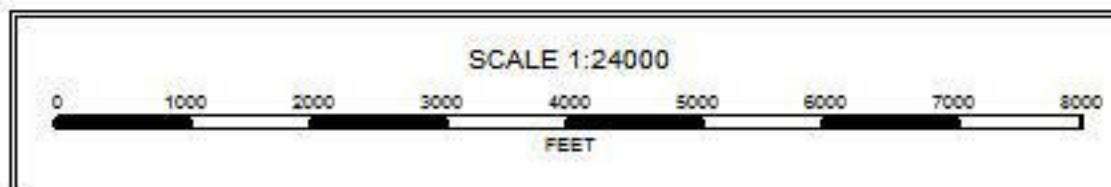
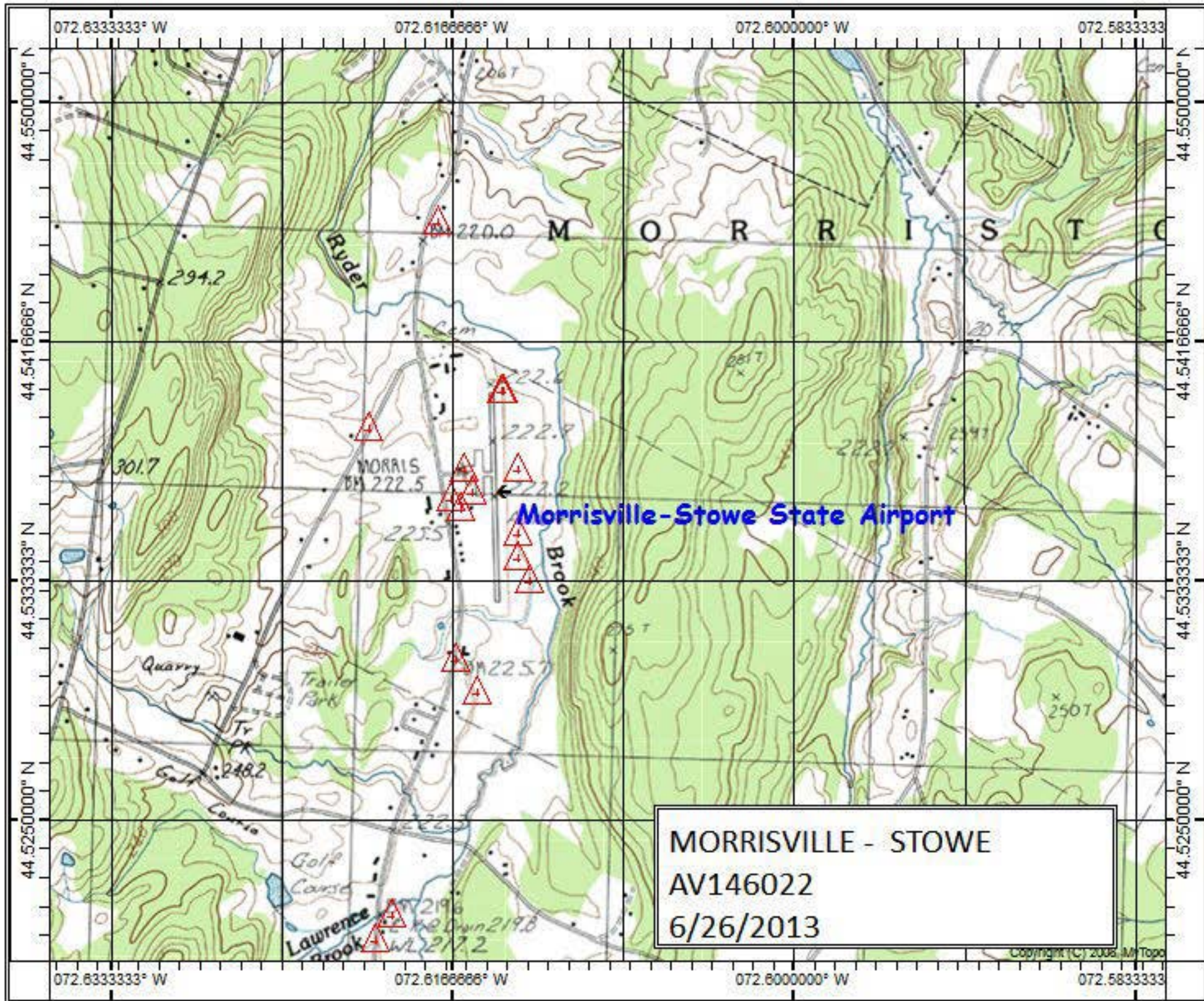
The work is described on the enclosed plans entitled “MORRISVILLE – STOWE AV146022”, on twenty-two sheets, and dated “6/26/2013” and “7/3/2013”.

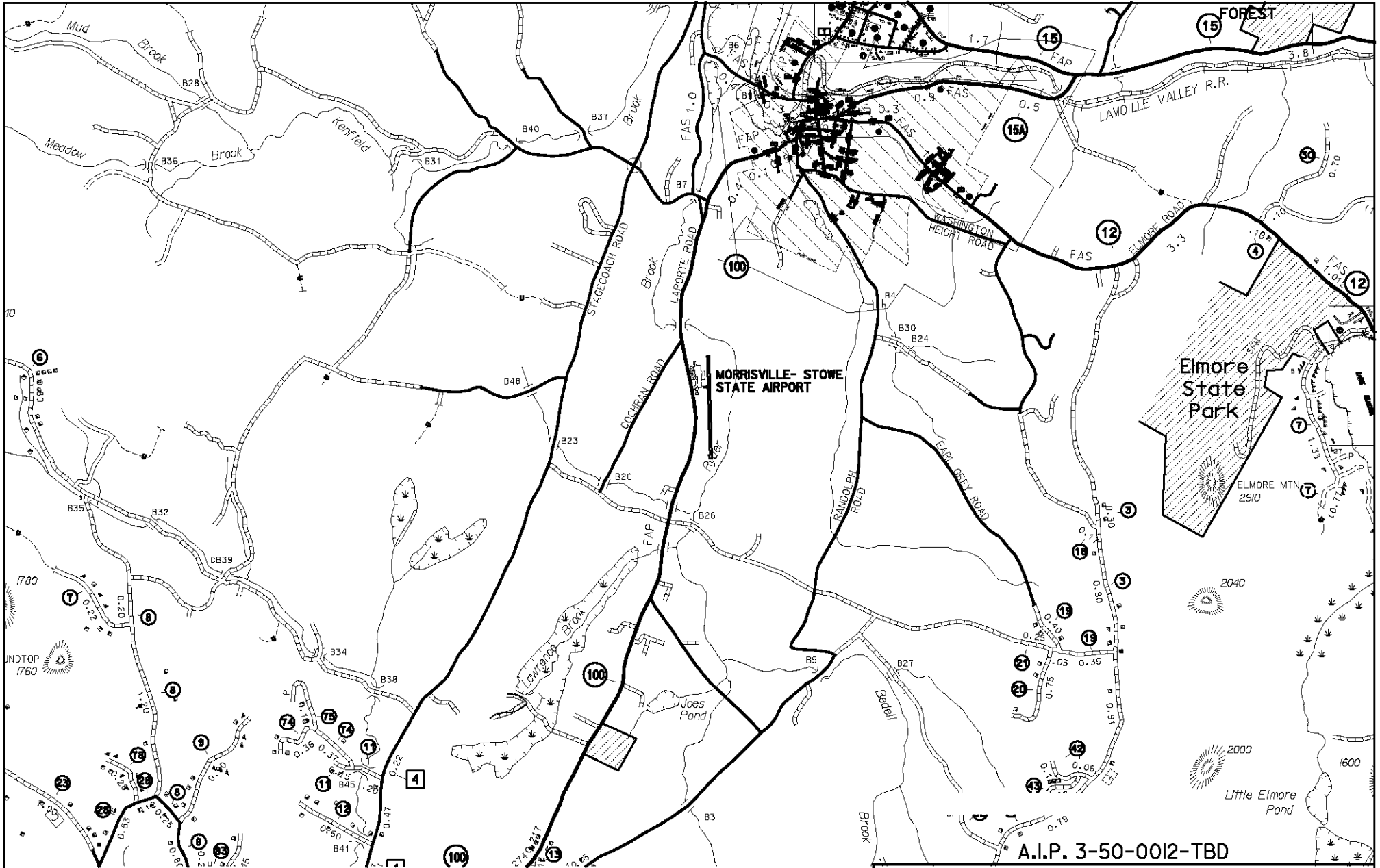
CENAE-R
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The work involves the reconstruction of an existing runway and the construction of safety improvements at an existing State airport. There is no practicable off-site alternative. The only alternative to the reconstruction of the runway is the “no-build” alternative which would not allow the applicants to achieve their basic purpose of increasing the safety of aircraft operations and maintaining the runway surface.

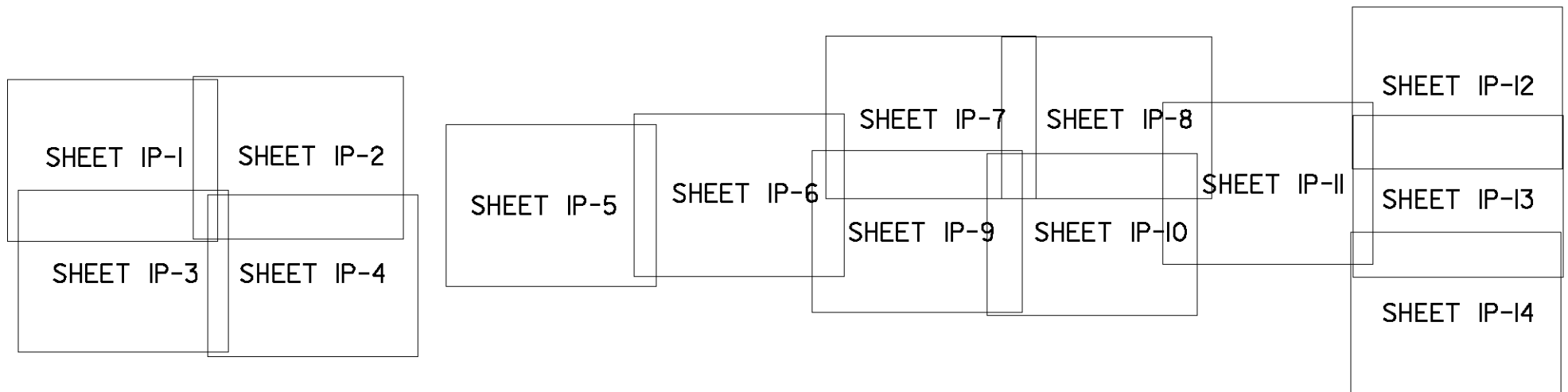
Federal Aviation Regulation (FAR) Part 77 “Objects Affecting Navigable Airspace” regulates the airspace beyond the ends of a runway through the establishment of “imaginary surfaces.” Objects that penetrate these surfaces are classified as airspace obstructions, and must be removed to safely accommodate approaching and departing aircraft at an airport. The Airport Master Plan Update identified obstructions within both existing approach and transitional surfaces. The approach surface to Runway 1 contains numerous tree obstructions, while the approach surface to Runway 19 contains minor tree obstructions. To increase the safety of airport approaches and departures, removal of the obstructions is needed. In addition, removal of the obstructions is needed to avoid the displacement of the Runway 1 landing threshold, which would reduce the capability of the airport. The only alternative to the selective clearing of trees in the forested wetland is the “no-build” alternative, which would not allow the applicants to comply with FAR Part 77.

To compensate for unavoidable impacts to waters of the U.S. of the proposed project the applicant proposes to make a payment of \$163,729.60 to the Ducks Unlimited – Vermont In-Lieu Fee Program.





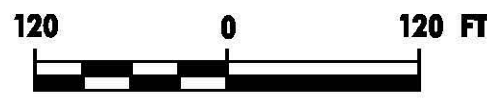
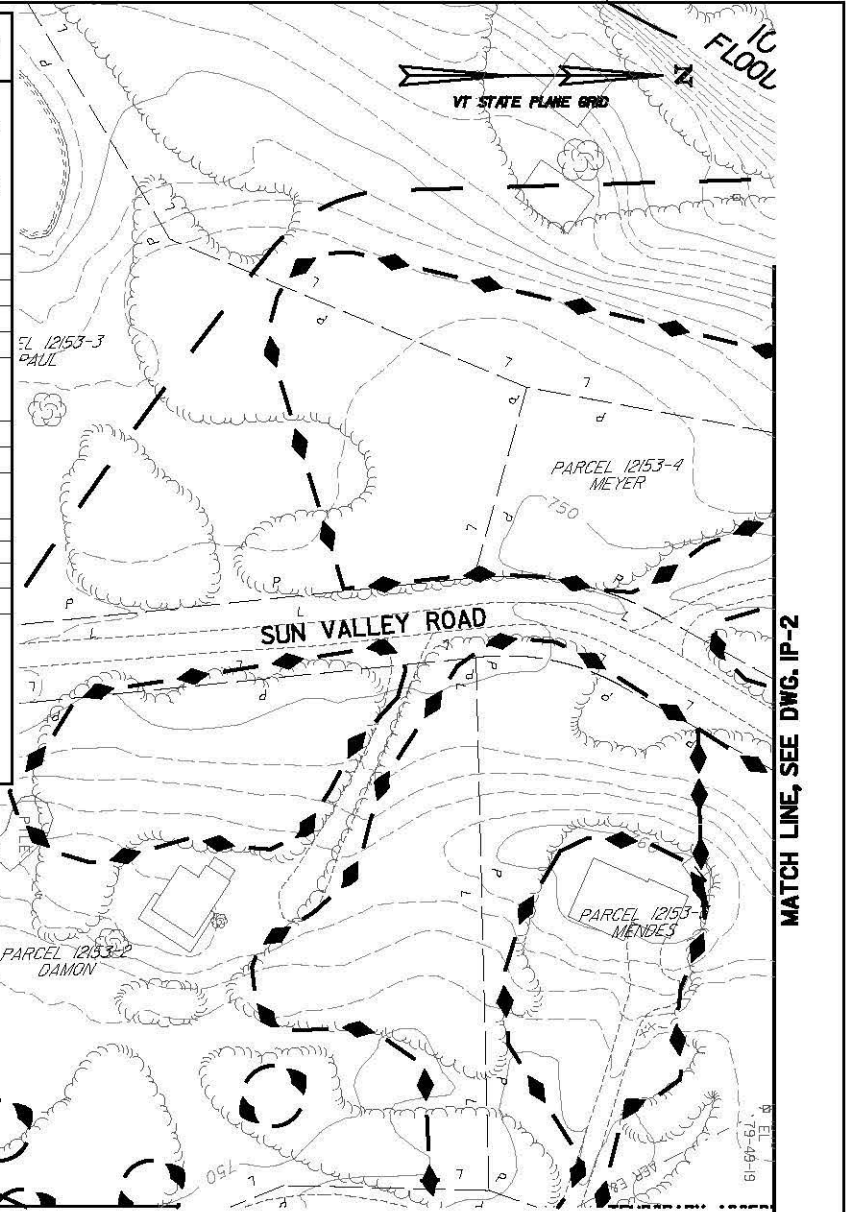
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PROJECT NUMBER:	AVI46022
FILE NAME:	13515_impacts_ovr.dgn
PROJECT LEADER:	PLOT DATE: 6/26/2013
DESIGNED BY:	DRAWN BY:
VICINITY MAP	CHECKED BY:



A.I.P. 3-50-0012-TBD

PROJECT NAME: MORRISVILLE - STOWE	
PROJECT NUMBER: AVI46022	
FILE NAME: 13515_impacts_key.dgn	PLOT DATE: 6/26/2013
PROJECT LEADER:	DRAWN BY:
DESIGNED BY:	CHECKED BY:
IMPACTS KEY SHEET	CHECKED BY:

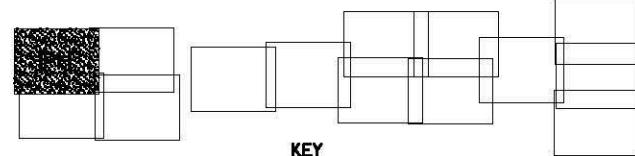
WETLAND	WETLAND TYPE WITHIN IMPACT AREA	PERMANENT WETLAND IMPACT (AC/SF)	TEMPORARY WETLAND IMPACT (AC/SF)	SECONDARY WETLAND IMPACT (AC/SF)	PERMANENT STREAM IMPACT	TEMPORARY STREAM IMPACT
A	EMERGENT	0	0	0	RP RAP- 18 LF/ 124 SF/ 5 CY BELOW OHNM	COFFERDAM-10 LF, AREA DEWATERED 53 SF, AREA OF COFFERDAM 25 SF, 3 CY FILL BELOW OHNM PIPE INLET PROTECTION - 6 LF / 53 SF/ 5 CY BELOW OHNM
B	EMERGENT	G ₂ 0.01 / 518	0	0	N/A	N/A
C	EMERGENT	0	0	0	N/A	N/A
D	EMERGENT	0	0	0	N/A	N/A
E	EMERGENT	0	0	0	N/A	N/A
F	EMERGENT	0	0	0	RP RAP- 18 LF/ 124 SF/ 5 CY FILL BELOW OHNM	N/A
G	EMERGENT	0	0	0	N/A	N/A
H	EMERGENT	0	0	0	N/A	N/A
K	EMERGENT / SCRUB SHRUB	0	0	0	N/A	N/A
V/W	FORESTED	0	M ₂ 0.01 / 344	T ₂ 0.437/1937	N/A	N/A
X	FORESTED	0	0	T ₁ 0.02/754	N/A	N/A
Y/Z	FORESTED	0	0	T ₁ 3.7 / 160,826	N/A	N/A
TOTAL		G ₂ 0.01 / 518 C ₂ 0 T ₂ 0 A ₂ 0 M ₂ 0 CUMULATIVE TOTAL: 0.01 AC / 518 SF	G ₂ 0 C ₂ 0 T ₂ 0 A ₂ 0 M ₂ 0.01 / 344 CUMULATIVE TOTAL: 0.01 AC / 344 SF	G ₂ 0 C ₂ 0 T ₂ 4.57/180,717 A ₂ 0 M ₂ 0 CUMULATIVE TOTAL: 4.57 AC / 180,717 SF	CUMULATIVE TOTAL: 36 LF / 248 SF / 10 CY	CUMULATIVE TOTAL: 16 LF / 131 SF / 8 CY



SCALE

KEY

	PROPERTY LINE
	PROJECT AREA
	100 YEAR FLOOD PLAIN
	TREE CLEARING LIMITS
	TEMPORARY WETLAND IMPACTS (MATS)
	SECONDARY IMPACTS (TREE OBSTRUCTION REMOVAL)
	PERMANENT WETLAND IMPACTS (FILL)
	INTERMITTENT STREAM
	WETLAND BOUNDARY
	TOE OF SLOPE
	TOP OF CUT



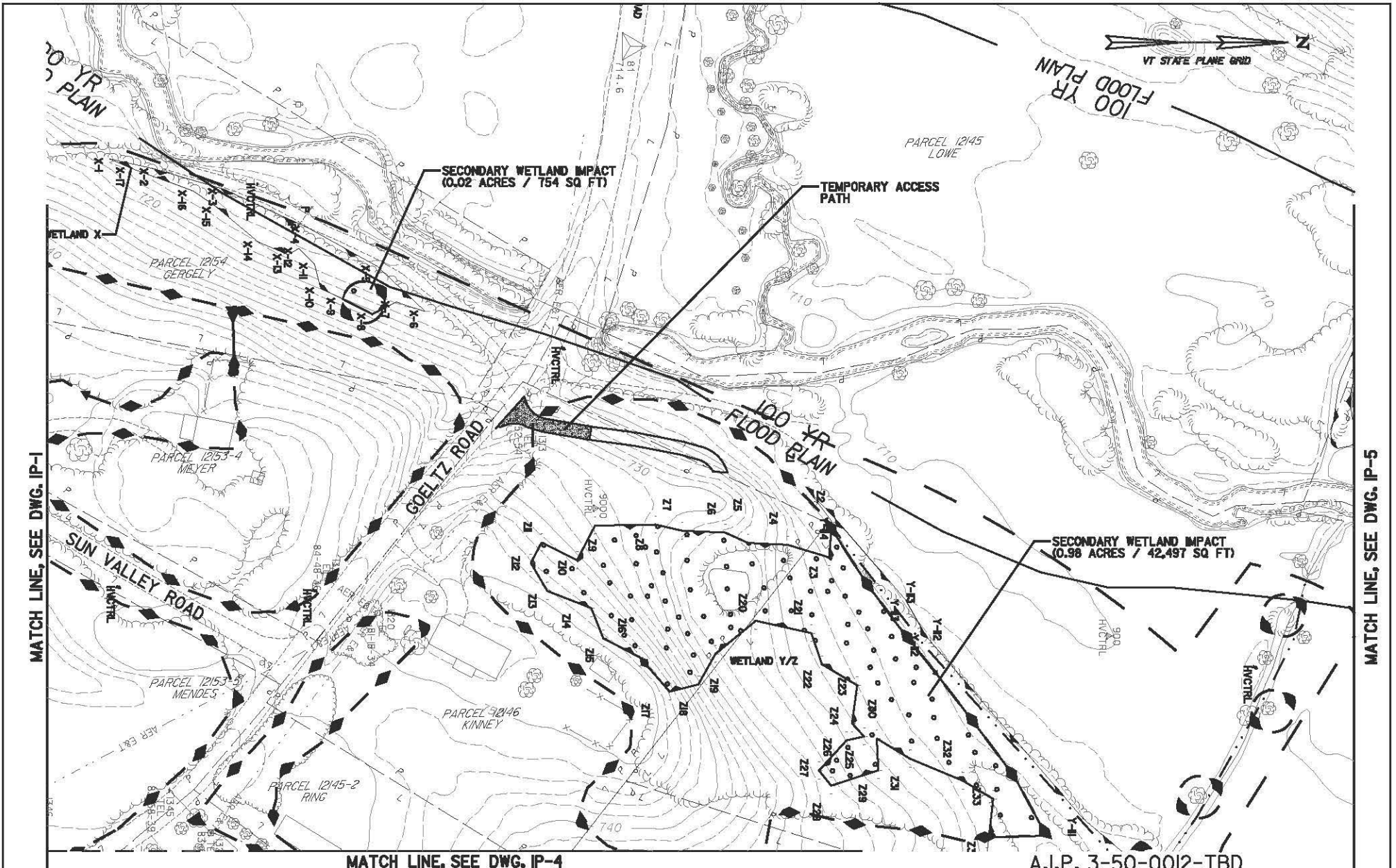
KEY

MATCH LINE, SEE DWG. IP-3

A.I.P. 3-50-0012-TBD

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FILE NAME:	13515_impacts_01.dgn	PLOT DATE:	7/3/2013
PROJECT LEADER:		DRAWN BY:	
DESIGNED BY:		CHECKED BY:	
WETLAND IMPACTS PLAN		SHEET IP-1	

MATCH LINE, SEE DWG. IP-2

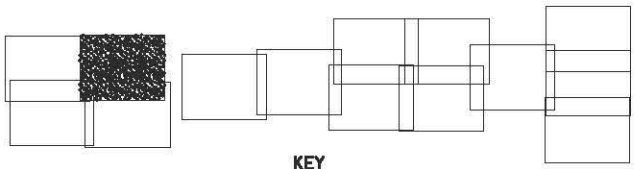


MATCH LINE, SEE DWG. IP-1

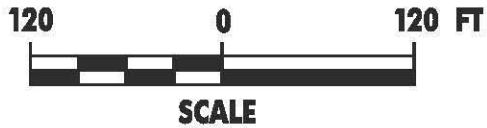
MATCH LINE, SEE DWG. IP-5

MATCH LINE, SEE DWG. IP-4

A.I.P. 3-50-0012-TBD



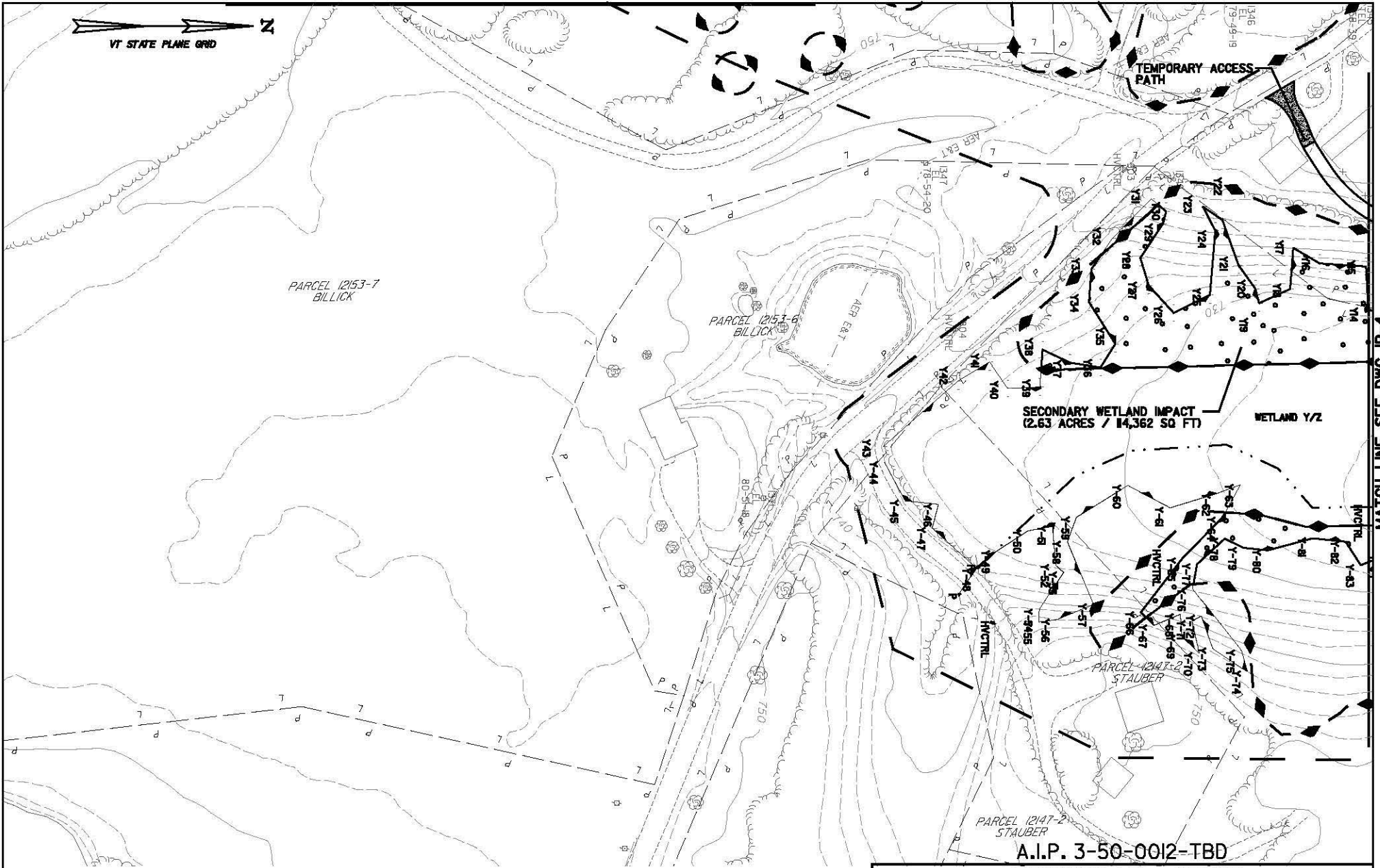
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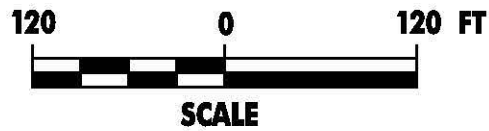
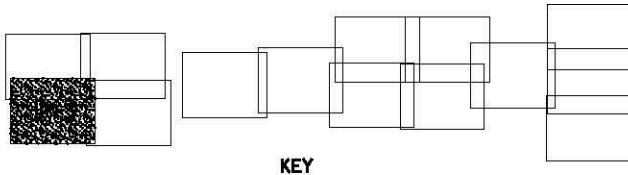
SCALE

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PROJECT NUMBER:	AVI46022	DRAWN BY:	
FILE NAME:	13515_impacts_02.dgn	DESIGNED BY:	
PROJECT LEADER:		WETLAND IMPACTS PLAN	CHECKED BY:
			SHEET IP-2

MATCH LINE, SEE DWG. IP-1



MATCH LINE, SEE DWG. IP-4



PROJECT NAME: MORRISVILLE - STOWE

PROJECT NUMBER: AVI46022

FILE NAME: 13515_Impacts_03.dgn

PROJECT LEADER:

DESIGNED BY:

WETLAND IMPACTS PLAN

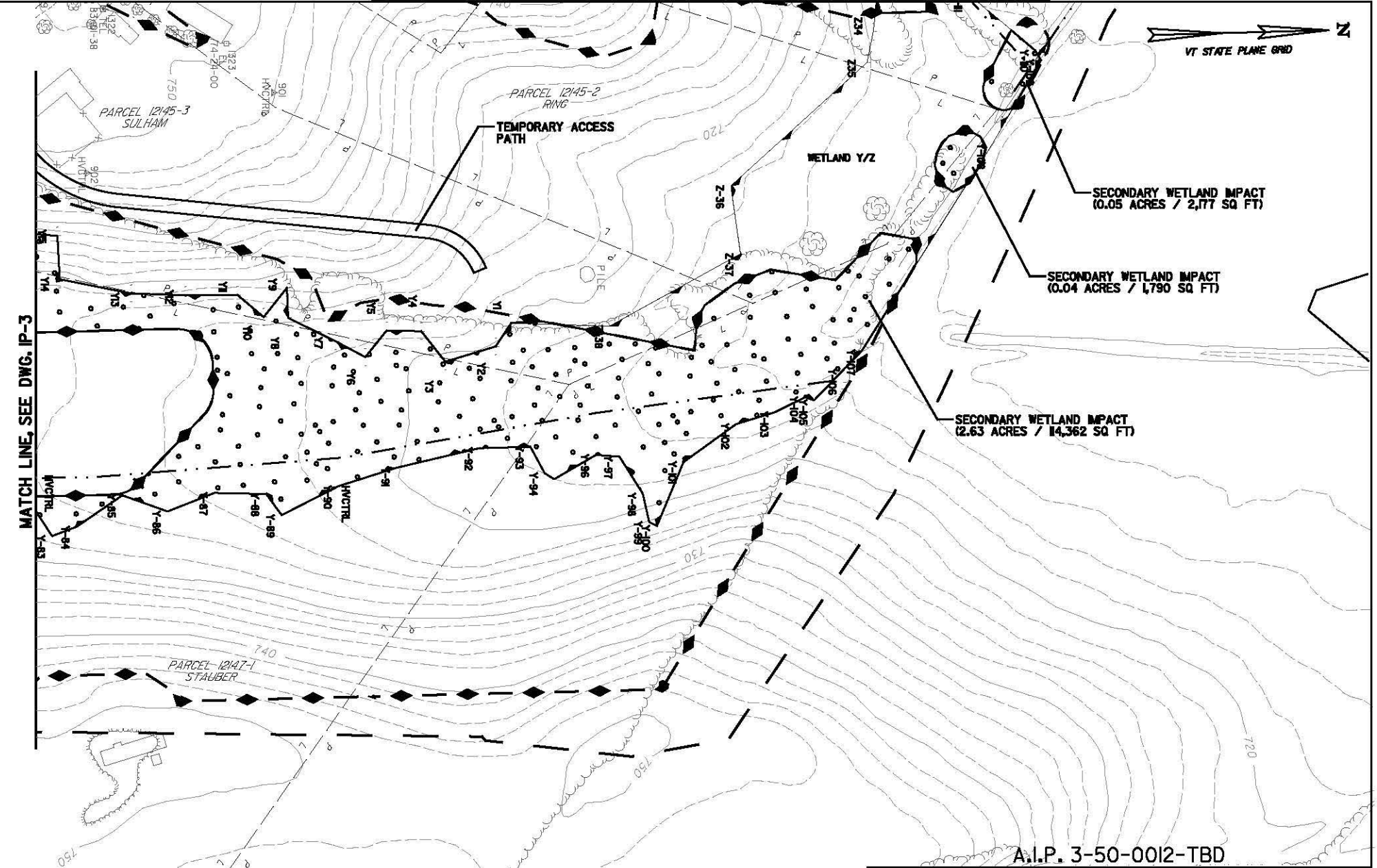
PLOT DATE: 7/3/2013

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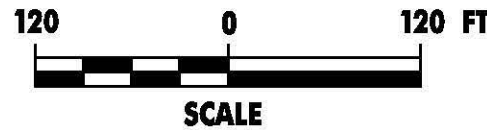
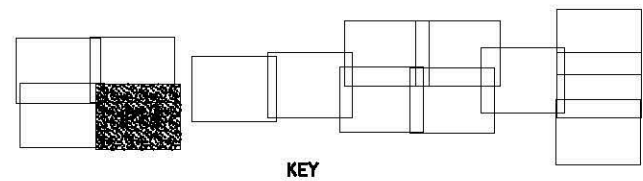
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SHEET IP-3

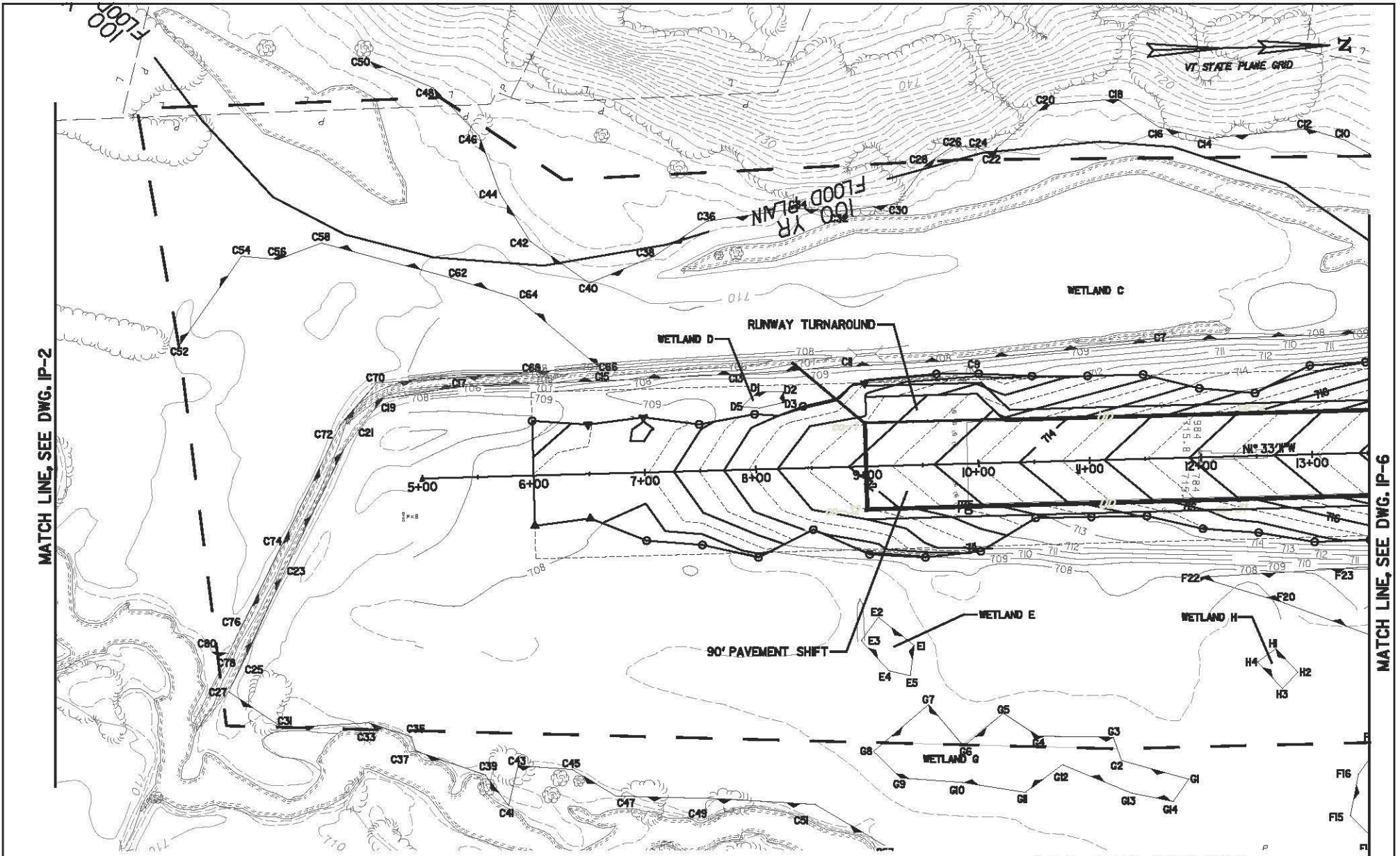
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MATCH LINE, SEE DWG. IP-3



A.I.P. 3-50-0012-TBD	
PROJECT NAME:	MORRISVILLE - STOWE
PROJECT NUMBER:	AVI46022
FILE NAME:	13515_impacts_04.dgn
PROJECT LEADER:	
DESIGNED BY:	
WETLAND IMPACTS PLAN	
PLOT DATE:	7/3/2013
DRAWN BY:	
CHECKED BY:	
SHEET P-4	

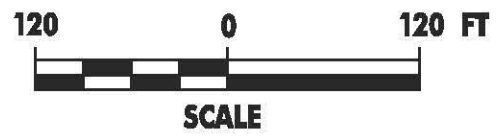
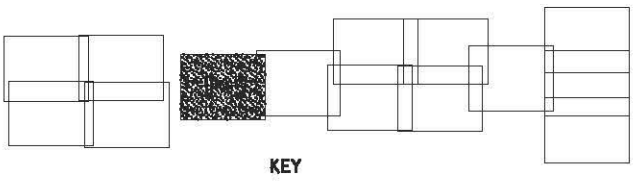


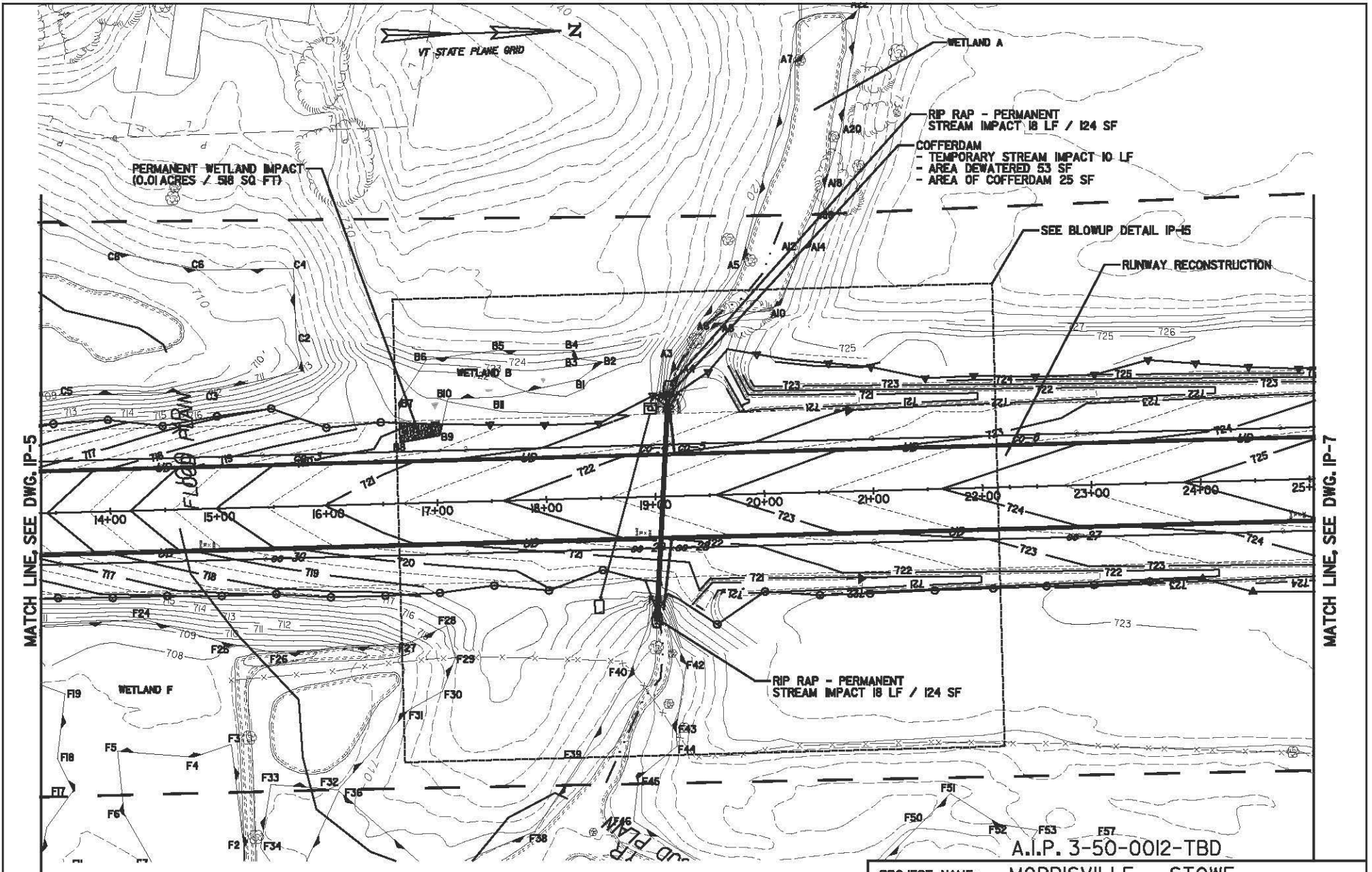
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MATCH LINE, SEE DWG. IP-6

A.I.P. 3-50-0012-TBD

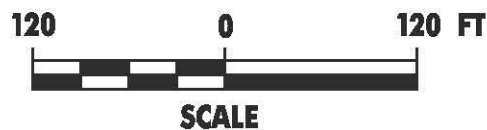
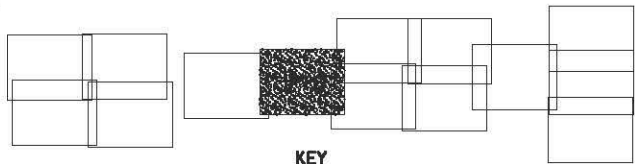
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PROJECT NUMBER:	AVI46022	DRAWN BY:	
FILE NAME:	13515_impacts_05.dgn	DESIGNED BY:	
PROJECT LEADER:		WETLAND IMPACTS PLAN	CHECKED BY:
			SHEET IP-5





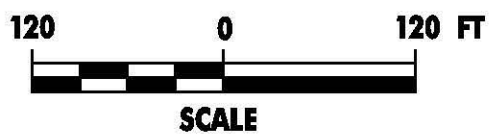
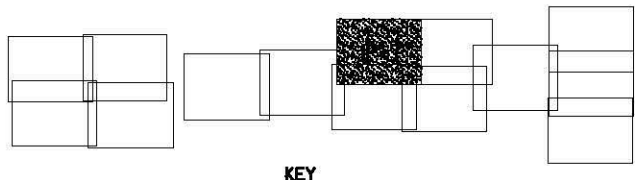
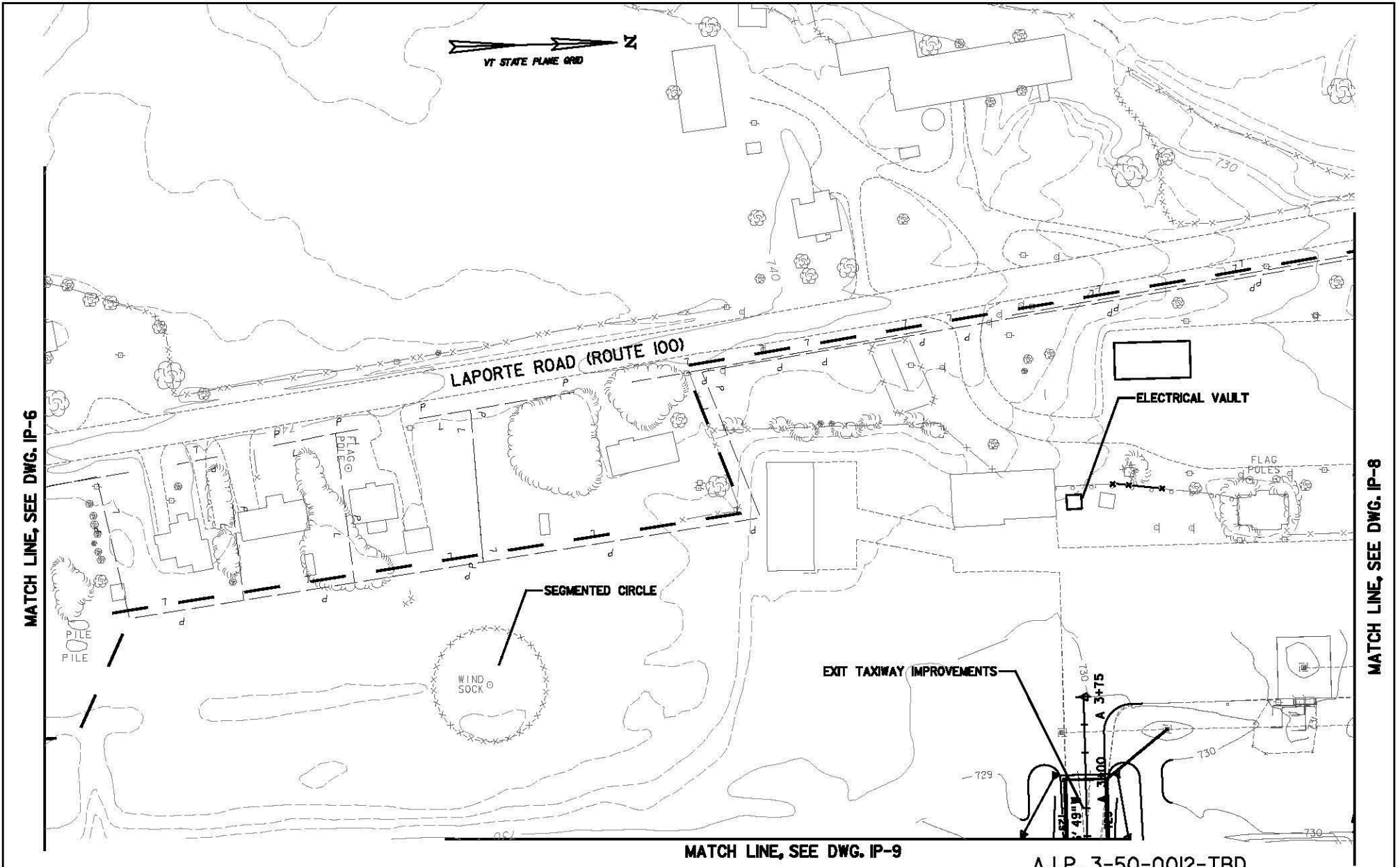
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MATCH LINE, SEE DWG. IP-7

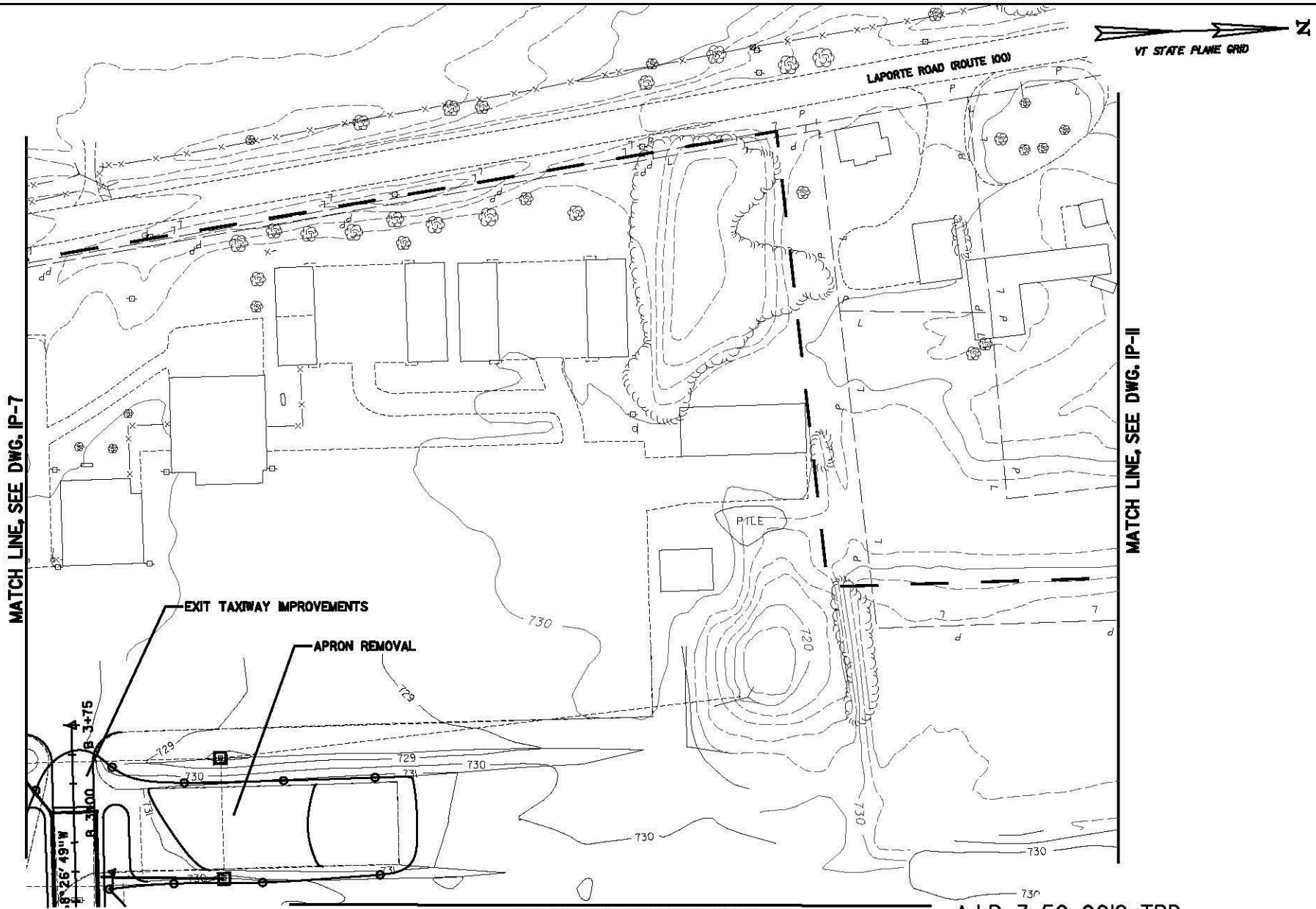


A.I.P. 3-50-0012-TBD

PROJECT NAME:	MORRISVILLE - STOWE	PLOT DATE:	7/3/2013
PROJECT NUMBER:	AVI46022	DRAWN BY:	
FILE NAME:	13515_Impacts_06.dgn	DESIGNED BY:	
PROJECT LEADER:		WETLAND IMPACTS PLAN	CHECKED BY:
			SHEET IP-6



A.I.P. 3-50-0012-TBD	
PROJECT NAME:	MORRISVILLE - STOWE
PROJECT NUMBER:	AVI46022
FILE NAME:	13515_impacts_07.dgn
PROJECT LEADER:	
DESIGNED BY:	
WETLAND IMPACTS PLAN	
PLOT DATE:	7/3/2013
DRAWN BY:	
CHECKED BY:	
SHEET IP-7	



MATCH LINE, SEE DWG. IP-7

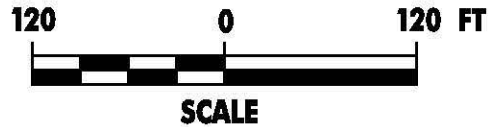
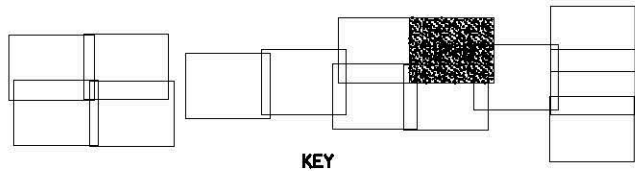
MATCH LINE, SEE DWG. IP-11

EXIT TAXIWAY IMPROVEMENTS

APRON REMOVAL

MATCH LINE, SEE DWG. WP-10

A.I.P. 3-50-0012-TBD



PROJECT NAME: MORRISVILLE - STOWE

PROJECT NUMBER: AVI46022

FILE NAME: 13515_impacts_08.dgn

PROJECT LEADER:

DESIGNED BY:

WETLAND IMPACTS PLAN

PLOT DATE: 7/3/2013

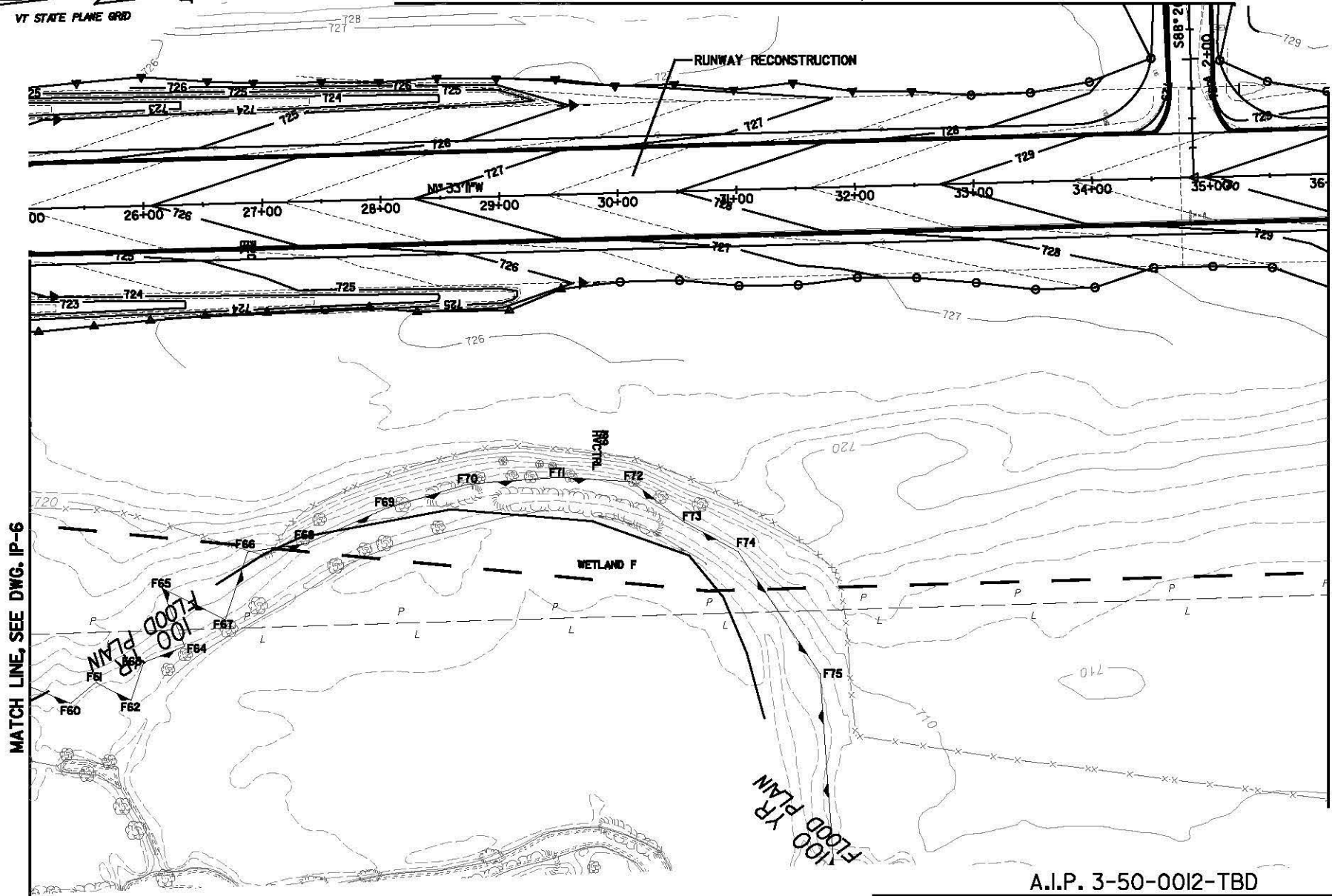
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SHEET IP-8

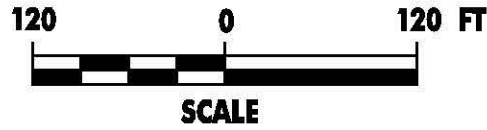
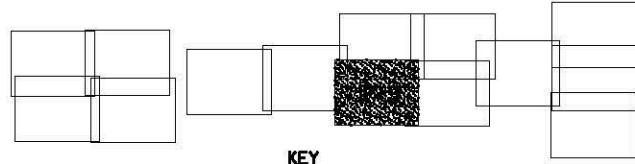


MATCH LINE, SEE DWG. IP-7



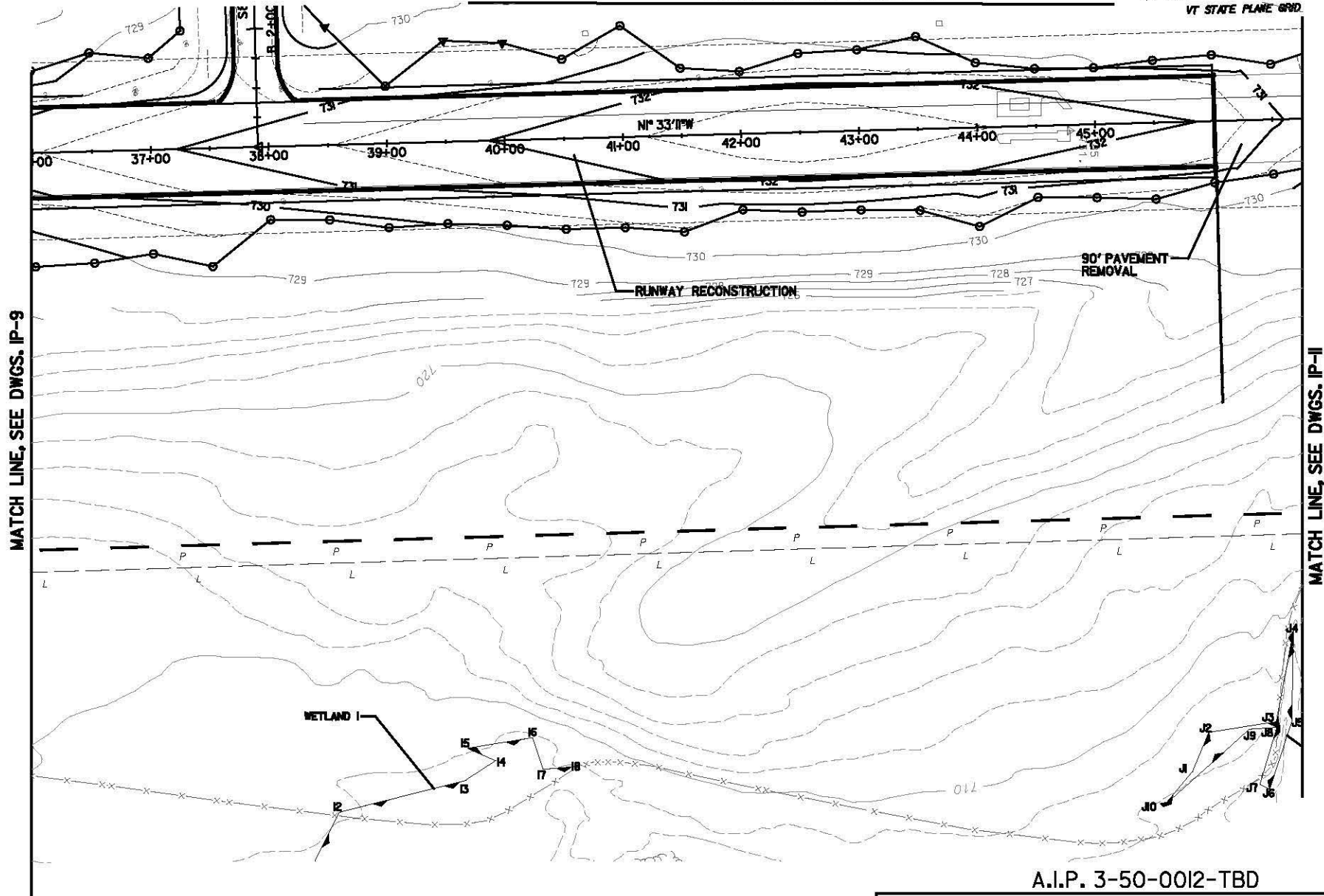
MATCH LINE, SEE DWG. IP-6

MATCH LINE, SEE DWGS. IP-10



A.I.P. 3-50-0012-TBD	
PROJECT NAME:	MORRISVILLE - STOWE
PROJECT NUMBER:	AVI46022
FILE NAME:	13515_impacts_09.dgn
PROJECT LEADER:	
DESIGNED BY:	
WETLAND IMPACTS PLAN	
PLOT DATE:	7/3/2013
DRAWN BY:	
CHECKED BY:	
SHEET IP-9	

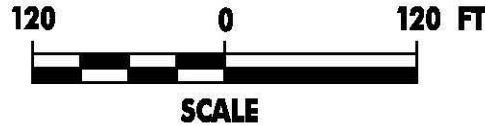
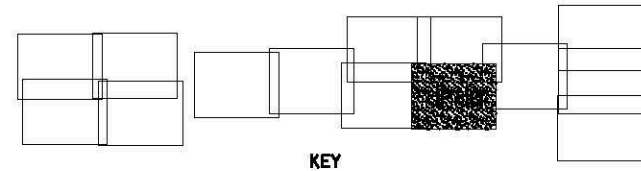
MATCH LINE, SEE DWG. IP-8



MATCH LINE, SEE DWGS. IP-9

MATCH LINE, SEE DWGS. IP-11

WETLAND I



A.I.P. 3-50-0012-TBD

PROJECT NAME: MORRISVILLE - STOWE

PROJECT NUMBER: AVI46022

FILE NAME: 13515_impacts_10.dgn

PROJECT LEADER:

DESIGNED BY:

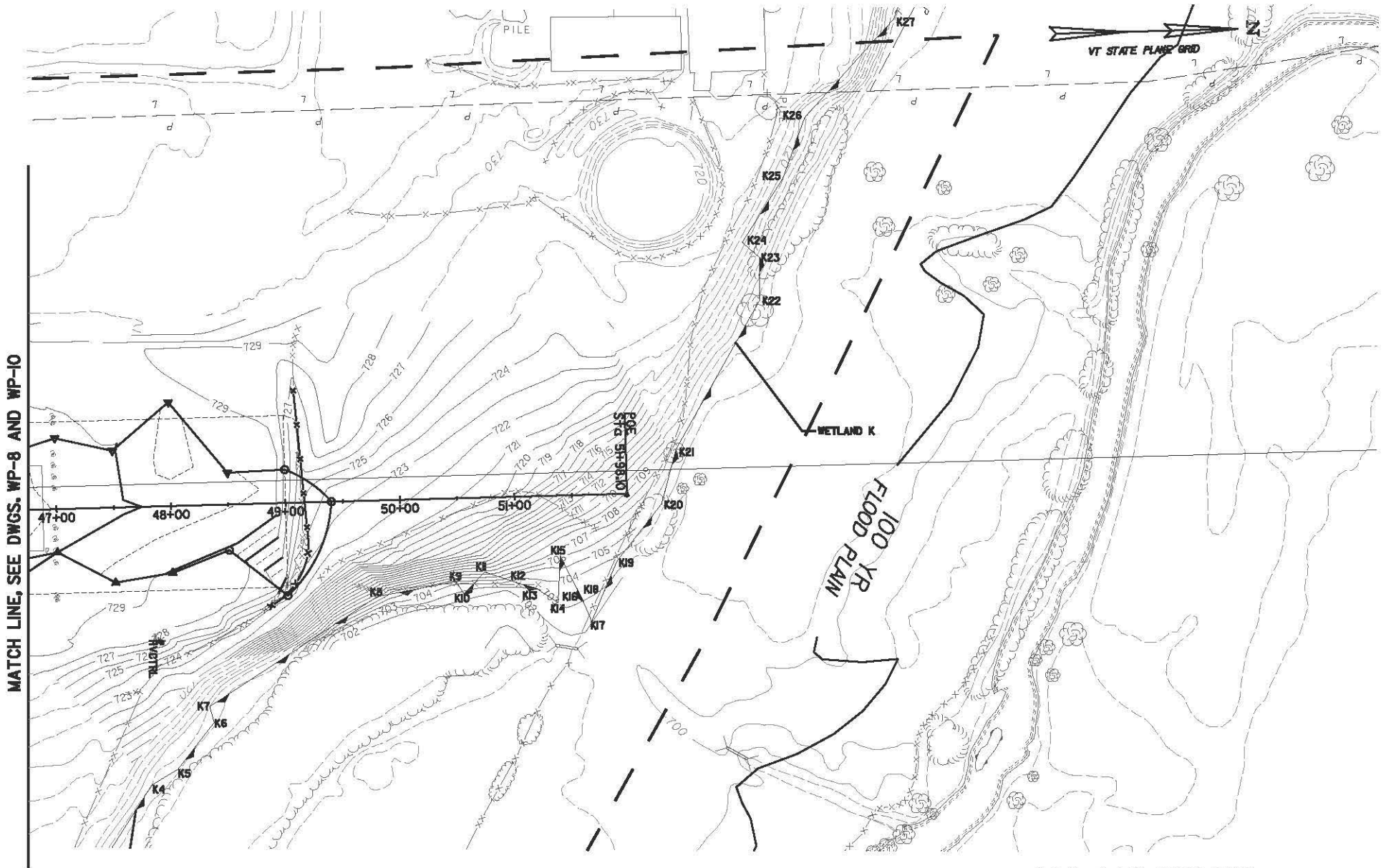
WETLAND IMPACTS PLAN

PLOT DATE: 7/3/2013

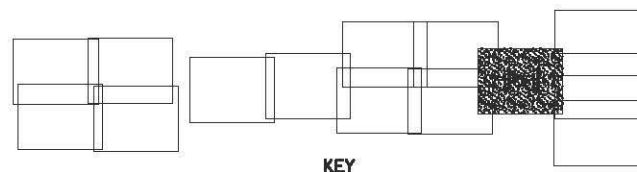
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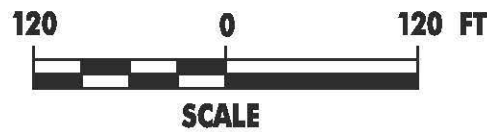
SHEET IP-10



MATCH LINE, SEE DWGS. WP-8 AND WP-10

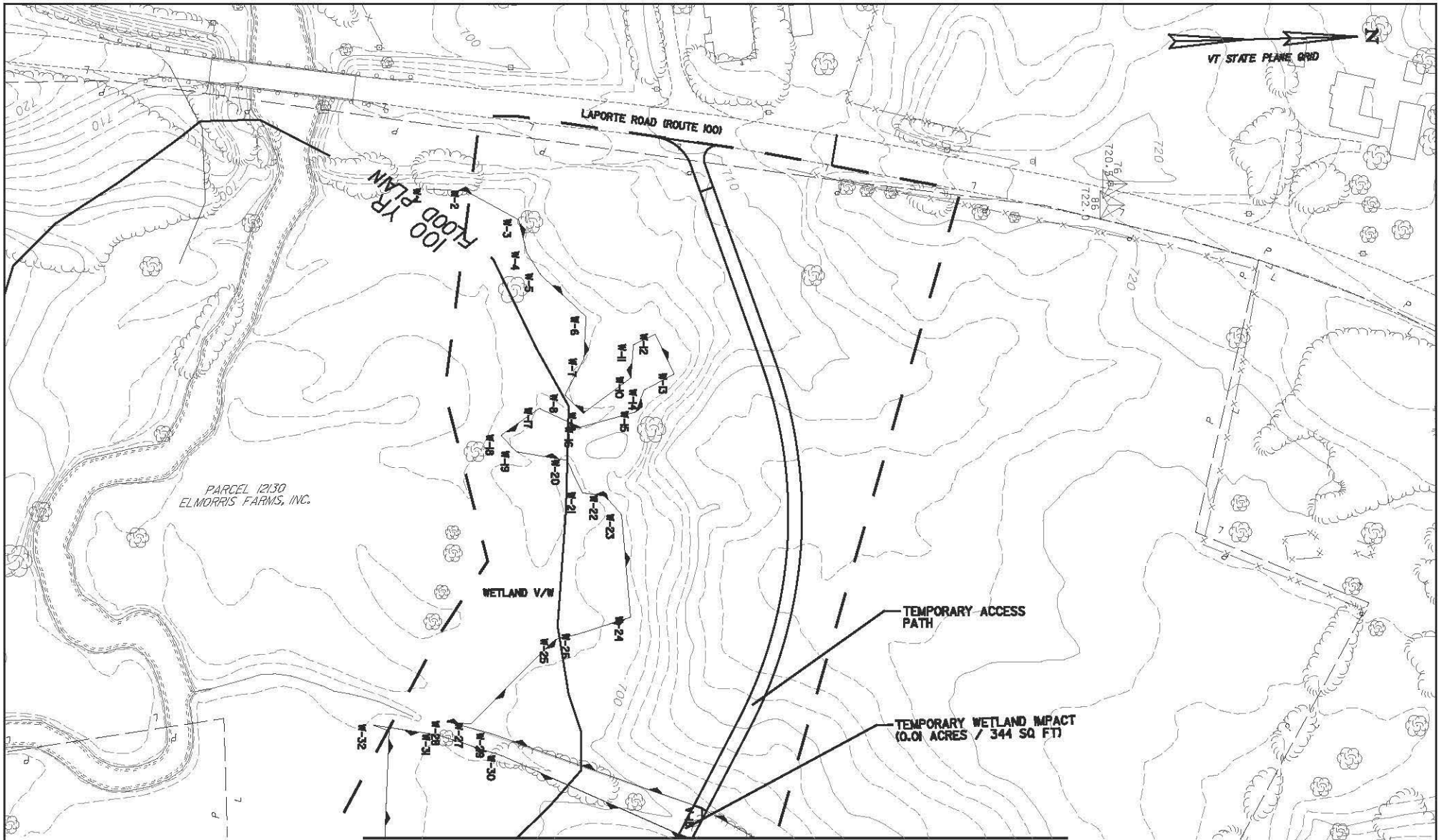


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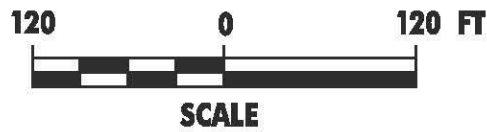
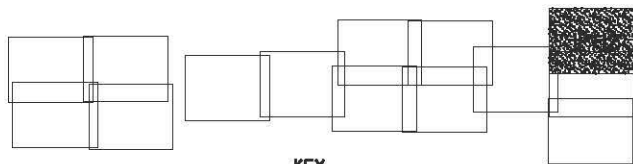


A.I.P. 3-50-0012-TBD

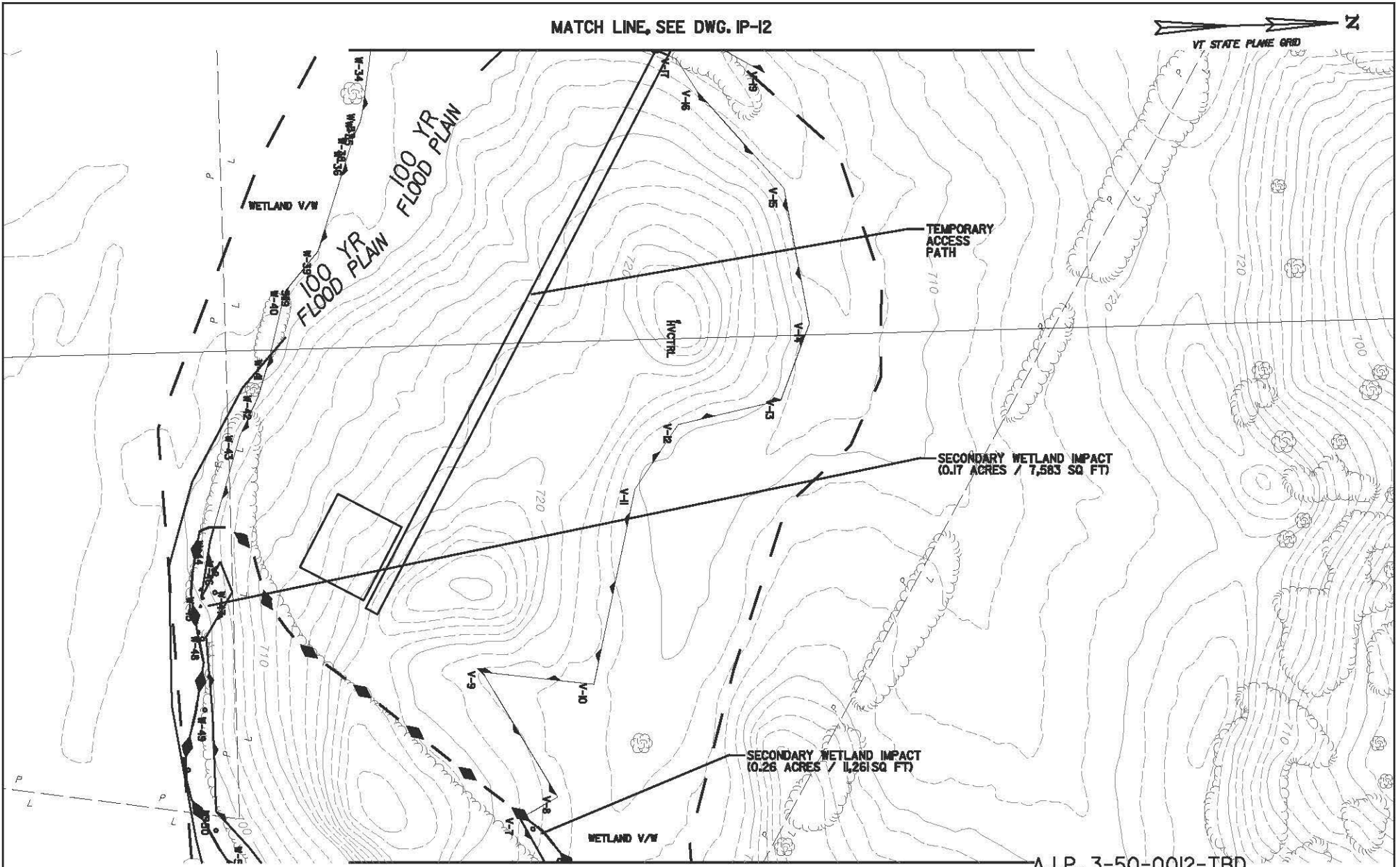
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PROJECT NUMBER:	AVI46022	DRAWN BY:	
FILE NAME:	13515_impacts_11.dgn	CHECKED BY:	
PROJECT LEADER:		SHEET IP-II	
DESIGNED BY:			
WETLAND IMPACTS PLAN			



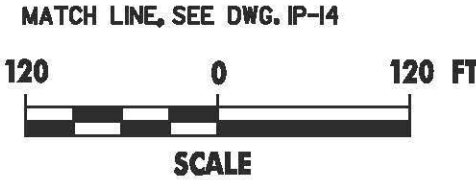
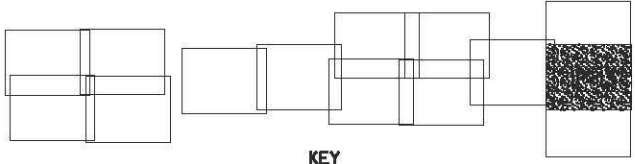
MATCH LINE, SEE DWG. WP-13



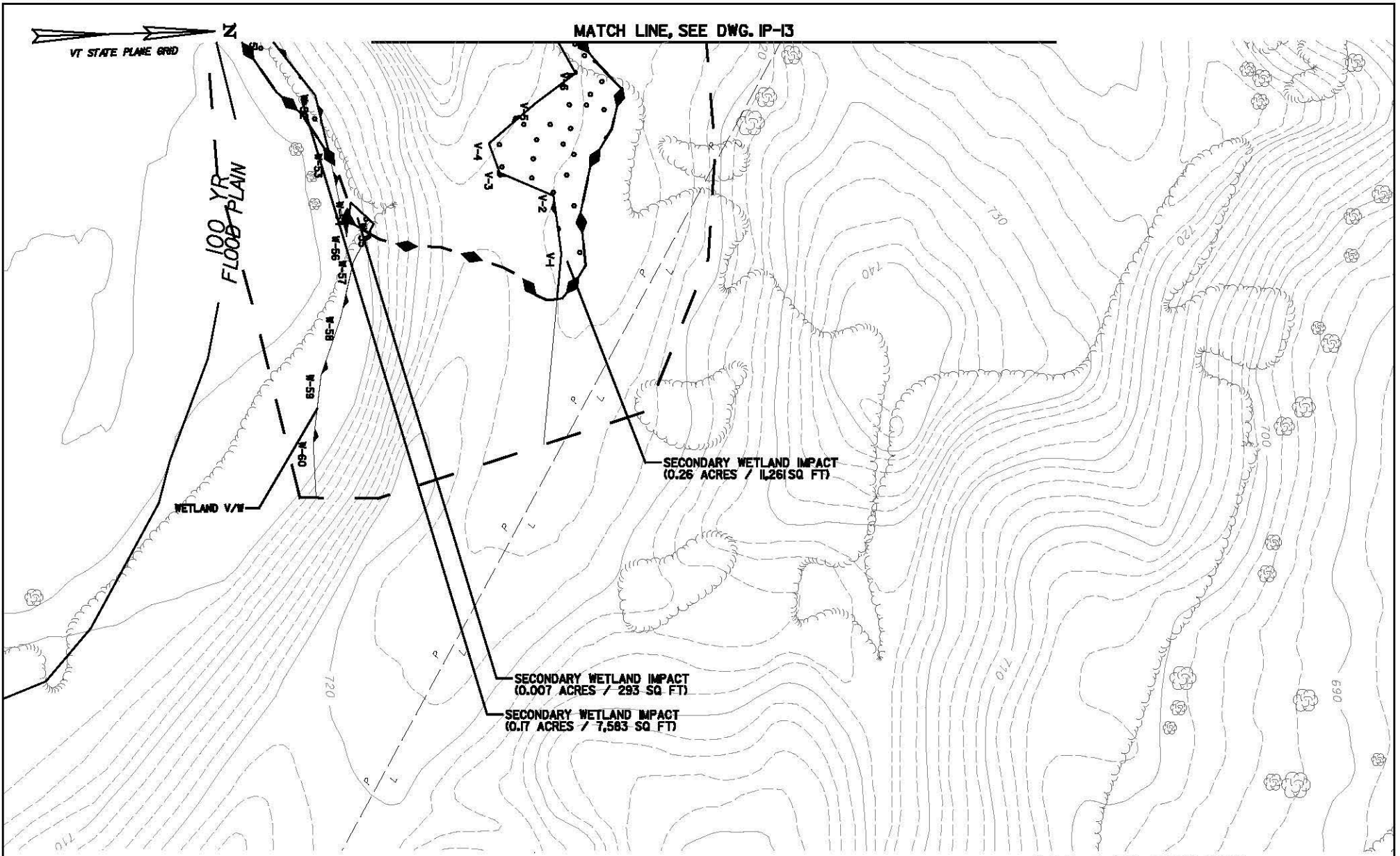
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PROJECT NAME:	MORRISVILLE - STOWE
PROJECT NUMBER:	AVI46022
FILE NAME:	13515_impacts_12.dgn
PROJECT LEADER:	
DESIGNED BY:	
WETLAND IMPACTS PLAN	
PLOT DATE:	7/3/2013
DRAWN BY:	
CHECKED BY:	
SHEET IP-12	



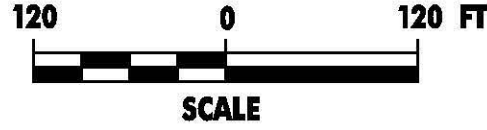
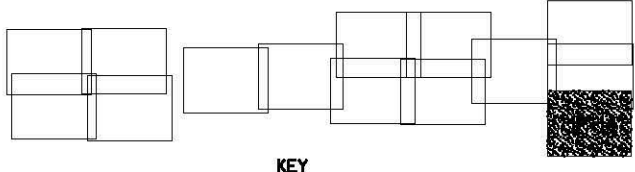
A.I.P. 3-50-0012-TBD



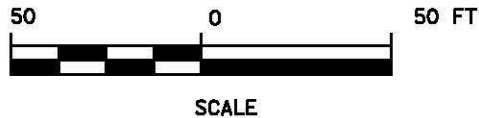
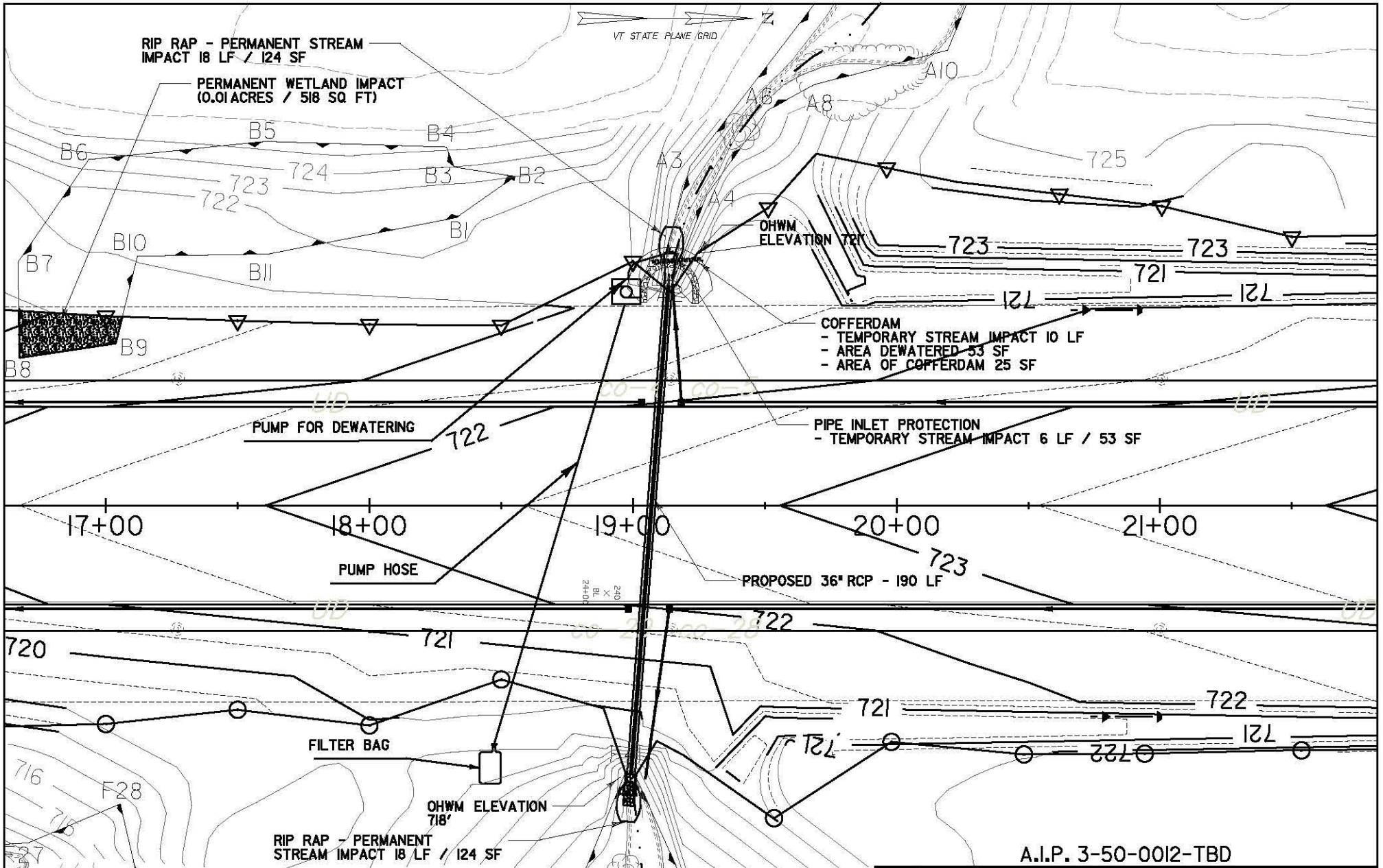
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PROJECT NUMBER:	AVI46022	DRAWN BY:	
FILE NAME:	13515_impacts_13.dgn	DESIGNED BY:	
PROJECT LEADER:		WETLAND IMPACTS PLAN	CHECKED BY:
			SHEET IP-13



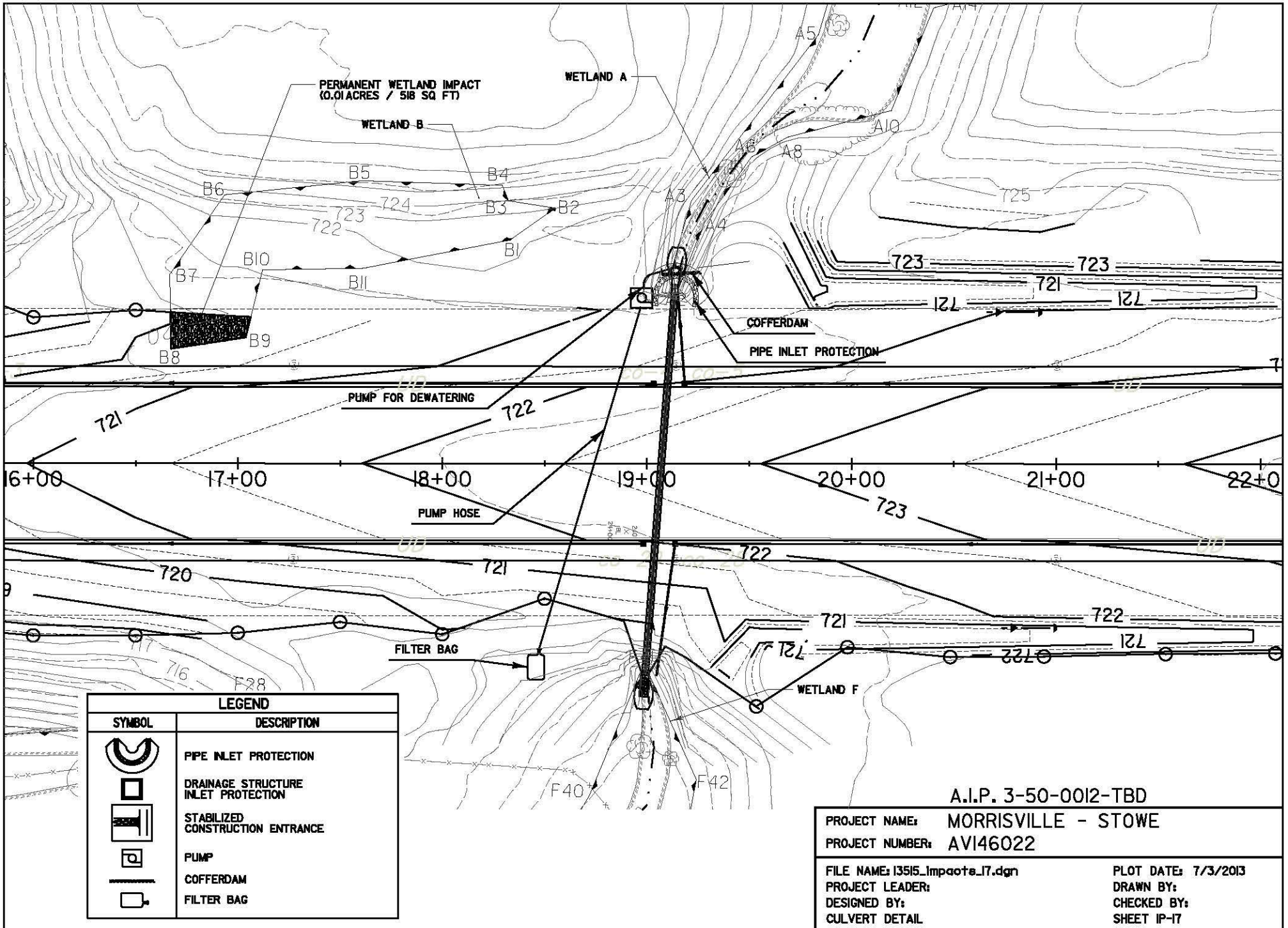
A.I.P. 3-50-0012-TBD

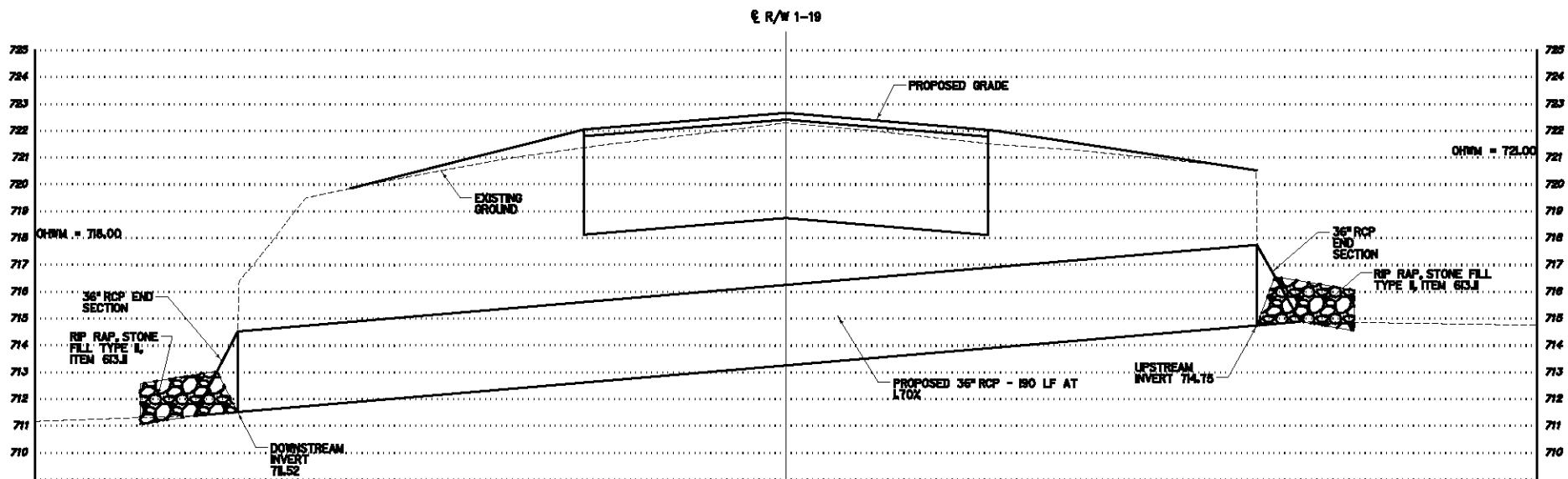


PROJECT NAME:	MORRISVILLE - STOWE	PLOT DATE:	7/3/2013
PROJECT NUMBER:	AVI46022	DRAWN BY:	
FILE NAME:	13515_impacts_14.dgn	CHECKED BY:	
PROJECT LEADER:		SHEET	IP-14
DESIGNED BY:			
WETLAND IMPACTS PLAN			



A.I.P. 3-50-0012-TBD	
PROJECT NAME:	MORRISVILLE - STOWE
PROJECT NUMBER:	AVI46022
FILE NAME:	13515_impacts_15.dgn
PROJECT LEADER:	
DESIGNED BY:	
WETLAND IMPACT DETAIL	
PLOT DATE:	7/3/2013
DRAWN BY:	
CHECKED BY:	
SHEET IP-15	





A.I.P. 3-50-0012-TBD



PROJECT NAME: MORRISVILLE - STOWE
 PROJECT NUMBER: AVI46022

FILE NAME: 13515_impacts_18.dgn
 PROJECT LEADER:
 DESIGNED BY:
 CULVERT PROFILE

PLOT DATE: 7/3/2013
 DRAWN BY:
 CHECKED BY:
 SHEET IP-18

MORRISVILLE
AV146022
6/26/2013

PL
Legend

-  Project Parcels
-  Abutter Parcels



Match Line

12081
JD Associates LLP

1215301
NICA Investment Inc.

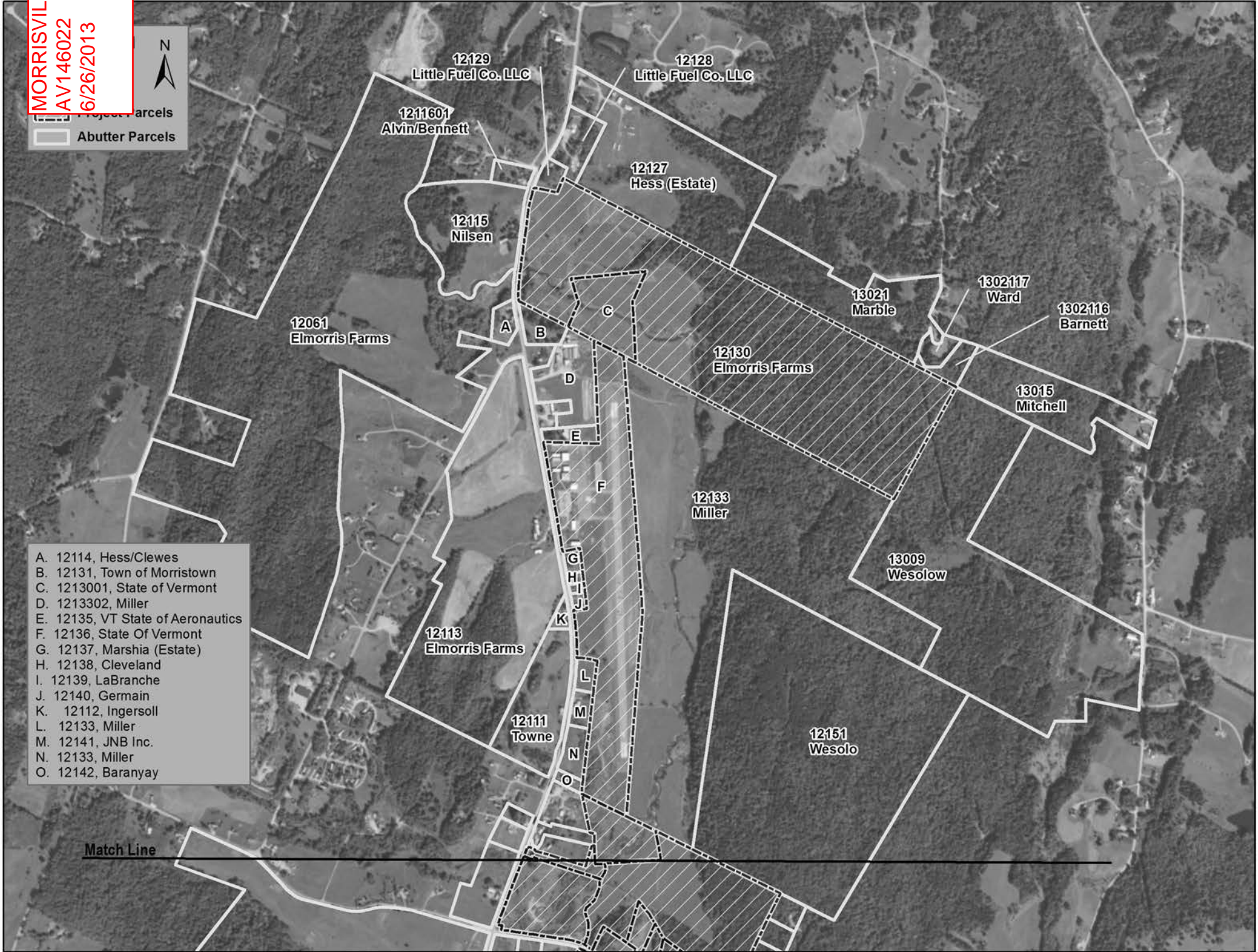
16128
Stancliff

- A. 12105, Holder/Robinson
- B. 12143, Lowe
- C. 1210401, Plante/Hayward
- D. 12144, Foss
- E. 1214401, Foss
- F. 1214301, VT Agency of Trans.
- G. 12103, Beck
- H. 12145, Lowe
- I. 1214402, Foss
- J. 1214501, Miller
- K. 1214502, Hill/Enderson
- L. 12146, Kinney
- M. 1214503, Sulham
- N. 1214701, Stauber
- O. 12147, Stauber
- P. 12148, Emmons
- Q. 121500302, Emmons
- R. 121500301, Duquette
- S. 1215001, Cutting
- T. 12150, DeMasi
- U. 1215004, DeMasi
- V. 12155, Couture
- W. 12156, Lowe
- X. 12154, Gergely
- Y. 1215304, Meyer
- Z. 1215303, Paul
- AA. 1215305, Mendes
- BB. 12153, Spitz
- CC. 1215302, Damon
- DD. 1215306, Billick
- EE. 1215308, Wheeler
- FF. 1215307, Billick
- GG. 1215309, Willett
- HH. 1215310, Dever
- II. 1215311, Bronner

MORRISVILLE
AV146022
6/26/2013



Project Parcels
Abutter Parcels



- A. 12114, Hess/Clewes
- B. 12131, Town of Morristown
- C. 1213001, State of Vermont
- D. 1213302, Miller
- E. 12135, VT State of Aeronautics
- F. 12136, State Of Vermont
- G. 12137, Marshia (Estate)
- H. 12138, Cleveland
- I. 12139, LaBranche
- J. 12140, Germain
- K. 12112, Ingersoll
- L. 12133, Miller
- M. 12141, JNB Inc.
- N. 12133, Miller
- O. 12142, Baranyay

Match Line

12129 Little Fuel Co. LLC
12128 Little Fuel Co. LLC
1211601 Alvin/Bennett
12127 Hess (Estate)
12115 Nilsen
12061 Elmorris Farms
13021 Marble
1302117 Ward
1302116 Barnett
12130 Elmorris Farms
13015 Mitchell
12133 Miller
13009 Wesolow
12113 Elmorris Farms
12151 Wesolo
12111 Towne