

Appendix E

Permit Applications

USACE Section 404 Individual Permit Application.....	E-1
ADF&G Title 16 Fish Habitat Permit Application.....	E-11
DNR Material Site Reclamation Plan FOR Dall Point.....	E-31



May 2, 2014

Hooper Bay Airport Improvements, Phase I
DOT&PF Project No: 57419

Glenn Justis
Chief
US Army Corps of Engineers
Regulatory Division, CEPOA-RD-S
Post Office Box 6898
Elmendorf, AK 99506-0898

RE: Request for Individual Section 404 Permit

The Alaska Department of Transportation and Public Facilities (DOT&PF), in association with FAA, is proposing to improve the Hooper Bay Airport in Hooper Bay, Alaska (Figure 1). The proposed project is located within Sections 17, 21, 22, 27, 28, 33, and 34, T 17 N, R. 93 W, and Sections 2-4, 10, and 11, T 16N, R 94W on USGS Quad Map Hooper Bay C-4; Seward Meridian; Latitude 61.520585°N, Longitude - 166.139534°W.

The proposed project would require the permanent placement of fill material in jurisdictional waters of the US. DOT&PF is requesting a Section 404 Individual Permit authorizing the proposed work. The permit application and supporting information is enclosed.

Project Description

Proposed work for the first phase of the project consists of the following improvements (Figure 2):

- Rehabilitating the existing 3,300 ft runway by removing the existing pavement, raising the grade and resurfacing the runway
- Providing additional erosion control by armoring the north end of the runway sheet pile wall
- Relocating and expanding the apron to accommodate lease lots, one of which will be used by DOT&PF Maintenance and Operations and constructing a new Snow Removal Equipment Building
- Rehabilitating and extending the taxiway to the new apron
- Reconstructing the existing Airport Access Road
- Relocating utilities, including the addition of overhead utility poles, to the new apron
- Modifying existing navigational aids and improving drainage as needed

Material and supplies would be barged to one of two barge landings in the project vicinity.

Purpose and Need

The existing runway asphalt surface is severely deteriorated and about 600 ft of the surface at the center of the runway has been reduced to gravel. The surface runway deterioration limits the regular use of the airport by larger aircrafts. Other deficiencies that need addressed to meet FAA design standards for airport safety include:

- Relocating the apron which is too close to the existing runway
- Improving the lighting systems and navigation aids which are currently out of date.

Section 404 or 10 Involvement

The project area, outside the existing airport facilities and proposed material sources, consists entirely of freshwater emergent wetlands broken by areas of open water. The material sources are proposed on small pockets of upland on coastal dunes and hills. Because the uplands are scattered and small, they are considered part of the emergent mosaic and wetlands. The wetland, streams, ponds, and other open water within the project area fall under the jurisdiction of the USACE per Section 404 of the Clean Water Act. These water bodies are all hydrologically connected to each other, Hooper Bay, and the Bering Sea.

Work within wetlands would consist of relocating and expanding the airport apron and taxiway, reconstructing the Airport Access Road, and improving drainage. The work would result in the permanent placement of approximately **185,000 cubic yards of fill material on 24 acres** of emergent tundra and **90,000 cubic yards of fill material on 4 acres of open water** (ponds) under the jurisdiction of the US Army Corps of Engineers (Figure 3 and Photo Sheet).

Avoidance and Minimization

See the enclosed Applicant Proposed Mitigation Statement for information on the avoidance and minimization of impacts to waters of the US. Compensatory mitigation for unavoidable impacts to Category III, Moderate to low value, wetlands would be through an in-lieu fee payment to the Conservation Fund. Conservation Fund estimates that the mitigation would be at a ratio of 1.5:1 and cost DOT&PF approximately \$478,500 (see enclosed estimate). This estimate was for 29 acres of wetlands impacts; 28 acres of wetland impacts would cost approximately \$462,000.

If you have any questions or require additional information, please contact Luke Bowland, P.E., Project Manager, at 269-0891 or TaraLyn Stone, Environmental Impact Analyst, at 269-0534.

Sincerely,

Taylor Horne
Statewide Environmental Manager

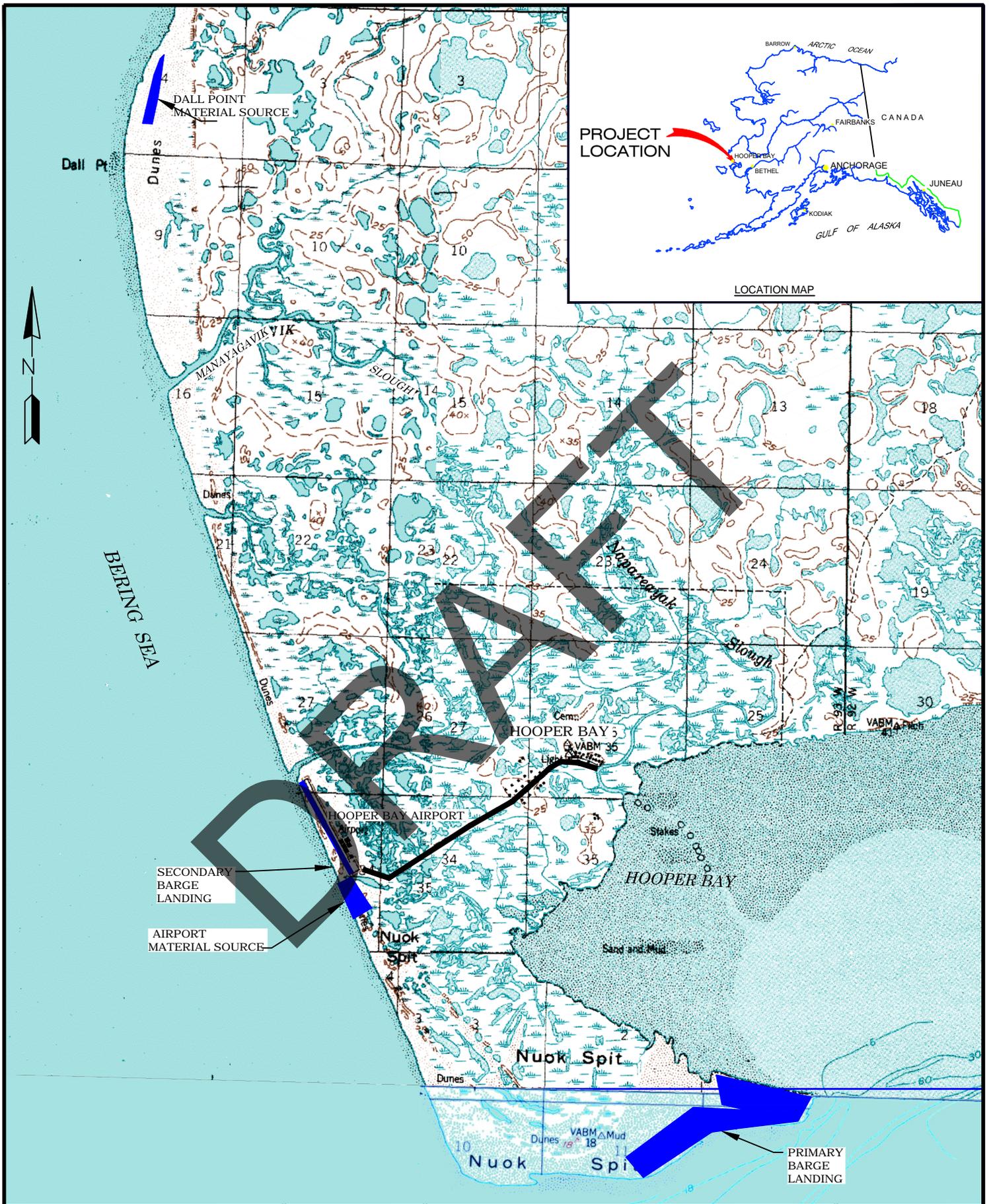
Enclosures:

- Figure 1: Location and Vicinity Map
Permit Application
- Figure 2: Project Details
- Figure 3: Wetland Impacts
Photo Sheet
- Applicant Proposed Mitigation Statement
- Conservation Fund Mitigation Estimate

cc: Brian Elliott, Regional Environmental Manager, PD&E, DOT&PF CR
Luke Bowland, P.E., Project Manager, Aviation Design, DOT&PF CR
TaraLyn Stone, Environmental Team Leader, PD&E, DOT&PF CR

DRAFT

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

PRELIMINARY DESIGN AND
ENVIRONMENTAL GROUP

SCALE: NTS

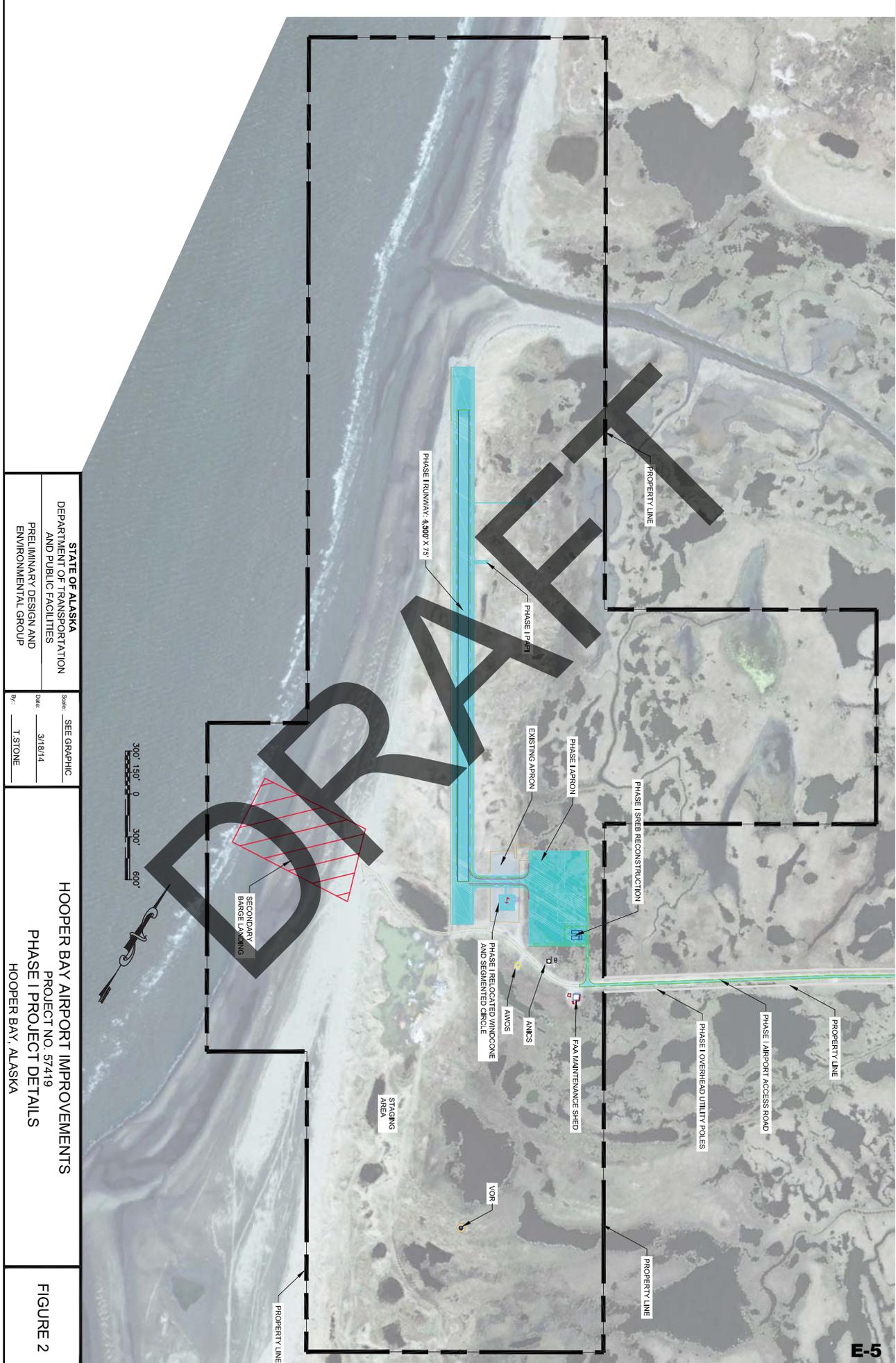
DATE: 6/19/2013

BY: T. STONE

HOOPER BAY
AIRPORT IMPROVEMENTS
PROJECT NO. 57419
LOCATION & VICINITY MAP
HOOPER BAY, ALASKA

FIGURE 1

E-4



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 PRELIMINARY DESIGN AND
 ENVIRONMENTAL GROUP

Scale: SEE GRAPHIC
 Date: 3/18/14
 By: T STONE

HOOPER BAY AIRPORT IMPROVEMENTS
 PROJECT NO. 57419
 PHASE I PROJECT DETAILS
 HOOPER BAY, ALASKA

FIGURE 2

**U.S. ARMY CORPS OF ENGINEERS
APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT**
33 CFR 325. The proponent agency is CECW-CO-R.

*Form Approved -
OMB No. 0710-0003
Expires: 31-AUGUST-2013*

Public reporting for this collection of information is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of the collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters, Executive Services and Communications Directorate, Information Management Division and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
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(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME First - Middle - Last - Company - AK DOT&PF CR E-mail Address -		8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required) First - Middle - Last - Company - E-mail Address -	
6. APPLICANT'S ADDRESS: Address- P.O. Box 196900 City - Anchorage State - AK Zip - 99519 Country - USA		9. AGENT'S ADDRESS: Address- City - State - Zip - Country -	
7. APPLICANT'S PHONE NOS. w/AREA CODE a. Residence b. Business c. Fax		10. AGENTS PHONE NOS. w/AREA CODE a. Residence b. Business c. Fax	

STATEMENT OF AUTHORIZATION

11. I hereby authorize, _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

SIGNATURE OF APPLICANT DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions) Hooper Bay Airport Improvements	
13. NAME OF WATERBODY, IF KNOWN (if applicable)	14. PROJECT STREET ADDRESS (if applicable) Address
15. LOCATION OF PROJECT Latitude: °N 61.520585 Longitude: °W 166.139534	City - State - Zip-
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions) State Tax Parcel ID Municipality Section - 2-4, 10, and 11 Township - 16 N Range - 94 W	

17. DIRECTIONS TO THE SITE

The propose project is located at the Hooper Bay Airport which is one mile west of the community of Hooper Bay, Alaska. Hooper Bay is only accessible by barge or aircraft.

18. Nature of Activity (Description of project, include all features)

Proposed work for the first phase of the project consists of the following improvements (Figure 2):

- Rehabilitating the existing 3,300 ft runway by removing the existing pavement, raising the grade and resurfacing the runway
- Providing additional erosion control by armoring the north end of the runway sheet pile wall
- Relocating and expanding the apron to accommodate lease lots, one of which will be used by DOT&PF Maintenance and Operations and constructing a new Snow Removal Equipment Building
- Rehabilitating and extending the taxiway to the new apron
- Reconstructing the existing Airport Access Road
- Relocating utilities, including the addition of overhead utility poles, to the new apron
- Modifying existing navigational aids and improving drainage as needed

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

The existing runway asphalt surface is severely deteriorated and about 600 ft of the surface at the center of the runway has been reduced to gravel. The surface runway deterioration limits the regular use of the airport by larger aircrafts. Other deficiencies that need addressed to meet FAA design standards for airport safety include:

- Relocating the apron which is too close to the existing runway
- Improving the lighting systems and navigation aids which are currently out of date.

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

Work within wetlands would consist of relocating and expanding the airport apron and taxiway, reconstructing the Airport Access Road, and improving drainage.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type Amount in Cubic Yards	Type Amount in Cubic Yards	Type Amount in Cubic Yards
275,000 cy of borrow sub-base material		

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres 24 acres wetland and 4 acres open water (ponds)
or
Linear Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)

See attached Applicant Proposed Mitigation Statement.

24. Is Any Portion of the Work Already Complete? Yes No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address- Sea Lion Corporation, P.O. Box 87

City - Hooper Bay State - Alaska Zip - 99604

b. Address-

City - State - Zip -

c. Address-

City - State - Zip -

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
DNR-SHPO	106 Concurrence		concurrent		
ADEC	Reasonable Assurance		concurrent		
ADF&G	Title 16		concurrent		

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT

DATE

SIGNATURE OF AGENT

DATE

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

Applicant Proposed Mitigation Statements

Background:

The U.S. Army Corps of Engineers (Corps) and the Environmental Protection Agency issued regulations that govern national compensatory mitigation policy for activities in waters of the U.S., including wetlands, authorized by Corps permits. The final mitigation rule was published in the federal register on April 10, 2008, and became effective on June 9, 2008. The final rule establishes standards and criteria for the use of appropriate and practicable compensatory mitigation for unavoidable functional losses of aquatic resources authorized by Corps permits (33 CFR Part 332). Additionally, the rule requires new information to be included in Corps permit applications and public notices to enable meaningful comments on applicant proposed mitigation. In accordance with 33 CFR Part 325.1(d)(7), "For activities involving discharges of dredged or fill material into waters of the U.S., the application must include a statement describing how impacts to waters of the United States are to be avoided and minimized. The application must also include either a statement describing how impacts to waters of the United States are to be compensated for or a statement explaining why compensatory mitigation should not be required for the proposed impacts." For additional information, the final mitigation rule can be viewed at: http://www.usace.army.mil/cw/cecwo/reg/news/final_mitig_rule.pdf

Mitigation is a sequential process of avoidance, minimization, and compensation. Compensatory mitigation is not considered until after all appropriate and practicable steps have been taken to first avoid and then minimize adverse impacts to the aquatic ecosystem. Please provide your proposed avoidance, minimization, and compensatory mitigation below:

Applicant's Proposed Mitigation (attach additional sheets as necessary):

1. Avoidance of impacts to waters of the U.S., including wetlands:

Please describe how, in your project planning process, you avoided impacts to waters of the U.S., including wetlands, to the maximum extent practicable. Examples of avoidance measures include site selection, routes, design configurations, etc...

Impacts to wetlands were avoided by choosing the least environmentally damaging practicable alternative. The Build Alternative uses the existing airport runway and facilities to the extent practicable. However, the project vicinity is comprised entirely of emergent wetlands and complete avoidance of wetlands was not possible.

2. Minimization of unavoidable impacts to waters of the U.S., including wetlands:

Please describe how your project design incorporates measures that minimize the unavoidable impacts to waters of the U.S., including wetlands, by limiting fill discharges to the minimum amount/size necessary to achieve the project purpose.

The area of impact was minimized by utilizing already disturbed areas as much as possible such as the existing apron, road corridor, and staging area. However, complete avoidance of wetlands is not possible.

Applicant Proposed Mitigation Statements

3. Compensation for unavoidable impacts to waters of the U.S., including wetlands:

Please describe your proposed compensatory mitigation to offset unavoidable impacts to waters of the U.S., or, alternatively, why compensatory mitigation is not appropriate or practicable for your project. Compensatory mitigation involves actions taken to offset unavoidable adverse impacts to waters of the U.S., including wetlands, streams and other aquatic resources (aquatic sites) authorized by Corps permits. Compensatory mitigation may involve the restoration, enhancement, establishment (creation), and/or the preservation of aquatic sites. The three mechanisms for providing compensatory mitigation are mitigation banks, in-lieu fee of mitigation, and permittee-responsible mitigation. Please see the attached definitions for additional information.

Compensation for unavoidable impacts on waters of the US shall be provided in accordance with USACE RGL ID No. 09-01, which requires a mitigation plan based on the functions and values of the affected wetlands, and compensatory mitigation for federally-funded projects. The wetland impacts would be compensated at a mitigation ratio of 1.5:1 for restoration and enhancement because the wetlands were determined to be Category III, moderate to low functioning, and are not unique to the area.

The Conservation Fund estimated that impacts to 29 acres of Category III wetlands would require an in-lieu fee payment of \$478,500 (see attached estimate). However, our project would only result in impacts to 28 acres which would cost approximately \$462,000.

DRAFT



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation and Public Facilities

DESIGN & ENGINEERING SERVICES
PRELIMINARY DESIGN & ENVIRONMENTAL

PO Box 196900
Anchorage, Alaska 99519-6900
Main: 907.269.0542
Toll Free: 800.770.5263
TDD: 907.269.0473
TTY: 800.770.8973
Fax: 907.243.6927

March 25, 2014

Jacob Cunha
Habitat Biologist
Alaska Department of Fish and Game
Division of Habitat
333 Raspberry Road
Anchorage, AK 99518

RE: Title 16 Fish Habitat Permit Application

The Alaska Department of Transportation and Public Facilities (DOT&PF), in association with FAA, is proposing to improve the Hooper Bay Airport in Hooper Bay, Alaska. The proposed airport improvements are the first phase of a two phase project to bring the airport up to current FAA design standards for safety as well as meet the increasing capacity needs. All improvements proposed for the first phase of work would repair, rehabilitate, or replace existing serviceable structures and facilities which have deteriorated or do not meet safety standards.

In-water work would be required to relocate the airport apron and improve the existing Airport Access Road. Work would include the placement of approximately 90,000 cubic yards of borrow material on four acres below Ordinary High Water (OHW) in a tributary slough of the Aluliqataq Slough and various ponds and lakes.

Enclosed please find the Title 16 Fish Habitat Application. If you have any question on the application please feel free to contact me by phone at (907) 269-0534 or by email at taralyn.stone@alaska.gov.

Sincerely,

A handwritten signature in cursive script that reads "TaraLyn Stone".

TaraLyn Stone
Environmental Team Leader

Enclosures: Fish Habitat Permit Application

cc: Brian Elliott, Regional Environmental Manager, PD&E, CR DOT&PF
Luke Bowland, P.E., Project Manager, Aviation Design, CR DOT&PF

DRAFT



ALASKA DEPARTMENT OF FISH AND GAME FISH HABITAT PERMIT APPLICATION SPECIFIC INSTRUCTIONS

NOTE: Provide as much information as possible. If you need assistance, please contact the nearest ADF&G Division of Habitat office. The ADF&G reserves the right to require additional information for the proper protection of fish and game.

Step A: Provide your name, address, and telephone number and the name, address, and telephone number of the contractor who will be doing the work, if known.

Step B: Describe the type of project (e.g., bridge, culvert, utility line placement, impoundment structure, bank stabilization, channelization, low water crossing, log removal, etc.) and the purpose of the project. A brief description of alternatives considered would be useful but is not required. Attach additional sheets as necessary. [Back to Form](#)

Step C: 1. Name of the waterbody in or adjacent to which the project will occur.
2. For Anadromous Stream numbers, refer to the [Atlas to the Catalog of Waters Important for Spawning, Rearing or Migration of Anadromous Fishes](#).

3. a. Provide plans (or field sketch) showing the following as a minimum: access to the site, plan view showing all project features and dimensions, or crossing/fording sites; material removal plans should also include, at a minimum, the following: 50' contour lines; nearby watercourses and lakes; location of facilities (i.e., screening, washing, and crushing plants, and commercial and private buildings); aliquot parts identified in order they are to be mined; site where fuel will be stored; a cross section view of the material site showing current land and water elevations and bank slopes and final excavation grades and slopes; and project expansion sites (scale no greater than 1 in. = 400 ft.)

b. Provide specifications, if available; and

c. Provide a current aerial photograph, if available. [Back to Form](#)

Step D: Indicate the time of year when project construction will occur. Is the project temporary or permanent?

Step E: 1. Provide information if applicable on how you will divert the stream.
2. Indicate if channelization will occur.
3. Provide information, if applicable, on how you will alter or modify the banks of the stream.
4. List all vehicles or equipment by type and size that will be used in the stream.
5. Provide information, if applicable, on what type and amount of material will be removed from the floodplain, bed, stream, or lake.
6. Provide information, if applicable, on any material you will deposit in the floodplain, stream, or lake.

7. Provide information, if applicable, on any blasting you intend to do in the floodplain, stream, or lake.
8. Indicate if temporary fills will be required.
9. Indicate if ice bridges will be required.

Step F: What precautions will be taken to insure that fish and other aquatic organisms are protected from adverse impacts? Outline plan for restoring, rehabilitating, or re-vegetating the site if channel or bank alterations occur. What precautions will be taken to maintain State Water Quality Standards? [Back to Form](#)

Step G: Provide the waterbody characteristics at the site of the project.

Step H: Provide available hydraulic information for the types of projects indicated. For information on selecting a culvert size that will ensure fish passage, consult ADF&G permitters or references available at Division of Habitat offices.

DRAFT



FH# _____
(Office Use Only)

GENERAL WATERWAY/WATERBODY APPLICATION
ALASKA DEPARTMENT OF FISH AND GAME
Division of Habitat
Office Locations

A. APPLICANT

1. Name: Alaska Department of Transportation & Public Facilities (DOT&PF)
2. Address (Mailing): PO Box 196900, 4111 Aviation Avenue, Anchorage, AK 99519-6900
 Email Address: taralyn.stone@alaska.gov
 Telephone: 907-269-0534 Fax: _____
3. Project Coordinator/Contractor:
 Name: _____
 Address: _____
 Email Address: _____
 Telephone: _____ Fax: _____

B. TYPE AND PURPOSE OF PROJECT:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in association with FAA, is proposing to improve the Hooper Bay Airport in Hooper Bay, Alaska (Figure 1). The proposed airport improvements are the first phase of a two phase project to bring the airport up to current FAA design standards for safety as well as meet the increasing capacity needs. All improvements proposed for the first phase of work would repair, rehabilitate, or replace existing serviceable structures and facilities which have deteriorated or do not meet safety standards. The proposed project is located within Sections 17, 21, 22, 27, 28, 33, and 34, T 17 N, R. 93 W, and Sections 2-4, 10, and 11, T 16N, R 94W on USGS Quad Map Hooper Bay C-4; Seward Meridian; Latitude 61.520585°N, Longitude -166.139534°W.

In-water work would be required to relocate the airport apron and improve the existing Airport Access Road (Figure 2). Work would include the placement of borrow material below Ordinary High Water (OHW) in a tributary slough of the Aluliqataq Slough and various ponds and lakes.

C. LOCATION OF PROJECT SITE

1. Name of River, Stream, or Lake: Hooper Bay slough and ponds (see attached report)
 or Anadromous Stream No: _____
2. Legal Description: Township above Range above
 Meridian above Section above USGS Quad Map above
3. Plans, Specifications, and Aerial Photograph. [See specific instructions](#)

D. TIME FRAME FOR PROJECT: October 2014 TO October 2016 (mm/dd/yy)

E. CONSTRUCTION METHODS:

1. Will the stream be diverted? Yes No

How will the stream be diverted? N/A

How long? N/A

2. Will stream channelization occur? Yes No

3. Will the banks of the stream be altered or modified? Yes No

Describe: Borrow material similar to what is available in the area would be placed below OHW to form a new stream bank.

4. List all tracked or wheeled equipment (type and size) that will be used in the stream (in the water, on ice, or in the floodplain): Bull-dozer, excavator, and loader

How long will equipment be in the stream? Non-continuously during reconstruction of Airport Access Road

5. a. Will material be removed from the floodplain, bed, stream, or lake? Yes No

Type: existing stream and embankment material along Airport Access Road

Amount: approximately 1,500 cubic yards

b. Will material be removed from below the water table? Yes No

If so, to what depth? N/A

Is a pumping operation planned? Yes No

6. Will material (including spoils, debris, or overburden) be deposited in the floodplain, stream, or lake? Yes No

If so, what type? Borrow material similar to what is available in the area

Amount: approximately 90,000 cubic yards in 4 acres

Disposal site location(s): on the embankment of existing facilities

7. Will blasting be performed? Yes No

Weight of charges: N/A

Type of substrate: N/A

8. Will temporary fills in the stream or lake be required during construction (e.g., for construction traffic around construction site)? Yes No

9. Will ice bridges be required? Yes No

F. **SITE REHABILITATION/RESTORATION PLAN:** On a separate sheet present a site rehabilitation/restoration plan. See specific instructions

G. **WATERBODY CHARACTERISTICS:**

Width of stream: N/A Depth of stream or lake: 6 inches to 2 feet

Type of stream or lake bottom (e.g., sand, gravel, mud): tundra

Stream gradient: flat (less than 0.001%)

H. **HYDRAULIC EVALUATION:**

1. Will a structure (e.g., culvert, bridge support, dike) be placed below ordinary high water of the stream? Yes No

If yes, attach engineering drawings or a field sketch, as described in Step B.

For culverts, attach stream discharge data for a mean annual flood (Q=2.3), if available.

If applicable, describe potential for channel changes and/or increased bank erosion:

N/A

2. Will more than 25,000 cubic yards of material be removed? Yes No

If yes, attach a written hydraulic evaluation including, at a minimum, the following: potential for channel changes, assessment of increased auffs (glaciating) potential, assessment of potential for increased bank erosion.

I HEREBY CERTIFY THAT ALL INFORMATION PROVIDED ON OR IN CONNECTION WITH THIS APPLICATION IS TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE AND BELIEF.



Signature of Applicant

3/25/14

Date