

DEPARTMENT OF THE ARMY
Wilmington District, Corps of Engineers
Post Office Box 1890
Wilmington, North Carolina 28402-1890

Action ID No. 200510054

November 18, 2004

PUBLIC NOTICE

Pitt-Greenville Airport Authority, Attention Mr. James G. Turcotte, Post Office Box 671, Greenville, North Carolina, 27835, has applied for a Department of the Army (DA) permit TO PLACE EARTHEN FILL MATERIAL WITHIN 34,412 SQUARE FEET (0.79 AC) OF JURISDICTIONAL WETLANDS FOR THE PURPOSE OF REALIGNING AN EXISTING TAXIWAY NEXT TO RUNWAY 2 AT THE PITT- GREENVILLE AIRPORT (PGV). The proposed project will be located at the airport off the west side of North Carolina Highway 11, adjacent to the Tar River, north of Greenville, in Pitt County, North Carolina. Mr. Edward J. Smail, The LPA Group of North Carolina, P.A., 4904 Professional Court, Suite 201, Raleigh, North Carolina, 27609, is acting as agent for the Pitt-Greenville Airport Authority (Authority) in the processing of this application.

The following description of this project is taken from data provided by the applicant and from observations made during onsite inspections by representatives of the Corps of Engineers. The Authority owns approximately 1,000 acres adjacent to Highway 11 north of Greenville. The airport functions primarily as a commuter airport and contains five runways and six taxiways. The project area is a portion of the tract located in the southeast corner of the property and includes Taxiway A, which is located next to Runway 2. Approximately 3.51 acres of freshwater emergent wetlands are located within the 23-acre project area. The wetlands are primarily vegetated with soft rush, cattail and assorted herbaceous wetland species. The area has been impacted by past construction activities and is maintained in a mowed condition. The Authority proposes to realign Taxiway A in order to increase the distance from the centerline of the runway to the centerline of the taxiway. Current Federal Aviation Authority standard airfield requirements mandate a 400-foot separation distance for standard runway to parallel taxiway centerlines. Currently, Taxiway A tapers from 400 feet to 250 feet from the centerline of Runway 2. The Authority proposes to remove the taper from the existing taxiway in order to meet the required 400-foot separation. The proposed work would result in the filling of 34,412 square feet (0.79 AC) of wetlands. All fill material will be obtained from an approved upland source.

The applicant proposes to utilize typical road construction techniques. Equipment will include trackhoes, bulldozers, dump trucks, and other grading machines.

The application package provided by the Authority details its avoidance and minimization efforts as follows:

- a. Wetland impacts will be minimized through the use of best management practices such as the use of silt fences and grassing of side-slopes.
- b. Wetland impacts will be confined to construction limits.

The applicant proposes the following conceptual compensatory mitigation for the proposed impacts: Creation of 1.106 acres of wetlands in high ground parallel to Taxiway A. This represents a ratio of 1:1.4.

Plans showing the work are included with this public notice. The plans and additional information provided by the applicant detailing avoidance and minimization efforts can also be reviewed at the Washington Regulatory Field Office, U. S. Army Corps of Engineers Wilmington District, 107 Union Drive Suite 200, Washington, North Carolina 27889.

The State of North Carolina will review this public notice to determine the need for the applicant to obtain any required State authorization. No Department of the Army (DA) permit will be issued until the coordinated State viewpoint on the proposal has been received and reviewed by this agency, nor will a DA permit be issued until the North Carolina Division of Water Quality (NCDWQ) has determined the applicability of a Water Quality Certificate as required by PL 92-500.

This application is being considered pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344). Any person may request, in writing within the comment period specified in the notice, that a public hearing be held to consider this application. Requests for public hearing shall state, with particularity, the reasons for holding a public hearing.

The District Engineer has consulted the latest published version of the National Register of Historic Places for the presence or absence of registered properties, or properties listed as being eligible for inclusion therein, and this site is not registered property or property listed as being eligible for inclusion in the Register. Consultation of the National Register constitutes the extent of cultural resource investigations by the District Engineer, and he is otherwise unaware of the presence of such resources. Presently, unknown archeological, scientific, prehistorical, or historical data may be lost or destroyed by work under the requested permit.

The District Engineer, based on available information, is not aware that the proposed activity will affect species, or their critical habitat, designated as endangered or threatened pursuant to the Endangered Species Act of 1973.

The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts which the proposed activity may have on the public interest requires a careful weighing of all those factors which become relevant in each particular case. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. The decision whether to authorize a proposal, and if so the conditions under which it will be allowed to occur, are therefore determined by the outcome of the general balancing process. That decision should reflect the national concern for both protection and utilization of important resources. All factors which may be relevant to the proposal must be considered including the cumulative effects thereof. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards and flood plain values (in accordance with Executive Order 11988), land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving the placement of dredged or fill materials in waters of the United States, a permit will be denied if the discharge that would be authorized by such permit would not comply with the Environmental Protection Agencies' 404(b)(1) guidelines. Subject to the preceding sentence and any other applicable guidelines or criteria, a permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

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 (EA) and/or an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA). Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Generally, the decision whether to issue this DA permit will not be made until the North Carolina Division of Water Quality (NCDWQ) issues, denies, or waives State certification required by Section 401 of the Clean Water Act. The NCDWQ considers whether or not the proposed activity will comply with Sections 301, 302, 306, and 307 of the Clean Water Act. The application and this public notice for the DA permit serves as application to the NCDWQ for certification.

Additional information regarding the Clean Water Act certification may be reviewed at the offices of the Environmental Operations Section, North Carolina Division of Water Quality (NCDWQ), Salisbury Street, Archdale Building, Raleigh, North Carolina. Copies of such materials will be furnished to any person requesting copies upon payment of reproduction costs.

Written comments pertinent to the proposed work, as outlined above, will be received in this office, Attention: Ms. Tracey L. Wheeler, Post Office Box 1000, Washington, North Carolina, 27889, until 4:15 p.m., December 18, 2004, or telephone (919) 975-1616, extension 24.

**PROJECT NARRATIVE
TAXIWAY A REALIGNMENT
PITT-GREENVILLE AIRPORT**

INTRODUCTION/PURPOSE

The Pitt-Greenville Airport proposes to improve the existing Taxiway A to bring it into compliance with Federal Aviation Administration (FAA) standard airfield requirements (see Sheet 2 of 5). The project also includes the addition of a connector between Taxiway A and Runway 2. Currently, Taxiway A tapers from 400 feet to 250 feet from the centerline of Runway 2 to the centerline of the existing Taxiway A. This taper occurs at the southernmost end of Taxiway A. The FAA Advisory Circular 150/5300-13 describes the standards for taxiway dimensions. The FAA requires that standard runway to parallel taxiway centerline separation distance is 400 feet for airports at or below an elevation of 1,345 feet. To meet the FAA mandated requirements, the taper will be taken out of the current taxiway, making it parallel to Runway 2 and giving Taxiway A a centerline separation distance of 400 feet from the centerline of Runway 2.

As air traffic increases taxiways can become the limiting factor in the operational capacity of an airport. Taxiways should provide free movement to and from runways, terminal/cargo, and parking areas. Taxiways should promote smooth flow of airline traffic by minimizing areas in which airplanes would have to reduce taxiing speed. According to the FAA Advisory Circular 150/5300-13 the design principals for taxiways are, 1) provide each runway with a parallel taxiway or the capability therefore, 2) build taxiways as direct as possible, 3) provide bypass capability or multiple access to runway ends, 4) minimize crossing runways, 5) provide airport traffic control tower line of sight, and 7) avoid traffic bottle necks. Currently, Taxiway A is not parallel to Runway 2, does not have a centerline separation distance of 400 feet, and does not provide a direct route to Runway 2. With the current taper on Taxiway A airplanes have to negotiate a sharp bend to access Runway 2. This sharp bend slows the flow of airline traffic and creates a traffic bottleneck as well as a safety hazard. The current configuration places aircraft on Taxiway A too close to the runway, creates interference with the localizer, and increases the potential for the aircraft to be struck by incoming planes. Taxiway A will be realigned such that it will be parallel to Runway 2, which removes the taper and results in a centerline separation distance of 400 feet. The proposed connector will provide a more direct route to Runway 2. The realignment will also result in a more gradual curve, which will allow airplanes a smoother transition onto Runway 2. Overall, the realignment will promote smooth flow of airline traffic and will result in safer and more efficient airline operations.

ALTERNATIVES

Because of specific FAA safety issues associated with the existing taxiway, there are no practicable alternatives to the proposed project.

IMPACTS

The Wetlands in the project area were delineated using guidelines in the 1987 U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual and mapped using traditional

survey techniques in May 2004. The delineation has been reviewed on-site and approved by the USACE. The jurisdictional area that will be impacted consists of a naturalized ditch that provides a hydrologic connection between forested wetlands, located near the corporate hangars, to wetlands on the floodplain of the Tar River.

Wetland impacts were calculated based on the area of the wetlands within the construction limits of the proposed project. In order to realign Taxiway A, 0.79 acres of jurisdictional ditch will be impacted (see Sheet 3 of 5). The fill material placed in the ditch will consist of clean soil excavated from uplands. The proposed realignment will require 12,745 cubic yards of clean fill material to be placed in the jurisdictional ditch. To maintain the hydrologic connection between the forested wetland near the corporate hangars and the wetlands adjacent to the Tar River, the jurisdictional ditch will be relocated to the east of its current location.

MITIGATION

Avoidance

The safety area was recently extended on the south end of Runway 2/20, which is adjacent to the Taxiway A project area. An alternative for extending the runway further north was investigated and is documented in the Environmental Assessment of Proposed Improvements for the Pitt-Greenville Airport (dated February 1998) that was prepared for the FAA. In order to avoid wetland impacts, the option for extending the runway to the north would also apply to the Taxiway A realignment project. Factors that preclude further extension to the north include multiple height obstructions (trees), relocations in a minority community, and an increase in noise impacts to communities. Therefore, no practicable alternatives exist other than the project as it is proposed.

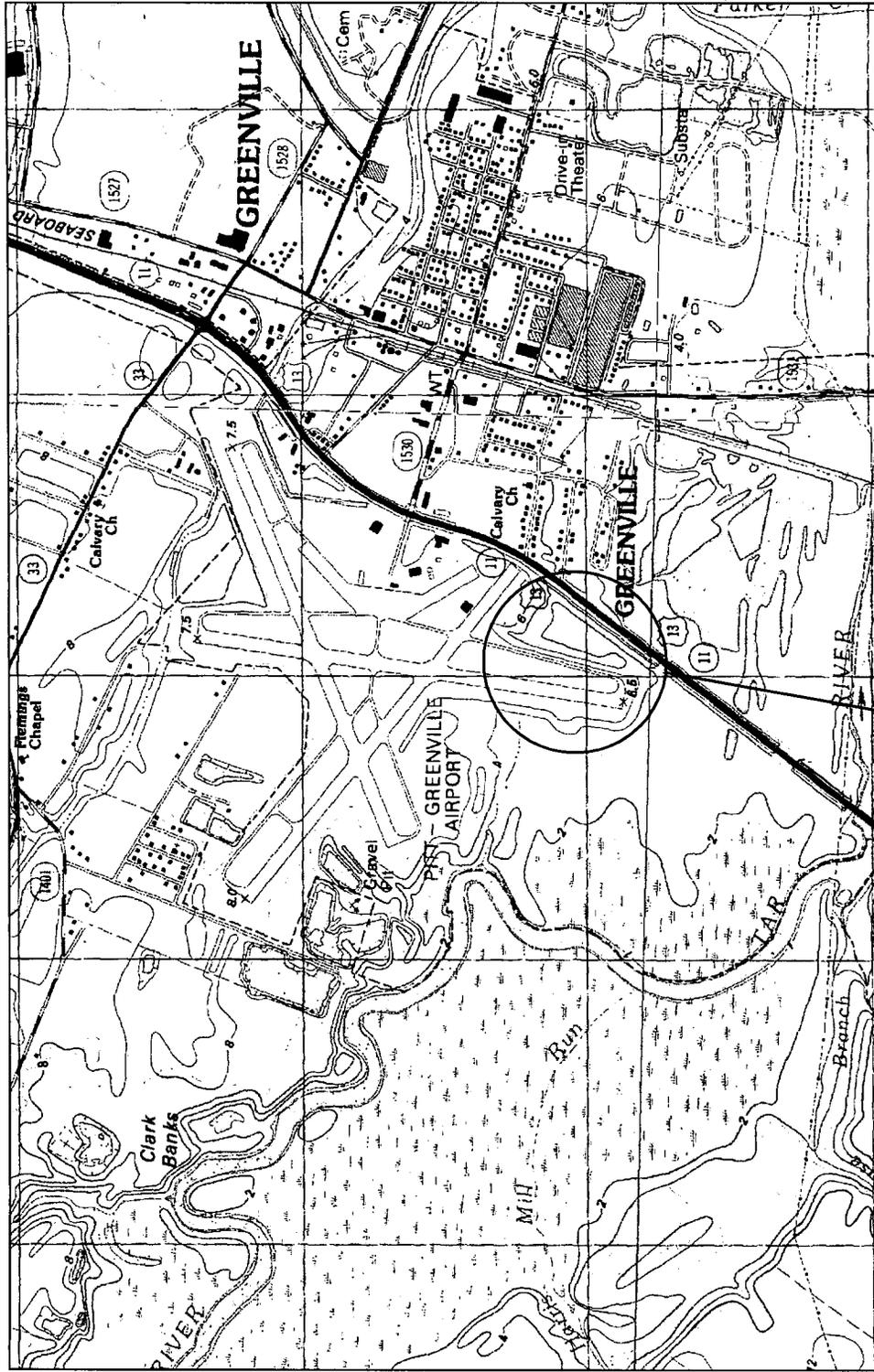
Minimization

Wetland impacts will be confined to the construction limits as indicated in the permit drawings. To minimize potential impacts to adjacent wetlands contractors will be required to use best management practices such as the use of silt fencing and grassed side-slopes to prevent siltation of adjacent wetlands (see Sheet 4 of 5).

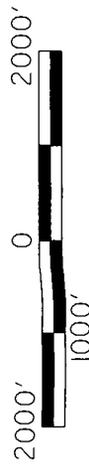
Compensatory Mitigation

The impacted wetland consists of a naturalized, jurisdictional ditch, situated parallel to Taxiway A. As compensation for unavoidable wetland impacts, on-site mitigation is being proposed. The on-site mitigation would involve relocating the ditch east of its current location, parallel to the realigned Taxiway A. The relocated ditch will have a broad flat bottom and will be allowed to re-vegetate naturally. The relocation of the ditch would result in a mitigation ratio of 1:1.4, and would maintain the current flow, function, and features of the current ditch. Currently there are pipes within the existing ditch that allow access to uplands along the eastern Airport property boundary. Three 42-inch reinforced concrete pipes will be installed during construction of the new ditch to allow continued access for maintenance of mowed upland areas and the Airport security fence (see Sheet 4 of 5).

SITE LOCATION MAP



N33°17'3
W80°30.5'

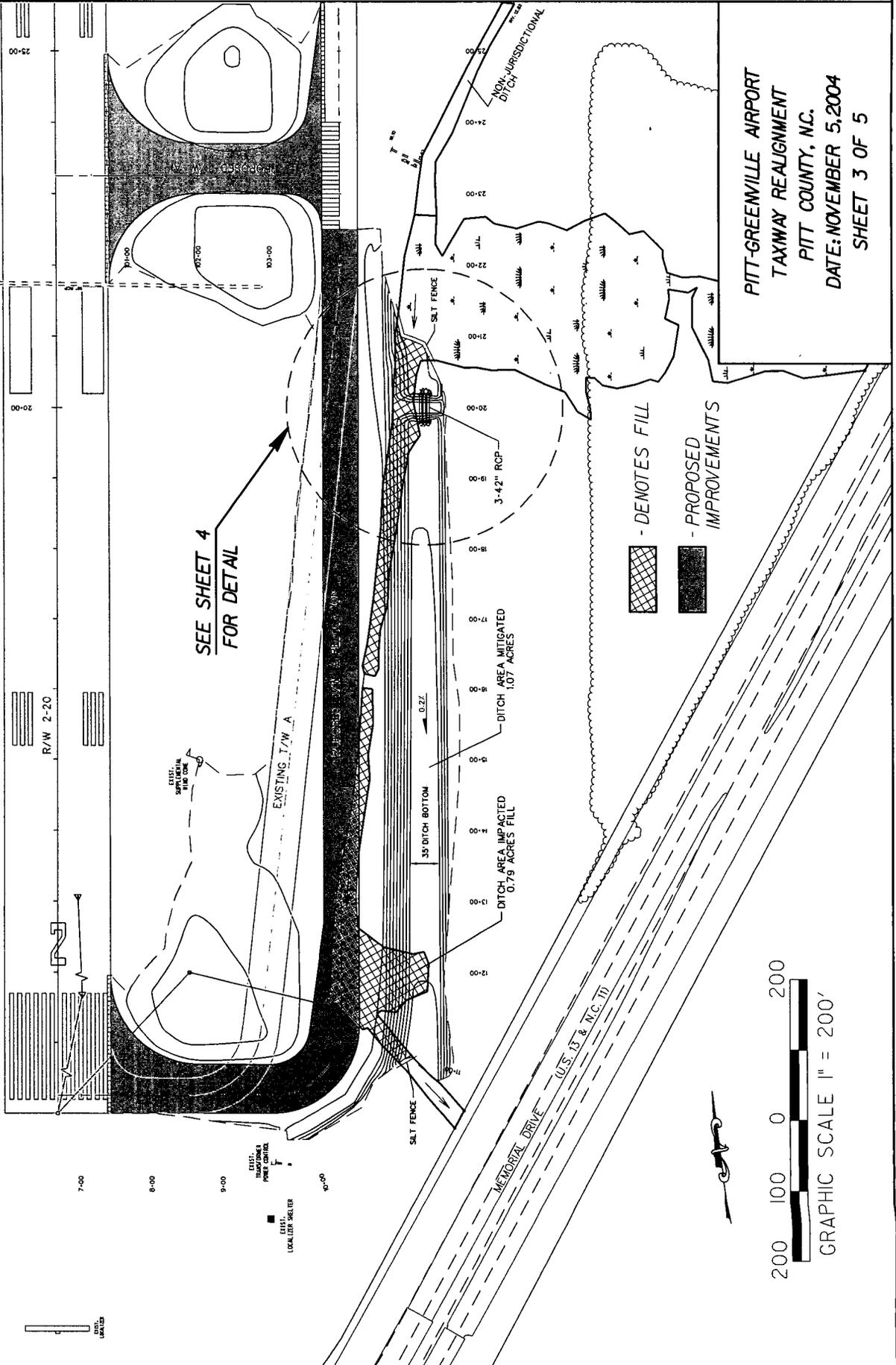


GRAPHIC SCALE 1" = 2000'

PROJECT SITE

PITT-GREENVILLE AIRPORT
TAXIWAY REALIGNMENT
PITT COUNTY, NC.
DATE: NOVEMBER 5, 2004
SHEET 1 OF 5

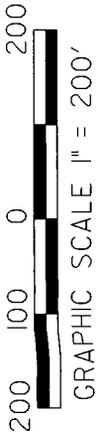
PLAN VIEW



SEE SHEET 4
FOR DETAIL

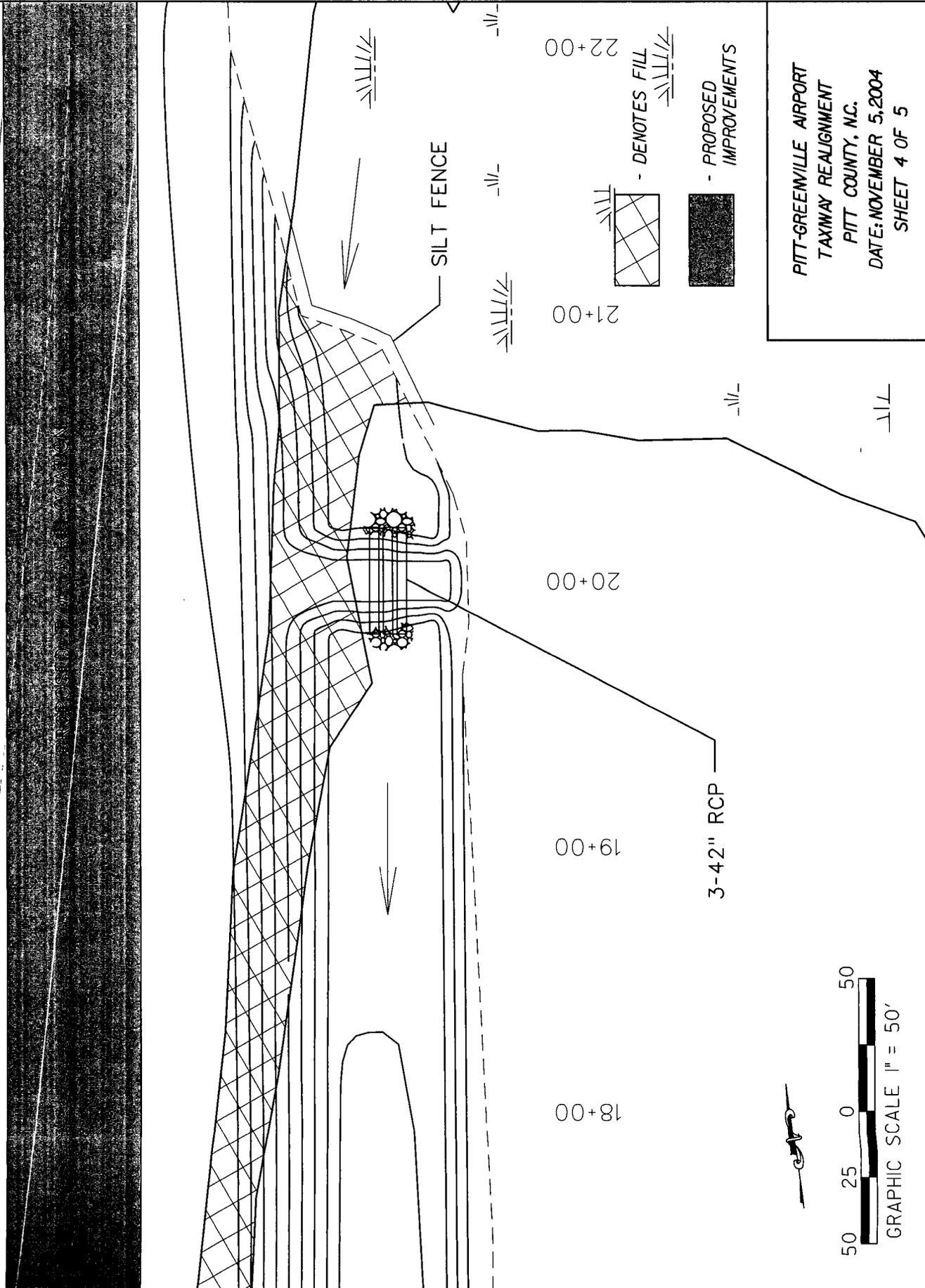
 - DENOTES FILL
 - PROPOSED IMPROVEMENTS

PITT-GREENVILLE AIRPORT
 TAXIWAY REALIGNMENT
 PITT COUNTY, NC.
 DATE: NOVEMBER 5, 2004
 SHEET 3 OF 5



PLAN VIEW

EXISTING T/W A



22+00

21+00

20+00

19+00

18+00

- DENOTES FILL

- PROPOSED IMPROVEMENTS

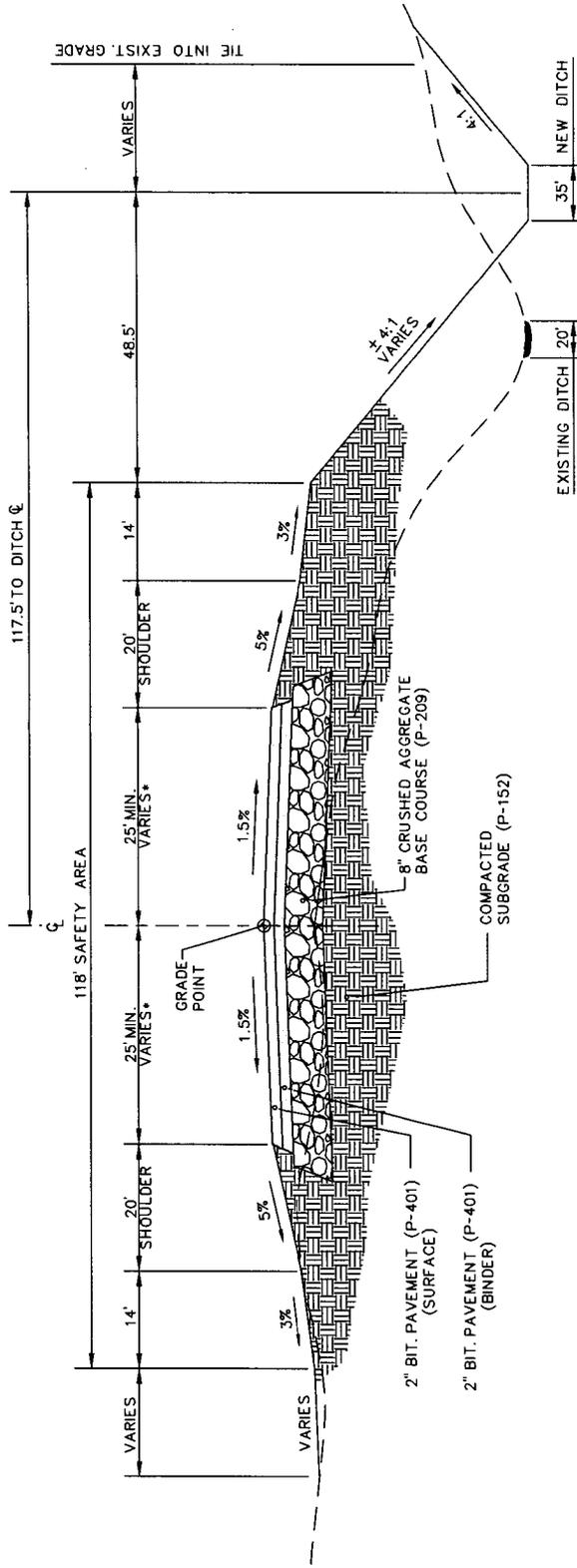
SILT FENCE

3-42" RCP



PITT-GREENVILLE AIRPORT
TAXIWAY REALIGNMENT
PITT COUNTY, N.C.
DATE: NOVEMBER 5, 2004
SHEET 4 OF 5

TYPICAL SECTION



TAXIWAY A

N.T.S.

PITT-GREENVILLE AIRPORT
 TAXIWAY REALIGNMENT
 PITT COUNTY, NC.
 DATE: NOVEMBER 5, 2004
 SHEET 5 OF 5