# Public Notice

**U.S. Army Corps of Engineers**
Baltimore District
PN-21-15

**In Reply to Application Number**
**NAB-2020-00375 (Gettysburg Airport – South Apron Project)**

Comment Period: April 22, 2021 to May 22, 2021

**THE PURPOSE OF THIS PUBLIC NOTICE IS TO INFORM INTERESTED PARTIES OF THE PROPOSED ACTIVITY AND TO SOLICIT COMMENTS. NO DECISION HAS BEEN MADE AS TO WHETHER OR NOT A PERMIT WILL BE ISSUED AT THIS TIME.**

This District has received an application for a Department of the Army permit pursuant to Section 404 of the Clean Water Act (33 USC 1344),as described below:

**APPLICANT:**

Susquehanna Area Regional Airport Authority
One Terminal Drive – Suite 300
Middletown, Pennsylvania 17057
Attn: Mr. David Spaulding

**WATERWAY AND LOCATION OF THE PROPOSED WORK:**

The proposed project is located in several unnamed tributaries to Marsh Creek, off S.R. 0030, west of Gettysburg in Cumberland Township, Adams County, Pennsylvania. (Latitude 39.843621 Longitude – 77.269619)

**OVERALL PROJECT PURPOSE:**

The purpose of the project is to provide adequate apron space to accommodate the current and future parking demands of the airport, as well as reduce wildlife hazard attractants at the airport and improve on-site and off-site drainage.

**PROJECT DESCRIPTION:**

The Gettysburg Regional Airport is owned and operated by the Susquehanna Area Regional Airport Authority. Currently, according to the Statewide Airport System Plan stratification system, the airport is classified as a Basic Airport. A Basic Airport is intended to support smaller corporate aircraft and the operations of general aviation aircraft by private pilots for business and pleasure. This functional level of airport represents a typical general aviation airport and is intended to support a variety of uses (such as business, pleasure, and training), while providing the system with operational and storage capacity for single- and multi-engine piston aircraft.

Susquehanna Area Regional Airport Authority is proposing the construction of a new south apron for the Gettysburg Regional Airport in Cumberland Township, Adams County, Pennsylvania. The proposed project would consist of the construction of a

10,000 square yard aircraft parking apron, two runway connector taxiways, a partial parallel taxiway to Runway 24 and a 1,440-foot long access road to the existing airport entrance road. The Project also entails a draw-down of an in-line impoundment of perennial stream S-LRK-01. Included work as part of the project would be grading and fill placement, drainage improvements, the installation of stormwater best management facilities, and the required temporary erosion and sedimentation controls for activities during construction. Demolition of one existing t-hangar and an access road to this t-hangar are proposed to allow for construction of the proposed south apron access road. The proposed activities would take place within approximately 27 acres of the 54-acre airport property, which consists primarily of maintained lawn, agricultural land, and a small woodland pocket.

The proposed project would permanently impact 1,852 square feet (0.043 acre) of wetlands, with an additional 445 square feet (0.010 acre) of temporary wetland impacts to occur during construction. Additionally, the proposed project would permanently impact 473 linear feet (46,213 square feet.) of stream channel, and 41,155 square feet (0.945 acre) of floodway. There would also be 138 linear feet (768 square feet) of temporary impacts to project area streams, and 16,712 square feet (0.384 acre) of temporary floodway impact during construction.

**EFFECTS ON AQUATIC RESOURCES AS IDENTIFIED ON ATTACHED PLANS:**

**Wetland Impacts:**

a. **WTDIM W-LRK-04 and TMPWI W-LRK-04:** To discharge and maintain fill within Palustrine Forested (PFO)/Palustrine Emergent (PEM) Wetland W-LRK-04 for construction of the access road and associated grading for the proposed south apron, measuring 44 square feet (0.001 acre). This includes 22 square feet (< 0.001 acre) of PEM impact and 22 square feet (< 0.001 acre) of PFO impact. There would also be 235 square feet (0.005 acre) of temporary impact to the wetland for construction access. This would include 34 square feet (< 0.001 acre) of PEM impact and 201 square feet (0.005 acre) of PFO impact; and

b. **WTDIM W-LRK-02 and TMPWI W-LRK-02:** To discharge and maintain fill within PEM Wetland W-LRK-02 for construction of the proposed taxiway and associated grading, measuring 1,808 square feet (0.042 acre). There would also be 210 square feet (0.005 acre) of temporary impact to the wetland for construction access.

**Stream Impacts:**

a. **OTHER-01 S-LRK-1:** To provide access for construction of the southeast corner of the proposed apron and access road there would be 528 square feet (66 linear feet) of temporary impact to perennial (PER) stream S-LRK-01;

b. **OTHER-02 S-LRK-01:** To draw down an in-line impoundment of PER stream S-LRK-01 and re-create an open-water rock-lined channel between the existing impoundment inlet and outlet, resulting in 44,616 square feet (122 linear feet) of permanent impact to the open water impoundment. The area of the previous impoundment would be re-graded to create a stream channel. The proposed open-water channel will consist of a R-3 rip rap lined channel, 138 feet in length; with a bottom width of 6.5 feet and a top width of 13.1 feet. The channel has been designed to meet the 10-year design storm;

c. **CULV S-LRK-02:** To install three, 15-inch, 42-foot Smooth Lined Corrugated Concrete Pipe (SLCCPs) (Culvert 1) carrying PER stream S-LRK-02 Cold Water Fishes, Migratory Fishes (CWF, MF) under the proposed access road with new endwalls and outlet protection. This would result in 183 square feet (61 linear feet) of permanent impact to the stream channel and 138 square feet (46 linear feet) of temporary impact. The outfall protection would consist of Class R-4 rock;

d. **CULV S-LRK-03:** To install two, 15-inch, 45-foot SLCCPs (Culvert 2) carrying Intermittent (INT) stream S-LRK-03 (CWF, MF) under the proposed access road with new endwalls and outlet protection. This would result in 204 square feet (68 linear feet) of permanent impact to the stream channel and 21 square feet (7 linear feet) of temporary impact. The outfall protection would consist of Class R-4 rock;

e. **CULV S-LRK-04:** To install two, 15-inch, 49-foot SLCCPs (Culvert 3) carrying INT stream S-LRK-03 (CWF, MF) under the proposed access road with new endwalls and outlet protection. This would result in 145 square feet (58 linear feet) of permanent impact to the stream channel. The outfall protection would consist of Class R-4 rock;

f. **STENC-01 S-LRK-02:** To extend an existing 18-inch Corrugated Plastic Pipe (CPP) with 80-foot of 18-inch SLCCP carrying PER stream SLRK-02 (CWF, MF) to the upstream side under the proposed taxiway. This would result in 498 square feet (83 linear feet) of permanent impact to the stream channel and 48 square feet (8 linear feet) of temporary impact;

g. **STENC-02 S-LRK-02:** To redirect PER stream S-LRK-02 (CWF, MF) from its current outfall location in S-LRK-01 into 227 feet of 18-inch SLCPP. The proposed enclosure would outfall 265 feet downstream of its current location in S-LRK- 01. To redirect S-LRK-02 into the proposed enclosure, there would be 57 square feet (38 linear feet) of permanent impact to S-LRK-02 for removal of the existing 18-inch CPP that currently carries the stream to S-LRK-01. This action is proposed to reduce known flooding along the noted length of S-LRK-01 where residents of a mobile home park are located; and

**h. OUTFL S-LRK-01:** To place outfall protection within PER stream S-LRK-01 (CWF, MF) in conjunction with the outfall of STENC-02 S-LRK-02 resulting in 510 square feet (43 linear feet) of permanent impact and 33 square feet (11 linear feet) of temporary impact. The outfall protection would consist of Class R-4 rock.

**Please refer to the table below for a summary of aquatic resource impacts.**

**Applicant's Name / Client**
**Susquehanna Area Regional Airport Authority**

**AQUATIC RESOURCE IMPACT TABLE**

Gettysburg Regional Airport - Construct New South Apron Project — Date: 9/4/2020

**Project Information**

| Structure / Activity unique identifier | Aquatic Resource Type | Latitude dd nad83 | Longitude dd nad83 | Waters Name | PA Code Chapter 93 Designation | Work Proposed | DEP Impact Type temp / perm | Watercourse Impact Top of Bank to Top of Bank Length and Width in feet | | Wetland Impact Dimension Length and Width in feet |
|---|---|---|---|---|---|---|---|---|---|---|
| OTHER-01 S-LRK-01 | Perennial | 39.843073 | -77.268394 | UNT to Marsh Creek | CWF, MF | Construct Access | Temp | 66 - 8 | | N/A |
| OTHER-01 S-LRK-01 | Perennial | 39.843073 | -77.268394 | UNT to Marsh Creek | CWF, MF | Fill for Grading/ Pavement | Perm | N/A | | N/A |
| OTHER-02 S-LRK-01 | Perennial | 39.844706 | -77.270298 | UNT to Marsh Creek | CWF, MF | Stream Reconstruct | Perm | 122 - 341 | | N/A |
| OTHER-02 S-LRK-01 | Perennial | 39.844706 | -77.270298 | UNT to Marsh Creek | CWF, MF | Construct Access | Temp | N/A | | N/A |
| CULV S-LRK-02 | Perennial | 39.841775 | -77.270190 | UNT to Marsh Creek | CWF, MF | New Culvert | Perm | 61 - 3 | | N/A |
| CULV S-LRK-02 | Perennial | 39.841775 | -77.270190 | UNT to Marsh Creek | CWF, MF | Construct Access | Temp | 46 - 3 | | N/A |
| CULV S-LRK-03 | Intermittent | 39.841986 | -77.269872 | UNT to Marsh Creek | CWF, MF | New Culvert | Perm | 68 - 3 | | N/A |
| CULV S-LRK-03 | Intermittent | 39.841986 | -77.269872 | UNT to Marsh Creek | CWF, MF | Construct Access | Temp | 7 - 3 | | N/A |
| CULV S-LRK-04 | Intermittent | 39.842036 | -77.269772 | UNT to Marsh Creek | CWF, MF | New Culvert | Perm | 58 – 2.5 | | N/A |
| CULV S-LRK-04 | Intermittent | 39.842036 | -77.269772 | UNT to Marsh Creek | CWF, MF | Construct Access | Temp | N/A | | N/A |
| WTDIM W-LRK-04 | PFO | 39.842086 | -77.270070 | -- | Other | Fill for Grading | Perm | N/A | | 7 - 3 |
| TMPWI W-LRK-04 | PFO | 39.842086 | -77.270070 | -- | Other | Construct Access | Temp | N/A | | 22 - 9 |
| WTDIM W-LRK-04 | PEM | 39.842086 | -77.270070 | -- | Other | Fill for Grading | Perm | N/A | | 11 - 2 |
| TMPWI W-LRK-04 | PEM | 39.842086 | -77.270070 | -- | Other | Construct Access | Temp | N/A | | 6.8 - 5 |
| WTDIM W-LRK-02 | PEM | 39.842696 | -77.271284 | -- | Other | Fill for Taxiway & Grading | Perm | N/A | | 116 - 15 |
| TMPWI W-LRK-02 | PEM | 39.842668 | -77.271038 | -- | Other | Construct Access | Temp | N/A | | 21 - 10 |
| STENC-01 S-LRK-02 | Perennial | 39.842624 | -77.271185 | UNT to Marsh Creek | CWF, MF | Culvert Extension | Perm | 83 - 6 | | N/A |
| STENC-01 S-LRK-02 | Perennial | 39.842624 | -77.271185 | UNT to Marsh Creek | CWF, MF | Construct Access | Temp | 8 - 6 | | N/A |
| STENC-02 S-LRK-02 | Perennial | 39.843940 | -77.273846 | UNT to Marsh Creek | CWF, MF | New Stream Enclosure | Perm | 38 – 1.5 | | N/A |
| OUTFL S-LRK-01 | Perennial | 39.843879 | -77.274392 | UNT to Marsh Creek | CWF, MF | Outfall Protection | Perm | 43 - 12 | | N/A |
| OUTFL S-LRK-01 | Perennial | 39.843879 | -77.274392 | UNT to Marsh Creek | CWF, MF | Construct Access | Temp | 11 - 3 | | N/A |

**LEAD FEDERAL AGENCY:**

The U.S. Army Corps of Engineers, as the lead federal agency, is responsible for all coordination pursuant to applicable federal authorities.

**APPLICANT'S PROPOSED AVOIDANCE, MINIMIZATION, AND COMPENSATORY MITIGATION:**

**Design Refinements:**

Following the determination of the preferred alternative for the project, the design for the project was further refined to improve safety and lessen impacts to resources. Original designs for the project did not provide a hydrologic connection for headwater streams S-LRK-02, S-LRK-03, and S-LRK-04 across the proposed access road, which would have led to indirect impacts to W-LRK-04 as well as the three stream channels. Following an internal review, a series of pipes was proposed at the low point of the wetland in this area to preserve hydrology to the wetland. Further refinements were made to this design following a pre-application meeting with the Pennsylvania Department of Environmental Protection (PADEP) on February 25, 2020. Per PADEP suggestion, pipes were designed at each of the existing stream locations along the proposed access road to not only preserve wetland hydrology, but also preserve the headwater streams.

The original project design also called for a draw-down of the existing in-line impoundment of S-LRK-01, which was then proposed to be carried through a series of pipes to downstream of the adjacent mobile home park. This was intended to both eliminate a wildlife hazard on the airport property and eliminate flooding of the mobile home park. During the pre-application meeting it was noted that the re-routing of S-LRK-01 through the series of pipes might result in a change of function to the downstream portion of S-LRK-01. It was indicated that unless this section of stream was characterized before and after construction, the impact would need to be considered a permanent impact for permitting purposes. To avoid impacting the length of S-LRK-01 along the mobile home park, the design in this area was reevaluated. Cumberland Township was also contacted to obtain more specific information regarding the flooding along the mobile home park. It was determined that the flooding concern was not due to the outlet from the impoundment, but rather along the portion of S-LRK-01 downstream of where S-LRK-02 outlets to S-LRK-01. Therefore, the drawdown and regrading of the impoundment area was re-designed so the existing flow entering the pond from S-LRK-01 would be directed into a rip-rap lined, open water channel. This channel will flow from the existing pond inlet to the existing outlet to maintain the hydrology to S-LRK-01.

**WTDIM W-LRK-04 and TMPWI W-LRK-04:** For the access road and associated grading for the proposed south apron to meet the project purpose and need, avoidance of this impact was determined not possible. The proposed access road is necessary to access the location of the proposed development. As a whole, the proposed apron was designed around this wetland to avoid as much direct impact to the wetland as possible. Also, as noted previously, additional indirect impacts to the wetland were avoided by providing a series of pipes (Culverts 1, 2 and 3) under the proposed access road in the location of streams S-LRK-02, S-LRK-03, and S-LRK-04 in order to preserve hydrology to the wetland.

**WTDIM W-LRK-02 and TMPWI W-LRK-02:** For the proposed taxiway and associated grading, to meet the project purpose and need, avoidance of this impact was determined not possible. The airport's property constraints make this area the best location for an apron development, with the proposed taxiway needed to connect the apron areas. A small portion of this wetland will remain after construction. Due to proposed site grading and proximity to S-LRK-02 it is anticipated that this portion of the wetland will continue to function and may increase in size.

**OTHER-01 S-LRK-1:** For access during construction of the southeast corner of the proposed apron and access road, permanent stream impacts were avoided, but due to the project site constraints, this temporary impact was not able to be avoided. Following construction, this portion of the stream channel will be returned to existing conditions.

**OTHER-02 S-LRK-01:** For the drawdown of the in-line impoundment of PER stream S-LRK-01 and re-creation of an open-water rock-lined channel between the existing impoundment inlet and outlet, to meet the project purpose and need, avoidance of this impact was determined not possible, as removal of the wildlife attractant was one of the direct needs of the project. As noted previously, the draw-down and regrading of the impoundment area was re-designed so the existing flow entering the pond from S-LRK-01 would be directed into a rip-rap lined, open water channel rather than a series of pipes. The proposed channel would flow from the existing pond inlet to the existing outlet to maintain the hydrology to the downstream portion of S-LRK-01.

**CULV S-LRK-02 (Culvert 1), CULV S-LRK-03 (Culvert 2), and CULV S-LRK-04 (Culvert 3):** These impacts involve three 15-inch culverts for CULV S-LRK-02, and two 15-inch culverts for CULV S-LRK-03 and CULV S-LRK-04, all approximately 45-foot long, on these intermittent streams for the construction of the proposed access road. As noted, the original design for the project did not provide a hydrologic connection for headwater streams S-LRK-02, S-LRK-03, and S-LRK-04 across the proposed access road, which would have led to indirect impacts to wetland W-LRK-04 as well as the three stream channels. Following an internal review, a series of pipes were proposed at the low point of the wetland in this area to preserve hydrology to the wetland. Further refinements were made to this design following a pre-application meeting with PADEP on February 25, 2020. Per PADEP suggestion pipes were designed at each of the existing stream locations along the proposed access road to not only preserve wetland hydrology, but also preserve the headwater streams.

**STENC-01 S-LRK-02:** The pipe extension is needed for the construction of the proposed parallel taxiway and another location or reduction of pipe length was not possible to build the taxiway to design standards.

**STENC-02 S-LRK-02 and OUTFL S-LRK-01:** For the realignment of STENC-02 S-LRK-02 and associated outfall protection (OUTFL S-LRK-01) the proposed work is needed to meet the purpose and need of reducing the known flooding along the noted length of S-LRK-01. The applicant has stated that the proposed wetland impacts are considered de minimis, and compensatory mitigation is not required. Areas of temporary wetland impact will be returned to original grade and reseeded as indicated in the Erosion and Sediment Control Plans. There is no proposed mitigation for permanent stream impacts. Of the 473 linear feet of permanent impact: 122 linear feet will be the creation of a channel where the existing pond is located. The removal of the pond should provide cooler water to the downstream watershed. The remaining waterways, that will be permanently impacted, have been manipulated (straightened) in the past, are of small drainages, and are all already heavily piped through the project area.

**CORPS EVALUATION REQUIREMENTS:**

This project will be evaluated pursuant to Corps Regulatory Program Regulations (33 CFR Parts 320-332). The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts 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 reasonable may be expected to 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, economic, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, and consideration of property ownership and in general, the needs and welfare of the people. The evaluation of the impact of this project will also include application of the Clean Water Act Section 404(b)(1) Guidelines promulgated by the Administrator, U.S. Environmental Protection Agency.

**ENDANGERED SPECIES:**

A preliminary review of this application indicates that the proposed work will have no effect federally listed threatened or endangered species or their critical habitat, pursuant to Section 7 of the Endangered Species Act, as amended. As the evaluation of this application continues, additional information may become available which could modify this preliminary determination.

**ESSENTIAL FISH HABITAT:**

The Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), as amended by the Sustainable Fisheries Act of 1996 (Public Law 04-267), requires all federal agencies to consult with the National Marine Fisheries Service on all actions, or proposed actions, permitted, funded, or undertaken by the agency that may adversely affect Essential Fish Habitat (EFH), including species of concern, life cycle habitat, or Habitat Areas of Particular Concern. The project site lies in or adjacent to EFH as described under MSFCMA for managed species under the MSFCMA. The Baltimore District has made a preliminary determination that the project will have no effect on EFH. The Baltimore District has made a preliminary determination that mitigative measures are not required to minimize adverse effects on EFH at this time. This determination may be modified if additional information indicates otherwise.

**HISTORIC RESOURCES:**

Pursuant to Section 106 of the National Historic Preservation Act of 1966 and applicable guidance, the Corps has reviewed the latest published version of the National Register of Historic Places and initially determined that no registered properties listed as eligible for inclusion, therein, are located at the site of the proposed work. The Corps has made the preliminary determination that the proposed project has no potential to cause effectson historic properties. The Corps' final eligibility and effect determination will be based on coordination with the State Historic Preservation Office as appropriate and required, and with full consideration given to the proposed undertaking's potential direct and indirect effects on historic properties within the Corps' identified permit area.

**TRIBAL RESOURCES:**

Section 106 of the National Historic Preservation Act also requires federal agencies to consult with federally recognized American Indian tribes that attach religious and cultural significance to historic properties that may be affected by the agency's undertaking. Corps Tribal Consultation Policy mandates an open, timely, meaningful, collaborative, and effective deliberative communication process that emphasizes trust, respect, and shared responsibility. The policy further emphasizes that, to the extent practicable and permitted by law, consultation works toward mutual consensus and begins at the earliest planning stages before decisions are made and actions taken. The Corps final eligibility and effect determination will be based on coordination with interested tribes, in accordance with the Corps current tribal standard operating procedures as appropriate and required, and with full consideration given to the proposed undertaking's potential direct and indirect effects on tribal resources.

**MODIFICATION OF CIVIL WORKS PROJECTS: 33 USC 408 (SECTION 408):**

All Section 408 proposals will be coordinated internally at USACE. The Section 408 decision will be issued along with the Section 404 and/or Section 10 decision. Please see the following link for more information regarding Section 408: https://www.nab.usace.army.mil/section408/.

**WATER QUALITY CERTIFICATION:**

The applicant is required to obtain a water quality certification in accordance with Section 401 of the Clean Water Act.

**COASTAL ZONE MANAGEMENT PROGRAMS:**

Where applicable, the applicant has certified in this application that the proposed activity complies with and will be conducted in a manner 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 applicant must obtain any state or local government permits which may be required.

**SUBMISSION OF COMMENTS:**

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 provided will become part of the public record for this action and are subject to release to the public through the Freedom of Information Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

Written comments concerning the work described above related to the factors listed above or other pertinent factors must be received by the U.S. Army Corps of Engineers, Baltimore District within the comment period specified above through postal mail at the address below or electronic submission to the project manager email address below. Written comments should reference the Application Number (NAB-2020-00375-P12).

**PUBLIC HEARING REQUESTS:**

Any person who has an interest which may be adversely affected by the issuance of this permit may request a public hearing. The request, which must be in writing, must be received within the comment period as specified above to receive consideration. Also, it must clearly set forth the interest which may be adversely affected by this activity and the manner in which the interest may be adversely affected. The public hearing request may be submitted by electronic mail or mailed to the following address:

Michael Dombroskie
(mike.dombroskie.usace.army.mil)
U.S. Army Corps of Engineers, Baltimore District
Regulatory Branch
State College Field Office
1631 South Atherton Street, Suite 101
State College, Pennsylvania 16801

It is requested that you communicate this information concerning the proposed work to any persons known by you to be interested, who did not receive a copy of this notice.

General information regarding the Corps' permitting process can be found on our website at https://www.nab.usace.army.mil/Missions/Regulatory.aspx. This public notice has been prepared in accordance with Corps implementing regulations at 33 CFR 325.3. If you have any questions concerning this specific project or would like to request a paper copy of this public notice, please contact Michael Dombroskie at 814-235-0571 or email at mike.dombroskie@usace.army.mil. This public notice is issued by the Chief, Regulatory Branch.