



# Public Notice

US Army Corps  
of Engineers  
Sacramento District  
1325 J Street  
Sacramento, CA 95814-2922

Number: 200550437  
Date: August 14, 2006  
Comments Due: September 14, 2006

**SUBJECT:** The U.S. Army Corps of Engineers, Sacramento District, (Corps) are the Utah Division of Water Quality are evaluating a permit application to construct the Spanish Fork/Springville Airport Expansion project, which would result in impacts to approximately 24.5 acres of waters of the United States, including wetlands, which are adjacent to a tributary to Utah Lake. This notice is to inform interested parties of the proposed activity and to solicit comments. This notice may also be viewed at the Corps web site at <http://www.spk.usace.army.mil/regulatory.html>.

**AUTHORITY:** This application is being evaluated under Section 404 of the Clean Water Act for the discharge of dredged or fill material in waters of the United States and Section 401 for Water Quality Certification.

**APPLICANT:** Richard Nielsen, Assistant Public Works Director  
Spanish Fork City  
40 South Main Street  
Spanish Fork, Utah 84660  
801-798-5000

**LOCATION:** The project site is located along the southeast shoreline of Utah Lake in Spanish Fork in Sections 1, 2, 11 and 12, Township 8 South, Range 2 East, in Utah County, Utah, and can be seen on the Provo USGS 7.5' Topographic Quadrangle (Exhibit 1).

**PROJECT DESCRIPTION:** The applicant is proposing to increase the length of the existing 5,700-foot runway by 320 feet to accommodate small airplanes with 10 or more passenger seats (per Federal Aviation Administration recommendations, Exhibit 2). Additionally, the applicant is proposing to construct Phase I of an aircraft parking apron, taxi lanes, and vehicle parking in the general aviation landside development areas as part of the expansion. For airport-specific fills (runway, taxiway, and airplane parking apron), approximately 24.5 acres of waters of the U.S. are proposed to be filled.

**Runway and Taxiway Improvements:** The Spanish Fork/Springville Airport proposes to shift Runway 12/30 and its associated parallel taxiway to the west by 900 feet, remove 900 feet from the east end of the runway, and add 320 feet of length to the west end, increasing the runway length to 6,020 feet (Exhibit 3). The existing runway length is 5,700 feet, and the 320-foot expansion would meet FAA taxiway standards for small airplanes with 10 or more passenger seats. The runway improvement project would include the extension of the south parallel taxiway and the construction of a new parallel taxiway to the north of the runway. The width of the fill would be approximately 679 feet to include the runway, taxiways, and the associated

graded safety areas. The taxiways would be designed such that longitudinal grades would not exceed 2%. Culverts and drainage swales would be designed to maintain hydrological flow through the project area.

To accommodate the westward runway/taxiway shift, 1,060 linear feet of county road (800 West) would also be closed. A replacement road would be constructed approximately 1,700 feet to the west. Alternative road alignments (segments A-H on exhibit 5) were surveyed for waters of the U.S. Segments D, E and F contained jurisdictional wetlands, whereas segments A, B, C, H and G were all located within uplands. Alignment AG, which runs parallel to the powerline corridor, is identified as the preferred road alignment to replace 800 West.

**Apron, Taxilane, and Hangar Improvements (Phase I):** The expanded apron and taxilane areas would be graded to meet <1.5% longitudinal grade standards, and typical asphalt pavement sections would be installed. Hangar pads would be graded to approximately 0.0% to 1.0% grades, concrete foundations and pads would be installed, and steel-frame hangars constructed on the pads. Expanded vehicle parking for general aviation would initially be a gravel surface, but would ultimately be paved with asphalt.

**PROJECT PURPOSE:** The basic project purpose is to expand existing airport facilities and infrastructure. Based on the available information, the overall project purpose is to expand airport facilities to accommodate larger airplanes and increased airport usage in the southern Utah County area. The applicant believes there is a need to provide a safe and efficient airport and to meet future aviation demand in the area. Furthermore, the applicant has stated that the project will enable the airport to meet FAA safety and design standards; eliminate incompatible land uses within the Runway Protection Zone; provide adequate approach protection to Runway 30; eliminate land acquisition requirements east of the airport (where there are existing buildings and businesses); and meet existing and forecasted demand for based and transient aircraft hangars and tie-downs. Exhibit 3 provides additional project details.

#### **ADDITIONAL INFORMATION:**

**Environmental Setting:** Acreage of wetlands and other waters of the U.S. within the project area totalled 80.99 acres (Exhibit 3). Wet meadow wetlands vegetated with Baltic rush, inland saltgrass and foxtail barley comprise the vast majority of project area wetlands. Emergent marsh wetlands are primarily confined to areas that have standing water and are primarily vegetated by bulrushes. Wet meadow and emergent marsh wetland types totalled 79.67 acres. Playas are a minor component of jurisdictional waters in the project area and total 1.32 acres. The site is located in the Dry Creek drainage within the Spanish Fork River watershed (in the 8-digit HUC area #16020202). Dry Creek is tributary to Utah Lake, a navigable-in-fact waterway with ties to interstate or foreign commerce.

Upland vegetation is primarily comprised of greasewood and upland wheatgrass species in undeveloped areas. Where development has occurred, upland areas are dominated by turf grasses, such as Kentucky bluegrass.

The project area is used by migratory birds, including shorebirds and waterfowl (in emergent marsh areas). Surrounding land uses include commercial developments for light industry, a Utah National Guard armory facility, and agricultural land use (pasture land). The project area does not contain any state or locally designated Prime or Unique Farmlands.

**Direct Impacts - Proposed Action:** The proposed runway shift and construction of a parallel taxiway would result in impacts to 12.4 acres of wet meadow and emergent marsh wetlands. Wet meadow and emergent marsh wetland impacts under Phase I of the apron and hangars development would total 12.1 additional acres. Wetland impacts that may occur from the road realignment have not yet been evaluated.

**Cumulative Impacts:** The proposed project impacts would present a substantial contribution to cumulative impacts to waters of the U.S. in the immediate area. Reasonably foreseeable future actions include the construction of an industrial park attached to, and accessible from, the north taxiway of the airport; this industrial park would result in an additional 23.5 acres wetland impacts (see Exhibit 3). The Phase II apron and hangars detailed in Exhibit 3 would result in 3.0 acres of wetland impacts associated with this proposed airport expansion. Additionally, the proposed Wasatch Spectrum development, located approximately 0.5 mile north of the airport, could impact up to 8.70 acres of wetlands adjacent to Dry Creek.

**Alternatives:** The applicant has provided information concerning project alternatives.

Alternative 1 - Proposed Action. Refer to the "Project Description" section, above.

Alternative 2 - Secure Properties for the Eastern RPZ. The applicant considered acquiring developed land to the east of the airport to expand the runway and parallel taxiway. Landowners within the eastern RPZ (for this alternative) were contacted but were unwilling to sell.

Alternative 3 - Airport Relocation. This alternative was deemed economically infeasible by the applicant and was eliminated from further analysis.

Alternative 4 - No Action. The airport would be maintained in its current configuration. The applicant stated that this alternative was not reasonable, because the RPZ for Runway 30 (the eastern runway) is penetrated by roads and incompatible land uses, creating a hazard for approaching aircraft.

**Mitigation:** The Corps requires that applicants consider and use all reasonable and practical measures to avoid and minimize impacts to aquatic resources. If the applicant is unable to avoid or minimize all impacts, the Corps may require compensatory mitigation. The applicant has proposed to restore, enhance, and/or preserve wetland areas within the same watershed, in order to provide similar functions and values provided by the wetlands that would be impacted under the Proposed Action. A mitigation plan has not yet been provided for this office's review.

**OTHER GOVERNMENTAL AUTHORIZATIONS:** Water quality certification or a waiver, as required under Section 401 of the Clean Water Act from the Utah Division of Water Quality, is required for this project. The Utah Division of Water Quality intends to issue certification, provided that the proposed work will not violate applicable water quality standards. Projects are usually certified where the project may create diffuse sources (nonpoint sources) of wastes which will occur only during the actual construction activity and where best management practices will be employed to minimize pollution effects. Written comments on water quality certification should be submitted to Mr. William O. Moellmer, Utah Division of Water Quality, 288 North 1460 West, Post Office Box 144870, Salt Lake City, Utah 84114-4870, **on or before September 8, 2006.**

An Environmental Assessment (with a projected Finding of No Significant Impact) is pending with the Federal Aviation Administration.

**HISTORIC PROPERTIES:** Based on the available information, this project will not affect historic properties. The applicant has contacted the Utah State Historic Preservation Office (SHPO). The area of potential effect was surveyed in 1991, with no potential sites located. In a letter dated August 3, 2000, the SHPO reply recommends to FAA that "the project be considered as, No Historic Properties Affected."

**ENDANGERED SPECIES:** The project will not affect any Federally-listed threatened or endangered species or their critical habitat that are protected by the Endangered Species Act. Spanish Fork-Springville Airport's agent, Armstrong Consultants contacted the U.S. Fish and Wildlife Service (USFWS) and received a July 17, 2000, reply which listed special status species that "may occur within the area of influence of [the] proposed action." Armstrong's wetland consultant, Natural Resources Consulting, prepared its April 2003 "Biological Assessment - Spanish Fork/Springville Airport Expansion, Utah County, Utah." The BA states that, "The expansion of the Spanish Fork/Springville Airport will have no direct or indirect impacts on any Threatened, Endangered, or Candidate species..." This office concurs with the April 2003 BA prepared by Natural Resources Consulting.

*The above determinations are based on information provided by the applicant and our preliminary review.*

**EVALUATION FACTORS:** The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the described activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the described activity, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the described activity will be considered, including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, consideration of property ownership and, in general, the needs and welfare of the people. The activity's impact on the public interest will include application of the Section 404(b)(1) guidelines promulgated by the Administrator, Environmental Protection Agency (40 CFR Part 230).

The Corps 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 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 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.

**SUBMITTING COMMENTS:** Written comments, referencing Public Notice 200550437, must be submitted to the office listed below **on or before September 8, 2006:**

James McMillan, Project Manager  
US Army Corps of Engineers, Sacramento District  
Utah Regulatory Office  
533 West 2600 South, Suite 150  
Bountiful, Utah 84010-7744  
Email: [james.m.mcmillan@usace.army.mil](mailto:james.m.mcmillan@usace.army.mil)

The Corps is particularly interested in receiving comments related to the proposal's probable impacts on the affected aquatic environment and the secondary and cumulative effects. Anyone may request, in writing, that a public hearing be held to consider this application. Requests shall specifically state, with particularity, the reason(s) for holding a public hearing. If the Corps determines that the information received in response to this notice is inadequate for thorough evaluation, a public hearing may be warranted. If a public hearing is warranted, interested parties will be notified of the time, date, and location. Please note that all comment letters received are subject to release to the public through the Freedom of Information Act. If you have questions or need additional information please contact the applicant or the Corps' project manager James McMillan, 801-295-8320, extension 17, [james.m.mcmillan@usace.army.mil](mailto:james.m.mcmillan@usace.army.mil).

Attachments:

Exhibit 1 - Project Location

Exhibit 2 - FAA Runway Length Requirements for Airport Design (from Advisory Circular (AC) 150/5325-4A)

Exhibit 3 - Proposed Action and Project Area Wetlands

Exhibit 4 - Existing and Proposed Infrastructure