



U.S. Army Corps
of Engineers
Buffalo District
CELRB-TD-R

Public Notice

Applicant: Ogdensburg Bridge and Port Authority
Published: May 22, 2015
Expires: June 22, 2015

Application No: 2001-01199
Section: NY

All written comments should reference the above Application No. and be addressed to:
US Army Corps of Engineers, Buffalo District
(Attn:) Mikhail Boutsko
1776 Niagara Street
Buffalo, NY 14207

THE PURPOSE OF THIS PUBLIC NOTICE IS TO SOLICIT COMMENTS FROM THE PUBLIC REGARDING THE WORK DESCRIBED BELOW. NO DECISION HAS BEEN MADE AS TO WHETHER OR NOT A PERMIT WILL BE ISSUED AT THIS TIME.

Application for Permit under Authority of

Section 404 of the Clean Water Act (33 U.S.C. 1344).

APPLICANT: Ogdensburg Bridge and Port Authority

WATERWAY & LOCATION: A total of eight wetlands located at 5840 State Highway 812, in the Town of Oswegatchie, St. Lawrence County, New York are proposed to be permanently or temporarily impacted due to the placement of fill as a result of this project. The wetlands are identified as Wetland A, Wetland B, Wetland D, Wetland F, Wetland G, Wetland L, Wetland M, and Wetland S on the attached drawings.

LATITUDE & LONGITUDE: Latitude North: 44° 40' 54"
Longitude West: 75° 27' 58"

EXISTING CONDITIONS: Ogdensburg International Airport (OGS) was constructed in the 1930's and is currently an active and serviceable airport. The project site consists of airside facilities (i.e. runway, taxiway) and landside facilities (i.e. terminal, ground access) for the Airport. The Airport currently has one runway, designated as Runway 9-27, which extends in an east-west direction, and measures 5,200 feet long and 140 feet wide. A Full-length Taxiway located to the north of the runway runs parallel to the runway and measures 5,200 feet long and

40 feet wide. The following landside facilities are currently present at the airport: Airport Passenger Terminal and EAS Hangar (7,200 square feet), Fixed Based Operator/ARFF Building (2,320 square feet), Terminal Apron (4,500 square feet), Conventional Hangar (3,850 square feet), Aircraft 10-bay T-Hangar (11,500 square feet), Fuel Storage Area, and Terminal Parking (45 spaces).

Description of delineation of waters of the US: The site currently contains a total of 34.99 acres of wetlands of which 22.94 acres are subject to federal jurisdiction and 12.05 acres have been determined to not be subject to federal jurisdiction. Of the wetlands subject to federal jurisdiction Wetland S is a mix of emergent and scrub shrub wetlands with the primary vegetation consisting of red maple (*Acer rubrum*), grey dogwood (*Cornus racemosa*), and green ash (*Fraxinus pennsylvanica*). Wetland D is a mix of emergent/scrub shrub/and forested with the dominant vegetation being green ash (*Fraxinus pennsylvanica*), nannyberry (*Viburnum lentago*), Meadow sweet (*Spiraea tomentosa*), purple loosestrife (*Lythrum salicaria*), broadleaf cattail (*Typha latifolia*), and creeping bentgrass (*Agrostis stolonifera*). Wetland F is a scrub shrub wetland with dominant vegetation of pussy willow (*Salix discolor*), nannyberry (*Viburnum lentago*), and Kentucky bluegrass (*Poa pratensis*). All other wetlands subject to federal jurisdiction (Wetlands A, B, G, L, M, P) are emergent wetlands with the dominant vegetation being Canada bluegrass (*Poa compressa*), reed canary grass (*Phalaris arundinacea*) soft rush (*Juncus effuses*), sedges (*Carex spp.*), field horsetail (*Equisetum arvense*), and/or green bulrush (*Scirpus atrovirens*).

PROPOSED WORK: The applicant proposes to discharge fill material into approximately 5.98 acres of Federally regulated wetlands in association with the following changes and additions at the existing airport facility:

- extend runway 9-27 by 1,200 feet (from 5,200 to 6,400 linear feet*);
- extend Taxiway B by 1,200 feet (to the end of the new runway end), and widen it from 40 feet to 50 feet wide;
- relocate approximately 3,000 linear feet of New York State Route 68 around the extended runway;
- expand the Passenger Terminal by 3,600 square feet;
- construct 462 additional vehicle parking spaces;
- expand the terminal apron ramp from 1.5 acres (65,780 square feet) to 3.04 acres (132,492 square feet).

*Note: 6,400 linear feet of pavement is required to meet all FAA requirements for Runway Safety Areas (RSA).

In addition to the above work, the applicant is required to remove trees from approximately 6.04 acres of wetland adjacent to Tibbetts Creek, due to obstruction requirements. The tree removal will be conducted such that there is no discharge of dredged or fill material into these wetlands. Therefore, the Corps has no jurisdiction over this portion of the project.

PROJECT PURPOSE

Basic: Airport Expansion

Overall: Airport expansion to provide safe operating conditions and appropriate facilities and

infrastructure to accommodate increased airplane size and passenger volume near Ottawa.

Water Dependency Determination: The discharge of fill material into 5.98 acres of wetland for the purpose of Airport Expansion is not a water dependent activity because it does not require access or siting within the special aquatic site in question to fulfill its basic purpose. Therefore, practicable alternatives that do not involve special aquatic sites are presumed to be available, unless clearly demonstrated otherwise.

AVOIDANCE AND MINIMIZATION INFORMATION:

Efforts to minimize and/or avoid wetland impacts were incorporated into the design of the proposed Runway 9-27 improvements. The existing Medium Intensity Approach Light System (MALS) offered no operational benefit for the extended runway and therefore, the relocation of the existing system was eliminated. Removal of the MALS relocation and associated access road from the project design avoided additional wetland impacts (1.8 acres).

Minimum acceptable grades, offsets, safety areas, ditch dimensions and other design criteria were employed for both NYSDOT and FAA controlled portions of the project. Grading along the north side of the taxiway widening was limited to minimize and/or avoid impacts to wetlands. In addition, grading was confined to the RSA to minimize wetland impacts.

The applicant indicates that several alternatives for the runway extension and terminal expansion were researched. Wetland impacts were reduced to the currently proposed 5.98 acres impacts through the selection of the preferred alternative.

ALTERNATIVES CONSIDERED:

Off-site Alternatives:

Off-site alternatives considered included expansion of the Massena International Airport, expansion of the Watertown International Airport and expansion of the Syracuse Hancock International Airport. Expansion of the Ogdensburg International Airport was considered the preferred alternative due to its proximity to Ottawa and more favorable topography (flatter) for expansion to accommodate the expected aircraft sizing.

On-site Alternatives:

On-site Alternatives included three different aspects the Runway 9-27 extension including the preferred alternative and the no action alternative.

Runway 9-27 Extension – No Action Alternative:

The No Action Alternative does not provide the facilities needed for the proposed airline service. The runway and taxiway dimensions would remain as they are today, and NYS Route 68 would remain in its current alignment. This alternative would not fulfill the overall project purpose.

Runway 9-27 Extension Alternative 1

Alternative 1 consists of a 50 foot extension on the Runway 9 end of Runway 9-27; a 1,150 foot extension on the Runway 27 end of Runway 9-27 (for a total runway length of 6,400 feet); an extension of the existing parallel taxiway to the new Runway 27 end and widening

from 40 feet to 50 feet; reconfiguration of the access taxiway at the Runway 9 approach end and to the terminal apron; relocation of the localizer located on the Runway 9 end; rerouting of a portion of NYS Route 68 around the extended runway and taxiway; removal of trees remaining in 6.03 acres of wetlands (considered obstructions to approach procedures). Construction of this alternative would result in unavoidable impacts to approximately 4.39 acres of federally jurisdictional wetlands.

Alternative 1 is substantially more costly than the preferred alternative (alternative 3), would result in greater operational impacts (such as the relocation of navigational aids, lighting and signage on both runway ends) and would result in greater impervious area and a potentially larger footprint(s) to manage the additional stormwater.

Runway 9-27 Extension Alternative 2

Alternative 2 considers the use of an Engineered Materials Arresting System (EMAS) at the departure end of Runway 9 (approach end of Runway 27) as a method to provide the required 1,000-foot long Runway 9 departure Runway Safety Area (RSA). To provide 6,000 feet of runway length for all operations this alternative would require a 1,465 foot extension to the Runway 27 (no extension to the Runway 9 end), for a total runway length of 6,665 feet. As in alternative 1, the parallel taxiway would be extended to the new Runway 27 end and widened from 40 to 50 feet.

The Precision Approach Path Indicators (PAPIs) would be extended under this alternative. Due to the displaced landing threshold on Runway 27 however, this alternative would require the use of one in-pavement approach light and two lights installed above the EMAS. In addition, the installation of Runway End Identifier Lights (REILs) on the Runway 27 end would be required to accommodate the proposed runway extension.

The realignment of NYS Route 68 would follow a similar route as in the other alternatives. The EMAS alternative (Alternative 2) would result in approximately 5.78 acres of impact to federally jurisdictional wetlands.

This alternative requires more paved surface than any of the other alternatives and is the most costly of all the alternatives due to the high cost of the EMAS installation and construction of the additional 265 feet of runway. EMAS also has an ongoing operations and maintenance cost. The system must be regularly inspected and the integrity of the joints and seals must be maintained. Finally, experience with these systems has shown that they must be replaced every 7-10 years at a cost of \$2-3 million (2015 dollars).

Runway 9-27 Extension Alternative 3 (Preferred Alternative)

Alternative 3 considers a 1,200 foot extension to the Runway 27 end, no extension to the Runway 9 end, and no installation of EMAS. There would be no displaced landing threshold. This alternative would also provide the 6,000 feet needed for all operations of the proposed commercial service. The existing parallel taxiway would be extended to the new runway end and widened from 40 to 50 feet. The unpaved taxiway shoulders would be of well rooted turf or stabilized soil in order to reduce the amount of impervious surface created. The existing PAPIs serving the Runway 27 approach would need to be relocated approximately 1,000 feet from the runway end and on the left side of the runway to accommodate the proposed runway extension. Similar to Alternatives 1 and 2, the installation of REILS on the Runway 27 end would accommodate the proposed runway

extension. A portion of NYS Route 68 passing east of the existing runway end would be rerouted around the extended (Runway Optic Free Area) ROFA and RSA.

The obstructions, totaling approximately 6.51 acres and consisting of small groups of trees and tree lines, will be removed under the proposed alternative 3. Approximately 6.03 acres of the obstruction areas consists of wetlands. As indicated above, this removal will not result in a discharge of dredged or fill material into waters of the US, and therefore falls outside of the Corps' jurisdiction.

A dry detention basin is proposed to collect and treat additional stormwater runoff from the runway extension impervious area and RSA area on the Runway 27 end. The dry detention pond has been designed to properly detain the 1, 10, and 100 year storms for no longer than 48 hours per FAA requirement. Staged outlet structures were designed to mitigate post development flow to predevelopment levels for the design storms in accordance with NYSDEC requirements.

Alternative 3 would result in unavoidable impacts to 5.78 acres of wetlands. The area of impervious surface is smaller than would be created under Alternative 2. Additionally this alternative is the least costly of Runway 9-27 Extension alternatives.

Terminal Area Improvements

Terminal area improvements to accommodate an LCC operation will include terminal building expansion and expansion of the terminal apron to accommodate movements by the proposed aircraft. No build Alternative – does not accomplish the project purpose and need

No Build Alternative

One terminal building alternative was briefly considered and dismissed at the beginning of the planning process. The use of sturdy temporary fabric structures to accommodate baggage handling operations was evaluated. Due to the severe winter weather during the peak travel periods, this alternative was considered and dismissed early in the planning process.

Proposed Alternative

This alternative involves adding approximately 3,600 square feet to the existing terminal building through a 60-foot extension on the north side, and conversion of the southern portion of the building to terminal use. The southern portion of the building is currently used as a hangar. As a result of these two additions, the area of the passenger terminal will increase from 4,000 square feet to 10,800 square feet. This alternative cannot avoid, but minimizes environmental impact. The amount of impervious surface increases by a factor of two, but best management practices would be utilized to ensure that the resulting stormwater runoff meets requirements for both quality and quantity. The ramp expansion would impact approximately 0.20 acre of wetlands, mostly to the east of the existing ramp. The modified ramp entrance, however, results in a reduced eastern expansion and avoids additional wetland impacts.

PROPOSED MITIGATION: The proposed mitigation is through the purchase of 7.99 acres of wetland in-lieu fee credits through Ducks Unlimited for the unavoidable impact to 5.98 acres of federally regulated wetlands. Compensatory mitigation will be provided at a 1:1 ratio (for impacts to emergent wetlands A, B, G, L, M, P, and portions of wetland S) and a 1:1.5 ratio (for

impacts to mixed/scrub-shrub wetlands (D, F, and portions of wetland S) to offset the wetlands impacts on site.

Location and details of the above described work are shown on the attached maps and drawings.

Comments or questions pertaining to the work described in this notice should reference the Application Number and be directed to the attention of Mikhail Boutsko, who can be contacted at the above address, by calling (716) 879-4296, or by e-mail at: mikhail.a.boutsko@usace.army.mil. A lack of response will be interpreted as meaning that there is no objection to the work as proposed.

The following authorization is required for this project:

Water Quality Certification (or waiver thereof) from the New York State Department of Environmental Conservation.

The project permit area, as shown on Sheet 2 of 25, is located within an archaeologically sensitive area identified by the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP). Based on preliminary findings, the project has the potential to affect archeologically sensitive areas located across the site. A Phase 1 Archaeological Survey was performed by the applicant in May and June 2014 and a Phase 2 Site Examination was performed in August and September 2014. The NYSOPRHP reviewed the surveys and in a letter dated December 31, 2014 concerning Project Review Number 14PR05423 the NYSOPRHP indicated that this project will have no effect on historic properties. The Corps of Engineers, based upon the Phase 1/Phase 2 data has made a preliminary determination that the project will have No Effect on properties listed or eligible for listing on the National Register of Historic Places. This notice constitutes initiation of consultation with the NYSOPRHP per Section 106 of the National Historic Preservation Act. All currently available historic resource information pertaining to this proposed project if any has been provided to the NYSOPRHP. Additional information concerning historic properties should be submitted to the Corps before the end of the comment period of this notice. The Corps will forward that information to the NYSOPRHP for their review.

Pursuant to Section 7 of the Endangered Species Act (16 U.S.C. 1531), the Corps of Engineers is consulting, under separate cover, with the USFWS to evaluate any potential impacts to the Indiana Bat (*Myotis sodalis*) and the Northern Long-eared bat (*Myotis septentrionalis*) and to ensure that the proposed activity is not likely to jeopardize their continued existence or result in the destruction or adverse modification of critical habitat.

Comments submitted in response to this notice will be fully considered during the public interest review for this permit application. All written comments will be made a part of the administrative record which is available to the public under the Freedom of Information Act. The Administrative Record, or portions thereof, may also be posted on a Corps of Engineers internet web site. Due to resource limitations, this office will normally not acknowledge the receipt of comments or respond to individual letters of comment.

Any individual may request a public hearing by submitting their written request, stating the

specific reasons for holding a hearing, in the same manner and time period as other comments.

Public hearings for the purposes of the Corps permit program will be held when the District Commander determines he can obtain additional information, not available in written comments, that will aid him in the decision making process for this application. A Corps hearing is not a source of information for the general public, nor a forum for the resolution of issues or conflicting points of view (witnesses are not sworn and cross examination is prohibited). Hearings will not be held to obtain information on issues unrelated to the work requiring a permit, such as property ownership, neighbor disputes, or the behavior or actions of the public or applicant on upland property not regulated by the Department of the Army. Information obtained from a public hearing is given no greater weight than that obtained from written comments. Therefore, you should not fail to make timely written comments because a hearing might be held.

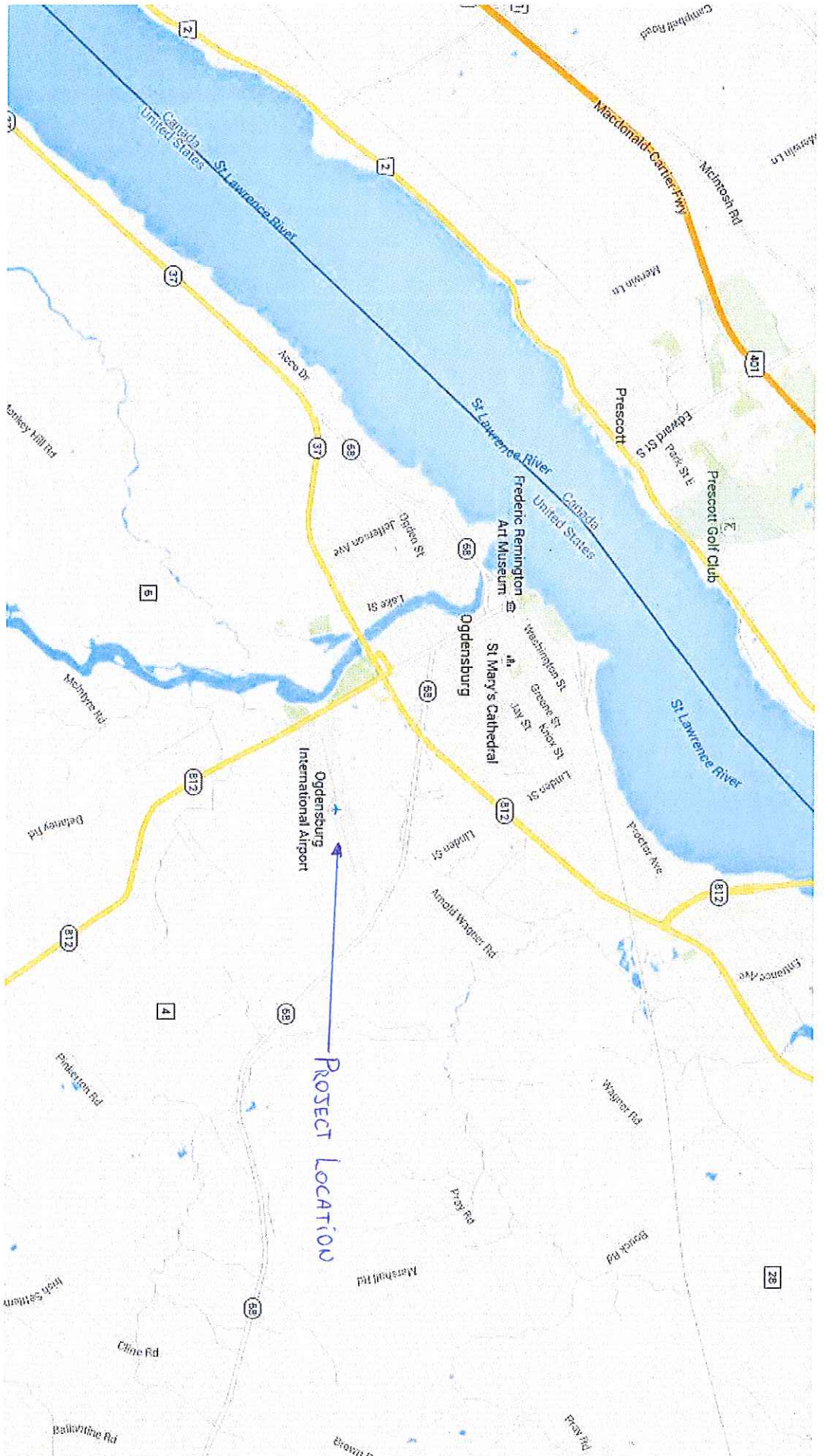
The decision to approve or deny this permit request will be based on an evaluation of the probable impact, including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably 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 these are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, 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, considerations of property ownership, and in general, the needs and welfare of the people.

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.

SIGNED

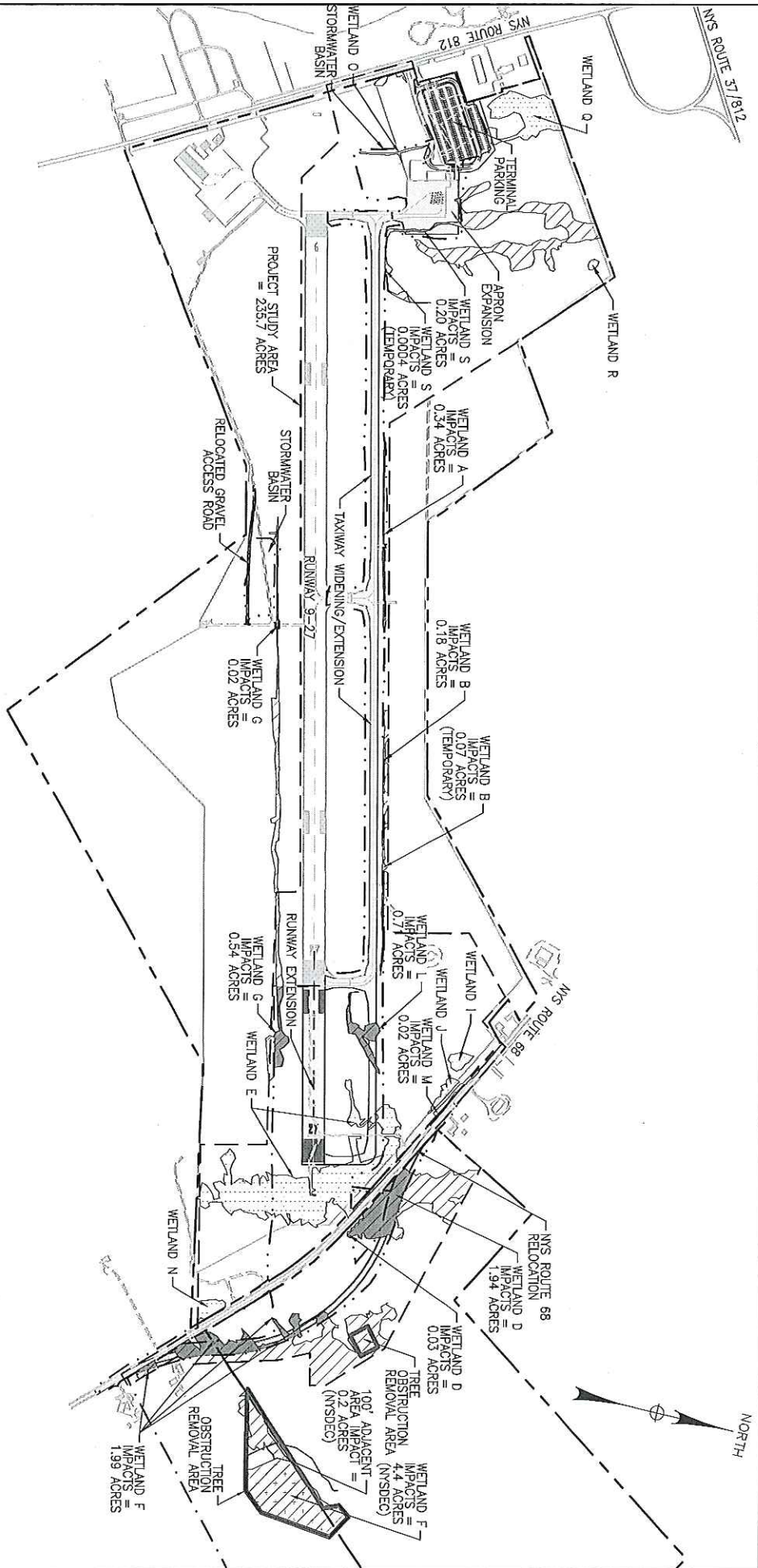
Diane C. Kozlowski
Chief, Regulatory Branch

NOTICE TO POSTMASTER: It is requested that this notice be posted continuously and conspicuously for **30** days from the date of issuance.



Ogdensburg Bridge and Port Authority
 DA Processing No. 2001-01199
 Saint Lawrence County, New York
 Quad: Ogdensburg East
 Sheet 1 of 25

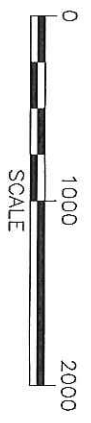




LEGEND

	AIRPORT PROPERTY BOUNDARY
	OBPA PROPERTY BOUNDARY
	PROJECT STUDY AREA
	LIMIT OF DISTURBANCE
	WETLANDS (ACEE)
	WETLANDS (NYSDEC)
	WETLANDS (ISOLATED NON-JURISDICTIONAL)
	REGULATED WETLAND IMPACT (TEMPORARY)
	REGULATED WETLAND IMPACT (PERMANENT)

Ogdensburg Bridge and Port Authority
 DA Processing No. 2001-01199
 Saint Lawrence County, New York
 Quad: Ogdensburg East
 Sheet 2 of 25



OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

WETLANDS AND WATERWAYS IMPACTS
 OVERALL PLAN

SCALE:	1" = 1000'	DATE:	FEBRUARY 2015	SHEET:	WP-1 (1 of 25)
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PERMANENT WETLAND IMPACTS TABLE

FEATURE IDENTIFICATION	CONSTRUCTION ELEMENT	USACE REGULATED IMPACT (ACRES)	NYSDEC REGULATED IMPACT (ACRES)
WETLAND A	TAXIWAY WIDENING	0.34	----
	TAXIWAY WIDENING	0.18	----
WETLAND B	RUNWAY EXTENSION	0.008	----
	NYS ROUTE 68 RELOCATION	1.94	----
WETLAND D	RUNWAY EXTENSION	0.03	----
	NYS ROUTE 68 RELOCATION	1.99	----
WETLAND F	TREE OBSTRUCTION REMOVAL	----	4.40
	TREE OBSTRUCTION REMOVAL	----	0.20
WETLAND F 100' ADJACENT AREA	RUNWAY EXTENSION	0.54	----
	STORMWATER	0.02	----
WETLAND L	RUNWAY EXTENSION	0.71	----
WETLAND M	NYS ROUTE 68 RELOCATION	0.02	----
WETLAND S	APRON EXPANSION	0.20	----
TOTAL:		5.98	4.60

TEMPORARY WETLAND IMPACTS TABLE

FEATURE IDENTIFICATION	CONSTRUCTION ELEMENT	USACE REGULATED IMPACT (ACRES)	NYSDEC REGULATED IMPACT (ACRES)
WETLAND B	TAXIWAY WIDENING	0.07	----
WETLAND S	TAXIWAY WIDENING	0.0004	----
TOTAL:		0.07	0.00

Ogdensburg Bridge and Port Authority
 DA Processing No. 2001-01199
 Saint Lawrence County, New York
 Quad: Ogdensburg East
 Sheet 3 of 25

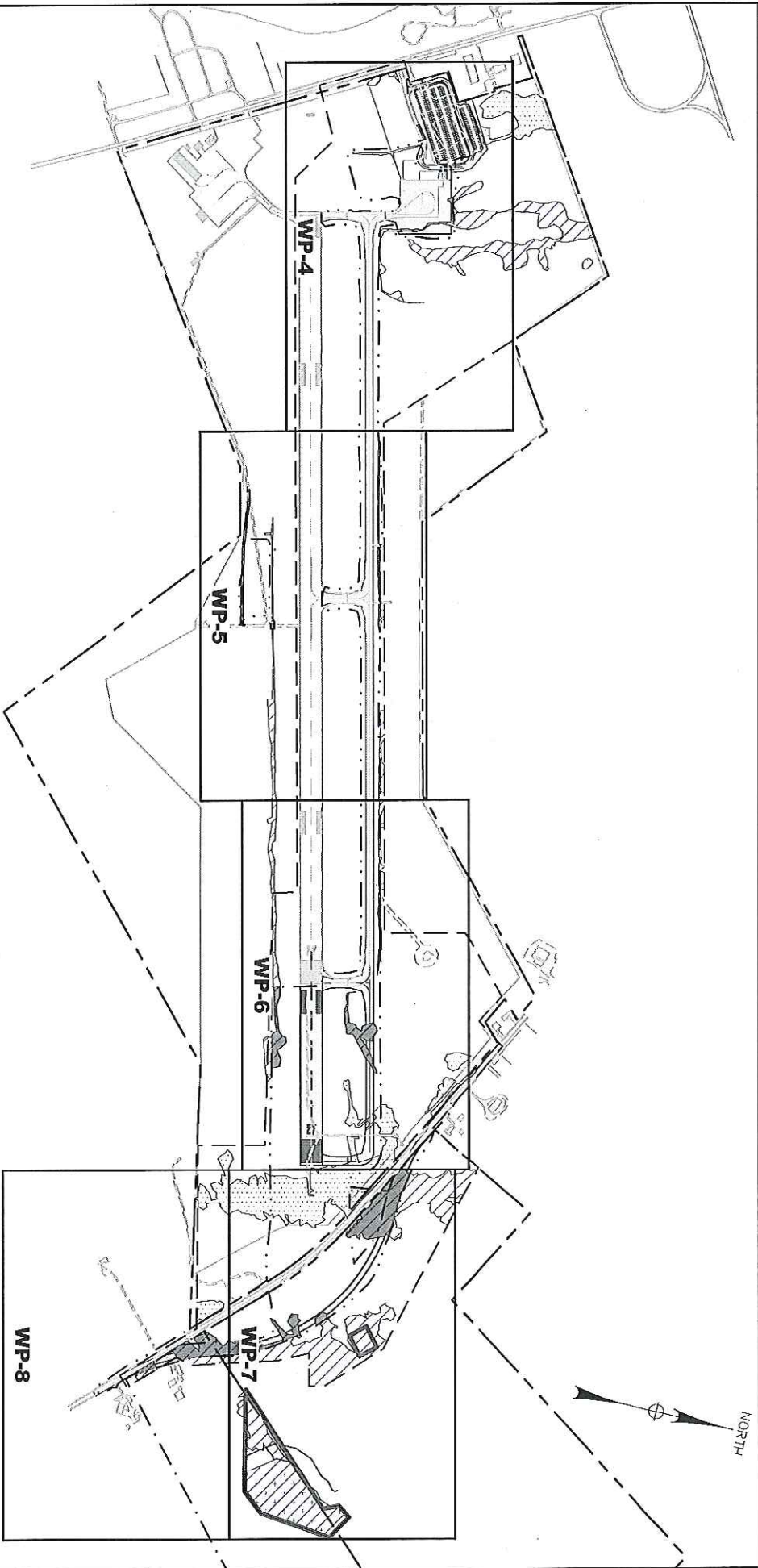


OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

WETLANDS AND WATERWAYS IMPACTS
 WETLAND IMPACT TABLES

SCALE: NONE DATE: FEBRUARY 2015 SHEET: WP-2 (2 OF 25)

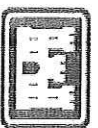
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LEGEND

	AIRPORT PROPERTY BOUNDARY
	OBPA PROPERTY BOUNDARY
	PROJECT STUDY AREA
	LIMIT OF DISTURBANCE
	WETLANDS (ACOE)
	WETLANDS (NYSDEC)
	WETLANDS (ISOLATED/ NON-JURISDICTIONAL)
	REGULATED WETLAND IMPACT (TEMPORARY)
	REGULATED WETLAND IMPACT (PERMANENT)

Ogdensburg Bridge and Port Authority
 DA Processing No. 2001-01199
 Saint Lawrence County, New York
 Quad: Ogdensburg East
 Sheet 4 of 25

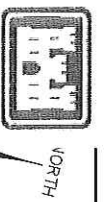


OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

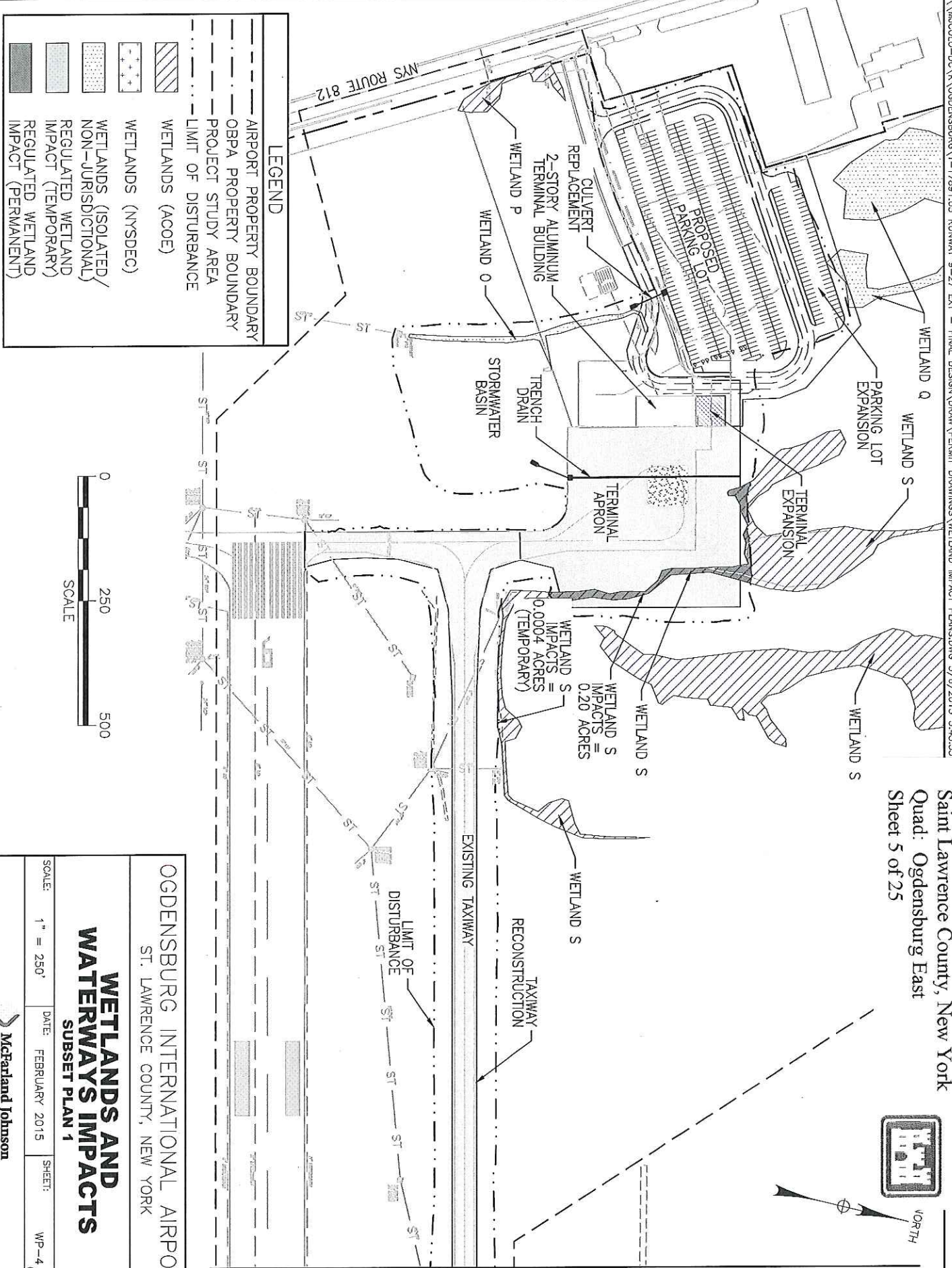
**WETLANDS AND
 WATERWAYS IMPACTS
 SUBSET LAYOUT PLAN**

SCALE:	1" = 1000'	DATE:	FEBRUARY 2015	SHEET:	WP-3 (3 of 24)

Ogdensburg Bridge and Port Authority
 DA Processing No. 2001-01199
 Saint Lawrence County, New York
 Quad: Ogdensburg East
 Sheet 5 of 25



MATCHLINE; SEE SHEET WP-5



LEGEND

- AIRPORT PROPERTY BOUNDARY
- OBPA PROPERTY BOUNDARY
- PROJECT STUDY AREA
- LIMIT OF DISTURBANCE
- WETLANDS (ACOE)
- WETLANDS (NYSDEC)
- WETLANDS (ISOLATED/ NON-JURISDICTIONAL)
- REGULATED WETLAND IMPACT (TEMPORARY)
- REGULATED WETLAND IMPACT (PERMANENT)

OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

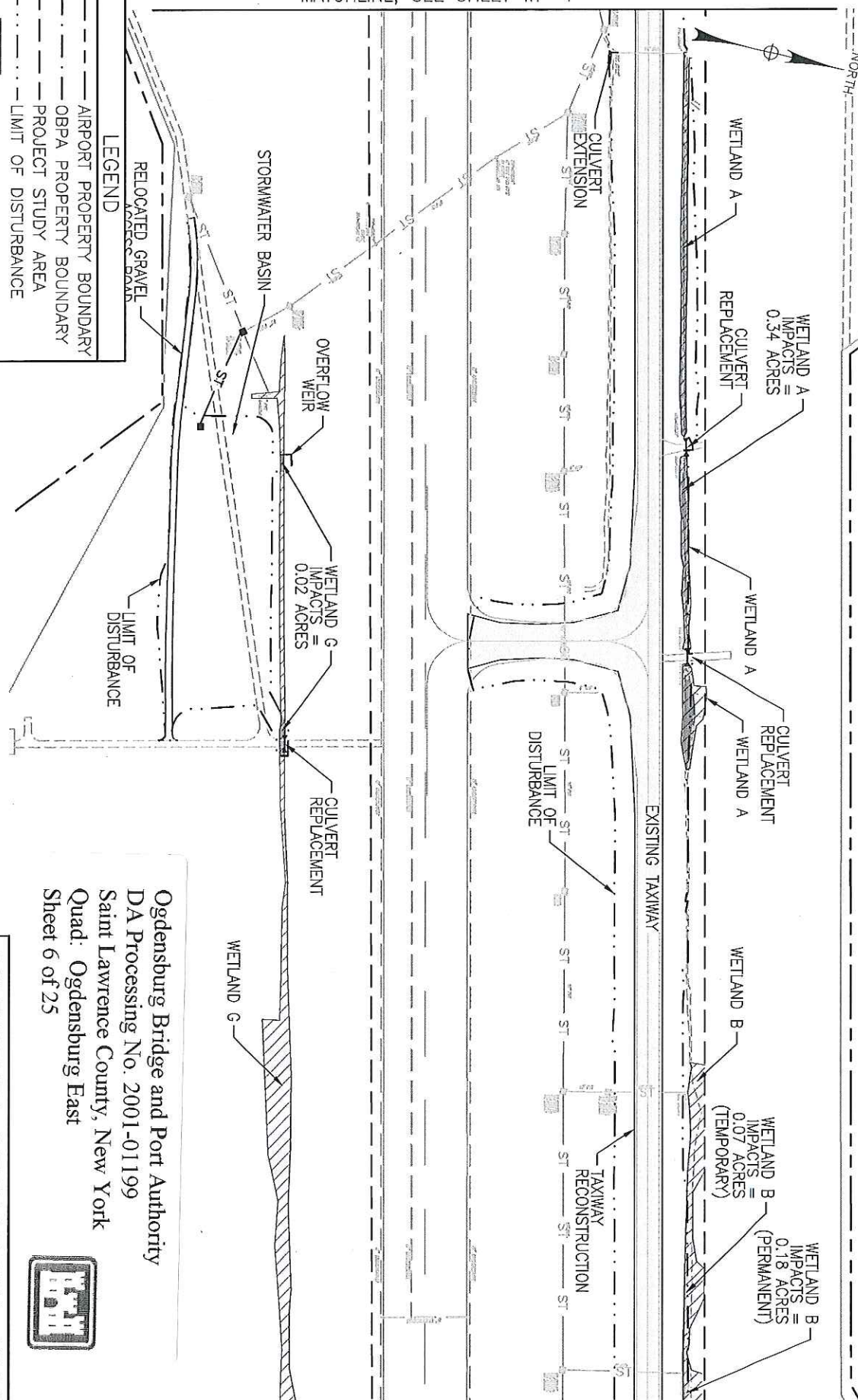
WETLANDS AND WATERWAYS IMPACTS
 SUBSET PLAN 1

SCALE:	1" = 250'	DATE:	FEBRUARY 2015	SHEET:	WP-4 (4 of 25)
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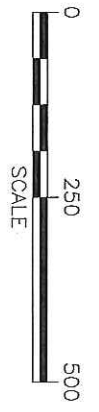
MATCHLINE; SEE SHEET WP-4

MATCHLINE; SEE SHEET WP-6



LEGEND

- AIRPORT PROPERTY BOUNDARY
- OBPA PROPERTY BOUNDARY
- PROJECT STUDY AREA
- LIMIT OF DISTURBANCE
- WETLANDS (ACOE)
- WETLANDS (NYSDEC)
- WETLANDS (ISOLATED / NON-JURISDICTIONAL)
- REGULATED WETLAND IMPACT (TEMPORARY)
- REGULATED WETLAND IMPACT (PERMANENT)



Ogdensburg Bridge and Port Authority
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 Sheet 6 of 25



OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

WETLANDS AND WATERWAYS IMPACTS
 SUBSET PLAN 2

SCALE: 1" = 250'

DATE: FEBRUARY 2015

SHEET: WP-5 (5 OF 24)

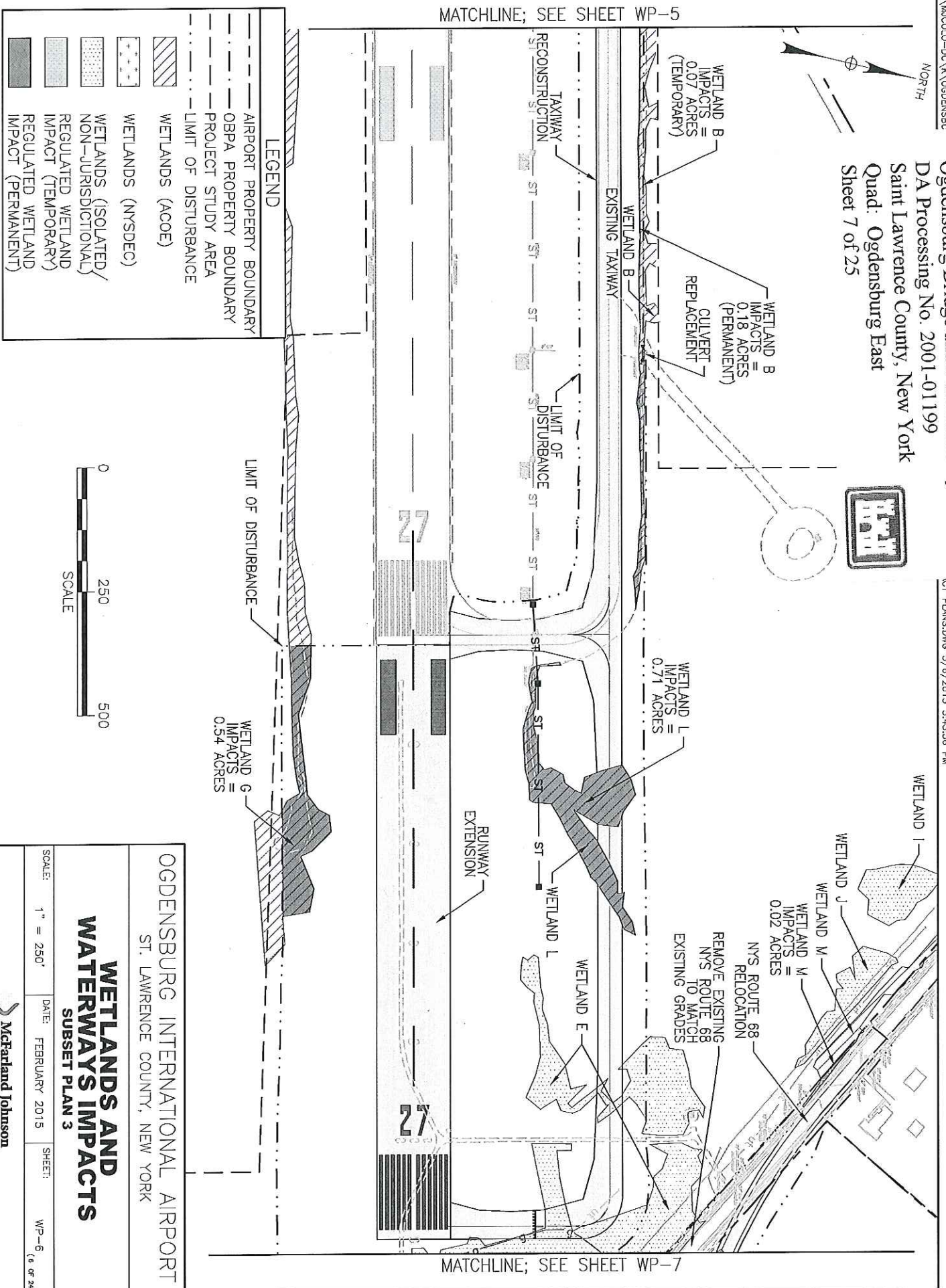
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Ogdensburg Bridge and Port Authority
DA Processing No. 2001-01199
Saint Lawrence County, New York
Quad: Ogdensburg East
Sheet 7 of 25



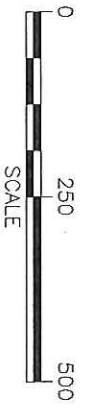
MATCHLINE; SEE SHEET WP-5

MATCHLINE; SEE SHEET WP-7



LEGEND

	AIRPORT PROPERTY BOUNDARY
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OGDENSBURG INTERNATIONAL AIRPORT
ST. LAWRENCE COUNTY, NEW YORK

**WETLANDS AND
WATERWAYS IMPACTS**

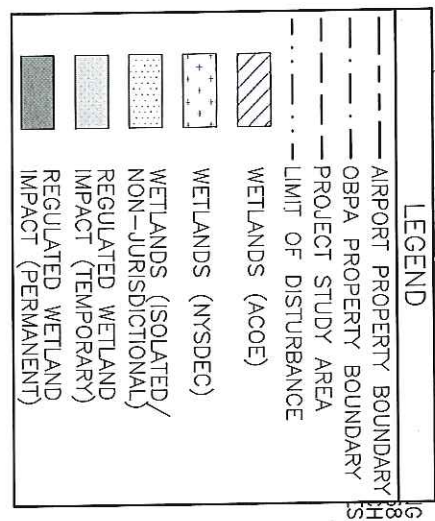
SUBSET PLAN 3

SCALE:	1" = 250'
DATE:	FEBRUARY 2015
SHEET:	WP-6 (4 of 24)

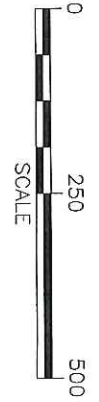
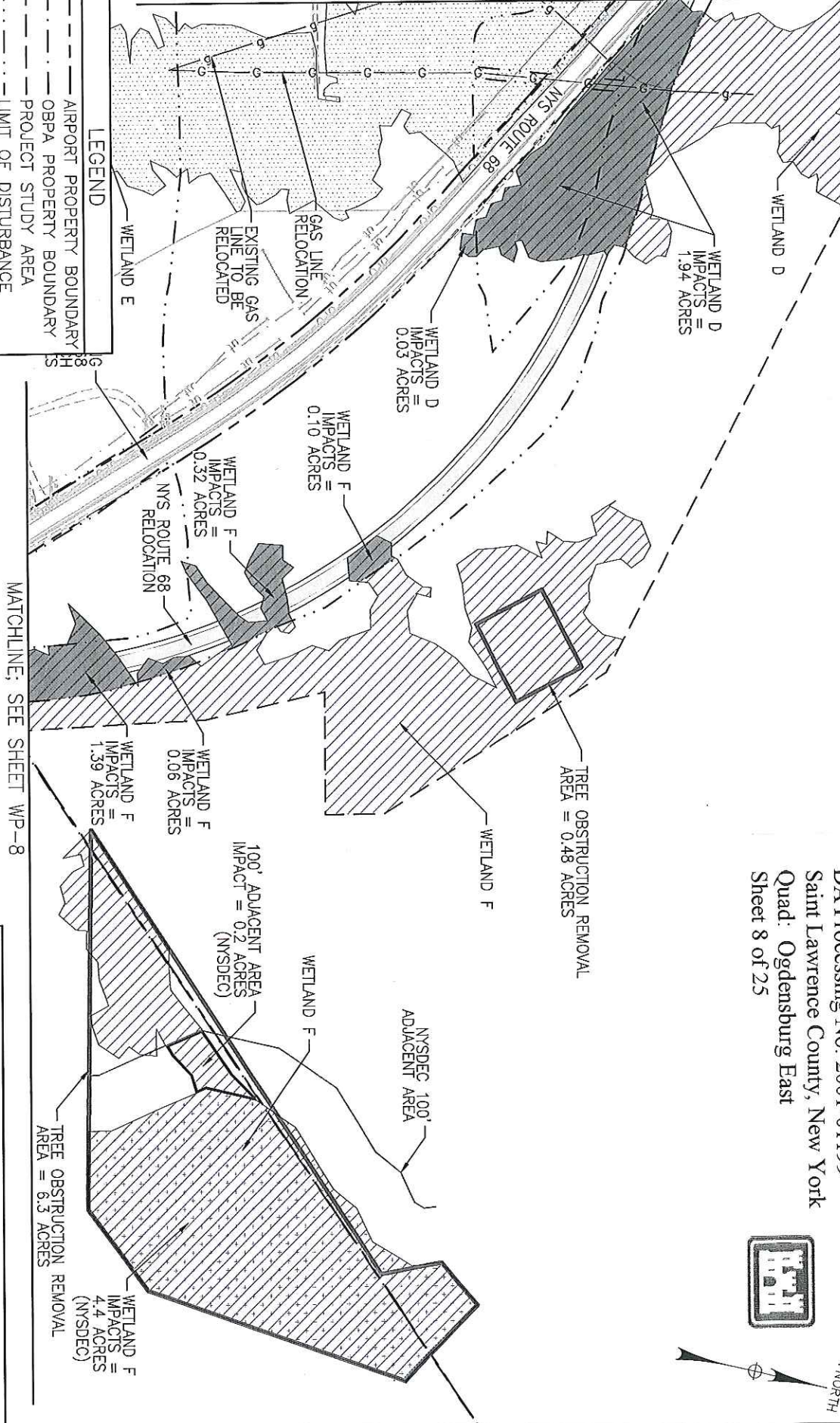


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Ogdensburg Bridge and Port Authority
 DA Processing No. 2001-01199
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 Quad: Ogdensburg East
 Sheet 8 of 25



MATCHLINE; SEE SHEET WP-6



MATCHLINE; SEE SHEET WP-8

OGDENSBURG INTERNATIONAL AIRPORT

ST. LAWRENCE COUNTY, NEW YORK

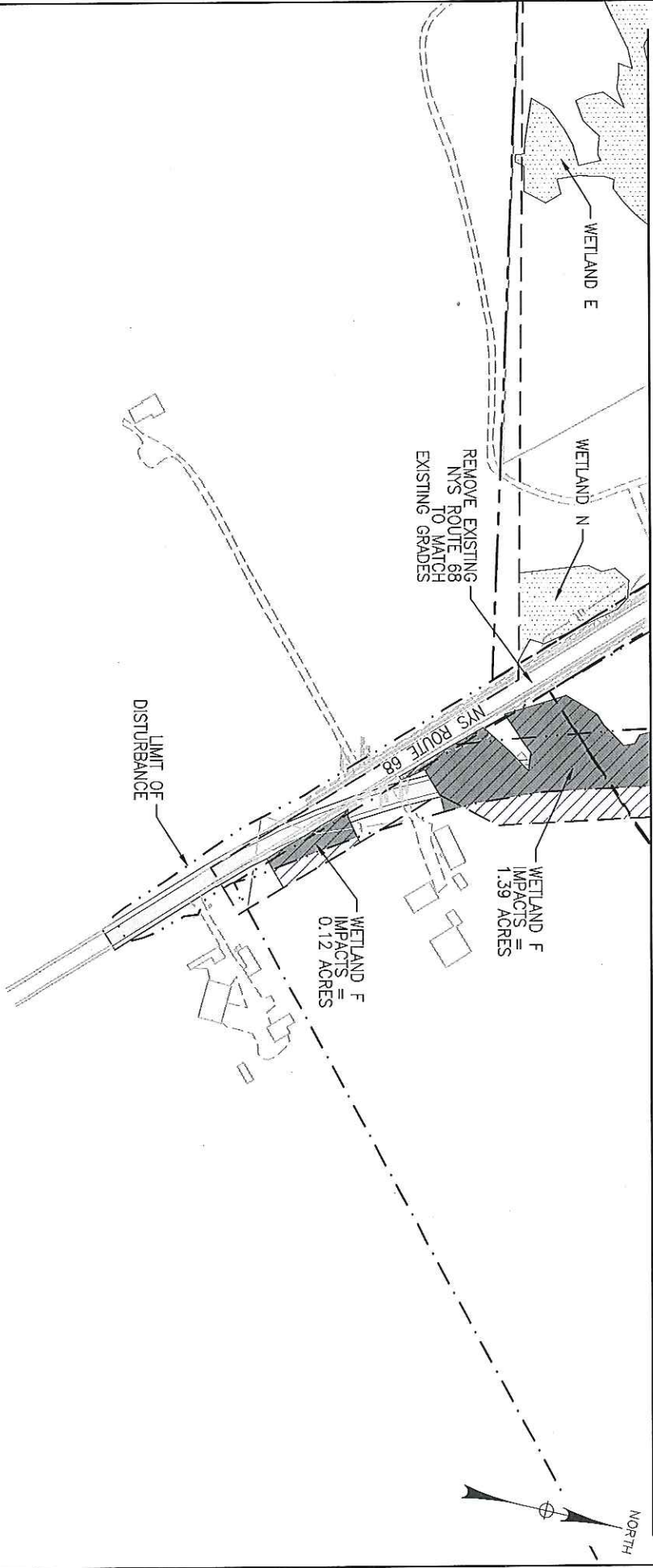
WETLANDS AND WATERWAYS IMPACTS

SUBSET PLAN 4

SCALE: 1" = 250'	DATE: FEBRUARY 2015
SHEET: WP-7	(7 OF 25)

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MATCHLINE: SEE SHEET WP-7



LEGEND

	AIRPORT PROPERTY BOUNDARY
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Ogdensburg Bridge and Port Authority
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OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

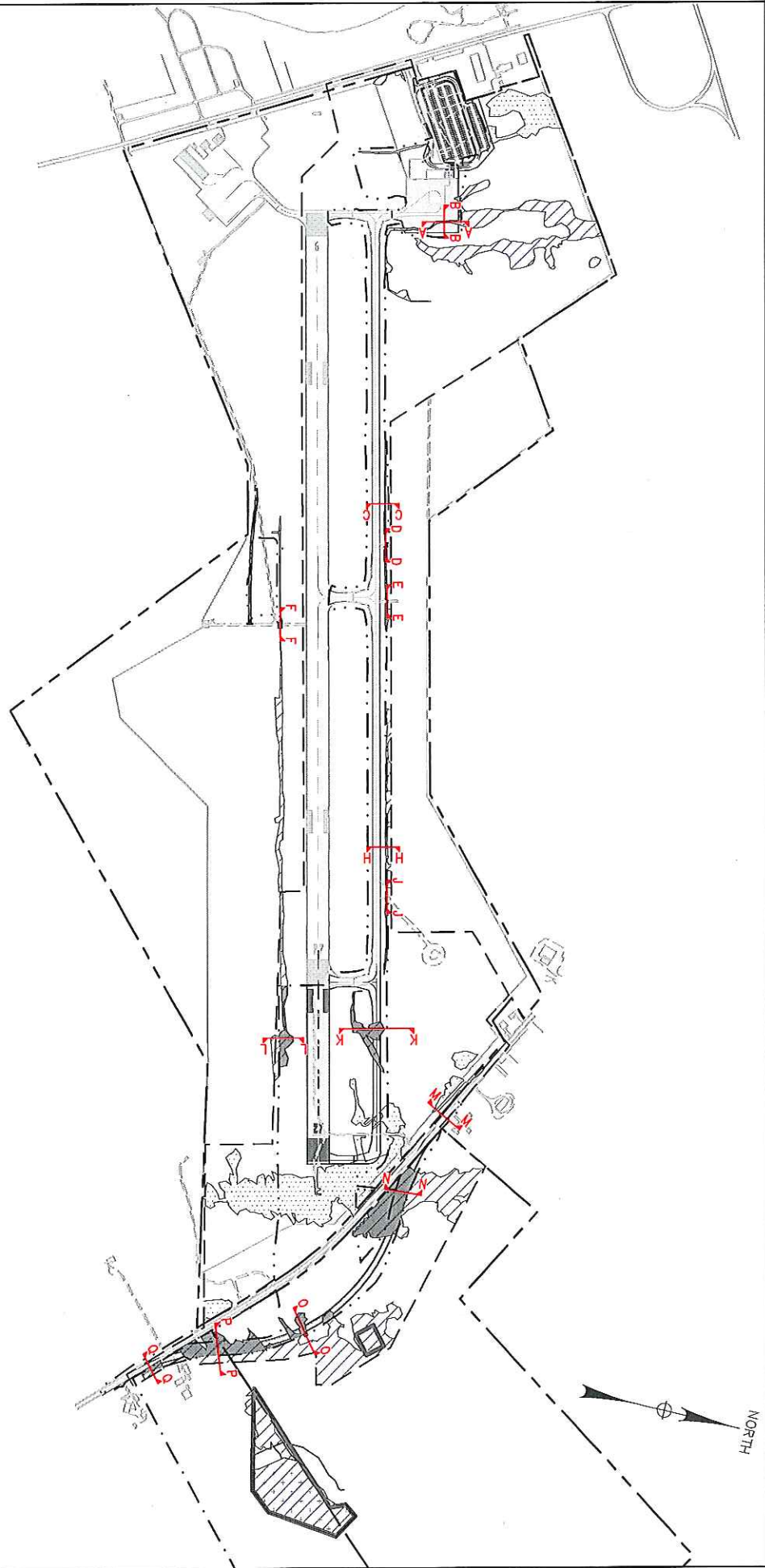
**WETLANDS AND
 WATERWAYS IMPACTS**
 SUBSET PLAN 5

SCALE: 1" = 250'

DATE: FEBRUARY 2015

SHEET: WP-8 (8 OF 25)

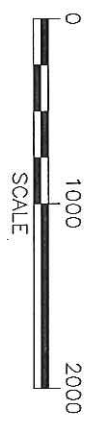
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LEGEND

	AIRPORT PROPERTY BOUNDARY
	OBPA PROPERTY BOUNDARY
	PROJECT STUDY AREA
	LIMIT OF DISTURBANCE
	WETLANDS (ACOE)
	WETLANDS (NYSDEC)
	WETLANDS (ISOLATED/ NON-JURISDICTIONAL)
	REGULATED WETLAND IMPACT (TEMPORARY)
	REGULATED WETLAND IMPACT (PERMANENT)

Ogdensburg Bridge and Port Authority
 DA Processing No. 2001-01199
 Saint Lawrence County, New York
 Quad: Ogdensburg East
 Sheet 10 of 25



OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

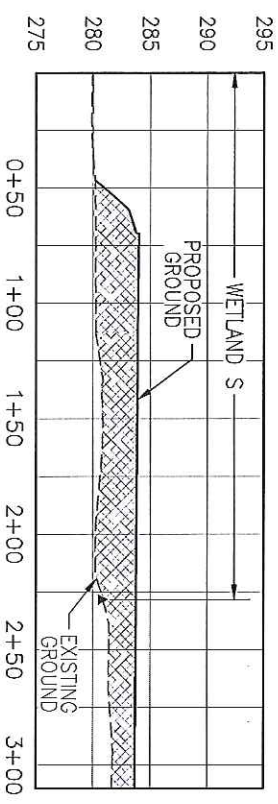
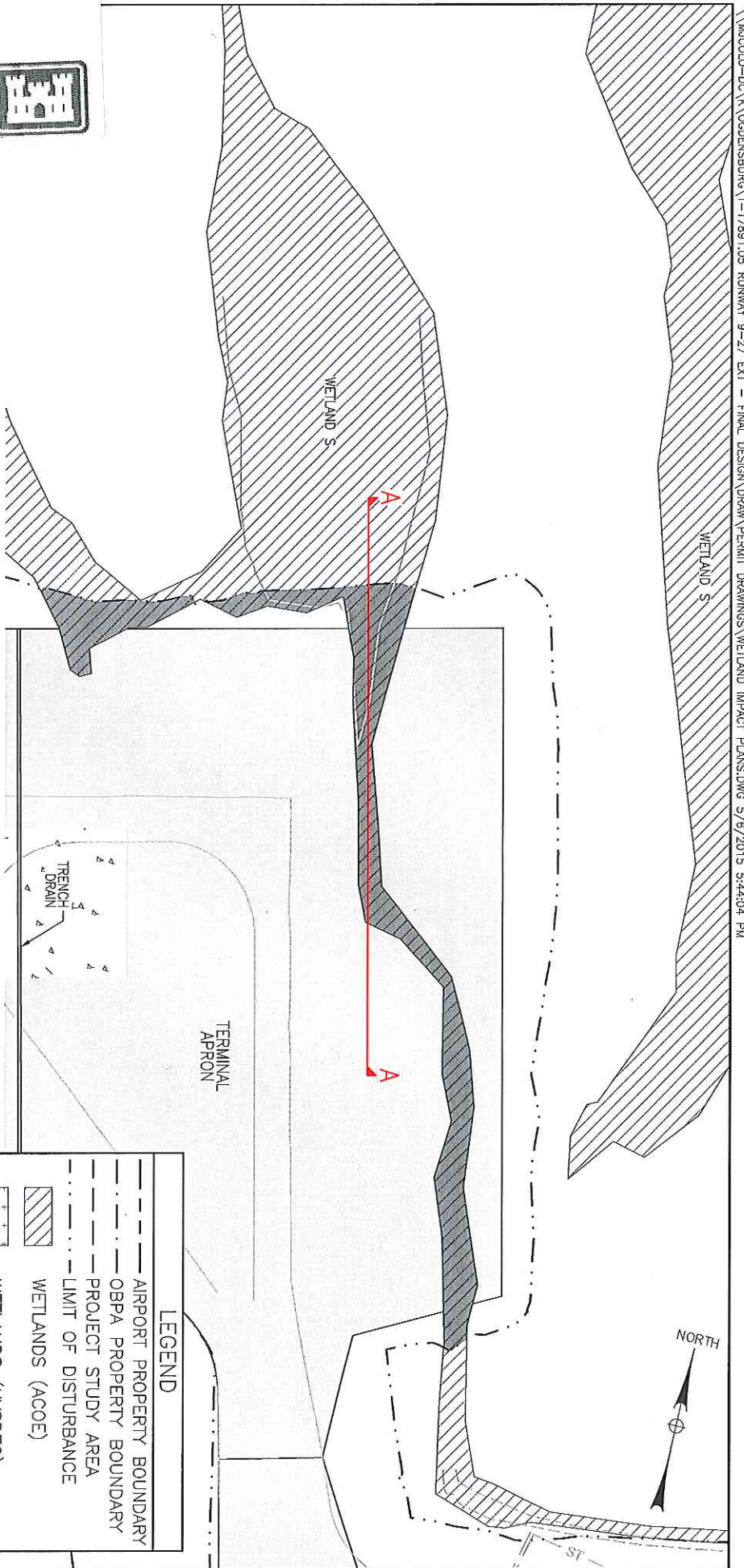
**WETLANDS AND
 WATERWAYS IMPACTS**
 CROSS SECTIONS LOCATIONS

SCALE: 1" = 1000' DATE: FEBRUARY 2015 SHEET: XS-1 (9 OF 25)

McFarland Johnson



\\MCD01-001\K\OGDENSBURG\T-17891.05 RUNWAY 9-27 EXT - FINAL DESIGN DRAW PERMIT DRAWINGS\WETLAND IMPACT PLANS.DWG 5/6/2015 5:44:04 PM



CROSS SECTION A-A

CROSS SECTION LEGEND

▲	EDGE OF WETLAND
▨	AREA OF CUT
▩	AREA OF FILL

LEGEND

---	AIRPORT PROPERTY BOUNDARY
---	OBPA PROPERTY BOUNDARY
---	PROJECT STUDY AREA
---	LIMIT OF DISTURBANCE
▨	WETLANDS (ACOE)
▩	WETLANDS (NYSDEC)
▩	WETLANDS (ISOLATED/ NON-JURISDICTIONAL)
▩	REGULATED WETLAND IMPACT (TEMPORARY)
▩	REGULATED WETLAND IMPACT (PERMANENT)

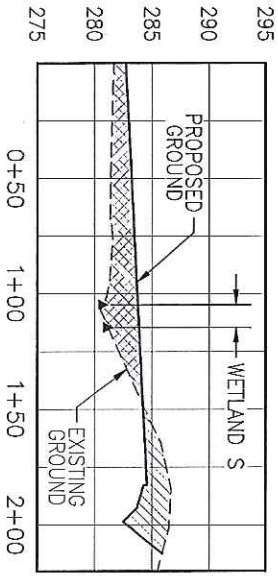
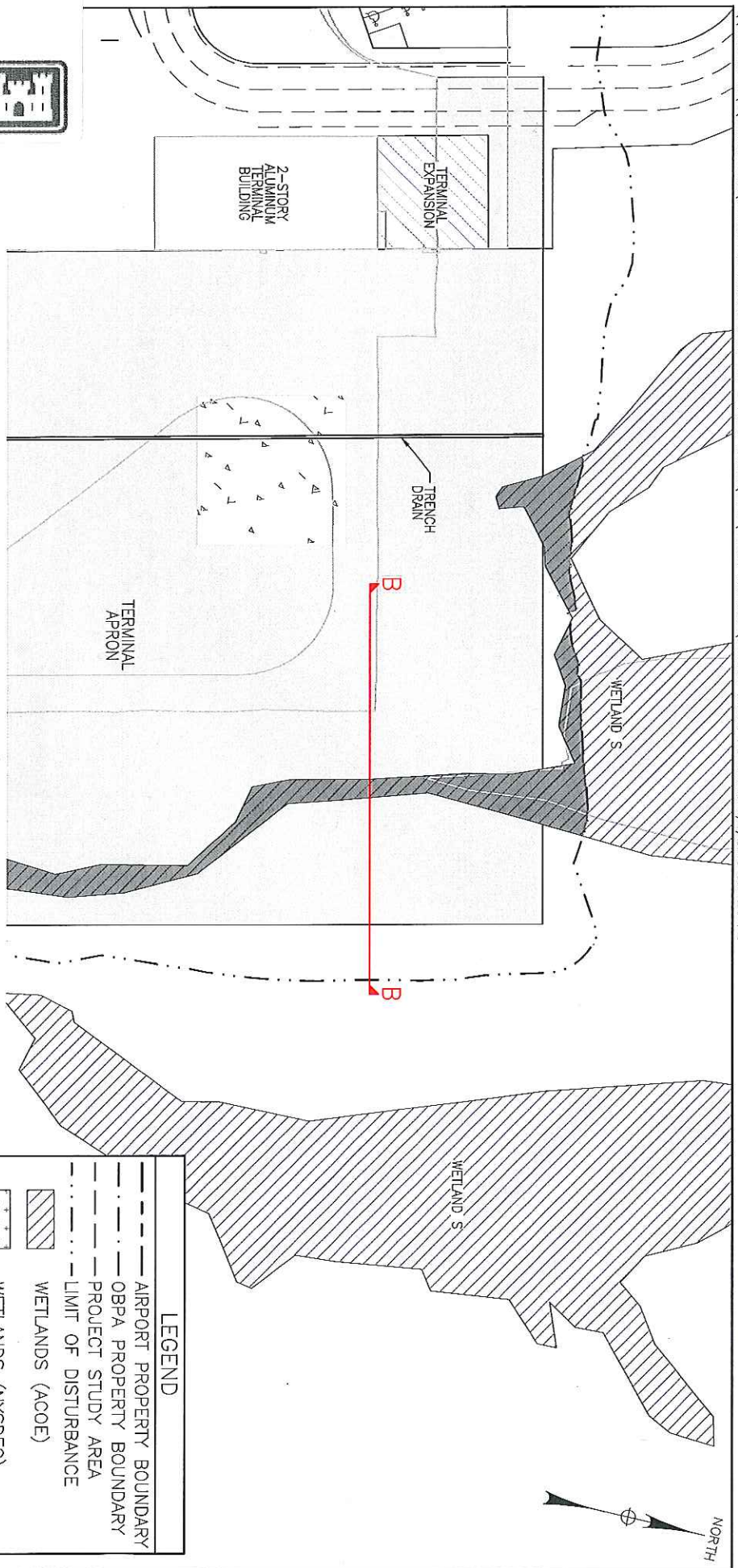
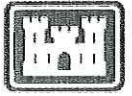
OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

**WETLANDS AND
 WATERWAYS IMPACTS**
 CROSS SECTION A

SCALE:	1" = 80'
DATE:	FEBRUARY 2015
SHEET:	XS-2 (10 OF 24)

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CROSS SECTION LEGEND

▲	EDGE OF WETLAND
	AREA OF CUT
	AREA OF FILL

LEGEND

	AIRPORT PROPERTY BOUNDARY
	OBPA PROPERTY BOUNDARY
	PROJECT STUDY AREA
	LIMIT OF DISTURBANCE
	WETLANDS (ACOE)
	WETLANDS (NYSDEC)
	WETLANDS (ISOLATED/ NON-JURISDICTIONAL)
	REGULATED WETLAND IMPACT (TEMPORARY)
	REGULATED WETLAND IMPACT (PERMANENT)

OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

**WETLANDS AND
 WATERWAYS IMPACTS**

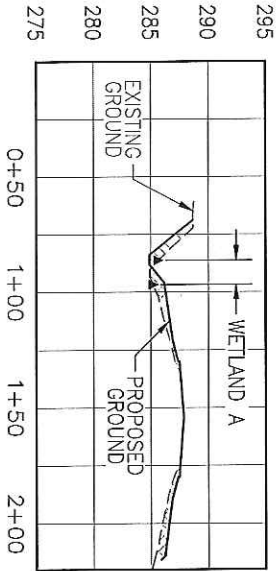
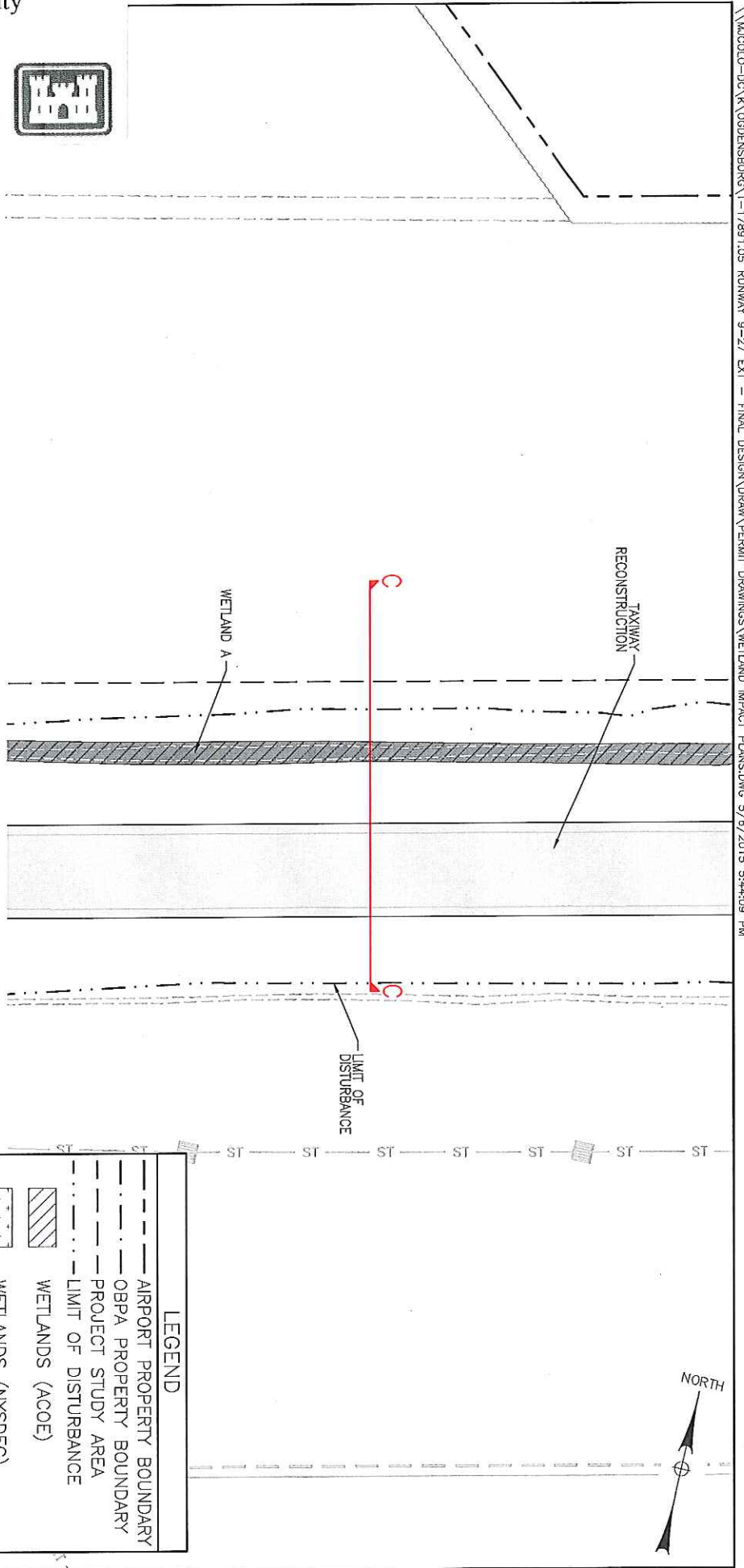
CROSS SECTION B

SCALE:	1" = 80'
DATE:	FEBRUARY 2015
SHEET:	XS-3 (11 OF 24)





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CROSS SECTION LEGEND

▲	EDGE OF WETLAND
▨	AREA OF CUT
▩	AREA OF FILL

LEGEND

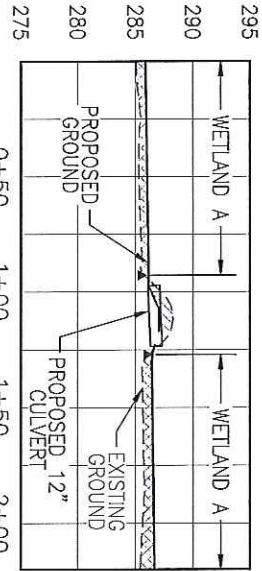
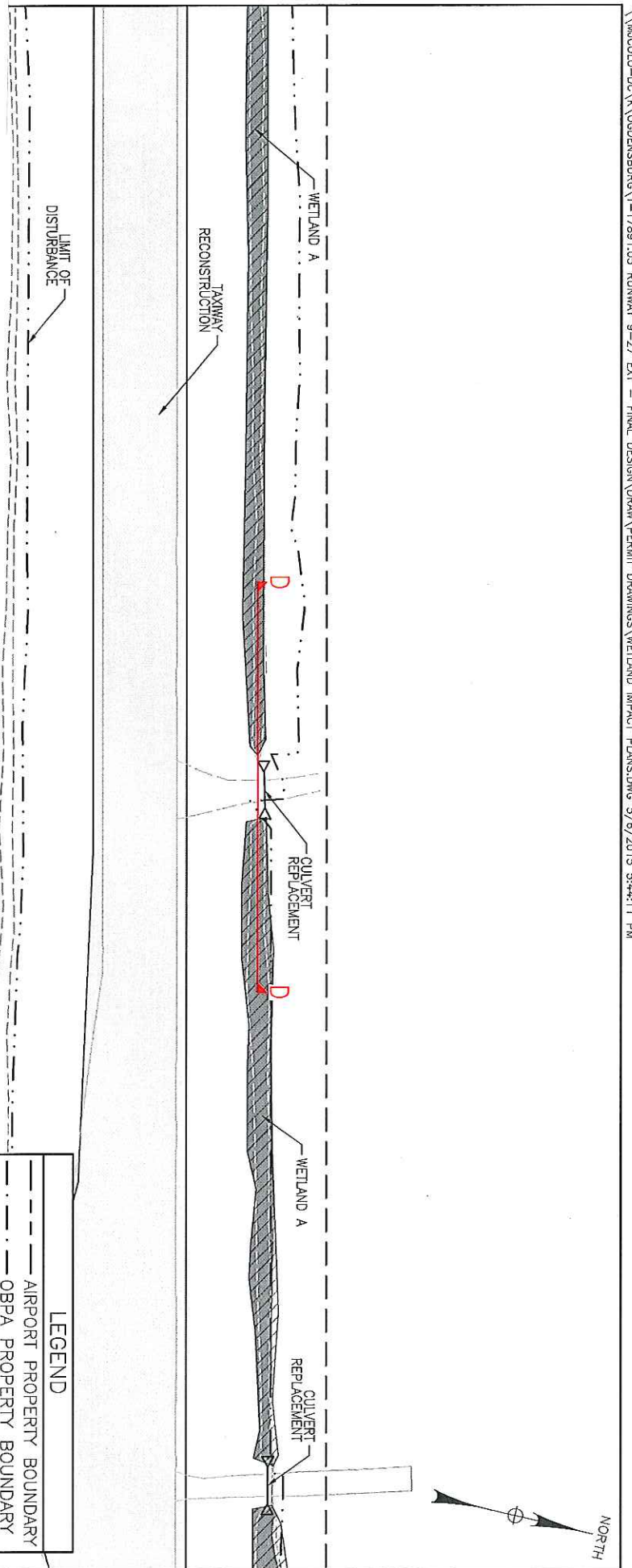
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---	OBPA PROPERTY BOUNDARY
---	PROJECT STUDY AREA
---	LIMIT OF DISTURBANCE
▨	WETLANDS (ACOE)
▩	WETLANDS (NYSDEC)
▩	WETLANDS (ISOLATED / NON-JURISDICTIONAL)
▩	REGULATED WETLAND IMPACT (TEMPORARY)
▩	REGULATED WETLAND IMPACT (PERMANENT)

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 ST. LAWRENCE COUNTY, NEW YORK

WETLANDS AND WATERWAYS IMPACTS
 CROSS SECTION C

SCALE:	1" = 80'
DATE:	FEBRUARY 2015
SHEET:	XS-4 (13 OF 24)

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CROSS SECTION D-D

CROSS SECTION LEGEND

- ▲ EDGE OF WETLAND
- ▨ AREA OF CUT
- ▩ AREA OF FILL

LEGEND

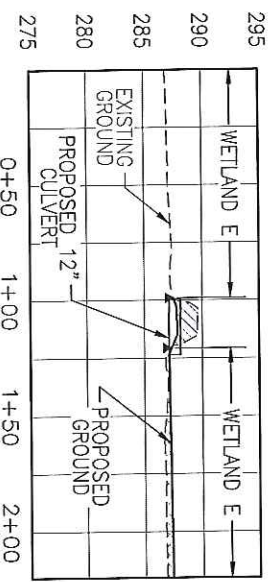
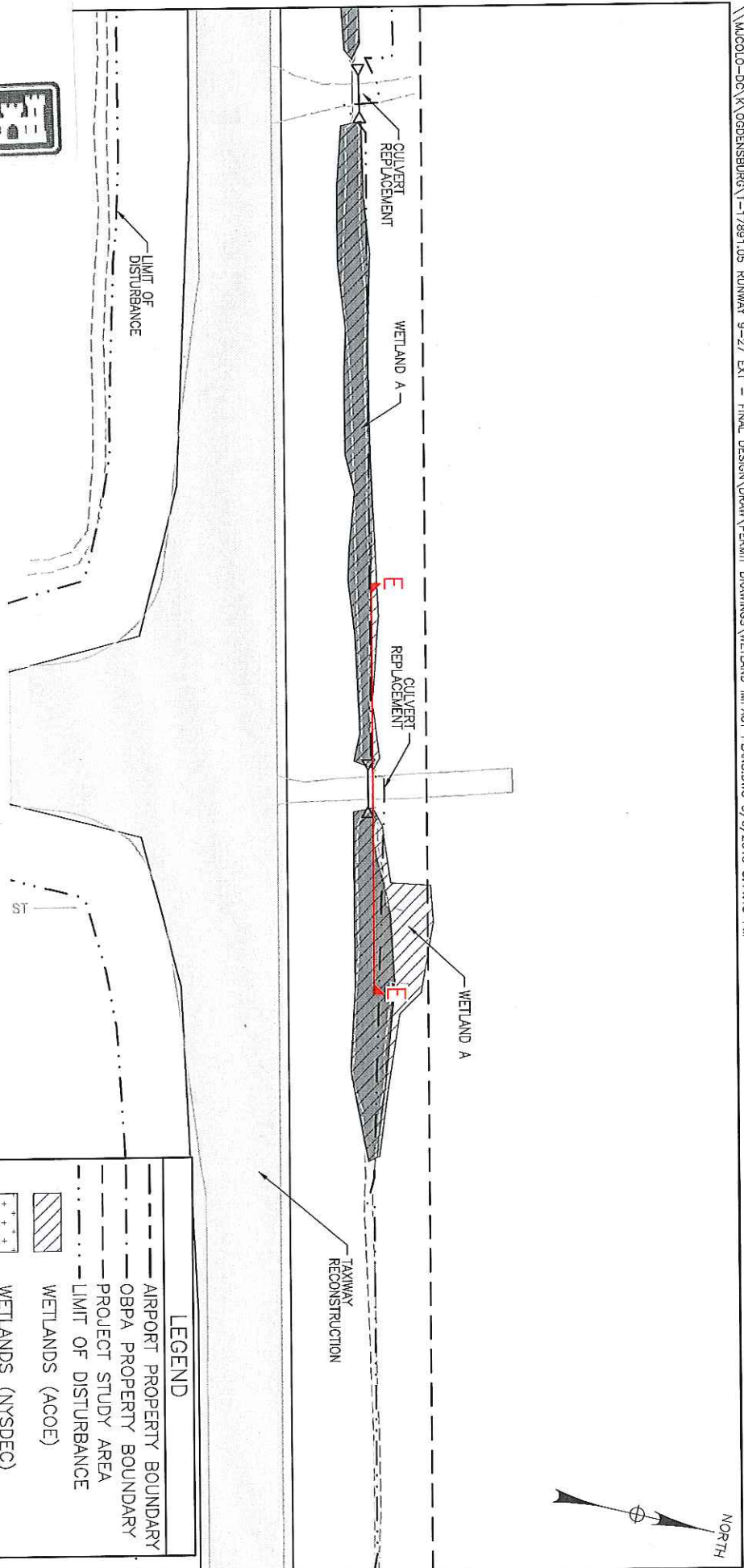
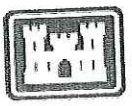
- AIRPORT PROPERTY BOUNDARY
- OBPA PROPERTY BOUNDARY
- - - PROJECT STUDY AREA
- - - LIMIT OF DISTURBANCE
- ▨ WETLANDS (ACOE)
- ▩ WETLANDS (NYSDEC)
- ▩ WETLANDS (ISOLATED/NON-JURISDICTIONAL)
- ▩ REGULATED WETLAND IMPACT (TEMPORARY)
- ▩ REGULATED WETLAND IMPACT (PERMANENT)

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 ST. LAWRENCE COUNTY, NEW YORK

WETLANDS AND WATERWAYS IMPACTS
 CROSS SECTION D

SCALE: 1" = 80'
 DATE: FEBRUARY 2015
 SHEET: XS-5 (13 OF 24)
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Ogdensburg Bridge and Port Authority
 DA Processing No. 2001-01199
 Saint Lawrence County, New York
 Quad: Ogdensburg East
 Sheet 15 of 25



CROSS SECTION E-E

CROSS SECTION LEGEND

▲	EDGE OF WETLAND	▨	AREA OF CUT	▩	AREA OF FILL
---	-----------------	---	-------------	---	--------------

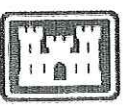
LEGEND

---	AIRPORT PROPERTY BOUNDARY
---	OBPA PROPERTY BOUNDARY
---	PROJECT STUDY AREA
---	LIMIT OF DISTURBANCE
▨	WETLANDS (ACOE)
▩	WETLANDS (NYSDEC)
▩	WETLANDS (ISOLATED/ NON-JURISDICTIONAL)
▩	REGULATED WETLAND IMPACT (TEMPORARY)
▩	REGULATED WETLAND IMPACT (PERMANENT)

OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

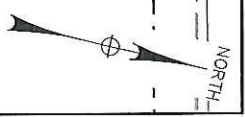
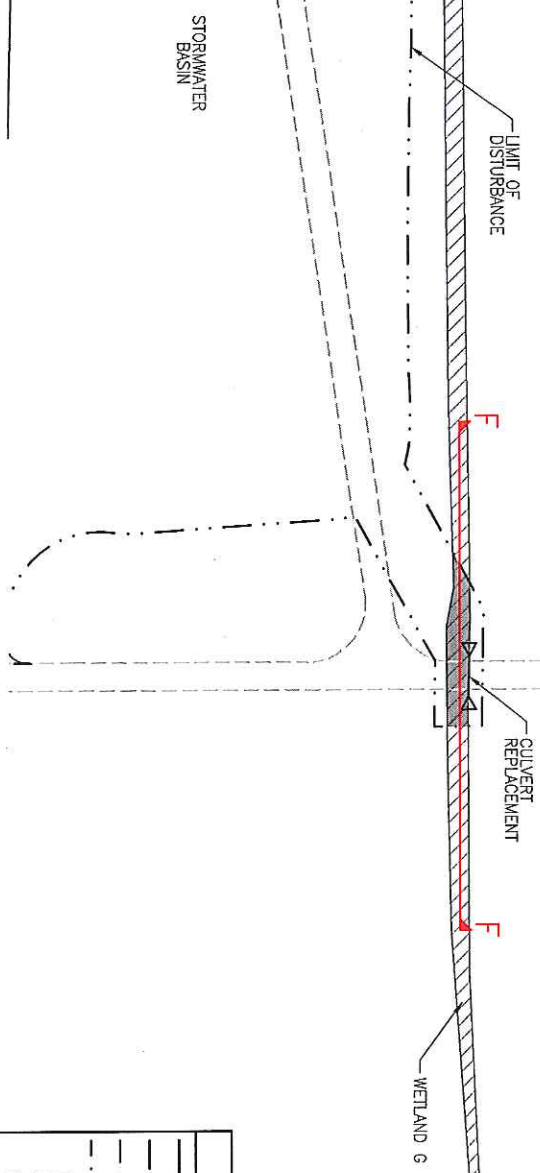
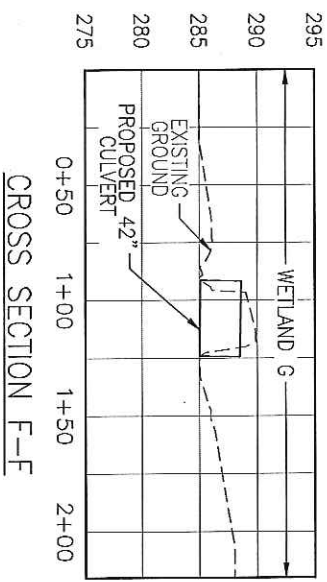
**WETLANDS AND
 WATERWAYS IMPACTS**
 CROSS SECTION E

SCALE:	1" = 80'	DATE:	FEBRUARY 2015	SHEET:	XS-6 (14 OF 29)



CROSS SECTION LEGEND

▲	EDGE OF WETLAND
////	AREA OF CUT
XXXX	AREA OF FILL



LEGEND

---	AIRPORT PROPERTY BOUNDARY
- - -	OBPA PROPERTY BOUNDARY
----	PROJECT STUDY AREA
----	LIMIT OF DISTURBANCE
////	WETLANDS (ACOE)
+	WETLANDS (NYSDEC)
••••	WETLANDS (ISOLATED / NON-JURISDICTIONAL)
□	REGULATED WETLAND IMPACT (TEMPORARY)
■	REGULATED WETLAND IMPACT (PERMANENT)

OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

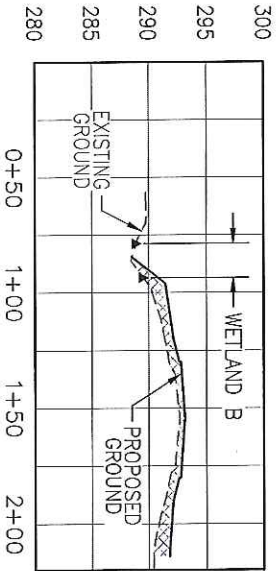
WETLANDS AND WATERWAYS IMPACTS
 CROSS SECTION F

SCALE:	1" = 80'	DATE:	FEBRUARY 2015	SHEET:	XS-7 (15 OF 24)
McFarland Johnson					

Ogdensburg Bridge and Port Authority
 DA Processing No. 2001-01199
 Saint Lawrence County, New York
 Quad: Ogdensburg East
 Sheet 17 of 25



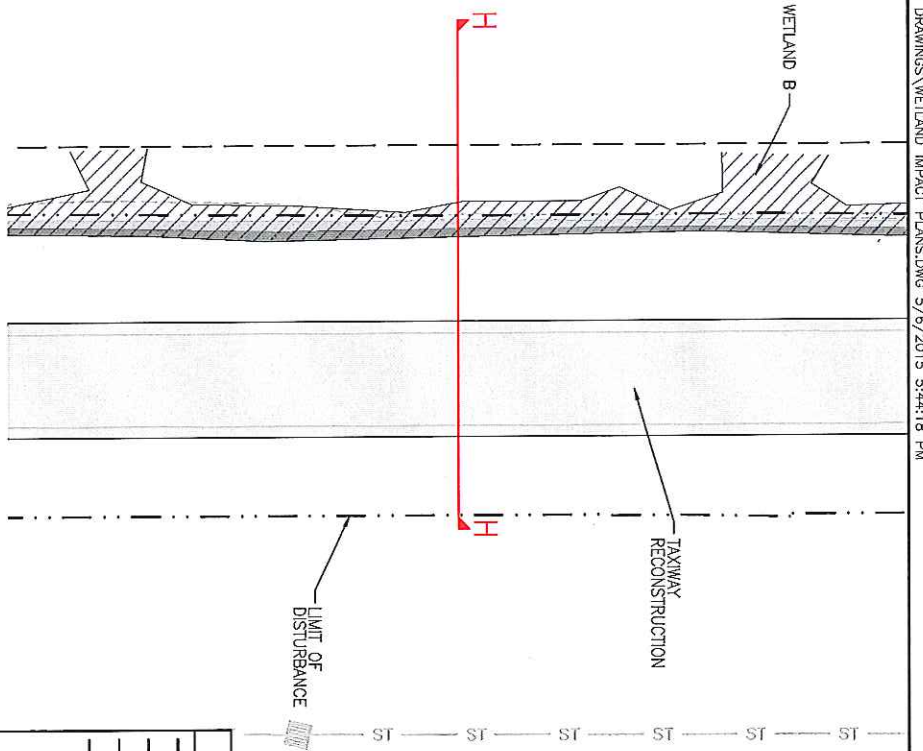
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CROSS SECTION H-H

CROSS SECTION LEGEND

- ▲ EDGE OF WETLAND
- ▨ AREA OF CUT
- ▩ AREA OF FILL



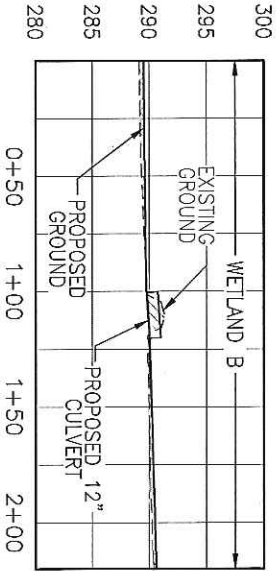
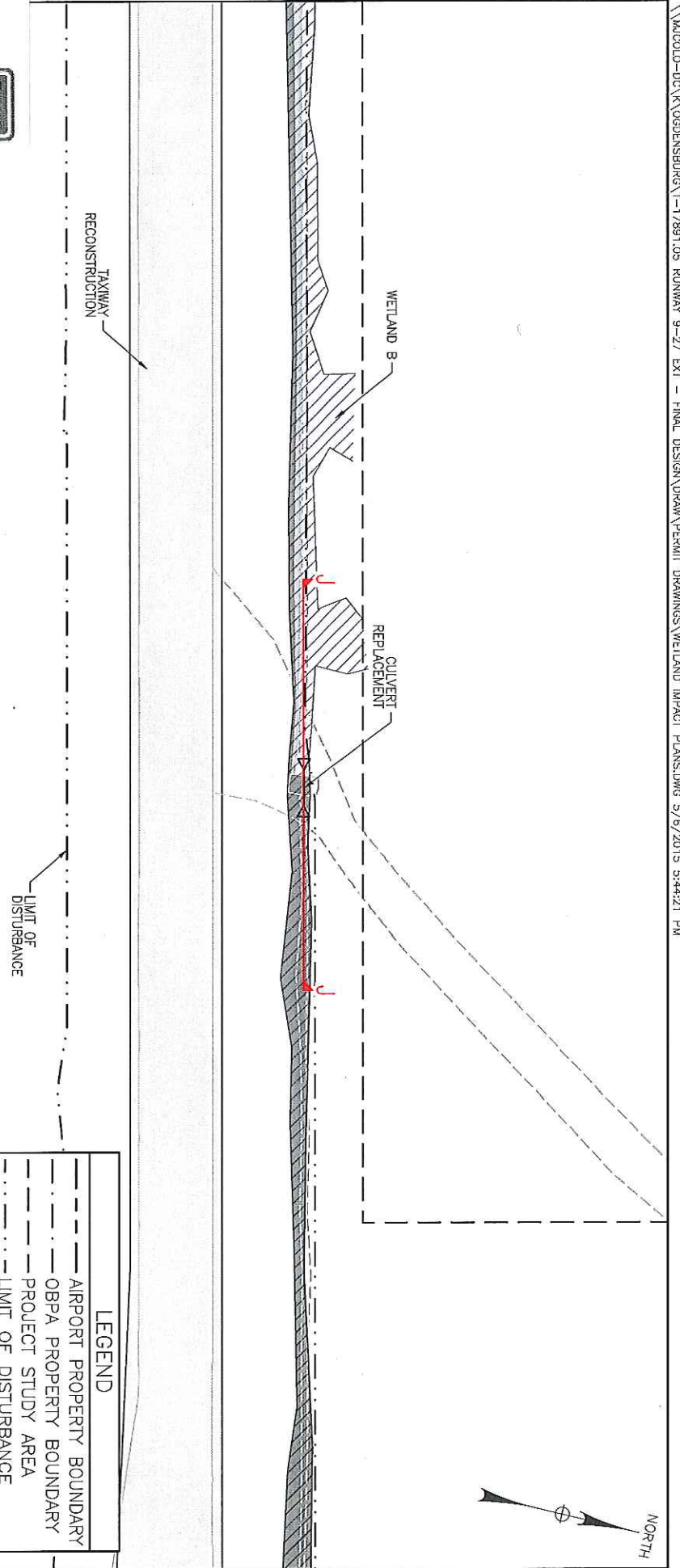
LEGEND	
---	AIRPORT PROPERTY BOUNDARY
---	OBPA PROPERTY BOUNDARY
---	PROJECT STUDY AREA
---	LIMIT OF DISTURBANCE
▨	WETLANDS (ACOE)
▩	WETLANDS (NYSDEC)
▤	WETLANDS (ISOLATED / NON-JURISDICTIONAL)
▥	REGULATED WETLAND IMPACT (TEMPORARY)
▦	REGULATED WETLAND IMPACT (PERMANENT)

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 ST. LAWRENCE COUNTY, NEW YORK

WETLANDS AND WATERWAYS IMPACTS
 CROSS SECTION H

SCALE: 1" = 80'
 DATE: FEBRUARY 2015
 SHEET: XS-9 (16 OF 20)

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CROSS SECTION J-J

CROSS SECTION LEGEND

▲	EDGE OF WETLAND
////	AREA OF CUT
XXXX	AREA OF FILL

LEGEND

---	AIRPORT PROPERTY BOUNDARY
---	OBPA PROPERTY BOUNDARY
---	PROJECT STUDY AREA
---	LIMIT OF DISTURBANCE
////	WETLANDS (ACOE)
++++	WETLANDS (NYSDEC)
.....	WETLANDS (ISOLATED/ NON-JURISDICTIONAL)
.....	REGULATED WETLAND IMPACT (TEMPORARY)
.....	REGULATED WETLAND IMPACT (PERMANENT)

OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

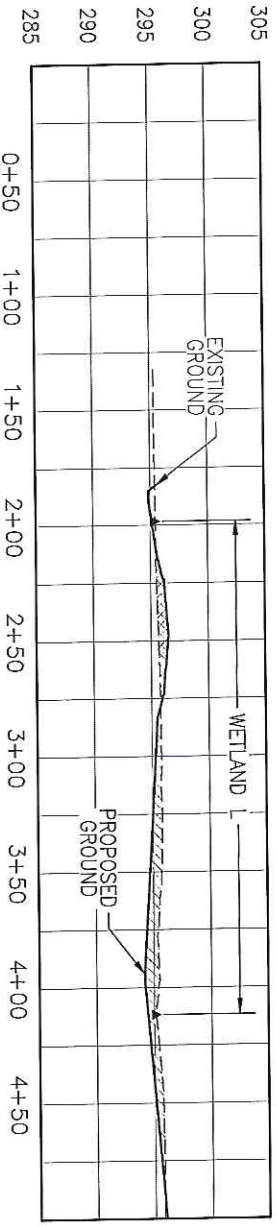
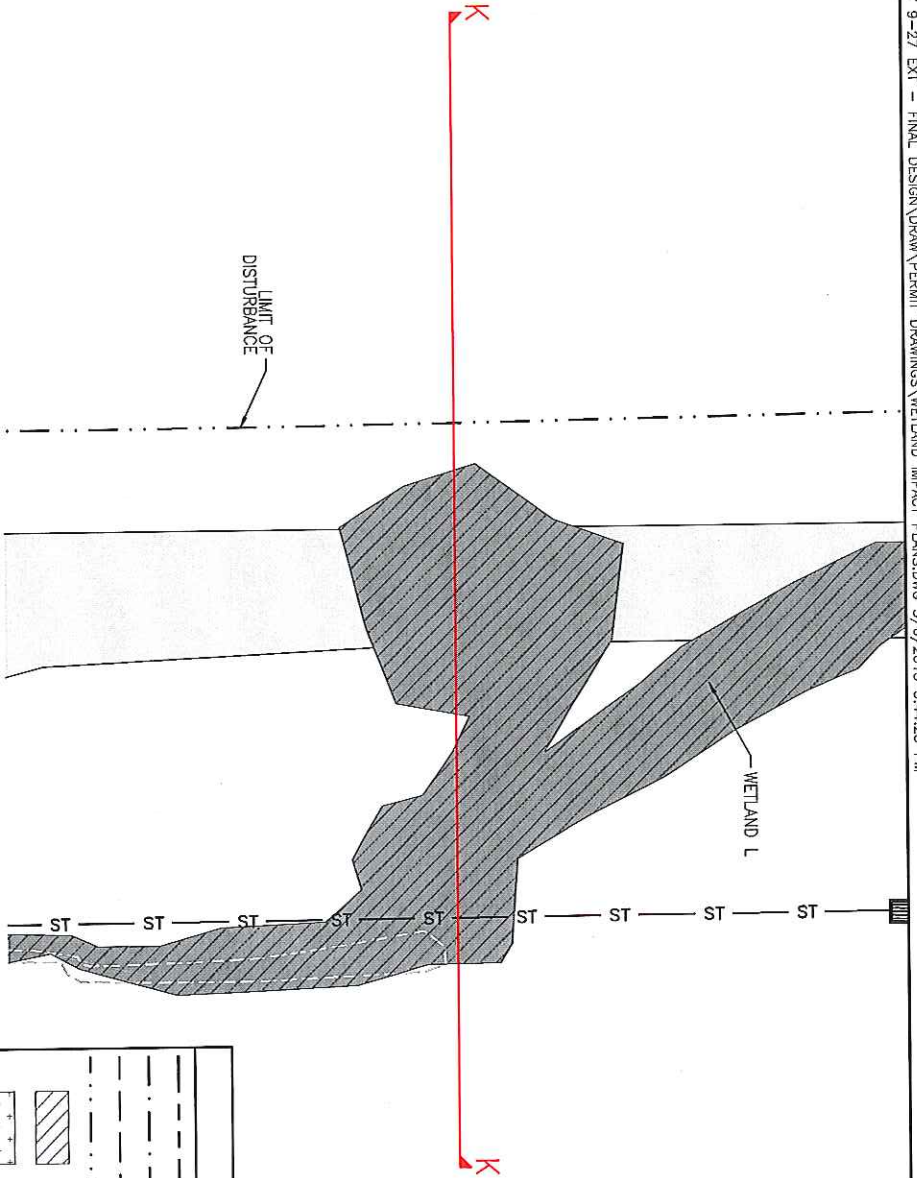
**WETLANDS AND
 WATERWAYS IMPACTS**
 CROSS SECTION J

SCALE:	1" = 80'
DATE:	FEBRUARY 2015
SHEET:	XS-10 (17 OF 24)

McFarland Johnson



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CROSS SECTION LEGEND

▲	EDGE OF WETLAND
▨	AREA OF CUT
▩	AREA OF FILL

LEGEND

---	AIRPORT PROPERTY BOUNDARY
- - -	OBPA PROPERTY BOUNDARY
---	PROJECT STUDY AREA
---	LIMIT OF DISTURBANCE
▨	WETLANDS (ACOE)
▩	WETLANDS (NYSDEC)
▩	WETLANDS (ISOLATED/ NON-JURISDICTIONAL)
▩	REGULATED WETLAND IMPACT (TEMPORARY)
▩	REGULATED WETLAND IMPACT (PERMANENT)

OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

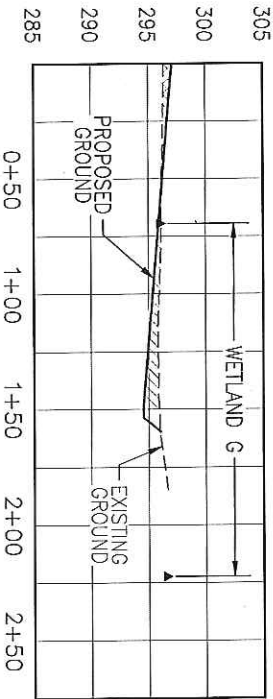
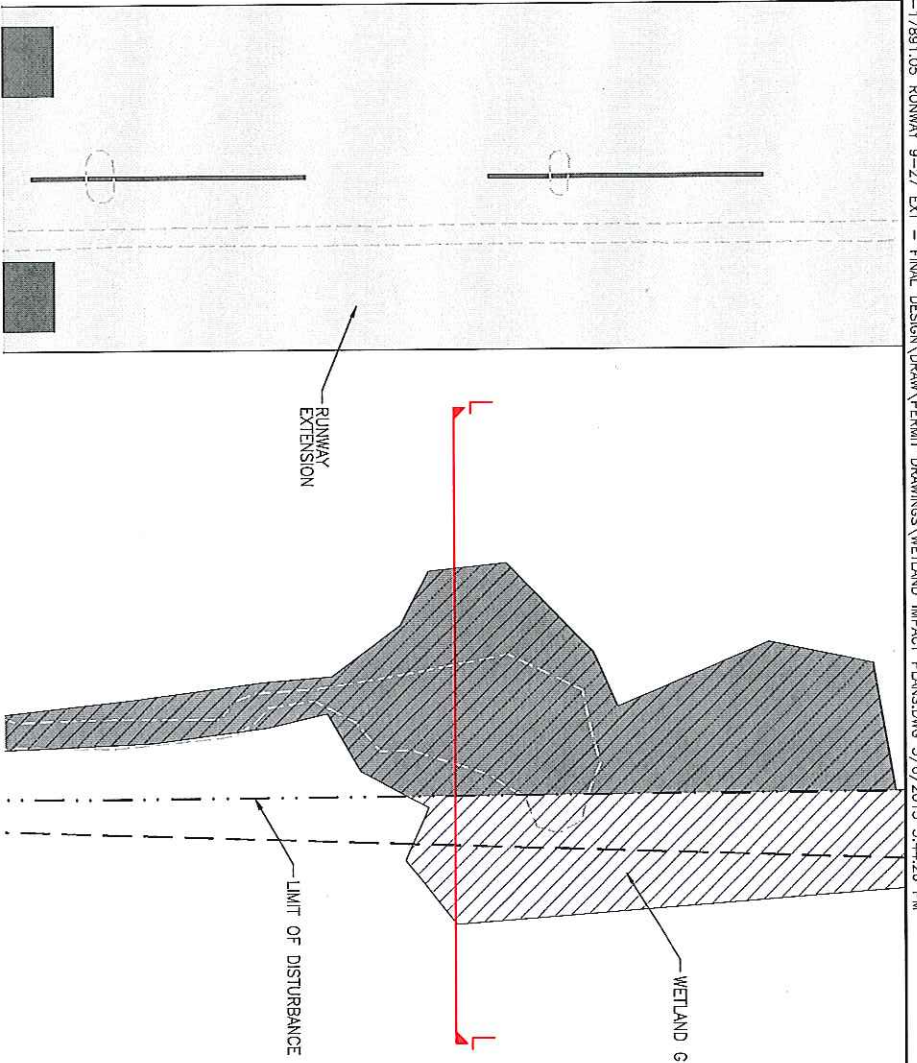
WETLANDS AND WATERWAYS IMPACTS
 CROSS SECTION K

SCALE:	1" = 80'
DATE:	FEBRUARY 2015
SHEET:	XS-11 (18 OF 20)

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CROSS SECTION L-L

CROSS SECTION LEGEND

- ▲ EDGE OF WETLAND
- ▨ AREA OF CUT
- ▩ AREA OF FILL

LEGEND	
	AIRPORT PROPERTY BOUNDARY
	OBPA PROPERTY BOUNDARY
	PROJECT STUDY AREA
	LIMIT OF DISTURBANCE
	WETLANDS (ACOE)
	WETLANDS (NYSDEC)
	WETLANDS (ISOLATED/ NON-JURISDICTIONAL)
	REGULATED WETLAND IMPACT (TEMPORARY)
	REGULATED WETLAND IMPACT (PERMANENT)

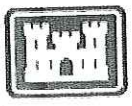
OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

**WETLANDS AND
 WATERWAYS IMPACTS**

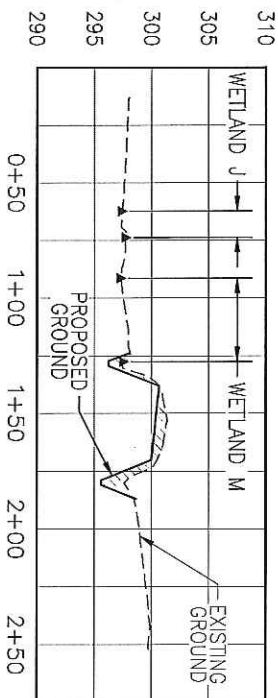
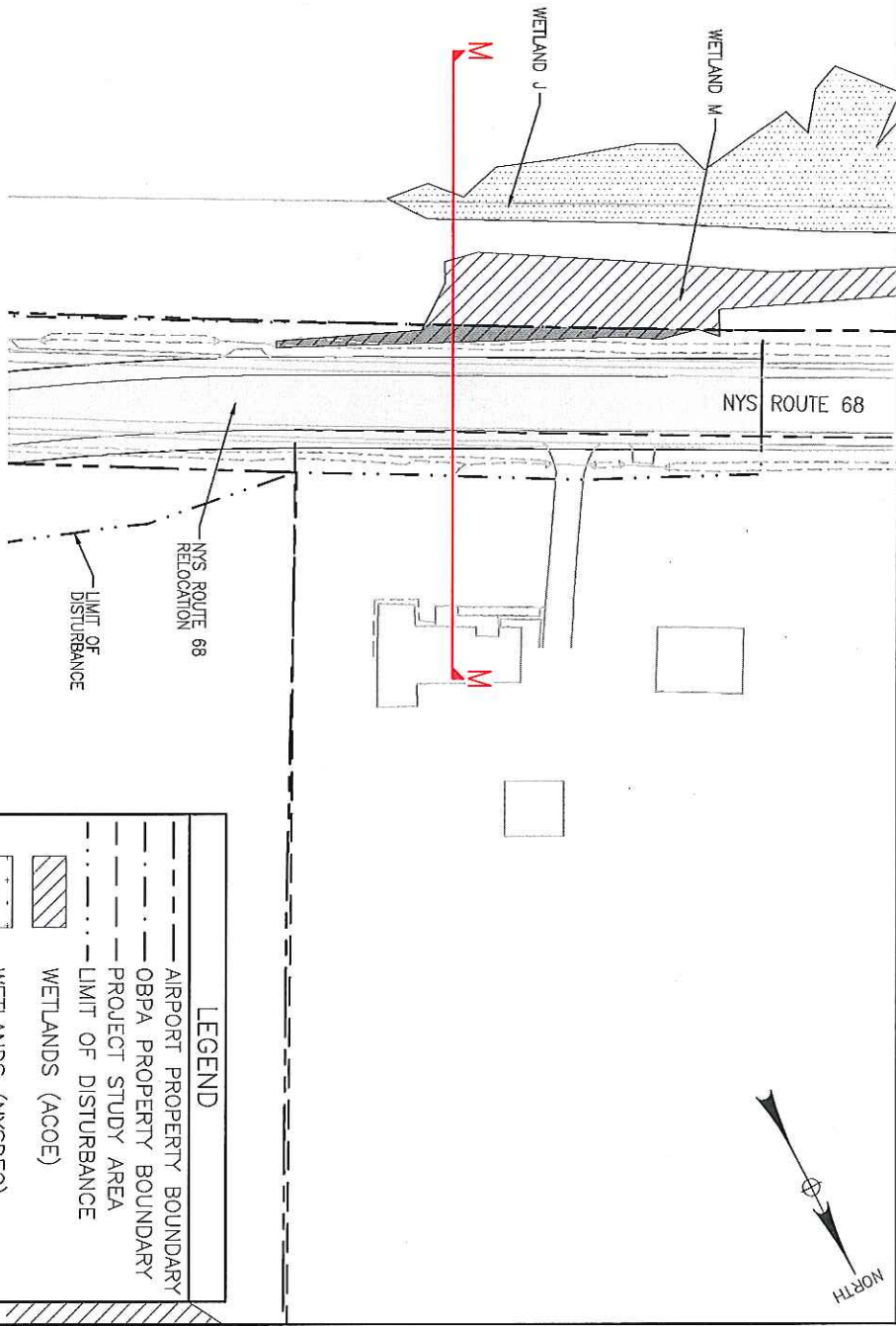
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Ogdensburg Bridge and Port Authority
 DA Processing No. 2001-01199
 Saint Lawrence County, New York
 Quad: Ogdensburg East
 Sheet 21 of 25



CROSS SECTION LEGEND

▲	EDGE OF WETLAND
	AREA OF CUT
	AREA OF FILL

LEGEND

	AIRPORT PROPERTY BOUNDARY
	OBPA PROPERTY BOUNDARY
	PROJECT STUDY AREA
	LIMIT OF DISTURBANCE
	WETLANDS (ACOE)
	WETLANDS (NYSDEC)
	WETLANDS (ISOLATED/ NON-JURISDICTIONAL)
	REGULATED WETLAND IMPACT (TEMPORARY)
	REGULATED WETLAND IMPACT (PERMANENT)

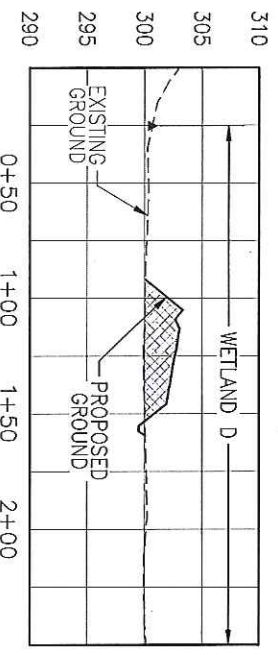
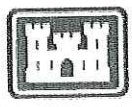
OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

WETLANDS AND WATERWAYS IMPACTS
 CROSS SECTION M

SCALE:	1" = 80'
DATE:	FEBRUARY 2015
SHEET:	XS-13 (20 OF 24)

McFarland Johnson

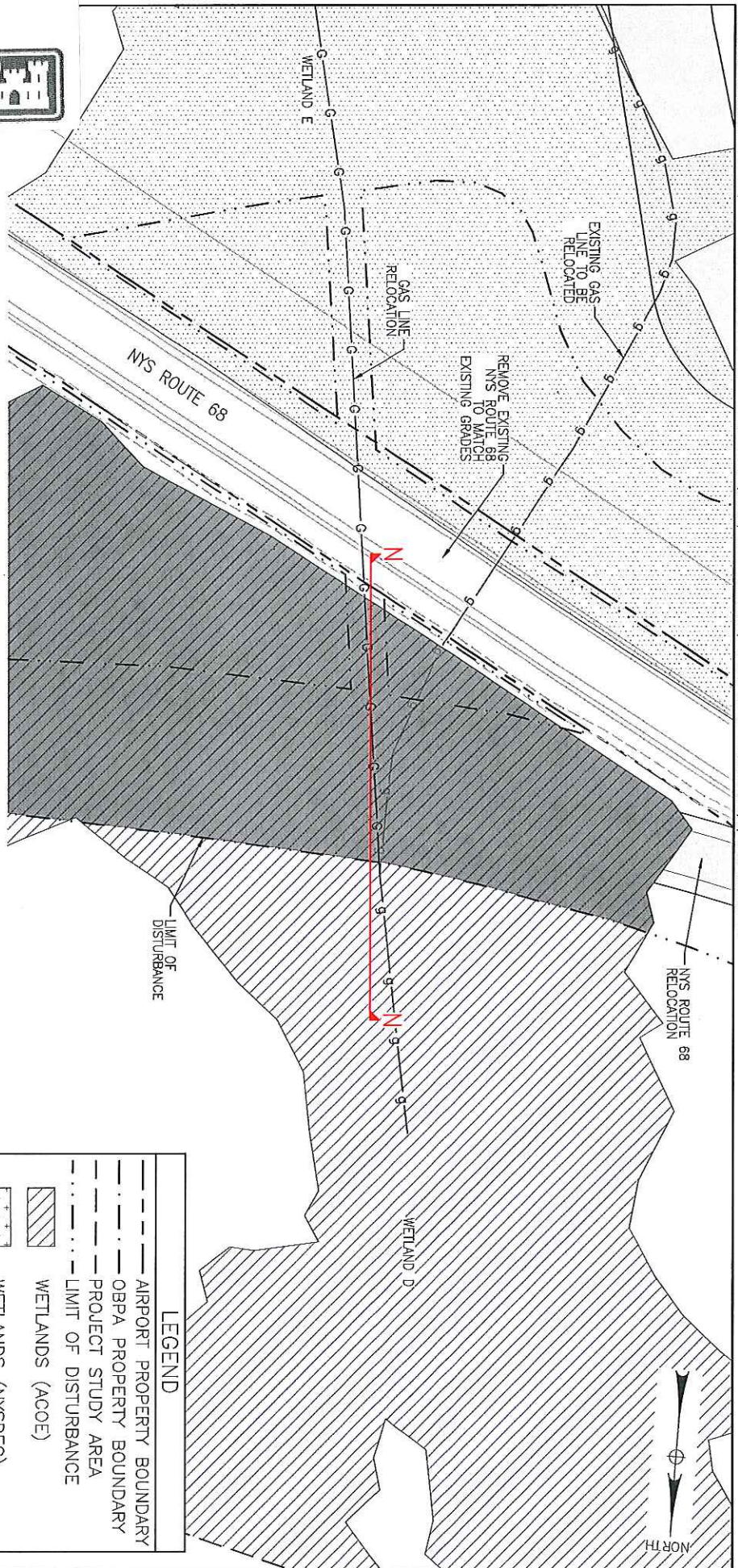
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CROSS SECTION N-N

CROSS SECTION LEGEND

▲	EDGE OF WETLAND
////	AREA OF CUT
XXXX	AREA OF FILL



LEGEND

---	AIRPORT PROPERTY BOUNDARY
---	OBPA PROPERTY BOUNDARY
---	PROJECT STUDY AREA
---	LIMIT OF DISTURBANCE
////	WETLANDS (ACOE)
++++	WETLANDS (NYSDEC)
.....	WETLANDS (ISOLATED/ NON-JURISDICTIONAL)
.....	REGULATED WETLAND IMPACT (TEMPORARY)
.....	REGULATED WETLAND IMPACT (PERMANENT)

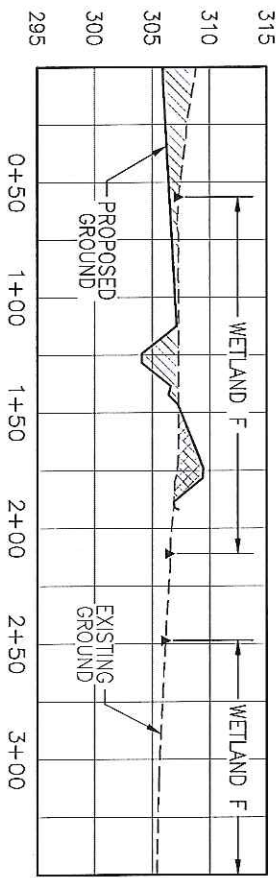
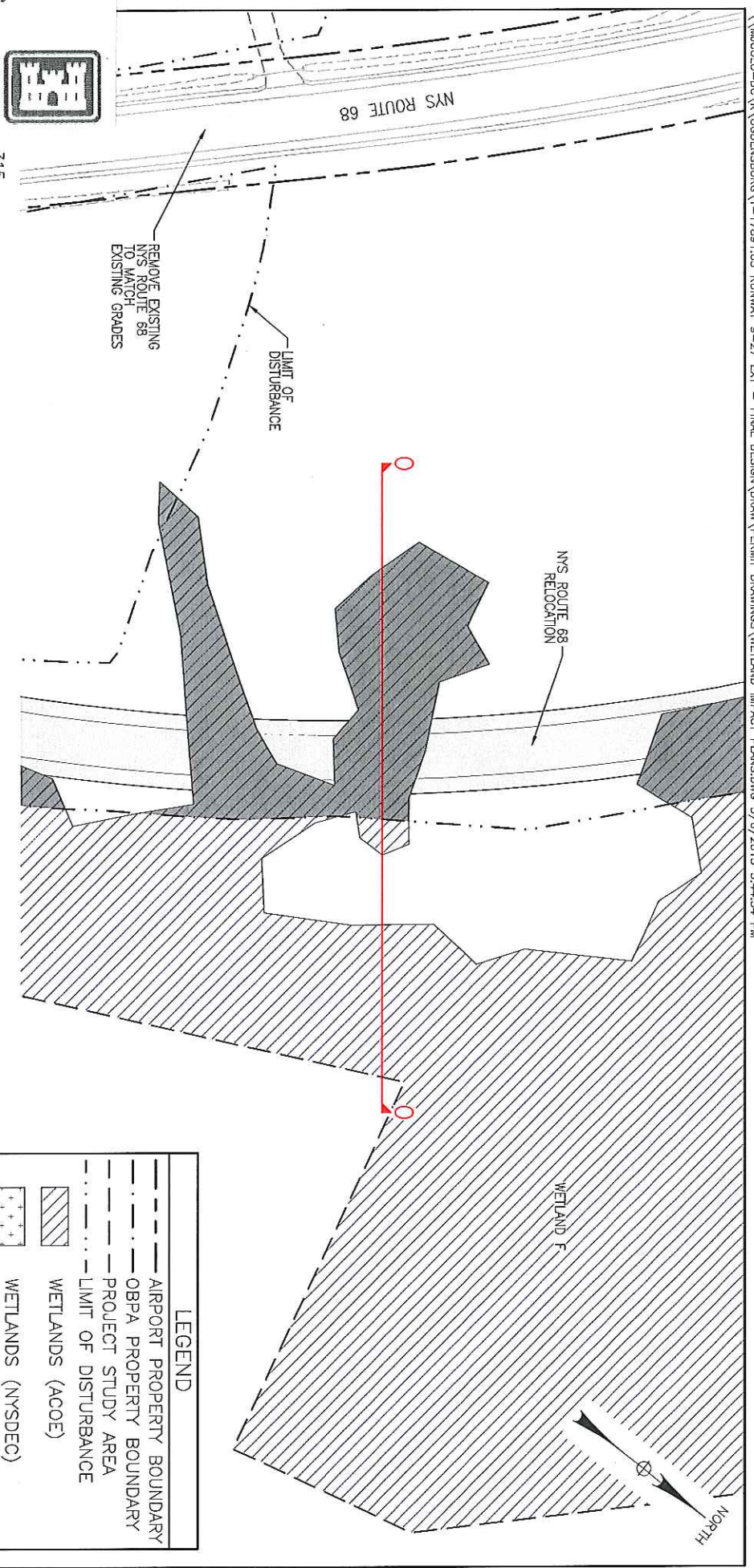
OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

WETLANDS AND WATERWAYS IMPACTS
 CROSS SECTION N

SCALE:	1" = 80'
DATE:	FEBRUARY 2015
SHEET:	XS-14 (21 OF 29)

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CROSS SECTION LEGEND

▲	EDGE OF WETLAND
▨	AREA OF CUT
▩	AREA OF FILL

LEGEND

---	AIRPORT PROPERTY BOUNDARY
---	OBPA PROPERTY BOUNDARY
---	PROJECT STUDY AREA
---	LIMIT OF DISTURBANCE
▨	WETLANDS (ACOE)
▩	WETLANDS (NYSDEC)
▩	WETLANDS (ISOLATED/NON-JURISDICTIONAL)
▩	REGULATED WETLAND IMPACT (TEMPORARY)
▩	REGULATED WETLAND IMPACT (PERMANENT)

OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

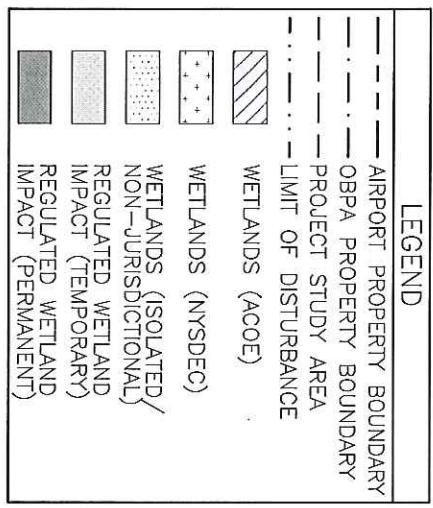
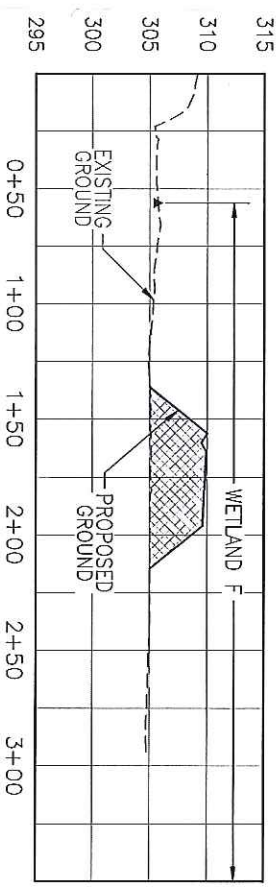
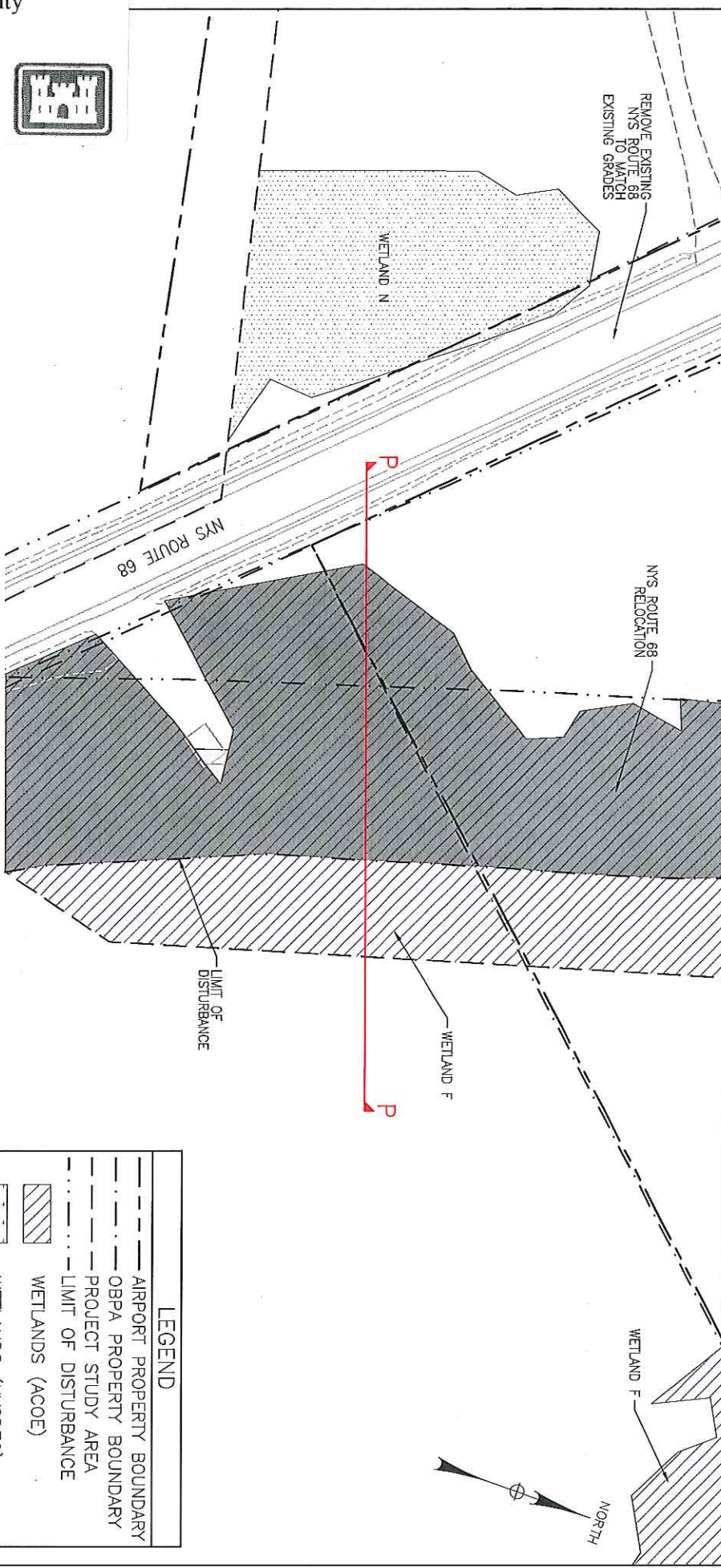
WETLANDS AND WATERWAYS IMPACTS
 CROSS SECTION 0

SCALE: 1" = 80'
 DATE: FEBRUARY 2015
 SHEET: XS-15 (22 OF 20)

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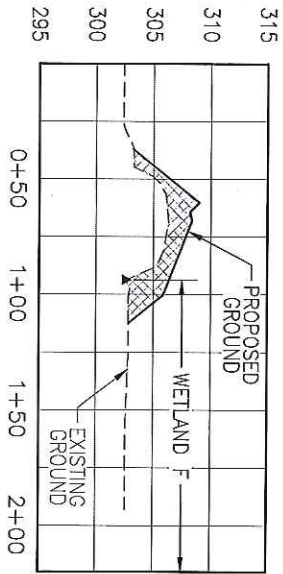
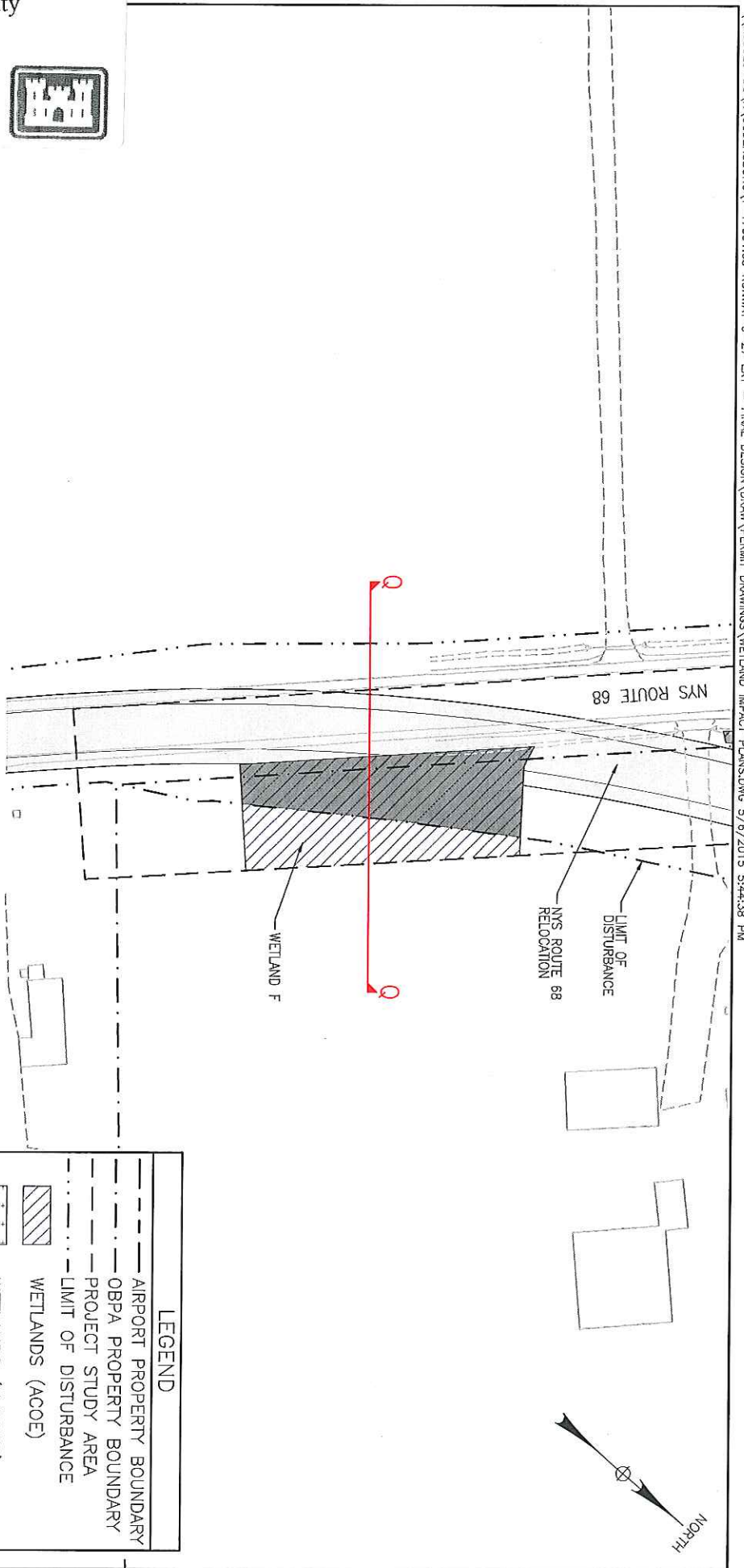
OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

WETLANDS AND WATERWAYS IMPACTS
 CROSS SECTION P

SCALE:	1" = 80'	DATE:	FEBRUARY 2015	SHEET:	XS-16
					(23 OF 24)
McFarland Johnson					



\\MCOLO-DC\K\OGDENSBURG\T-17891.05 RUNWAY 9-27 EXT - FINAL DESIGN\DRAW\PERMIT DRAWINGS\WETLAND IMPACT PLANS.DWG 5/6/2015 5:44:38 PM



CROSS SECTION Q-Q

CROSS SECTION LEGEND

- ▲ EDGE OF WETLAND
- ▨ AREA OF CUT
- ▩ AREA OF FILL

LEGEND	
---	AIRPORT PROPERTY BOUNDARY
---	OBPA PROPERTY BOUNDARY
---	PROJECT STUDY AREA
---	LIMIT OF DISTURBANCE
▨	WETLANDS (ACOE)
▩	WETLANDS (NYSDEC)
▨	WETLANDS (ISOLATED/ NON-JURISDICTIONAL)
▨	REGULATED WETLAND IMPACT (TEMPORARY)
▨	REGULATED WETLAND IMPACT (PERMANENT)

OGDENSBURG INTERNATIONAL AIRPORT
 ST. LAWRENCE COUNTY, NEW YORK

WETLANDS AND WATERWAYS IMPACTS

CROSS SECTION Q

SCALE: 1" = 80' DATE: FEBRUARY 2015 SHEET: XS-17 (24 OF 24)

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[Folder] [Location] [Aquatic Resources] [Jurisdiction] [Impacts/Mitigation] [Map] [Letters] [Documents] [Contacts] [Regulators] [Comments]

[Help]

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DA Number: LRB-2001-01199 (OGDENSBURG BRIDGE AND PORT AUTHORITY)
 Applicant: Ogdensburg Bridge and Port Authority (Agent: Aimee Rutledge (McFarland Johnson))

Project Location From

Location From Create Project Area from

Other Location Information

[Other Location Descriptions, If Known](#)
[Directions to the Site](#)

Project Location Summary

[Entered Location Summary](#) | [Project Area Report](#)

County State	St. Lawrence, NY
Regulatory District	Buffalo
Zip Code	13669
Closest GNIS Waterway Name	Oswegatchie River
Congressperson	William L. Owens
Approx. straightline dist to waterway	.686 mi
Latitude (NAD83)	44.681781
Longitude (NAD83)	-75.466984
UTM Y Coordinate	4947707.34351583
UTM X Coordinate	462991.354871191
UTM Zone	18
HUC Region Name	Great Lakes Region
HUC Subregion Name	Northeastern Lake Ontario-Lake Ontario-St. Lawrence
HUC Acc Name	St. Lawrence
HUC Cat Name	Oswegatchie, New York.
8 Digit Huc	4150302
PLSS Meridian	-
PLSS Township	-
PLSS Range	-
PLSS Section	-
USGS 1:24K Quad Name	NY-OGDENSBURG EAST
EPA Surf	EPA Surf your Watershed
CEA	-
Project Location Error	-

Commands

[Cancel]