

PUBLIC NOTICE

US Army Corps
of Engineers
New York District
Jacob K. Javits Federal Building
New York, N.Y. 10278-0090
ATTN: Regulatory Branch

In replying refer to:
Public Notice Number: NAN-2013-00119-ESW
Issue Date: February 19, 2014
Expiration Date: March 20, 2014

To Whom It May Concern:

The New York District, Corps of Engineers has received an application for a Department of the Army permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344).

APPLICANT: The Port Authority of New York and New Jersey
Attn: Marc Helman
2 Gateway Center, 14th Floor
Newark, New Jersey 07102

ACTIVITY: Extend two runway pier/platform structures to comply with mandated safety requirements.

WATERWAY: East River and Flushing Bay

LOCATION: New York City, Borough of Queens, New York

A detailed description and plans of the applicant's activity are enclosed to assist in your review.

The decision whether to issue a permit 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 benefit 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 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, 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 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.

ALL COMMENTS REGARDING THE PERMIT APPLICATION MUST BE PREPARED IN WRITING AND MAILED TO REACH THIS OFFICE BEFORE THE EXPIRATION DATE OF THIS NOTICE, otherwise, it will be presumed that there are no objections to the activity.

Any person may request, in writing, before this public notice expires, that a public hearing be held to collect information necessary to consider this application. Requests for public hearings shall state, with particularity, the reasons why a public hearing should be held. It should be noted that information submitted by mail is considered just as carefully in the permit decision process and bears the same weight as that furnished at a public hearing.

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Our preliminary determination is that the activity for which authorization is sought herein is not likely to affect any Federally endangered or threatened species or their critical habitat. However, pursuant to Section 7 of the Endangered Species Act (16 U.S.C. 1531), the District Engineer is consulting with the appropriate Federal agency to determine the presence of and potential impacts to listed species in the project area or their critical habitat.

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act (Public Law 104-267), requires all Federal agencies to consult with the National Oceanic and Atmospheric Administration Fisheries Service (NOAA/FS) on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH). The proposed work, fully described in the attached work description, could cause the disruption of habitat for various lifestages of some EFH-designated species as a result of a temporary increase in turbidity during construction. However, the New York District has made the preliminary determination that the site-specific adverse effects are not likely to be substantial because it is expected that fish populations would avoid the small area of disturbance. Further consultation with NOAA/FS regarding EFH impacts and conservation recommendations being conducted and will be concluded prior to the final decision.

Based upon a review of the latest published version of the National Register of Historic Places, there are no known sites eligible for, or included in, the Register within the permit area. Presently unknown archeological, scientific, prehistorical, or historical data may be lost by work accomplished under the required permit.

Reviews of activities pursuant to Section 404 of the Clean Water Act will include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404 (b) of the Clean Water Act and the applicant will obtain a water quality certificate or waiver from the appropriate state agency in accordance with Section 401 of the Clean Water Act prior to a permit decision.

Pursuant to Section 307 (c) of the Coastal Zone Management Act of 1972 as amended [16 U.S.C. 1456 (c)], for activities under consideration that are located within the coastal zone of a state which has a federally approved coastal zone management program, the applicant has certified in the permit application that the activity complies with, and will be conducted in a manner that is consistent with, the approved state coastal zone management program. By this public notice, we are requesting the state's concurrence with, objection to, or waiver of the applicant's certification. No permit decision will be made until one of these actions occur. For activities within the coastal zone of New York State, the applicant's certification and accompanying information is available from the Consistency Coordinator, New York State Department of State, Division of Coastal Resources and Waterfront Revitalization, Coastal Zone Management Program, 41 State Street, Albany, New York 12231, Telephone (518) 474-6000. Comments regarding the applicant's certification, and copies of any letters to this office commenting upon this proposal, should be so addressed.

In addition to any required water quality certificate and coastal zone management program concurrence, the applicant has obtained or requested the following governmental authorization for the activity under consideration:

- New York State Department of Environmental Conservation

In order for us to better serve you, please complete our Customer Service Survey located at:
http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey

It is requested that you communicate the foregoing information concerning the activity to any persons known by you to be interested and who did not receive a copy of this notice. If you have any questions concerning this application, you may contact this office at (917) 790-8618 and ask for Amanda Switzer.

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For more information on New York District Corps of Engineers programs, visit our website at
<http://www.nan.usace.army.mil>



Jodi M. McDonald
Chief, Regulatory Branch

Enclosures

WORK DESCRIPTION

The applicant, the Port Authority of New York and New Jersey, has requested Department of the Army authorization to extend the safety overrun areas of two existing 500-foot-wide pile-supported runway pier/platform structures in Flushing Bay and the East River at LaGuardia Airport, New York City, Borough of Queens, Queens County, New York.

The regulated work would involve extension of two existing platforms currently utilized as Runway Safety Areas. The existing Runway Safety Areas are 500 feet in width at both project locations. The platform supporting runway 4-22 will be extended an additional 181 feet into Flushing Bay. The platform supporting runway 13-31 will be extended an additional 183 feet into the East River. Both pier/platform structures will support a new Federal Aviation Administration and Congressionally mandated Engineered Materials Arrestor System (EMAS), which consists of collapsible concrete blocks designed to slow and stop a rolling aircraft before it leaves the Runway Safety Area. No change to the number of planes either taking off or landing at either runway is proposed as a result of this additional safety area.

Each pier/platform extension will require driving 120 24-inch-diameter steel piles (total of 240) at 120 to 140-foot variable lengths with a diesel impact hammer. Piles will be installed with equipment mounted on barges transported to the construction location during work hours only. Barges will be moored offsite during non-work hours.

Proposed impacts in the East River and Flushing Bay will include a total of approximately 582 cubic yards (consisting of 291 cubic yards in the East River and 291 cubic yards in Flushing Bay) of fill below the plane of Spring High Water over an area of 764 square feet (approximately 0.02 acres). There will be 4.62 acres of aquatic impacts due to shading from construction of the new pier/platform structures.

Off-site mitigation of Pugsley Creek in the Westchester Creek Watershed, a tributary to the East River, in New York City, Borough of Bronx, New York is proposed to compensate for necessary unavoidable effects on the aquatic habitat in the vicinity of construction on the runways. Mitigation will include preservation of forest and low marsh as well as restoration through regrading, invasive species removal and native plantings. A total of 20.16 acres of habitat will be preserved and restored to compensate for temporary and permanent impacts at the construction site.

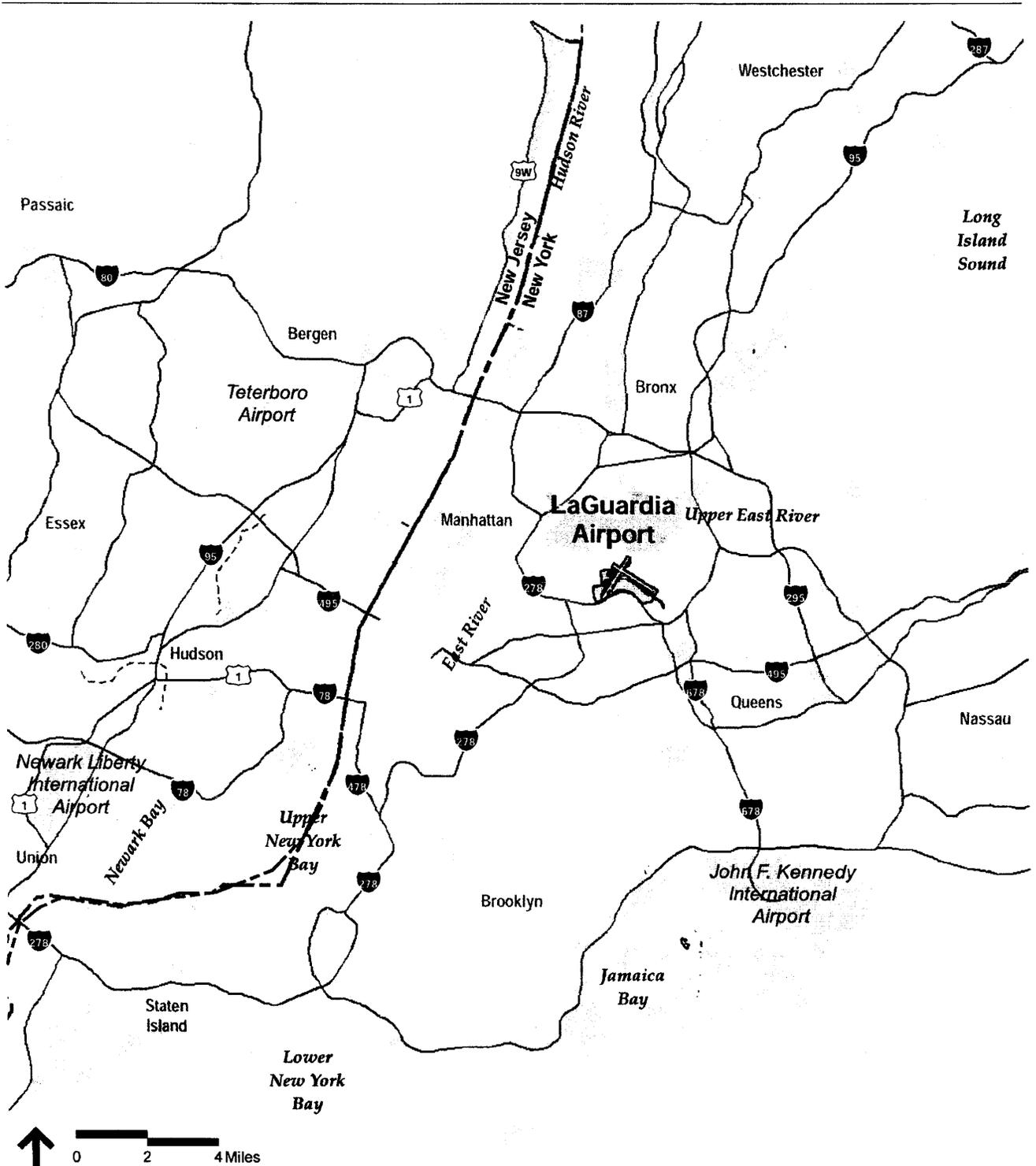
The applicant has stated that they have avoided, minimized, and mitigated for impacts proposed to the maximum extent practicable. Most of the impacts associated with the pile driving are temporary and would be offset by implementing best management practices. Proposed construction methods will include using a "soft start" or vibration at 40% less total energy for the first five minutes of operation to alert fish to the start of vibration allowing them to leave the area to avoid harmful effects. To mitigate for elevated noise levels, the contractor will use cushioning material to reduce the noise on the impact hammer. Pile driving will only occur during daytime hours during runway closures.

The stated purpose of the regulated work is to comply with federally mandated safety standards through the extension of the Runway Safety Area and construction of the EMAS. Improved Runway Safety Areas are mandated by Section 101 of the

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Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and Independent Agencies Appropriations Act for 2006, Public Law 109-115, enacted 30 November 2005; and is described in the U.S. Department of Transportation Federal Aviation Administration Advisory Circular 150/5300-13A. The proposed work was selected as the most practicable among a three-stage alternative analysis process prepared by the Federal Aviation Administration. The proposed alternative satisfies the purpose and need and is therefore the Applicant's preferred alternative.

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Sources: ESRI StreetMap

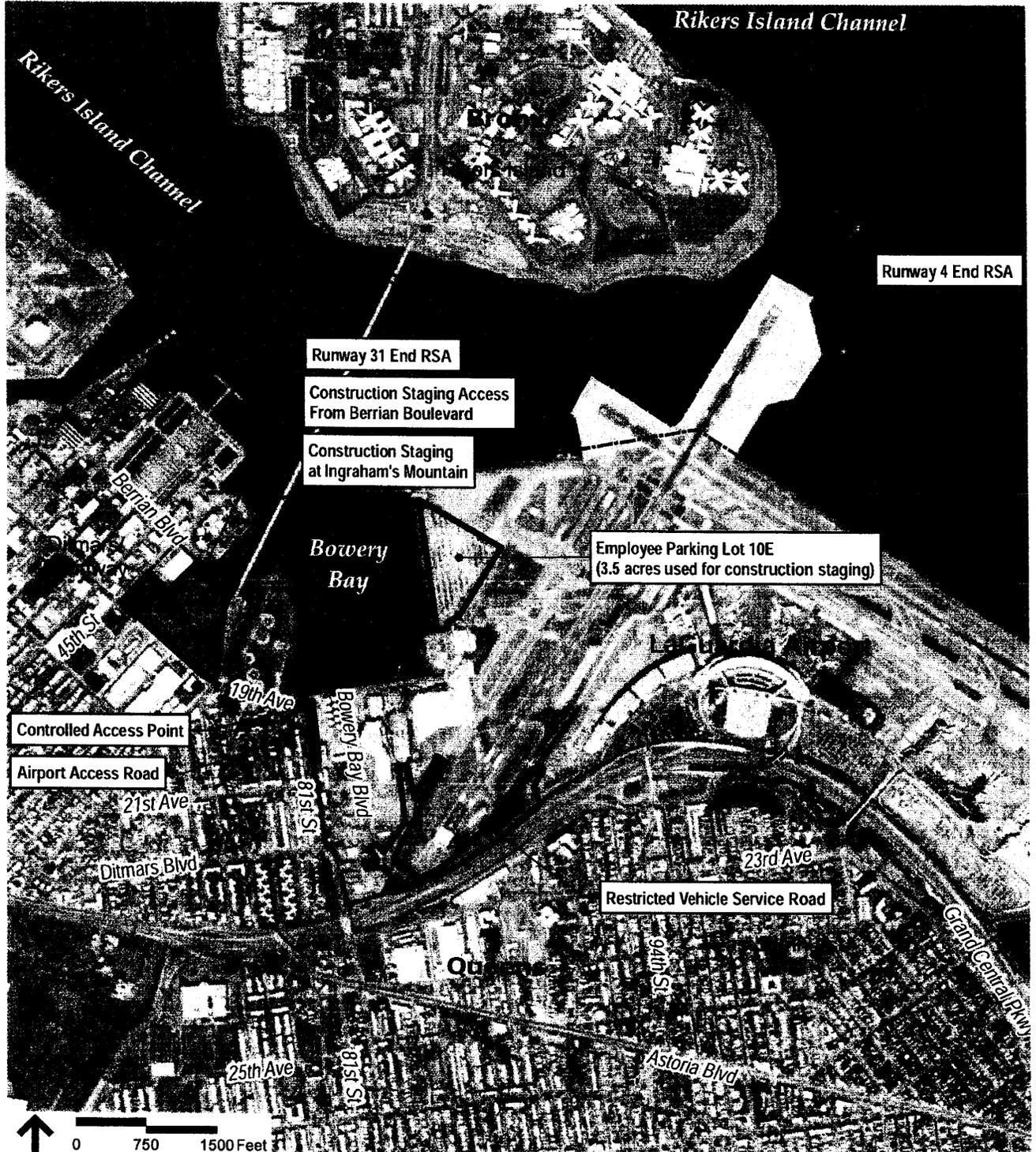
Legend

- Borough/County
- Highway
- State Boundary
- ⬢ Park or Recreational Area
- ⬢ Port Authority of NY and NJ Airports

THE PORT AUTHORITY OF NY & NJ
 LaGuardia Airport
 Runway Safety Area Enhancements
 Final Environmental Assessment

Figure 1-1
 Project Location

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Sources: ArcGIS Bing Aerial Service

Legend

-  LaGuardia Airport
-  Project Areas

East Elmhurst Neighborhood

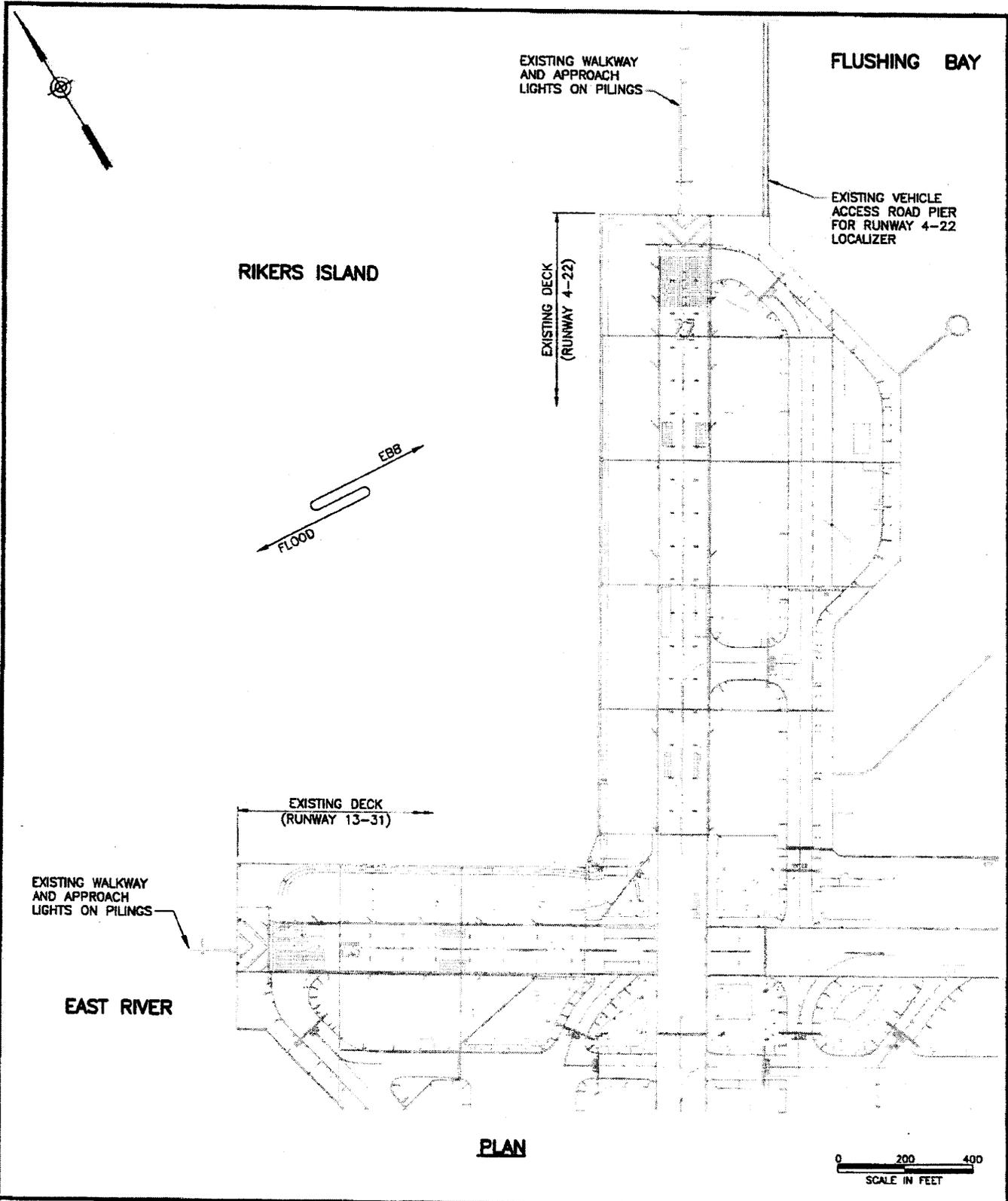
Queens Borough

THE PORT AUTHORITY OF NY & NJ
 LaGuardia Airport
 Runway Safety Area Enhancements
 Final Environmental Assessment

Figure 1-3
Project Area

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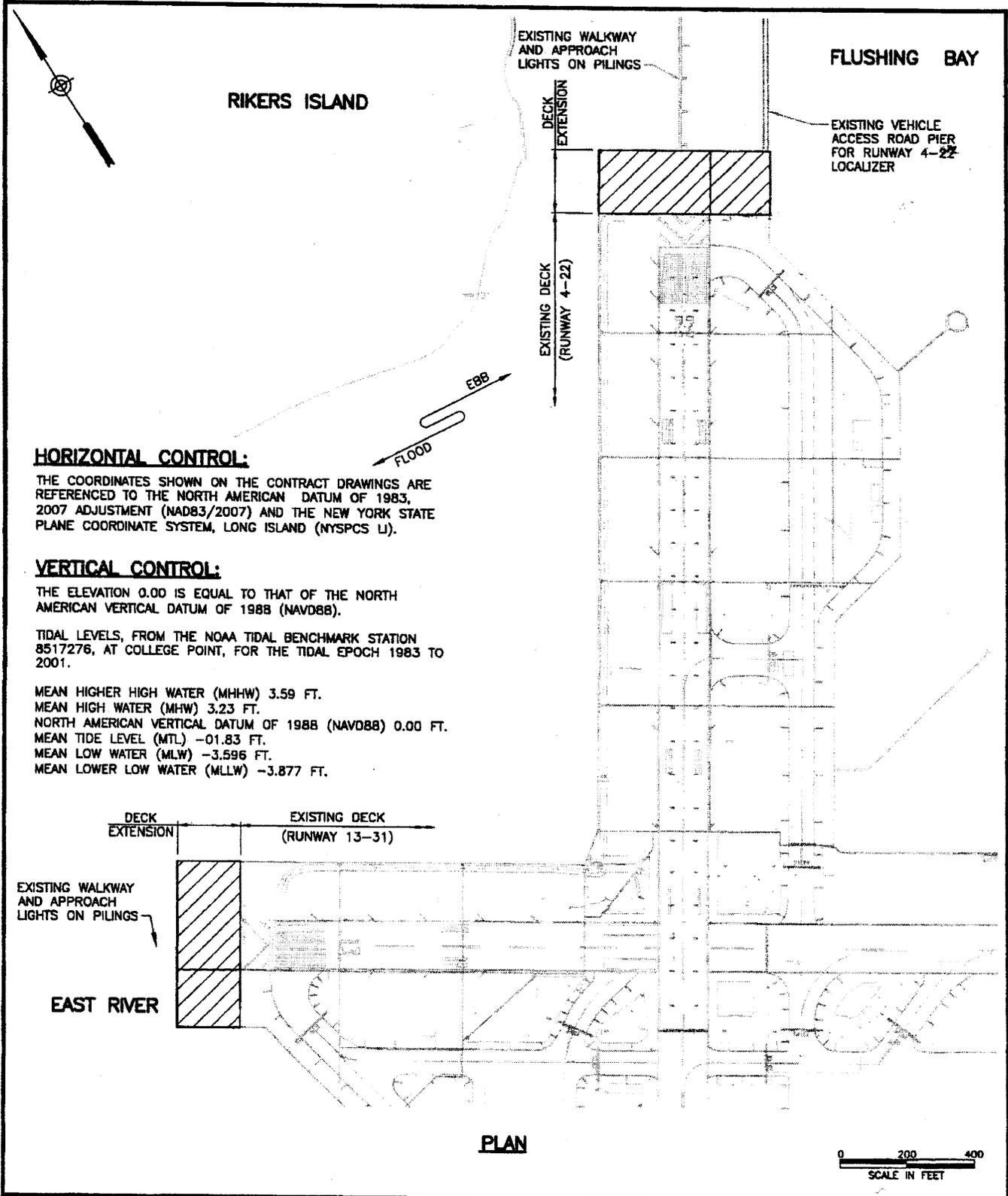
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PLAN

THE PORT AUTHORITY OF NY & NJ			LAGUARDIA AIRPORT	Discipline STRUCTURAL	MM-DD-YYYY Date	1 of 8
A. Krutovky B. Boscalno A. DeVito			RUNWAY SAFETY AREA IMPROVEMENTS PERMIT DRAWINGS	EXISTING CONDITIONS PLAN	LGA-124.185 Contract Number	Workorder Number
Designed by Drawn by Checked by				12725000 PID Number	PD-1 Drawing Number	

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HORIZONTAL CONTROL:

THE COORDINATES SHOWN ON THE CONTRACT DRAWINGS ARE REFERENCED TO THE NORTH AMERICAN DATUM OF 1983, 2007 ADJUSTMENT (NAD83/2007) AND THE NEW YORK STATE PLANE COORDINATE SYSTEM, LONG ISLAND (NYSPCS LJ).

VERTICAL CONTROL:

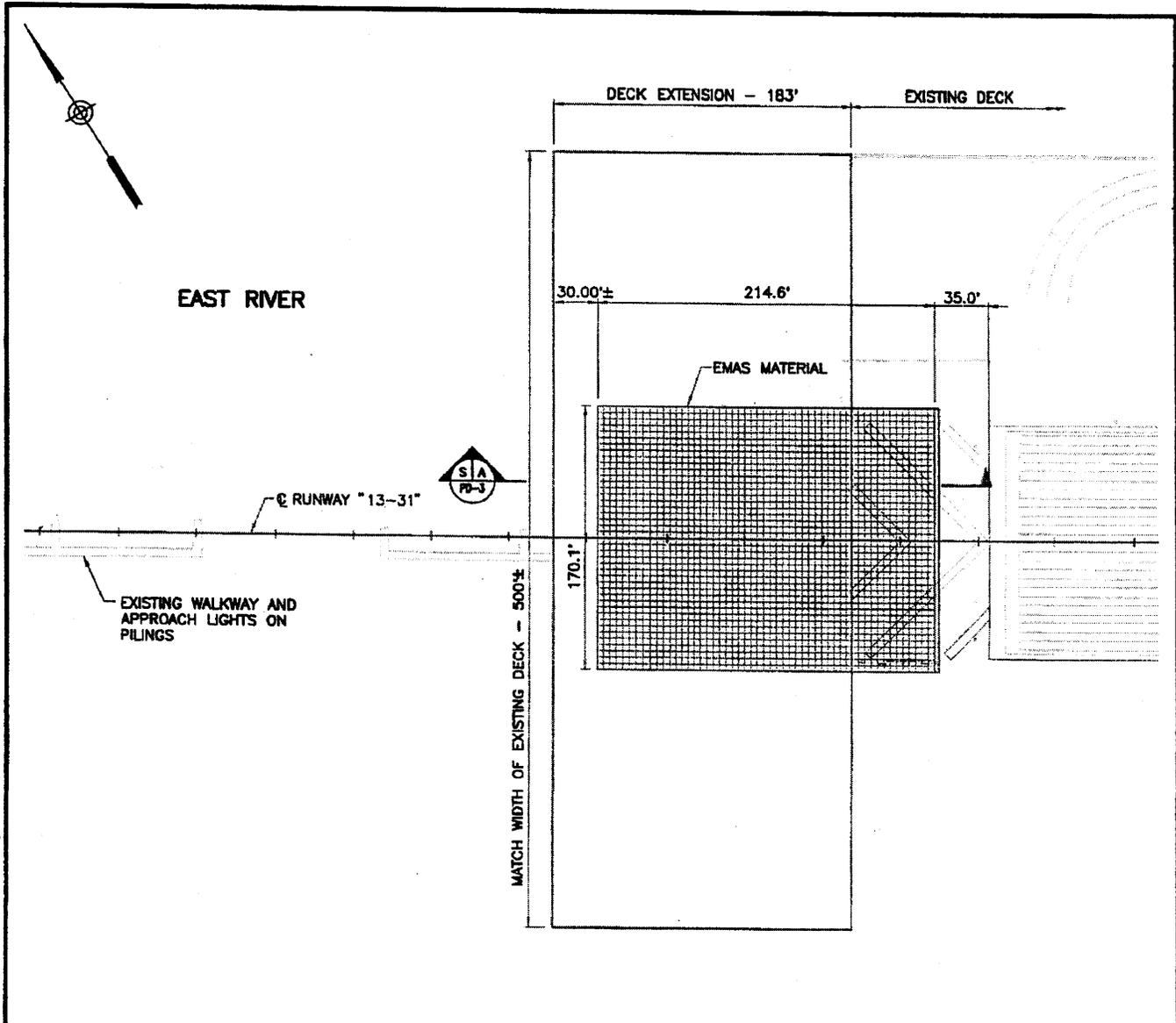
THE ELEVATION 0.00 IS EQUAL TO THAT OF THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
 TIDAL LEVELS, FROM THE NOAA TIDAL BENCHMARK STATION 8517276, AT COLLEGE POINT, FOR THE TIDAL EPOCH 1983 TO 2001.
 MEAN HIGHER HIGH WATER (MHHW) 3.59 FT.
 MEAN HIGH WATER (MHW) 3.23 FT.
 NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) 0.00 FT.
 MEAN TIDE LEVEL (MTL) -01.83 FT.
 MEAN LOW WATER (MLW) -3.596 FT.
 MEAN LOWER LOW WATER (MLLW) -3.877 FT.

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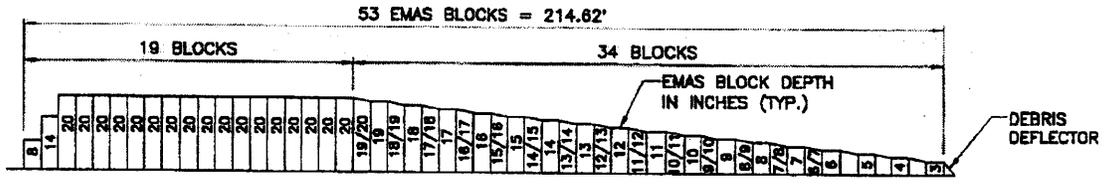
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THE PORT AUTHORITY OF NY & NJ A. Krutovkiy B. Boscaino A. DeVito Designed by Drawn by Checked by	LAGUARDIA AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS PERMIT DRAWINGS	Discipline STRUCTURAL	MM-DD-YYYY Date	2 of 8
		PROPOSED CONDITIONS PLAN	LGA-124.185 Contract Number 12725000 PID Number	Workorder Number - Drawing Number PD-2

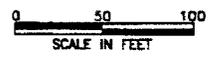
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SECTION
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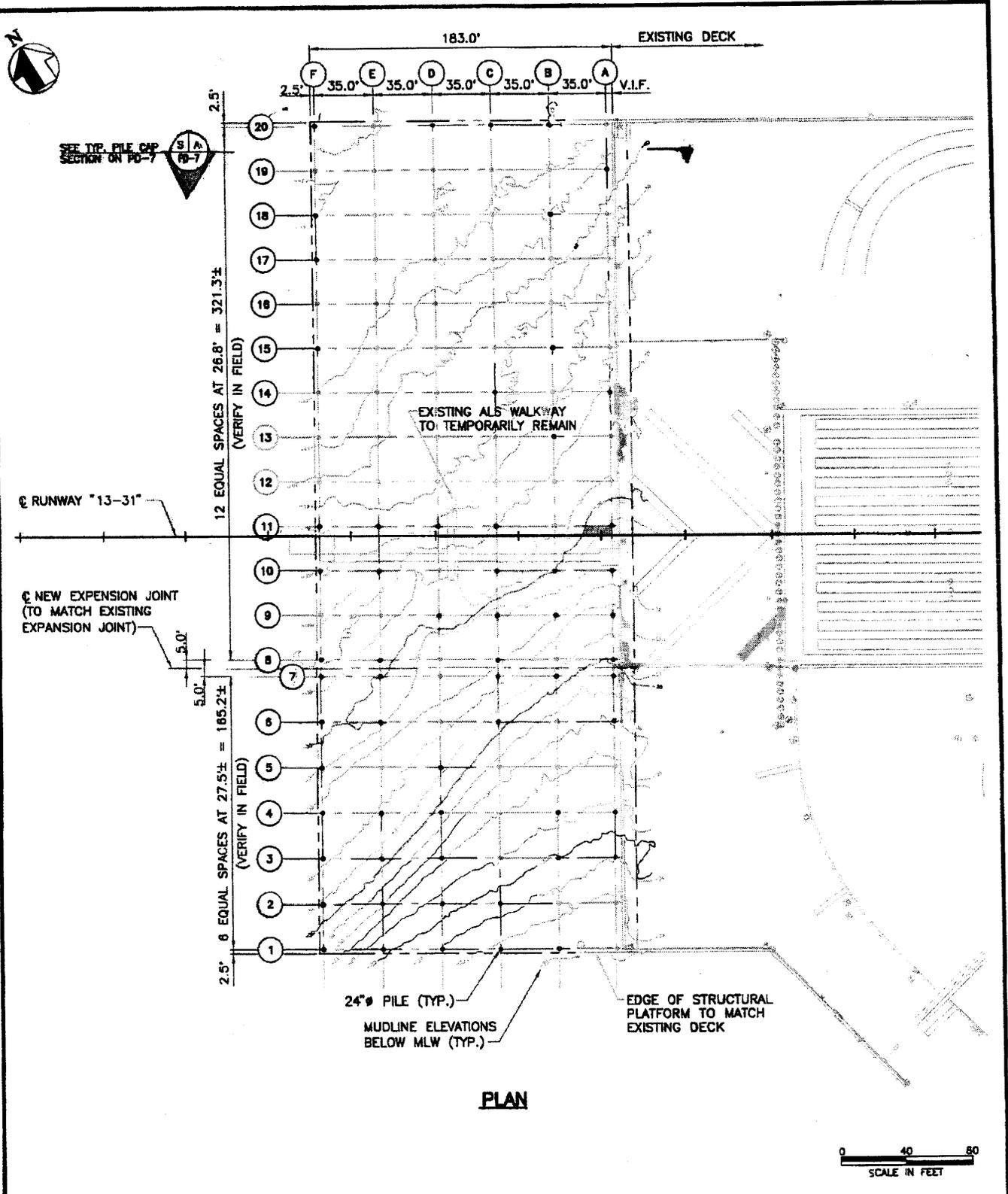
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		EMAS LAYOUT PLAN AND SECTION RUNWAY 13-31	LGA-124.185 Contract Number 12725000 PID Number	Workorder Number - Drawing Number PD-3

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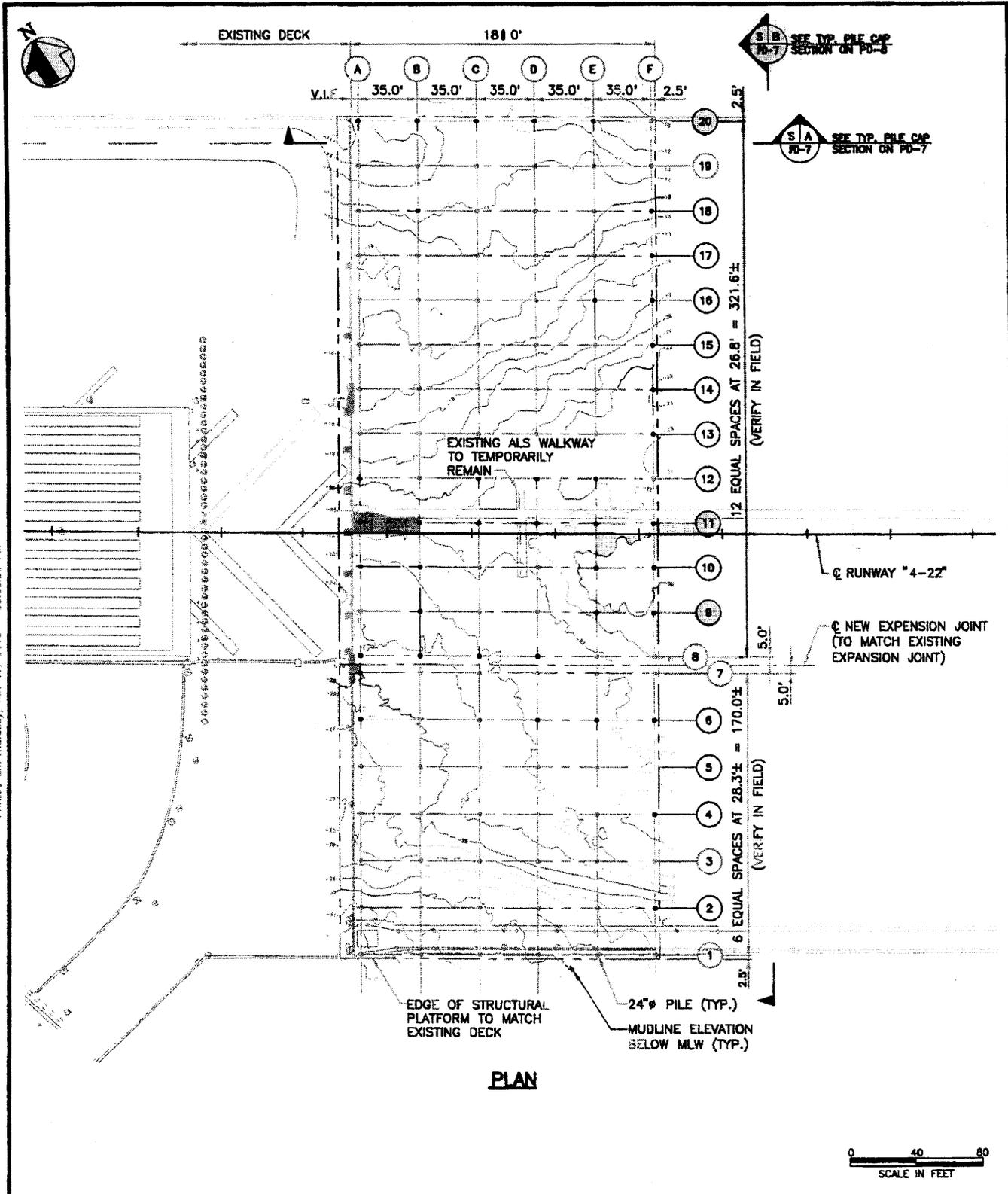
PLAN

THE PORT AUTHORITY OF NY & NJ A. Krutovky B. Boscalino A. DeVito Designed by Drawn by Checked by	LAGUARDIA AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS PERMIT DRAWINGS	Discipline STRUCTURAL	Date MM-DD-YYYY	5 of 8
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			PID Number 12725000	Drawing Number PD-5

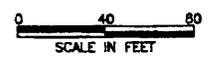
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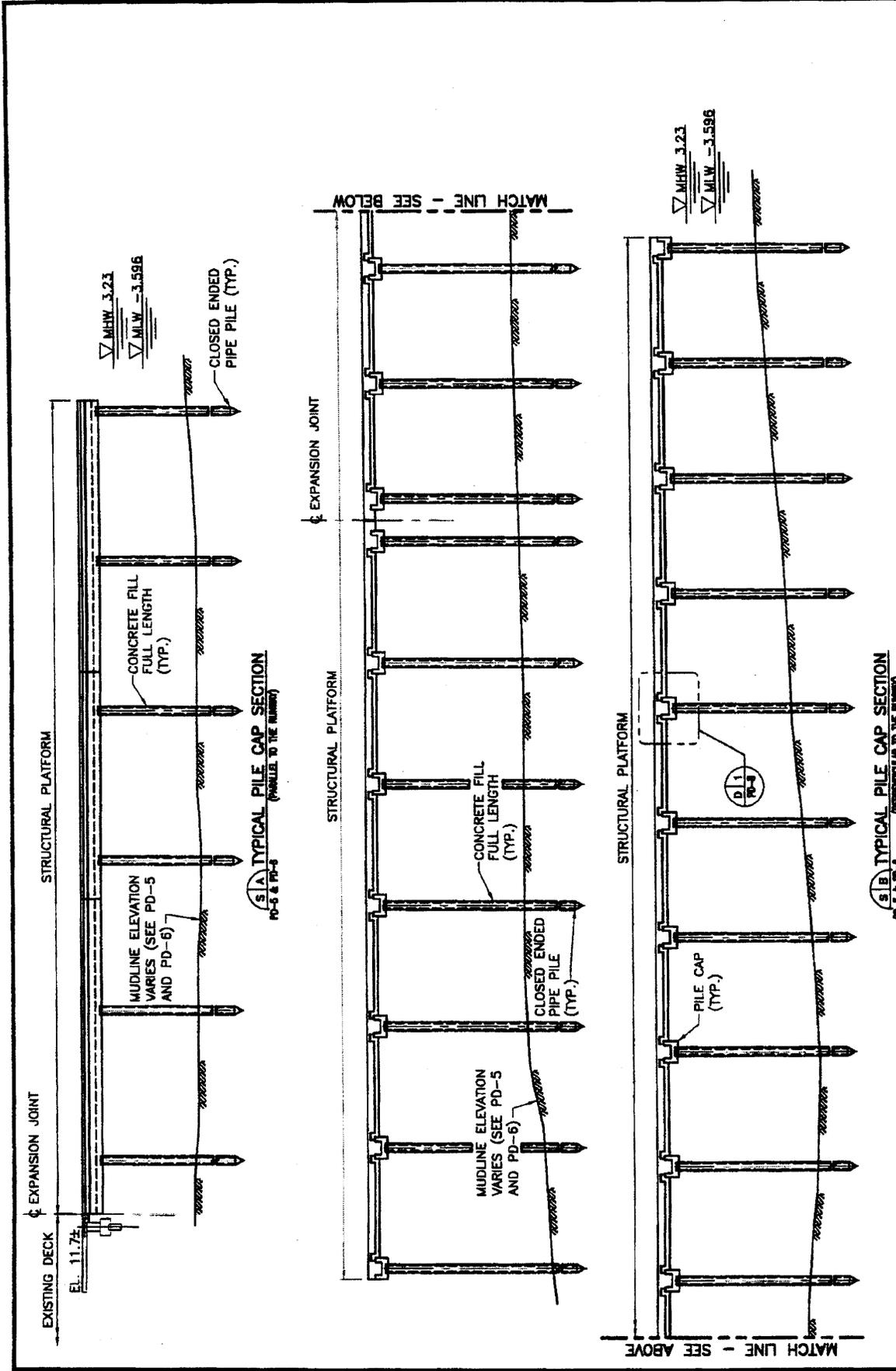


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THE PORT AUTHORITY OF NY & NJ A. Krutovkly B. Boscalno A. DeVito Designed by Drawn by Checked by	LAGUARDIA AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS PERMIT DRAWINGS	Discipline	MM-DD-YYYY	6 of 8
		STRUCTURAL FILE LAYOUT PLAN RUNWAY 4-22	Date LGA-124.185 Contract Number 12725000 PID Number	Workorder Number - Drawing Number PD-6

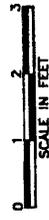
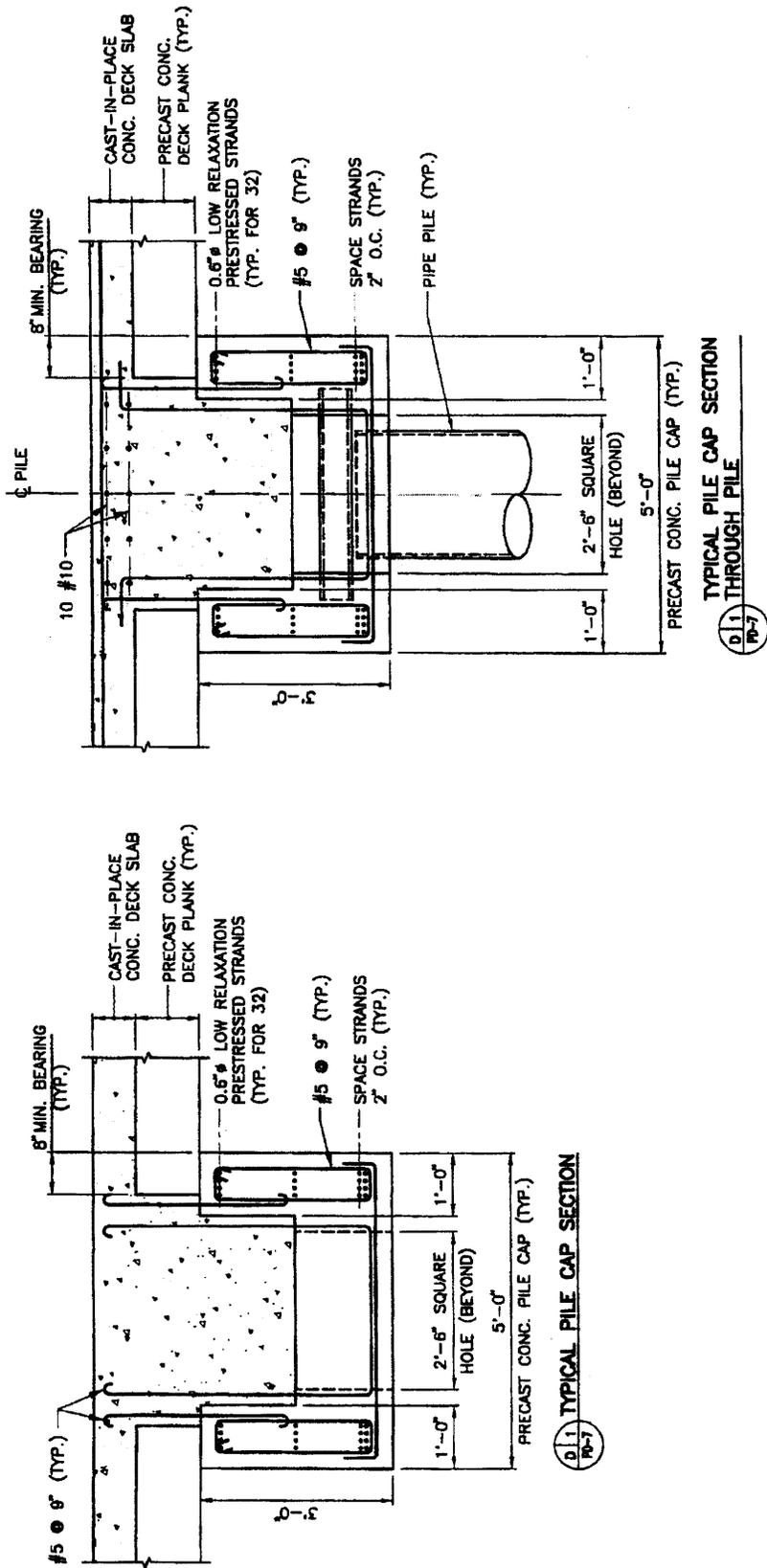
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S/B TYPICAL PILE CAP SECTION
 PD-5 & PD-6
 (REFERENCIAL TO THE NUMBER)

S/A TYPICAL PILE CAP SECTION
 PD-5 & PD-6
 (REFERENCIAL TO THE NUMBER)



<p>THE PORT AUTHORITY OF NY & NJ</p> <p>Designed by <u>A. Krutevskiy</u> B. Boscolino Drawn by <u>A. DeVito</u> Checked by _____</p>	<p>LAGUARDIA AIRPORT</p>	<p>Discipline STRUCTURAL</p>	<p>MM-DD-YYYY Date LGA-124.185 Contract Number 12725000 PID Number</p>	<p>8 of 8 Workorder Number Drawing Number PD-8</p>
	<p>RUNWAY SAFETY AREA IMPROVEMENTS PERMIT DRAWINGS</p>	<p>TYPICAL PILE CAP SECTIONS</p>		