Notice of Application for State Water Quality Certification

Public Notice (PN) Date: September 19, 2022
PN Expiration Date: October 9, 2022
PN Reference Number: POA-2009-00725 v1.1
Waterway: Kobuk River surrounding wetlands

Any applicant for a federal license or permit to conduct an activity that might result in a discharge into navigable waters, in accordance with Section 401 of the Clean Water Act (CWA) of 1977 (PL95-217), also must apply for and obtain certification from the Alaska Department of Environmental Conservation that the discharge will comply with the CWA, the Alaska Water Quality Standards, and other applicable State laws.

Notice is hereby given that a request for a CWA §401 Water Quality Certification of a Department of the Army Permit application, Corps of Engineers’ PN Reference Number indicated above has been received for the discharge of dredged and/or fill materials into waters of the United States (WOUS), including wetlands, as described below, and shown on the project figures/drawings. The public notice and related project figures/drawings are accessible from the DEC website at http://dec.alaska.gov/water/wastewater/.

To comment on the project or request for a public hearing with respect to water quality, submit comments electronically via the DEC public notice site at https://water.alaskadec.commentinput.com/?id=ug6kt on or before the public notice expiration date listed above.

Applicant: Native Village of Shungnak, James Commack, PO Box 64 Shungnak, AK 99773; (907) 437-2163; transportation@issingak.org.

Agent: Kuna Engineering, Forest Rose Walker, 4300 B St.Suite 605, Anchorage, AK 99503; (907) 707-7729; fwalker@kunaeng.com.

Project Name: Kobuk River Shungnak Village Road


Purpose: The current landfill in Shungnak is old and rundown and needs to be replaced to allow for community expansion. Other issues with the landfill include, improperly managed, overflowing, fences destroyed, and residents concerned with the environment around the current landfill. Phase I and II of the Shungnak landfill Access Road Project is the design and construction of the road that will provide the access to the new landfill site (Phase III). Because of the chosen location, a new road is needed to navigate to the new landfill project site.

Project Description: The Shungnak Landfill Access Road Project was previously split into three phases. The project was put on a hold due to limited funding after Phase I completion. Now that funding is available, Phase II of the project kicked off in March 2022. Phase II is the current project phase which includes the design and construction of the remaining landfill road, approximately 7,200 feet before it reaches the New Landfill Site (Phase III). Phase III is not in the current scope of this project and will begin design and construction once funding is available. Phase II estimates need 35,440 CY of gravel material and will be mined from the Harry Commack Jr. Gravel Pit which is privately owned.
After reviewing the application, the Department may certify there is reasonable assurance the activity, and any
discharge that might result, will comply with the CWA, the Alaska Water Quality Standards, and other applicable
State laws. The Department also may deny or waive certification.

The permit application and associated documents are available for review. For inquiries or to request copies of the
documents, contact dec-401cert@alaska.gov, or call 907-269-6285.

Disability Reasonable Accommodation Notice

The State of Alaska, Department of Environmental Conservation complies with Title II of the Americans with
Disabilities Act (ADA) of 1990. If you are a person with a disability who may need special accommodation in order
to participate in this public process, please contact ADA Coordinator Jason Burnett at 907-269-3056 or TDD Relay
Service 1-800-770-8973/TTY or dial 711 prior to the expiration date of this public notice to ensure that any
necessary accommodations can be provided.
CWA 401 Water Quality Certification - Modification
version 1.12

(Submission #: HPM-APHV-KEJPM, version 1)

Details

Site: Kobuk River Shungnak Village Road
Submission ID: HPM-APHV-KEJPM

Form Input

Form Instructions

Instructions for filling out the 401 Certification Form are located on the Alaska DEC website at the link below.
401 Certification Form Instructions

Permit Information

Federal Permit License Number
POA-2009-725

Contact Information (1 of 1)

Contact

Prefix
Ms.
First Name
Forest Rose
Last Name
Walker
Title
Civil/Structural Engineer, EIT
Organization Name
Kuna Engineering
Phone Type
Number
Extension
Mobile
19077077729
Business
19073396555
Email
fwalker@kunaeng.com
Mailing Address
4300 B St.
Suite 605
Anchorage, AK 99503

Contact Role(s)

Application Preparer
Agent
Consultant
Facility Information

Identify the applicable federal license or permit

A copy of the federal permit or license application is required to be submitted with the request for the water quality certification. (18 AAC 15.130, 18 AAC 15.180)

Federal Agency
Army Corps of Engineers (USACE)

Project Information

Project Name or Title
Kobuk River Shungnak Village Road

Project Address
Native Village of Shungnak
P.O. Box 64
Shungnak, AK 99773

What is the land use designated as?
Public

Project Location
66.92560000000000,-157.1370000000000

Native Village of Shungnak, P.O. Box 64, Shungnak, AK

Visit the link if you need to convert the lat/long to get the PLSS information. Converter for Township and Range

PLSS Location

<table>
<thead>
<tr>
<th>Borough/Municipality</th>
<th>Meridian</th>
<th>Section</th>
<th>Township</th>
<th>Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northwest Arctic Borough</td>
<td>Kateel River</td>
<td>9</td>
<td>17N</td>
<td>8E</td>
</tr>
</tbody>
</table>

Directions to Site
Overall Project Location: The project is located in the village of Shungnak, AK (see Figure 1 - Project Location). It starts at the north end of the village and ends at the location of the new landfill, which is approximately 12,500 feet north of the start (see Figure 2 - Site Map).
Phase 1 - Complete: Began at Sta. 10+00 and ended at Sta. 65+00.
Phase 2 - Current Phase: begins at Sta. 65+00 and ends at Sta. 135+00 (see Figure 2 - Site Plan).
Phase 3 - New Landfill Site (not in the current scope of this project): begins at Sta. 135+00 (See Figure 2 - Site Plan).

Nature of Activity (Description of project, include all features)
The Shungnak Landfill Access Road Project was previously split into three phases. The project was put on hold due to limited funding after Phase I completion. Now that funding is available, Phase II of the project kicked off in March 2022. Phase II is the current project phase which includes the design and construction of the remaining landfill road, approximately 7,200 feet before it reaches the New Landfill Site (Phase III). Phase III is not in the current scope of this project and will begin design and construction once funding is available. Phase II estimates need 35,440 CY of gravel material and will be mined from the Harry Connack Jr. Gravel Pit which is privately owned.

Project Purpose (Describe the reason(s) for discharge)
The current landfill in Shungnak is old and rundown and needs to be replaced to allow for community expansion. Other issues with the landfill include, improperly managed, overflowing, fences destroyed, and residents concerned with the environment around the current landfill. Phase I and II of the Shungnak landfill Access Road Project is the design and construction of the road that will provide the access to the new landfill site (Phase III). Because of the chosen location, a new road is needed to navigate to the new landfill project site.

Discharge Information
For fill material, identify the material source
Gravel

Types of material being discharged and the amount of each type (cubic yards)

<table>
<thead>
<tr>
<th>Type</th>
<th>Cubic Yards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gravel</td>
<td>35,440</td>
</tr>
</tbody>
</table>

Surface area in (acres or linear feet) of wetlands or other waters filled

<table>
<thead>
<tr>
<th>Surface Area</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.59</td>
<td>Acres</td>
</tr>
</tbody>
</table>

Is dredging involved?
No

Is any portion of the work already complete?
Yes

Please describe the completed work
Phase 1 - Complete: began at Sta. 10+00 and ended at Sta. 65+00 (see Figure 2 - Site Map). The project was previously split up into three phases, Phase I was complete in the fall of 2015 and included approximately 5,400 feet of the new road. They were not able to complete the remaining segment of the road (Phase II), due to the limited funding provided for the project. Now that funding is available, the Shungnak Tribal Council has decided to complete Phase II. Phase III will begin once funding is available.

Identify the location and nature of any potential discharge that may result from the proposed project and the location of receiving waters

Waterbody Name (Unnamed Wetlands - Not Allowed)
Kobuk River surrounding wetlands

Location of potential discharge (Decimal Degrees, 6 places, Numbers only), describe if necessary

<table>
<thead>
<tr>
<th>#</th>
<th>Activity</th>
<th>Description</th>
<th>Receiving Waterbody Name</th>
<th>Longitude</th>
<th>Latitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Fill</td>
<td>Start of road construction</td>
<td>Kobuk River Surrounding Wetlands</td>
<td>66.8994</td>
<td>157.125</td>
</tr>
<tr>
<td>2</td>
<td>Fill</td>
<td>Through end of road construction</td>
<td>Kobuk River Surrounding Wetlands</td>
<td>66.92154</td>
<td>157.1092</td>
</tr>
</tbody>
</table>

Is the project within 1,500 feet of a known contaminated site?
No

Parameter(s) of Concern

Identify the parameters of concern that may be present in your discharge. Consider if other parameters may be present from past activities in the area.

Parameter(s)
NONE PROVIDED

Describe if known respective concentrations, persistence, and potential impacts to the receiving water and data on parameters that may alter the effects of the discharge to the receiving water
N/A

Impaired Waters

See the link below for the most recently approved report and category listings.
https://dec.alaska.gov/water/water-quality/integrated-report/

Does a discharge of any parameter identified above occur to an impaired waterbody listed as a Category 4 [304(b)] or Category 5 [303(d)] in the current EPA approved Alaska’s Integrated Water Quality Monitoring and Assessment Report?
No

⚠ If determined necessary and requested by the Department, submit sufficient and credible baseline water quality information for the receiving water which meets the requirements of 18 AAC 70.016(a)(6)(A-C).
Social or Economic Importance

(18 AAC 70.016(c)(5): Provide information that demonstrates the accommodation of important social or economic development. The applicant shall complete either a social OR economic importance analysis (or both) for each affected community in the area where the receiving water for the proposed discharge is located.

Social Importance Analysis
Infrastructure improvements
Public health or safety improvements
Recreational opportunities

Economic Importance Analysis
Employment, job availability, and salary impacts
Access to a transportation network
Access to recourse

Describe
Building a new road will allow access to the new landfill's location so construction on the new landfill can begin, which in turn provides a new landfill for public use. Having access to a new landfill will provide the community with a healthier, safer environment and will improve public and environmental health.

The current landfill in Shungnak is old and rundown and overdue for a replacement. Existing issues with the old landfill include but are not limited to, improperly managed throughout the landfill lifespan, the fence is destroyed, and the garbage overflowing the sides. The residents are concerned with the environment around the current landfill because of the overflow of garbage. Having a new landfill is an improvement to the community's infrastructure and will allow for more enhanced infrastructure within the community by providing more space to dispose of materials used in construction. Constructing a more superior and substantial landfill for the community will also provide services for potential growth in the community which allows for community expansion. Constructing the new landfill road will provide high-paying jobs for current residents. The road may also provide easier access to recreational activities like hunting and berry picking. It also has the potential to initiate easier access to other nearby communities by sanctioning additional road expansions to those other communities, which can begin a new transportation network.

Description of Social or Economic Importance, if needed
NONE PROVIDED
Comment
NONE PROVIDED

Include a description of any methods and means proposed to monitor the discharge and the equipment or measures planned to treat, control, or manage the discharge

Material discharge is limited to wetlands only. The road alternative was chosen to be the most feasible route that impacts the least amount of wetlands.

Have you been working with anyone in the Army Corps of Engineers (USACE)
Yes

USAE Contact

<table>
<thead>
<tr>
<th>First Name</th>
<th>Last Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swade</td>
<td>Hammond</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phone Type</th>
<th>Number</th>
<th>Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business</td>
<td>19077535556</td>
<td></td>
</tr>
</tbody>
</table>

| Email | Swade.D.Hammond@usace.army.mil |

Include a list of all other federal, interstate, tribal, state, territorial, or local agency authorizations required for the proposed project, including all approvals or denials already received.

<table>
<thead>
<tr>
<th>Agency</th>
<th>Type of Approval*</th>
<th>Identification Number</th>
<th>Date Applied</th>
<th>Date Approved</th>
<th>Date Denied</th>
</tr>
</thead>
<tbody>
<tr>
<td>North West Arctic Borough</td>
<td>Title 9 Land Use Permit</td>
<td>113-03-14</td>
<td>06/04/2022</td>
<td>NONE PROVIDED</td>
<td>NONE PROVIDED</td>
</tr>
<tr>
<td>USACE</td>
<td>Department of the Army Permit</td>
<td>POA-2009-725</td>
<td>06/13/2022</td>
<td>NONE PROVIDED</td>
<td>NONE PROVIDED</td>
</tr>
<tr>
<td>DEC</td>
<td>Construction General Permit</td>
<td>AKR100000</td>
<td>NONE PROVIDED</td>
<td>NONE PROVIDED</td>
<td>NONE PROVIDED</td>
</tr>
</tbody>
</table>
Addresses of Adjoining Property Owners, Lessees, Etc. Whose Property Adjoins the Waterbody

<table>
<thead>
<tr>
<th>#</th>
<th>Name</th>
<th>Address</th>
<th>City</th>
<th>State</th>
<th>Zip</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>NANA Regional Corporation</td>
<td>909 W 9th Ave. #202</td>
<td>Anchorage</td>
<td>Alaska</td>
<td>99501</td>
</tr>
<tr>
<td>2</td>
<td>Native Allotments</td>
<td>NONE PROVIDED</td>
<td>NONE PROVIDED</td>
<td>NONE PROVIDED</td>
<td>NONE PROVIDED</td>
</tr>
</tbody>
</table>

Attachments

Include documentation that is listed as required below

Copy of the federal license or permit requiring certification under 33 U.S.C. 1341 (Clean Water Act, Section 401) to include all accompanying information, contemporaneous with the submission of the application to the federal licensing or permitting agency. (18 AAC 15.130, 18 AAC 15.180)

Figures and/or Drawings/Plan Sets

Copy of Federal Application (USACE)

USACE-CorePermit-CombinedPDF-Shungnak Landfill Access Road-Project_June-2022-Signed.pdf - 08/30/2022 02:18 PM

Figure and/or Drawings/Plan Sets

030463-Figures Combined-SHG-Landfill Access Road.pdf - 08/30/2022 02:24 PM
524412-Shungnak-Plans_Signed.pdf - 08/30/2022 02:26 PM

Document Attachments

NONE PROVIDED

As per 18 AAC 15.030 signing of applications, all permit or approval applications must be signed as follows:

1) In the case of corporations, by a principal executive officer of at least the level of vice president or his duly authorized representative, if the representative is responsible for the overall management of the project or operation;
2) In the case of a partnership, by a general partner;
3) In the case of a sole proprietorship, by the proprietor; and
4) In the case of a municipal, state, federal or other public facility, by either a principal executive officer, ranking elected official, or other duly authorized employee.

The project proponent hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief. The project proponent hereby requests that the certifying authority review and take action on this CWA 401 certification request within the applicable reasonable period of time.
NATIVE VILLAGE OF SHUNGNAK

SHUNGNAK TRIBAL COUNCIL
PROPOSED LANDFILL ROAD: BIA ROUTE 1003

SHUNGNAK PROJECT LOCATION

PROJECT SUMMARY
SEGMENT LENGTH WIDTH
SHUNGNAK 10,000 FT 15'

DESIGN DESIGNATION
CEMETERY ROAD
A.D.T. 2010 <400
A.D.T. 2020 <400
A.D.T. 2030 <400
DESIGN SPEED (mi/hr) 30
TRUCKS 0.03

FINAL PS & R: 16 DECEMBER 2011
PLANS DEVELOPED BY: WHiPnRiB, INC.

APPROVED:
[Signature]
DATE 12/21/11

TRIBAL CHIEF
SHUNGNAK TRIBAL COUNCIL

Alaska DEC Watermark
**LEGEND:**

- Gov't Section Corner
- Gov't 1/4 Section Corner
- Gov't 1/16 Section Corner
- Gov't Survey Monument
- Gov't Control Sta.
- Primary Mon. [Brass/Al Cap]
- Secondary Corner
- Primary Centerline Monument
- Secondary Centerline Monument
- Survey Control Point
- Secondary Survey Cont. Point
- GPS Control Point
- Bench Mark
- Temporary Bench Mark
- Rock Monument
- Whpacific Field Marker
- Township & Range Line
- Section Line
- Existing Easement Line
- Temporary Construction Easement Line
- Exist. Property Line
- Proposed Right of Way Line
- Project Centerline
- Limit of Cut Slope
- Limit of Fill Slope
- Proposed Ditch
- Proposed Roadway
- Existing Roadway
- Chain Link Fence
- Silt Fence
- Drainage Path
- Sign Post Assembly
- Pipe Culvert w/ End Sect.

**ABBREVIATIONS:**

- A.D. - Algebraic Difference
- Bvce. - Begin Vertical Curve Elevation
- Bvcs - Begin Vertical Curve Station
- Cl. - Centerline
- Δ - Deflection Angle Between Tangents
- E - Easting
- Elev. - Elevation
- Evce. - End Vertical Curve Elevation
- Evcs - End Vertical Curve Station
- Exist. - Existing
- Ft. - Feet
- H - Horizontal
- Int. - Intersection
- K - Length of Vertical Curve Per Percent Grade
- L - Length
- Lt. - Left
- Max. - Maximum
- Min. - Minimum
- Mutcd - Manual on Uniform Traffic Control Devices
- N - Northing
- NC - Normal Crown
- Nts - Not to Scale
- Pc - Point of Curvature
- Pi - Point of Intersection (Horizontal Curve)
- Pt - Point of TANGENCY
- Pvi - Point of Vertical Intersection
- R - Radius
- Rt. - Right
- S - Superelevation Rate
- Shld - Shoulder
- Sta. - Station
- T, Tan - Tangent
- TYP - Typical
- V - Vertical
- VC - Vertical Curve

**BUBBLE LEGEND:**

- Pipe Installation
- See Summary Sheets
- Sign
- See Summary Sheets
- Temporary Construction Easement
- See Summary Sheets

**GENERAL NOTES:**

1. Except where specifically noted, all construction shall conform to the 2004 Alaska Department of Transportation and Public Facilities Standards Specifications for Highway Construction, and the special contract requirements. All dimensions are in English units unless otherwise noted.

2. The Contractor will perform all work from within the rights-of-way shown on the drawings. The contracting officer may allow the use of additional construction easements based on review of documentation provided by the contractor. The contractor will be responsible for property damage resulting from activities outside the rights-of-way and approved easements.

3. There are no known utilities located within the proposed roadway corridor.
1. END DUMP AN INITIAL 18" Lift of loose gravel evenly over the geotextile fabric prior to compacting.
LANDFILL ROAD OVER EXISTING ROADWAY

STA 10+00 TO 15+00

LANDFILL ROAD PULLOUTS

LEFT PULLOUT LOCATIONS

STA 30+75.00 TO STA 40+25.00

RIGHT PULLOUT LOCATIONS

STA 34+75.00 TO STA 43+25.00

NOTES:

EXISTING ROADWAY

PROFILE GRADE POINT

EXISTING GRADE POINT

GEOTEXTILE SEPARATION FABRIC

24" WAX SELECTED MATERIAL, TYPE B

EXISTING ROADWAY

CLEARING LIMITS 5' BEYOND SLOPE LIMITS

CLEARING LIMITS 5' BEYOND SLOPE LIMITS

SEE APPENDABLE TYPICAL SECTION FOR MATERIALS

17.5' PULLOUT

11' PULLOUT

3.5'

6.0'

3.5'

1.5' TRAVELLED WAY

3.5'

3.5'

3.5'
## ENGINEER'S ESTIMATE OF QUANTITIES

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ITEM</th>
<th>UNIT</th>
<th>PHASE 1 ESTIMATE QUANTITY</th>
<th>N.I.C. PHASE 2 ESTIMATED QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>201(34)</td>
<td>CLEARING</td>
<td>ACRE</td>
<td>0.6</td>
<td>9.0</td>
</tr>
<tr>
<td>203(9)</td>
<td>UNCLASSIFIED DIOVATION</td>
<td>CYL/YD</td>
<td>0</td>
<td>14,690</td>
</tr>
<tr>
<td>200(28)</td>
<td>BORROW, TYPICAL</td>
<td>CYL/YD</td>
<td>28,200</td>
<td>21,490</td>
</tr>
<tr>
<td>66(17-26)</td>
<td>24-INCH PIPE</td>
<td>LIN FT</td>
<td>26</td>
<td>0</td>
</tr>
<tr>
<td>68(17-36)</td>
<td>36-INCH PIPE</td>
<td>LIN FT</td>
<td>163</td>
<td>170</td>
</tr>
<tr>
<td>68(17-46)</td>
<td>48-INCH PIPE</td>
<td>LIN FT</td>
<td>185</td>
<td>0</td>
</tr>
<tr>
<td>67(10)</td>
<td>STANDARD SDR</td>
<td>SQ FT</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>64(10)</td>
<td>THRESH PIPE INSTALLATION</td>
<td>EACH</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>61(20)</td>
<td>SEEDING</td>
<td>POUND</td>
<td>197</td>
<td>294</td>
</tr>
<tr>
<td>60(1)</td>
<td>GEOTEXTILE, SEPARATION</td>
<td>SQ YD</td>
<td>25,900</td>
<td>30,000</td>
</tr>
<tr>
<td>63(4)</td>
<td>ILT FIELD</td>
<td>LIN FT</td>
<td>0.75</td>
<td>0</td>
</tr>
<tr>
<td>64(1)</td>
<td>MOBILIZATION AND DECONVOLVATION</td>
<td>L SL/M</td>
<td>ALL RED/0</td>
<td>ALL RED/0</td>
</tr>
<tr>
<td>64(1)</td>
<td>EROSION AND POLLUTION CONTROL ADMINISTRATION</td>
<td>L SL/M</td>
<td>ALL RED/0</td>
<td>ALL RED/0</td>
</tr>
<tr>
<td>64(2)</td>
<td>TEMPORARY EROSION AND POLLUTION CONTROL</td>
<td>L SL/M</td>
<td>ALL RED/0</td>
<td>ALL RED/0</td>
</tr>
<tr>
<td>64(2)</td>
<td>CONSTRUCTION SURVEYS</td>
<td>L SL/M</td>
<td>ALL RED/0</td>
<td>ALL RED/0</td>
</tr>
<tr>
<td>64(3)</td>
<td>TRAFFIC MAINTENANCE</td>
<td>L SL/M</td>
<td>ALL RED/0</td>
<td>ALL RED/0</td>
</tr>
<tr>
<td>64(3)</td>
<td>PERMANENT CONSTRUCTION SIGNS</td>
<td>L SL/M</td>
<td>ALL RED/0</td>
<td>ALL RED/0</td>
</tr>
</tbody>
</table>

### TABLE OF ESTIMATING FACTORS

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>DESCRIPTION</th>
<th>ESTIMATING FACTOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>61 RED</td>
<td>SEEDING</td>
<td>1.10/1000 SF</td>
</tr>
</tbody>
</table>
### SIGN SUMMARY

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>POST NO.</th>
<th>STATION</th>
<th>OFFSET</th>
<th>TYPE</th>
<th>LEGEND</th>
<th>SIZE (IN)</th>
<th>AREA (SF)</th>
<th>SIGN FACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>F1</td>
<td>[1]</td>
<td>13+38.60</td>
<td>RT</td>
<td>0-1</td>
<td>&quot;SPEED LIMIT 30 MPH&quot;</td>
<td>24 x 30</td>
<td>8.69</td>
<td>0</td>
</tr>
<tr>
<td>F11</td>
<td>[2]</td>
<td>134+60.00</td>
<td>LT</td>
<td>0-1</td>
<td>&quot;SPEED LIMIT 30 MPH&quot;</td>
<td>24 x 30</td>
<td>8.69</td>
<td>0</td>
</tr>
</tbody>
</table>

**SIGN NOTES:**
1. Fabricate all signs from 1/8" thick aluminum sheeting.
2. Use 3/4" perforated steel tube for all posts.
3. Use 2" socket embedment sleeve for all post installations.
4. Reference adoptee standard drawings 8-00.10, 9-00.21, 8-25.13, & 8-30.03 for sign details.

### CULVERT SUMMARY

<table>
<thead>
<tr>
<th>SHEET</th>
<th>CULVERT NO.</th>
<th>INLET</th>
<th>OUTLET</th>
<th>LENGTH</th>
<th>DIAMETER</th>
<th>THAW</th>
</tr>
</thead>
<tbody>
<tr>
<td>F1</td>
<td>16=15.0</td>
<td>3' FT</td>
<td>158.3</td>
<td>16=20.4</td>
<td>20' FT</td>
<td>158.1</td>
</tr>
<tr>
<td>F2</td>
<td>20=33.3</td>
<td>22.7 FT</td>
<td>154.3</td>
<td>20=19.2</td>
<td>23.3 FT</td>
<td>153.0</td>
</tr>
<tr>
<td>F4</td>
<td>47=44.3</td>
<td>20.9 FT</td>
<td>149.0</td>
<td>47=32.4</td>
<td>20.9 FT</td>
<td>143.8</td>
</tr>
<tr>
<td>F4</td>
<td>51=55.3</td>
<td>44.9 FT</td>
<td>123.0</td>
<td>51=17.3</td>
<td>44.9 FT</td>
<td>123.0</td>
</tr>
<tr>
<td>F7</td>
<td>65=68.7</td>
<td>30.9 FT</td>
<td>140.0</td>
<td>65=50.2</td>
<td>40.9 FT</td>
<td>150.0</td>
</tr>
<tr>
<td>F10</td>
<td>128=16.0</td>
<td>20.9 FT</td>
<td>155.1</td>
<td>128=16.0</td>
<td>21.6 FT</td>
<td>157.7</td>
</tr>
<tr>
<td>F10</td>
<td>130=29.0</td>
<td>23.6 FT</td>
<td>161.7</td>
<td>130=29.0</td>
<td>26.8 FT</td>
<td>160.0</td>
</tr>
</tbody>
</table>

**N.I.C.**

**Connect to existing pipe.**
NATIVE VILLAGE OF SHUNGNAK

RIGHT OF WAY EASEMENT
SHUNGNAK LANDFILL ROAD: BIA ROUTE 1003

CERTIFICATE OF OWNERSHIP AND DEDICATION
I, the undersigned, hereby certify that this City of Shungnak is the owner of a portion of the property shown herein at right-of-way dedication. Said portion of land falls within ULI's parcel number 43-201-047 and within taxation district, also with LUI's parcel number 43-220-000 that was recorded on November 2, 2000, Ketchikan Recording District, on behalf of City of Shungnak for purposes of assessment and taxation. The as shown was described on the subject.

Name: Debabuk Fu
City of Shungnak
Notary Public for Alaska
Notary Public for Alaska
Date: September 21, 2012

BOROUGH APPROVAL CERTIFICATE
The Northwest Arctic Borough hereby approves the dedication shown herein.

Name: Thomas Overman
Date: 9/18/2012
Planning Director

SURVEYOR'S CERTIFICATE
I, hereby certify that I, a registered professional land surveyor, and that this plat represents the surveying and descriptions of the monuments shown. The monuments shown are true existing as located and that all dimensions and other details are correct.

Name: Michael L. Metz
Michael L. Metz Associates
Date: 11/28/2012

CARTOGRAPHY & GIS SERVICES
Alaska DEC Watermark

GENERAL NOTES
1. This survey does not constitute a submission as defined by A.S. 40.18.9900(a).
2. The information shown is based on a field survey performed, October 18, 2011 through October 20, 2011.

BUNGNAK LANDFILL ROAD - BIA ROUTE 1003
PROJECT DESIGNATION YEAR: 2011 SHEET NO.: R7 SHEET 6

NOTARY'S ACKNOWLEDGMENT
SUBSCRIBED AND SWORN TO BEFORE ME THIS DAY OF ________, 2012

Name: Debabuk Fu
City of Shungnak
Notary Public for Alaska
Notary Public for Alaska
Date: September 21, 2012

Ketchikan 2012-3

NOTARY'S ACKNOWLEDGMENT
SUBSCRIBED AND SWORN TO BEFORE ME THIS DAY OF ________, 2012

Name: Walter Sampson
NANA Regional Corporation Inc.
Date: 2/14/12

### GENERAL NOTES:

1. All material and workmanship shall be in accordance with the State of Alaska, Standard Specifications for Highway Construction.

2. The contractor shall select only pipes that meet specific height of cover criteria shown on the plans or in this special provisions.

3. No more than one type of pipe may be used on any single installation or installation grouping.

4. All structural plate pipes shall be placed on a pre-formed foundation conforming to the depth of the bottom plates with clearance for assembling to the adjacent plates allowed.

5. See Standard Drawing "Corrugated Pipe & Arch Installation Details" for foundation and structural detail details.

6. Minimum cover shall be measured from the top of pipe to the top of rigid pavement or to the top of flexible pavement subgrade. In all cases, the minimum cover shall not be less than 12". Minimum cover during construction shall be that required to protect the pipe from damage or deflection.

7. These tables have been developed for 20, 25, 30, and 40 pipe and for compacted soil weighing 1200 lbs. per cubic foot or less. If compacted soil cover exceeds 200 lbs. per cubic foot, the contractor shall use the depth of cover shown in the plans for the specific pipe. Where compacted soil cover exceeds 200 lbs. per cubic foot and no specific cover requirements are provided in the plans, the contractor shall determine the required minimum cover in accordance with Section 12 of the 2002 AASHTO LRFD Bridge Design Specifications.

### CORRUGATED CIRCULAR ALUMINUM PIPE

### CORRUGATED ALUMINUM PIPE-ARCH

---

### MINIMUM & MAXIMUM COVER FOR 6 x 3 / 2" ALUMINUM STRUCTURAL PIPE

<table>
<thead>
<tr>
<th>Size</th>
<th>Min.</th>
<th>Max.</th>
<th>Cover</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 x 3</td>
<td>6</td>
<td>12</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>6 x 4</td>
<td>6</td>
<td>12</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>6 x 5</td>
<td>6</td>
<td>12</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>6 x 6</td>
<td>6</td>
<td>12</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>6 x 7</td>
<td>6</td>
<td>12</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>6 x 8</td>
<td>6</td>
<td>12</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>6 x 9</td>
<td>6</td>
<td>12</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>6 x 10</td>
<td>6</td>
<td>12</td>
<td>10</td>
<td></td>
</tr>
</tbody>
</table>

---

### MINIMUM & MAXIMUM COVER FOR 8 x 3 / 2" ALUMINUM STRUCTURAL PIPE

<table>
<thead>
<tr>
<th>Size</th>
<th>Min.</th>
<th>Max.</th>
<th>Cover</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 x 3</td>
<td>8</td>
<td>16</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>8 x 4</td>
<td>8</td>
<td>16</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>8 x 5</td>
<td>8</td>
<td>16</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>8 x 6</td>
<td>8</td>
<td>16</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>8 x 7</td>
<td>8</td>
<td>16</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>8 x 8</td>
<td>8</td>
<td>16</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td>8 x 9</td>
<td>8</td>
<td>16</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>8 x 10</td>
<td>8</td>
<td>16</td>
<td>10</td>
<td></td>
</tr>
</tbody>
</table>

---

### METAL THICKNESSES & GADES

<table>
<thead>
<tr>
<th>Material</th>
<th>Thickness</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALUMINUM</td>
<td>20 GA</td>
</tr>
<tr>
<td>STEEL</td>
<td>14 GA</td>
</tr>
<tr>
<td>STEEL</td>
<td>18 GA</td>
</tr>
</tbody>
</table>

---

### PIPE AND ARCH TABLES

---

### SHEET 1 OF 4

---

### APPENDIX

---

### NOTE

1. Thicknesses given in the tables represent the minimum thickness of the material as specified by the Specifications.

2. The tables shall be used only for ductile iron pipe and for steel pipe as specified by the Specifications.

---

### ALASKA DEC WATERMARK
### Maximum Cover for Type S Corrugated Polyethylene Pipe

<table>
<thead>
<tr>
<th>Size (in)</th>
<th>Max. Cover (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>30.0</td>
</tr>
<tr>
<td>15</td>
<td>30.0</td>
</tr>
<tr>
<td>18</td>
<td>30.0</td>
</tr>
<tr>
<td>24</td>
<td>30.0</td>
</tr>
<tr>
<td>30</td>
<td>30.0</td>
</tr>
<tr>
<td>36</td>
<td>30.0</td>
</tr>
<tr>
<td>40</td>
<td>20.0</td>
</tr>
<tr>
<td>48</td>
<td>20.0</td>
</tr>
</tbody>
</table>

**GENERAL NOTES**

1. All materials and workmanship shall be in accordance with the State of Alaska Standard Specifications for Highway Construction.

2. For foundation and structural backfill details, see Standard Drawing "Culvert Pipe & Arch Installation Details".

3. Pipe cover height is measured from top of the pipe to top of rigid pavement, or to the top of subgrade for flexible pavement. In all cases, the minimum cover shall be no less than 2 ft. Where loads traverse the culvert during construction, minimum cover shall be no less than 4 ft.
1. All material and workmanship shall be in accordance with the State of Alaska, Standard Specifications for Highway Construction.

2. The contractor shall select only pipes that meet specific height of cover criteria shown on the plans or in the special provisions.

3. No more than one type of pipe may be used on any single installation or installation grouping.

4. All structural plate pipes shall be placed on a pre-shaped foundation conforming to the depth of the bottom plates with clearance for assembling to the adjacent plates allowed.

5. See Standard Drawing "Convert Pipe & Arch Installation Details" for foundation and structural backfill details.

6. Maximum cover shall be measured from the top of pipe to the top of rigid pavement or to the top of flexible pavement subgrade. In all cases, the minimum cover shall not be less than 12. Minimum cover during construction shall be that required to protect the pipe from damage or deflection.

7. These tables have been developed for an H-20 live load and for compacted soil weighing 120 lbs. per cubic foot or less. If compacted soil cover exceeds 120 lbs. per cubic foot, the contractor shall use the depth of cover shown in the plans for the specific pipe. Where compacted soil cover exceeds 120 lbs. per cubic foot and no specific cover requirements are provided on the plans, the contractor shall determine the required minimum pipe cover in accordance with Section 12 of the 2000 AASHTO LRFD Bridge Design Specifications.
GENERAL NOTES:
1. Type FD Cost Device Box w/green plot light on the termination post shall be located a minimum of 6" above high water.

PLAN VIEW

REMOTE CULVERT ENTRY DETAIL

ELEVATION

REMOTE THAW WIRE INSTALLATION

State of Alaska
Department of Transportation & Public Facilities

D-14.10

Alaska DEC Watermark
SIGN POST SPACING

SIGN POST SELECTION AND SPACING NOTES
1. Use one tube (solid or perforated) to support all signs that measure 48" or less in width or diameter, diamond shaped signs that measure 48" or less on a side, Class I roadway route marker assemblies, and I-5-1 gore signs. Do not use pipe posts for single post signs.
2. Install combination stop and street name signs on a 2-1/2" perforated tube.
3. Use two pipes spaced according to the Pipe and Tube Sign Post Spacing Table to support signs too large for one post and not more than 11'0" in width. Tubes may be substituted for pipes provided the tube size equals the nominal pipe size.
4. Do not use perforated tubing larger than 2" for two post installations.
5. Use the number of W shape posts specified in the W Shape Sign Post table to support signs more than 11'0" in width.

LIGHT SIGNS

WIND FRAMING LOCATIONS

PIPE AND TUBE SIGN POST SPACING

<table>
<thead>
<tr>
<th>Sign Width (W)</th>
<th>No. of Posts</th>
<th>Distance Between Posts</th>
<th>Sign Overhang</th>
<th>Nominal Diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.5 ft. to 10.0 ft.</td>
<td>2</td>
<td>0.6 ft.</td>
<td>Varies</td>
<td>0.125&quot;</td>
</tr>
<tr>
<td>10.5 ft. to 40.0 ft.</td>
<td>2</td>
<td>6.0 feet</td>
<td>Varies</td>
<td>0.125&quot;</td>
</tr>
</tbody>
</table>

W SHAPE SIGN POST SPACING

<table>
<thead>
<tr>
<th>Sign Width (W)</th>
<th>No. of Posts</th>
<th>Distance Between Posts</th>
<th>Sign Overhang</th>
<th>Nominal Diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>11.5 ft. to 20.5 ft.</td>
<td>2</td>
<td>8.0 feet</td>
<td>Varies</td>
<td>0.15W</td>
</tr>
<tr>
<td>20.5 ft. to 30.5 ft.</td>
<td>3</td>
<td>0.5W</td>
<td>0.15W</td>
<td></td>
</tr>
<tr>
<td>30.5 ft. to 40.0 ft.</td>
<td>4</td>
<td>8.0 feet</td>
<td>Varies</td>
<td>0.125W</td>
</tr>
</tbody>
</table>

REINFORCEMENT DETAILS FOR ZEE SHAPED WIND FRAMING AND SPICE PLATE

SIGN FRAMING AND POST SPACING

GENERAL NOTES
1. See the standard specifications for the aluminum alloys that you may use for sign sheeting and wind framing members.
2. Fabricate all signs from 0.125" thick aluminum sheeting.
3. Sign fabricators may use alternates to the zee shaped framing member with approval of the engineer, if the frame manufacturer certifies their design equals or exceeds the strength of the zee shaped design.
4. Install one piece wind framing members on all signs up to 23.5" wide. Use one splice in each wind frame on signs wider than 23.5. Locate splices at least 18" from all posts and panel edges. Sagger splices in adjacent framing members at least 8.0" apart.
5. Attach wind framing members with rivets or with an engineer approved, double sided, high strength, adhesive tape. Clean and handle sheeting and framing members and apply tape in accordance with the tape manufacturer's written instructions. Install two rivets in both ends of each framing member.
6. Use 3/16" diameter rivets conforming to aluminum alloy 6061-T6 for cold driven rivets, or aluminum alloy 6061-T43 for hot driven rivets.
7. Sign fabricators may use sign panels extruded with integral framing with approval of the engineer, if the manufacturer certifies their design equals or exceeds the strength of the 0.125" thick panel with framing attached to it.
8. Frame all signs taller than 8.0" with five wind framing members located (1-0-1-1-1)/4 spaces. If needed, make a horizontal splice at the middle wind frame.
GENERAL NOTES

1. Unless shown otherwise on the plans, the standard sign offset is 10'. The minimum is 6'.

2. If signs extend over sidewalks, the minimum vertical clearance is 7'-0".

3. Add 6" to mounting height on unpaved roads.

4. If signs extend over bike paths, the minimum vertical clearance is 8'-0".

5. When signs are placed 30' or more from the edge of traveled way, mount them with the bottom of the sign at least 5' above the road surface at the near edge of the road.

6. When multiple hinged sign supports are used, mount hinges at least 7' above the ground.
GENERAL NOTES
1. Details shown indicate general design only. Dimensions and design may vary among the manufacturers.
2. Install weather tight caps on all pipe and tube post (except perforated tubing).
3. Protect sign posts installed using drive methods with drive caps during installation.
4. Bolt braces to posts at each point where they cross posts.
5. Install signs with top of post, mounting brackets, etc. with a minimum of 3" below top of sign.
6. Point all sign mounting fasteners on sign face a color closely matching the sign face.
7. Attach all signs, zees and braces mounted to the posts with 3/8" bolts.
8. Furnish all aluminum nuts, bolts and washers with anodized finish.

<table>
<thead>
<tr>
<th>FASTENER SPECIFICATION TABLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>FASTENERS</td>
</tr>
<tr>
<td>BOLTS</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>NUTS</td>
</tr>
<tr>
<td>WASHERS</td>
</tr>
<tr>
<td>PINS CLIP</td>
</tr>
</tbody>
</table>

[Diagram and additional text]
GENERAL NOTES:

1. Refer to Standard Drawing "Sheet Aluminum Sign and Framing" for light sign details.

2. See plans for type of post, size and embedment type.

3. To maintain crashworthiness, install no more than the number of P.S.T.s or wood posts specified in the tables within 7' of each other.

4. Do not install wood posts larger than 6"x6".

5. Use larger posts than shown on this sheet, with hinges, for multiple support signs where the supports are separated by more than 7 feet.

WOOD POSTS

<table>
<thead>
<tr>
<th>SIZE</th>
<th>HOLE DIA.</th>
<th>EMBEMENT</th>
<th>NUMBER OF POSTS WITHIN 7 FT PATH</th>
</tr>
</thead>
<tbody>
<tr>
<td>4x4</td>
<td>NONE</td>
<td>36'</td>
<td>2</td>
</tr>
<tr>
<td>4x6</td>
<td>1 1/2&quot;</td>
<td>36'</td>
<td>2</td>
</tr>
<tr>
<td>6x6</td>
<td>3&quot;</td>
<td>48'</td>
<td>1</td>
</tr>
</tbody>
</table>

Note: If holes are field drilled after post has been treated, the holes shall be thoroughly swabbed with a 5% solution of pentachlorophenol and mineral spirits.

WOOD POSTS

PERFORATED STEEL TUBES (P.S.T.)

<table>
<thead>
<tr>
<th>POST SIZE (Inch)</th>
<th>Embedment No. of P.S.T.s permitted within 7' ft path</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 1/2&quot; x 1 1/2&quot;</td>
<td>3 - 3 - 2</td>
</tr>
<tr>
<td>1 1/2&quot; x 1 3/4&quot;</td>
<td>3 - 3 - 2</td>
</tr>
<tr>
<td>2&quot; x 2&quot;</td>
<td>3 - 3 - 2</td>
</tr>
<tr>
<td>2 1/4&quot; x 2 1/4&quot;</td>
<td>4 - 4 - 3</td>
</tr>
<tr>
<td>2 1/2&quot; x 2 1/2&quot;</td>
<td>4 - 4 - 1</td>
</tr>
</tbody>
</table>

* Use 3x3"x3/16" Stub for 2 1/2"x2 1/2" P.S.T Applications.

PERFORATED STEEL TUBE (PST) POSTS
June 13, 2022

Jason Brewer
Regulatory Division U.S. Army Corps of Engineers
P.O. Box 6898 JBER
Anchorage, AK 99506-0898
(907) 753-2823

RE: Department of the Army Permit
Native Village of Shungnak – Shungnak Landfill Access Road Project Phase II

This is the supplemental project information for Phase II of the Shungnak Landfill Access Road project. We request authorization under Section 404, for a project in Shungnak, Alaska to construct one long segment of utility access road with pullouts to provide access to a newly proposed landfill site. The project starts in Section 4, T 17N, R 8E, Kateel River Meridian, near Shungnak, Alaska. It runs through Section 33, T 18N, R 8E, and stops in Section 34, T 18N, R 8E, at the proposed future landfill site location. Kuna Engineering is in contact with the Native Village of Shungnak to design and acquire all permits necessary to build the utility access road.

The proposed Shungnak Landfill Road project will provide access to a new landfill site and allow for community expansion. This project phase does not include design or construction of the proposed landfill. The proposed roadway will have one 13-foot lane. The road embankment will consist of clean gravel about 48 inches thick, placed over a geotextile fabric. Roadway cross culverts and Right-of-Way (ROW) monuments with cases will also be installed as part of the project.

The proposed road project is divided into three Phases. Phase I of the project was completed in August of 2015 and consists of approximately 5,400 feet (1.2 miles) of road. The project was on hold after Phase I completion due to the limited funding. Phase II of the project will construct 7,200 feet (1.4 miles) of road and will begin construction in Summer of 2023. Phase III is the landfill construction effort and will begin once funding for design and construction is available.

Approximately 32,500 cubic yards (cy) of gravel was required to construct Phase 1 of the project. Approximately 35,440 cy of material will be required to construct Phase II. Material for construction of Phase I was mined from a gravel bar on the Kobuk River known as, the NANA pit. Material sources for Phase II will be mined from the Harry Commack Jr. Gravel Pit. Currently, possible sources include the Kobuk River gravel bar, Harry Commack Jr. Gravel Pit, and reusing material excavated during road construction.

The proposed project is in mostly undeveloped property that consists of moist or wet tundra. The project will impact 6.59 acres of wetlands during the construction of Phase II roadway. Vegetation is characterized by shrubs like Labrador tea, grasses like cotton grass and sparse black spruce. There is no Essential Fish Habitat (EFH) in the project area and the project does not impact any threatened or endangered species. A National Environmental Policy Act (NEPA) Environmental Assessment (EA) document has been completed for the project during the planning and design of Phase I. As the lead agency, the Bureau of Indian Affairs (BIA) has issued a Finding of No Significant Impact (FONSI) for the project.
Permitting

The project will be filling wet tundra in order to construct a road. The Clean Water Act Section 401, Water Quality Certification will be obtained to request for the discharge of 35,440 cubic yards of material into 6.59 acres of wetlands for the construction of the road. The following is a list of permits have expired and will need to be re-permitted:

- United States Army Corps of Engineers (USACE) Section 404 Wetlands Individual Permit (POA2009725)
- Section 401 Water Quality Certification
- NWAB Title 9 Land-use Permit
- State Historic Preservation Office (SHPO) authorization
- Storm Water Pollution Prevention Plan (SWPPP)

Material Sourcing

The Native Village of Shungnak (NVS) will purchase gravel for Phase II – Road Construction from Harry Commack’s private gravel pit. The NVS will use their own equipment and operators to work in and out of the pit. Fuel use will be for equipment operating purposes only. The fuel will be transported from the city fuel tank farm to the site, and removed from the site, using an existing 2500-gal fuel truck. Bulk fuel will not be stored on site.

Equipment

Current Equipment:
- D-6 Dozer
- Mini Excavator 305-E
- Front End loader Volvo 180E
- 2 Kenworth End Dump Trucks: 1 - 10-yard, 1 - 12-yard
- 2500-gallon Water Truck
- 1500-Gallon Fuel Truck
- Motor Grater John Deere

Proposed Project Equipment:
- 930M Front End Loader Caterpillar w/ fork and bucket
- 3 End Dump Trucks International from RWC Group (2 Kenworth End Dump Trucks 1 is 10yrd 1 is 12yrd and missing info for third end dump)
- 180 E Volvo Front End Loader
- D-6 CAT DOZER
- 1500 Gallon Water Truck

Please let me know if you have any questions or need additional information regarding the project. I will be happy supply with any information that you need.

Sincerely,

Rose Walker
Civil EIT
Kuna Engineering, LLC

Cc: James Commack, Native Village of Shungnak - Transportation Coordinator
Application for Department of the Army Permit

I. Permit Application Form
II. Figure 1: Project Location
III. Figure 2: Site Map
IV. Figure 3: Road Alignment
V. Figure 4: Typical Sections
VI. Project 100% Detail Drawings
United States Army Corps of Engineers

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

Native Village of Shungnak
Department of the Army Permit


U.S. Army Corps of Engineers (USACE)
APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT
33 CFR 325. The proponent agency is CECW-CO-R.

The public reporting burden for this collection of information, OMB Control Number 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. PLEASE DO NOT RETURN YOUR APPLICATION TO THE ABOVE EMAIL.

PRIVACY ACT STATEMENT
Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned. System of Record Notice (SORN). The information received is entered into our permit tracking database and a SORN has been completed (SORN #A1145b) and may be accessed at the following website: http://docid.defense.gov/Privacy/SORNIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

<table>
<thead>
<tr>
<th>1. APPLICATION NO.</th>
<th>2. FIELD OFFICE CODE</th>
<th>3. DATE RECEIVED</th>
<th>4. DATE APPLICATION COMPLETE</th>
</tr>
</thead>
</table>

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME
First - James Middle - Last - Commack
Company - Native Village of Shungnak
E-mail Address - transportation@issingnak.org

6. APPLICANT'S ADDRESS:
Address - P.O. Box 64
City - Shungnak State - AK Zip - 99773 Country - USA

7. APPLICANT'S PHONE NOs. w/AREA CODE
a. Residence b. Business c. Fax
907-437-2163 907-437-2183

8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required)
First - Rose Middle - Last - Walker
Company - Kuna Engineering
E-mail Address - fwalker@kunaeng.com

9. AGENT'S ADDRESS:
Address - 4300 B St., Suite 605
City - Anchorage State - AK Zip - 99503 Country - USA

10. AGENT'S PHONE NOs. w/AREA CODE
a. Residence b. Business c. Fax
907-707-7729 907-339-6555 907-339-5237

STATEMENT OF AUTHORIZATION
I hereby authorize, Kuna Engineering to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

[Signature]
SIGNATURE OF APPLICANT DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY
12. PROJECT NAME OR TITLE (see instructions)
Shungnak Landfill Access Road Project

13. NAME OF WATERBODY, IF KNOWN (if applicable)
Wetlands Impact

14. PROJECT STREET ADDRESS (if applicable)
Address
City - State- Zip-

15. LOCATION OF PROJECT
Latitude: N 66-54-08N Longitude: W 157-07-14W

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)
State Tax Parcel ID Municipality City of Shungnak
Section - 4 Township - 17N Range - 8E

ENG FORM 4345, FEB 2019 PREVIOUS EDITIONS ARE OBSOLETE.
Overall Project Location: The project is located in the village of Shungnak. It starts at the north end of the village and ends at the location of the new landfill, approximately 12,500 feet from the north end of the village (see Figure 1 - Project Location).

Phase 1 - Complete: began at Sta. 10+00 and ended at Sta. 65+00 (see Figure 2 - Site Plan).
Phase 2 - Current Phase: begins at Sta. 65+00 and ends at Sta. 135+00 (see Figure 2 - Site Plan).
Phase 3 - New Landfill Site (not in the current scope of this project): begins at Sta. 135+00 (See Figure 2 - Site Plan).

The Shungnak Landfill Access Road Project was previously split into three phases. Phase I was complete in the fall of 2015 for a section of the landfill road, approximately 5,400 feet of road. The project was placed on a brief hold due to limited funding after Phase I completion. Now that funding is available, Phase II of the project kicked-off in March of 2022. Phase II is the current project phase which includes the design and construction of the remaining landfill road, approximately 7,200 feet, before it reaches the New Landfill Site (Phase III). Phase III is not in the current scope of this project and will begin design and construction once funding is available. Approximately 35,000 cy of gravel was used for Phase I of the project. Phase II estimates needing 35,440 cy of gravel material to construct. The material will be mined from a private gravel pit known as the Harry Commack Jr Gravel Pit (see narrative for more information).

The current landfill in Shungnak is old and rundown and needs to be replaced to allow for community expansion. Other issues with the landfill include, improperly managed, overflowing, fence is destroyed, and residents are concerned with the environment around the current landfill. Phase I and II of the Shungnak landfill Access Road Project is the design and construction of the road that will provide access to the new landfill site.

The proposed route is limited to a minimum impact to wetlands for construction of the Phase II road segment. The road does not cross over any rivers, streams, lakes or other larger bodies of water. The closest point on the road to the Kobuk river, the nearest larger body of water, is a distance of over 2,200 feet away and over 150 feet away from the nearest stream.
24. Is Any Portion of the Work Already Complete? □ Yes □ No
If YES, DESCRIBE THE COMPLETED WORK

The project was previously split up into three phases, Phase I was complete in the fall of 2015 and included approximately 5,400 feet of new road. The project was not able to complete the remaining road segment (Phase II) due to the limited amount of funding provided for the project. Now that funding is available, the Shungnak Tribal Council has decide to complete Phase II. Phase III will begin once funding is available.

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list)

a. Address- NANA Regional Corporation
   909 W 9th Ave. #202
   City - Anchorage State - Alaska Zip - 99501

b. Address- Native Allotments
   City - State - Zip -

c. Address-
   City - State - Zip -

d. Address-
   City - State - Zip -

e. Address-
   City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>TYPE APPROVAL</th>
<th>IDENTIFICATION NUMBER</th>
<th>DATE APPLIED</th>
<th>DATE APPROVED</th>
<th>DATE DENIED</th>
</tr>
</thead>
<tbody>
<tr>
<td>NWAB</td>
<td>Title 9 Land Use Permit</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADEC</td>
<td>Section 401 Water Quality Certification</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADEC</td>
<td>SWPPP</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ADNR</td>
<td>SHPO Authorization</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT DATE SIGNATURE OF AGENT DATE

06/13/22

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.
Department of the Army Permit
Application Form Attachments
Figure 1: Project Location
Figure 2: Site Map
Figure 3: Road Alignment
Figure 4: Typical Sections
Shungnak Landfill Access Road Project
100% Detail Drawing