



**US Army Corps  
of Engineers®**

# JOINT PUBLIC NOTICE

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**Tulsa District  
Application No. SWT-2025-117**

Published: June 18, 2025  
Expires: July 18, 2025

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TO WHOM IT MAY CONCERN: The U.S. Army Corps of Engineers and Oklahoma Department of Environmental Quality (ODEQ) jointly announce that the District Engineer has received an application for a Department of the Army (DA) permit and Water Quality Certification pursuant to Sections 404 and 401 of the Clean Water Act. The ODEQ hereby incorporates this public notice and procedure as its own public notice and procedure by reference thereto. This public notice has been provided as a public service and may be reprinted at your discretion. However, any cost incurred as a result of reprinting or further distribution shall not be a basis for claim against the Government. The purpose of this public notice is to solicit comments from the public regarding the work described below:

**APPLICANT:** Mr. Bill Reitz  
Kingfisher Airport Authority  
301 North Main  
Kingfisher, OK 73750

**AGENT:** Mr. Clint Porter  
Blackbird Environmental, LLC  
PO Box 720100  
Norman, OK 73070

**WATERWAY AND LOCATION:** The project would affect areas of stream channel and wetlands associated with an unnamed tributary of Kingfisher Creek. The proposed project area is located in Section 9, Township 16 North, Range 7 West; at Latitude 35.88320 and Longitude -97.95350; in Kingfisher, Kingfisher County, Oklahoma.

**EXISTING CONDITIONS:** The proposed project area is located within the Prairie Tableland of the Central Great Plains ecoregion of central Oklahoma. The general vicinity of the proposed project area includes agricultural land along with rural residences and associated infrastructure, and an existing airport runway located to the south. An unnamed tributary of Kingfisher Creek flows from north to south through the proposed project area and the stream substrate consists of silt and sand and is surrounded by mature trees and shrubs. Cattle have been active within the proposed project area. The streams persistent pool and run habitats are supported by a relatively large pond immediately north of the proposed project area and the stream width varies due to previous pond construction and subsequent berm excavation on the site. Several areas of emergent wetlands were delineated and exhibited similar hydric soils, hydrophytic vegetation and indicators of hydrology; therefore, these areas were collectively delineated as PEM1-1. In addition, several areas of similar forested wetland areas were delineated and collectively delineated as PFO1-1. The PEM1-1 and PFO1-1

areas are physically associated with R2UB-1, a relatively permanent water. One small depression (PUB-1) occurs within the proposed project area and is likely associated with a former agricultural pond. The feature is not physically connected to the other aquatic resources onsite.

## PROJECT PURPOSE:

**Basic:** The basic project purpose is an airport runway expansion project.

**Overall:** The overall purpose of the proposed project is to increase the size and capacity of the existing Kingfisher Airport to facilitate the use by additional types of aircraft.

**PROPOSED WORK:** The applicant requests authorization for the total placement of 1.70 acres of dredge or fill material associated with the construction of a new and uniform stream channel that would be east of the proposed runway extension project to support continued flow from the north adjoining pond into down-stream reaches of an unnamed tributary of Kingfisher Creek (R2UB-1). Additionally, grading and placement of dredge or fill material would facilitate the construction of the additional runway section and an adjacent stormwater drainage channel on the west side of the proposed runway. No stream flow will be redirected from the current down-stream segments. The proposed project would utilize earthmoving equipment to construct the project.

**Table 1:** Summary of impacts to waters of the United States.

Original Proposal					
Number or Location	Impact Activity	Type of Water	Type of Fill Material	Qty of Material cys below OHWM	Footprint (ac and/or lf)
1	Grading associated with Runway Expansion and Open Channel Construction	R2UB-1 (Unnamed tributary of Kingfisher Creek)	Soil, aggregate, or a mix of soils – onsite material and offsite borrow pit	4,100 cys	0.469 ac; 1,270 lf
2	Grading associated with Runway Expansion, Drainage Channel and Open Channel Construction	PEM1-1 (Emergent Wetland)	Soil, aggregate, or a mix of soils – onsite material and offsite borrow pit	4,700 cys	0.699 ac

3	Grading associated with Runway Expansion, Drainage Channel and Open Channel Construction	PFO1-1 (Forested Wetland)	Soil, aggregate, or a mix of soils – onsite material and offsite borrow pit	3,300 cys	0.524 ac
4	Grading associated with Runway Expansion	PUB-1 (Depressional Feature)	Soil, aggregate, or a mix of soils – onsite material and offsite borrow pit	15 cys	0.012 ac
<b>Total</b>				<b>12,115 cys</b>	<b>1.70 ac</b>
cubic yards (cys), ordinary high water mark (OHWM), acre (ac), linear feet (lf)					

**AVOIDANCE AND MINIMIZATION:** The applicant has provided the following information in support of efforts to avoid and/or minimize impacts to the aquatic environment:

A new and uniform stream channel would be constructed east of the proposed runway extension to support continued flow from the north adjoining pond into downstream reaches of R2UB-1. No stream flow would be redirected from the current downstream segments. Approximately 600 linear feet of stream would be avoided north of the proposed project area.

**COMPENSATORY MITIGATION:** The applicant offered the following compensatory mitigation plan to offset unavoidable functional loss to the aquatic environment:

The proposed mitigation includes enhancement, restoration, and creation of stream and wetland resources through permittee responsible mitigation at an offsite location. The enhancement mitigation includes approximately 1,845 linear feet of intermittent stream. The existing riparian corridor is currently dominated by mixed grass field routinely cut for hay production. The hay production within the mitigation area would stop and trees would be planted along the banks to support a diversity of stream habitat conditions.

The applicant proposes to plant 93 trees along the north and south banks (186 total trees) of the stream channel. The trees would be planted on 20-foot centers and support ecosystem functions within the enhancement mitigation area. The trees would improve physical water quality by eventually providing canopy and a diversity of water quality improvements. The trees would be approximately one (1) inch in diameter and would be

native trees from the following varieties: elm (*Ulmus* spp.), soapberry (*Sapindus* spp.), oak (*Quercus* spp.), eastern cottonwood (*Populus deltoides*) and/or hackberry (*Celtis occidentalis* or *C. laevigata*). Additional native species may be planted based on species availability.

In addition, debris would be removed from the stream. This debris includes municipal solid waste that has washed into the stream and a former oil tank likely placed within the stream channel to create a road crossing.

Minor stream bank restoration along the north and south banks is proposed. Storm water from the north and south adjoining mixed grass fields is downcutting into the stream channel and resulting in down-stream deposition. The banks would be stabilized by minor grading and the storm water would be temporarily detained prior to controlled release toward the stream.

A 50-foot buffer around the enhancement mitigation area would be provided to protect the stream functions.

#### **CULTURAL RESOURCES:**

The Corps is evaluating the undertaking for effects to historic properties as required under Section 106 of the National Historic Preservation Act. This public notice serves to inform the public of the proposed undertaking and invites comments including those from local, State, and Federal government Agencies with respect to historic resources. Our final determination relative to historic resource impacts may be subject to additional coordination with the State Historic Preservation Officer, federally recognized tribes, and other interested parties.

The District Engineer's final eligibility and effect determination will be based upon coordination with the SHPO and/or THPO, as appropriate and required, and with full consideration given to the proposed undertaking's potential direct and indirect effects on historic properties within the Corps-identified permit area.

**ENDANGERED SPECIES:** The Corps has performed an initial review of the application utilizing the U.S. Fish and Wildlife Service Information for Planning and Consultation (IPaC) to determine if any threatened, endangered, proposed, or candidate species, as well as the proposed and final designated critical habitat may occur in the vicinity of the proposed project. The IPaC consultation number is **2024-0092460**. Based on this initial review, the Corps has made a preliminary determination that the proposed project will not affect any listed species or critical habitat.

**Table 2:** ESA-listed species and/or critical habitat potentially present in the action area.

<b>Species Common Name and/or Critical Habitat Name</b>	<b>Scientific Name</b>	<b>Federal Status</b>
Piping Plover	<i>Charadrius melodus</i>	Threatened

Rufa Red Knot	<i>Calidris canutus rufa</i>	Threatened
Whooping Crane	<i>Grus americana</i>	Endangered
Arkansas River Shiner	<i>Notropis girardi</i>	Threatened
Peppered Chub	<i>Macrhybopsis tetranema</i>	Endangered
Monarch Butterfly	<i>Danaus plexippus</i>	Proposed Threatened

Pursuant to Section 7 ESA, any required consultation with the Service(s) will be conducted in accordance with 50 CFR part 402.

This notice serves as request to the U.S. Fish and Wildlife Service for any additional information on whether any listed or proposed to be listed endangered or threatened species or critical habitat may be present in the area which would be affected by the proposed activity.

**NAVIGATION:** The proposed structure or activity is not located in the vicinity of a federal navigation channel.

**SECTION 408:** The applicant will not require permission under Section 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. §408) because the activity, in whole or in part, would not alter, occupy, or use a Corps Civil Works project.

**WATER QUALITY CERTIFICATION:** Water Quality Certification will be required from ODEQ. Comments concerning water quality impacts will be forwarded to ODEQ for consideration in issuing a Section 401 Water Quality Certification for the proposed project. Work may **not** commence until decisions have been made on both Sections 401 and 404.

**NOTE:** This public notice is being issued based on information furnished by the applicant. This information has not been verified or evaluated to ensure compliance with laws and regulation governing the Regulatory Program. The geographic extent of aquatic resources within the proposed project area that either are, or are presumed to be, within the Corps jurisdiction has not been verified by Corps personnel.

**EVALUATION:** The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity and its intended use 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: 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 ownerships, and, in general, the needs and welfare of the people. A permit will be denied if the discharge does not comply with the Environmental Protection Agency's 404(b)(1) Guidelines. Subject to the 404(b)(1) Guidelines and any other applicable guidelines or criteria, a permit will be granted unless the District Engineer determines that it would be contrary to the public interest.

**COMMENTS:** The Corps is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this determination, comments are used to assess impacts to 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.

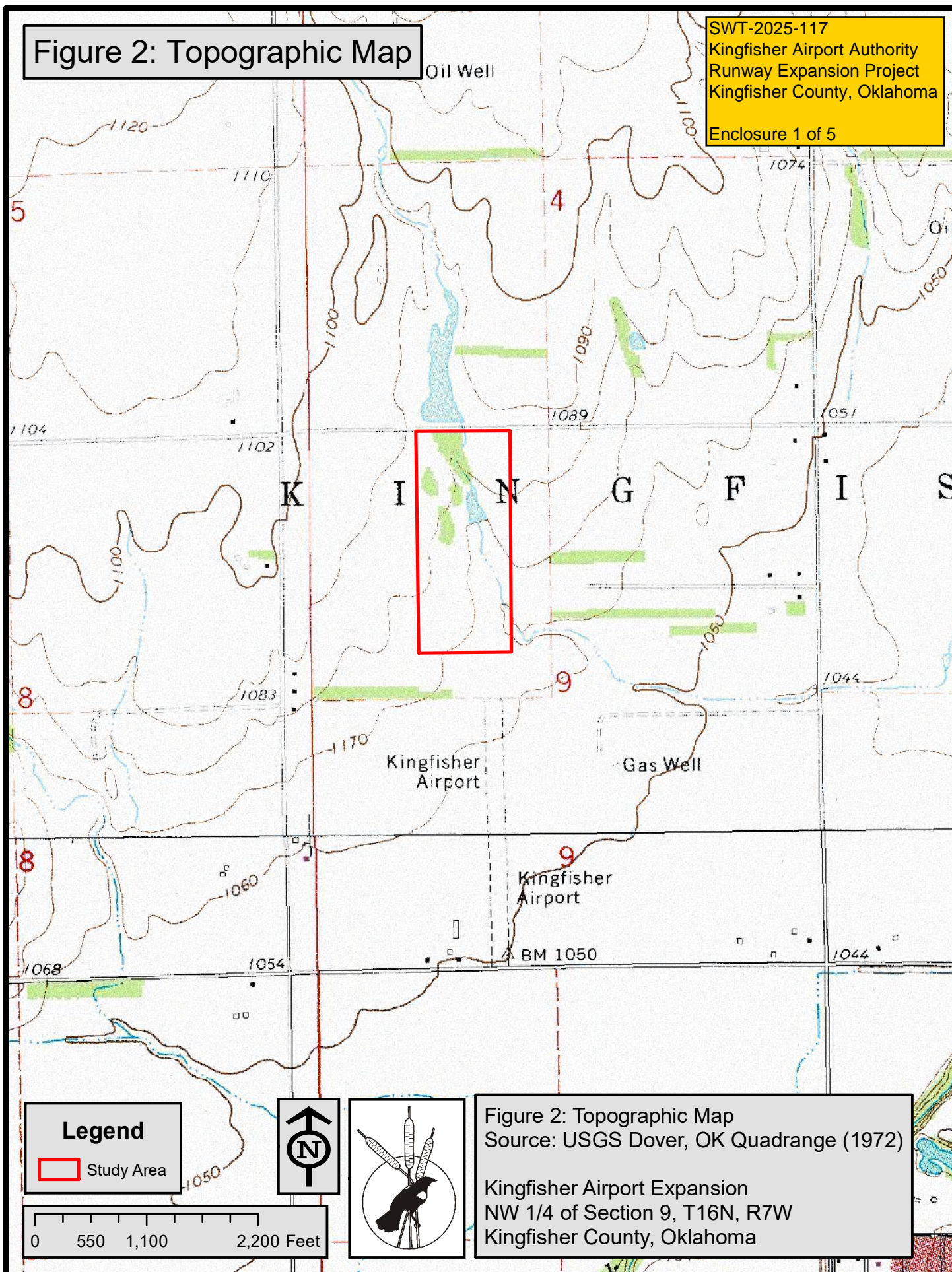
The Tulsa District will receive written comments on this proposal until the expiration date of this public notice. Comments should be submitted electronically via the Regulatory Request System (RRS) at <https://rrs.usace.army.mil/rrs> or to Mr. Rob Hoffmann at CESWT-RO@usace.army.mil. Please include the public notice number SWT-2025-117 in the subject line of your email message. Alternatively, you may submit comments to mailing address Tulsa District Corps of Engineers, ATTN: Regulatory Office, 2488 East 81st Street, Tulsa, OK 74137. Please refer to the permit application number in your comments.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing. Requests for a public hearing will be granted, unless the District Engineer determines that the issues raised are insubstantial or there is otherwise no valid interest to be served by a hearing.



Figure 2: Topographic Map

SWT-2025-117  
Kingfisher Airport Authority  
Runway Expansion Project  
Kingfisher County, Oklahoma  
Enclosure 1 of 5





## Figure 2: Alternative 4 Preliminary Design Map

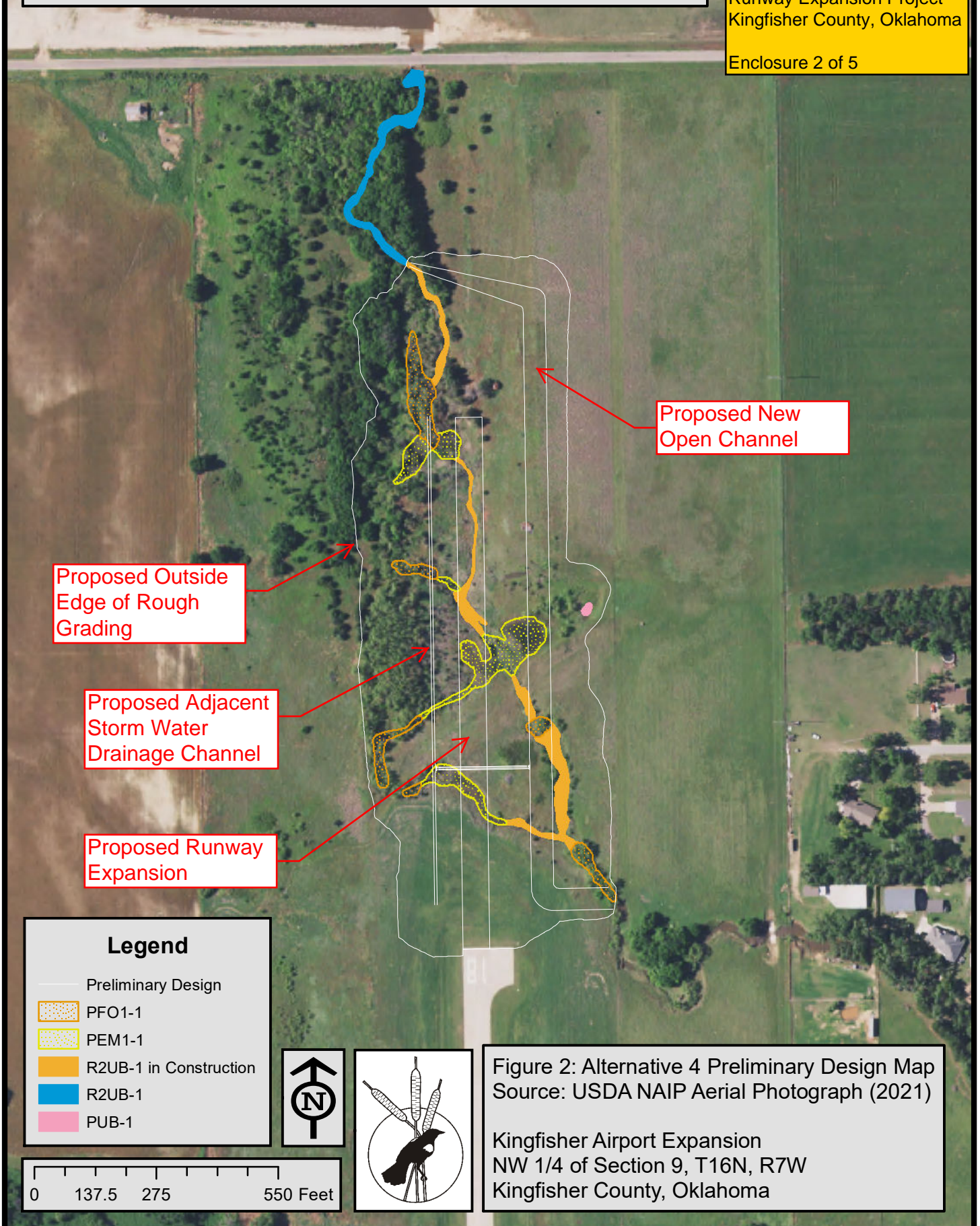




Figure 2: Topographic Map

Figure 2: Topographic Map  
Source: USGS Kingfisher, OK Quad. (1983)

Kingfisher Airport Offsite Mitigation  
E 1/2 of Section 22, T16N, R7W  
Kingfisher County, Oklahoma

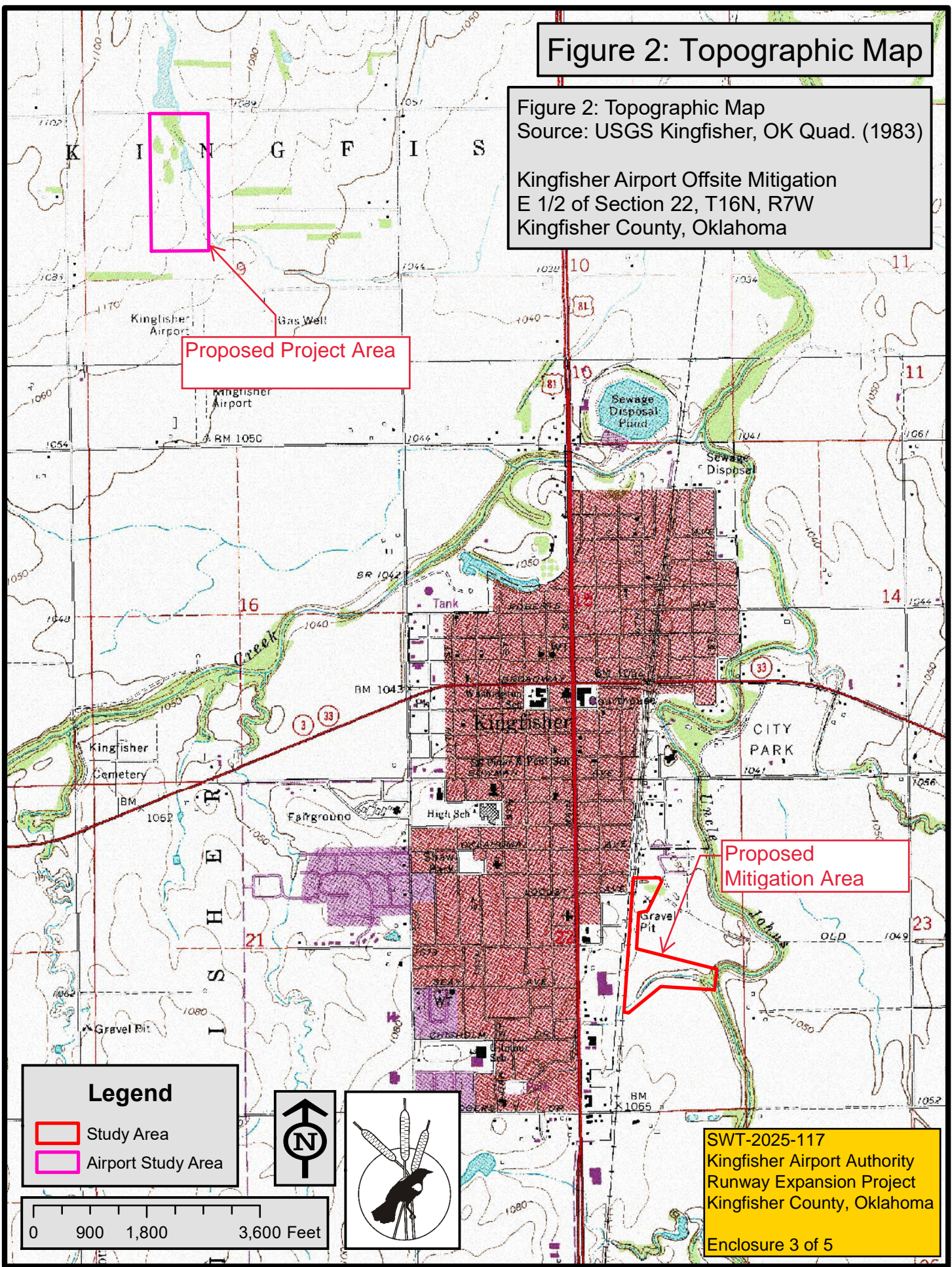




Figure 5: Delineation Site Map

**Legend**

-  Upland 1
-  Upland 2
-  Upland 3
-  R4SB-1
-  Depression 1
-  Study Area

Proposed  
Mitigation Area

SWT-2025-117  
Kingfisher Airport Authority  
Runway Expansion Project  
Kingfisher County, Oklahoma

Enclosure 4 of 5



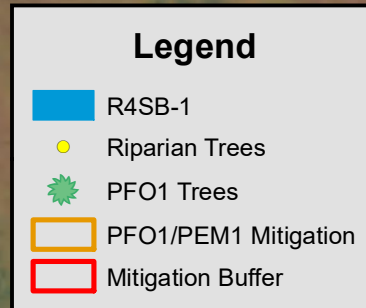
0 120 240 480 Feet

Figure 5: Delineation Site Map  
Source: USDA NAIP Aerial Photograph (2021)

Kingfisher Airport Offsite Mitigation  
E 1/2 of Section 22, T16N, R7W  
Kingfisher County, Oklahoma



Figure 6: Mitigation Site Map



Riparian Tree Planting Will Include 186 One (1)-Inch Diameter Trees at 20-Foot Spacing

Minor Grading to Restore Stream Bank and Limit Any Further Stream Bank Erosion

Six (6) to Eight (8) Inches of Hydric Soil From Action Area Will be Placed Into Mitigation Wetland Area

PFO1 Tree Planting Will Include 32 One (1)-Inch Diameter Trees

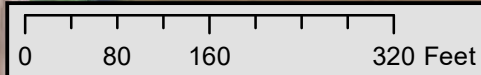


Figure 6: Mitigation Site Map  
Source: USDA NAIP Aerial Photograph (2021)

Kingfisher Airport Offsite Mitigation  
E 1/2 of Section 22, T16N, R7W  
Kingfisher County, Oklahoma

SWT-2025-117  
Kingfisher Airport Authority  
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