



US Army Corps  
of Engineers  
Alaska District

Regulatory Division (1145)  
CEPOA-RD  
Post Office Box 6898  
JBER, Alaska 99506-0898

# Public Notice of Application for Permit

|                            |                        |
|----------------------------|------------------------|
| <b>PUBLIC NOTICE DATE:</b> | <b>July 26, 2022</b>   |
| <b>EXPIRATION DATE:</b>    | <b>August 25, 2022</b> |
| <b>REFERENCE NUMBER:</b>   | <b>POA-2021-00209</b>  |
| <b>WATERWAY:</b>           | <b>Knik Arm</b>        |

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Interested parties are hereby notified that a Department of the Army permit application has been received for work in waters of the United States as described below and shown on the enclosed project drawings.

All comments regarding this Public Notice should be sent to the address noted above. If you desire to submit your comments by email, you should send it to the Project Manager's email as listed below or to [regpagemaster@usace.army.mil](mailto:regpagemaster@usace.army.mil). All comments should include the public notice reference number listed above.

All comments should reach this office no later than the expiration date of this public notice to become part of the record and be considered in the decision. Please contact Bryan Herczeg at (907) 753-2772, toll free from within Alaska at (800) 478-2712, or by email at [bryan.a.herczeg@usace.army.mil](mailto:bryan.a.herczeg@usace.army.mil) if further information is desired concerning this notice.

**APPLICANTS:** Ted Stevens Anchorage International Airport  
FedEx Express

**LOCATION:** The project site is located within Section 28, T. 13 N., R. 4 W., Seward Meridian; USGS Quad Map Anchorage A-8; Latitude 61.186469° N., Longitude 149. 992191° W.; Ted Stevens Anchorage International Airport (TSAIA), Anchorage, Alaska.

**SPECIAL AREA DESIGNATION:** The project is located within the TSAIA which is a Free Trade Zone.

PURPOSE: The applicant's stated purpose is to relocate local Alaska package sorting operations from the existing FedEx facility at TSAIA to an adjacent area south of Taxiway Uniform at TSAIA, including construction of an aircraft ramp to support feeder aircraft relocated from the existing facility. The relocation of the local package sorting operations is warranted due to FedEx's existing aircraft apron and facility sort capacity constraints associated with normal growth.

PROPOSED WORK: Discharge 300,000 cubic yards of classified fill and backfill (gravel from existing local source) and 6,000 cubic yards of asphalt concrete pavement into approximately 14.79 acres of wetlands to construct two new buildings (an approximate 206,000 square foot package sorting facility and 815 square foot vehicle wash building, totaling approximately 4.75 acres of building area), parking and paved areas (approximately 5.18 acres), grassed swales and islands (approximately 1 acre), a sedimentation basin (approximately 0.9 acres) and a feeder aircraft ramp extension (approximately 7.14 acres) on a 21.9 acre parcel that will be leased from the TSAIA.

The buildings will be built on pilings south of the ramp extension using a structural slab to reduce surcharging requirements. The parking area will be located east of the building and connect to North Tug Road and Postmark Drive via a short driveway. All work would be performed in accordance with the enclosed plan (sheets 1-5), dated July 18, 2022.

ADDITIONAL INFORMATION: The proposed project area is known to have per- and polyfluoroalkyl substances (PFAS) contamination. PFAS are a group of man-made chemicals used in many industries since the 1940s. They are found in certain types of firefighting foams, which are used to extinguish fuel and chemical fires. PFAS were used throughout TSAIA during fire-fighting drills before it was known that they cause significant adverse health and environmental impacts.

The site is part of an area-wide PFAS plume associated with a source approximately 1000 feet south of the site. TSAIA is investigating the area-wide impacts. To address potential PFAS and petroleum constituents in excess water generated during construction and the initial compression of the peat, the project design will evaluate management and control options, including possible in-situ mitigation options, such as treatment of the excess water flowing through the initial engineered fill layer using colloidal or granular activated carbon (GAC). Water management designs and plans will be coordinated with TSAIA and Alaska Department of Environmental Conservation (DEC) and submitted to Alaska DEC for approval prior to construction. FedEx submitted a work plan to Alaska DEC in June 2022 for further delineation of the PFAS and petroleum impacts in the shallow groundwater and surface water at the site and expects to conduct the additional sampling later this month.

Excavations below the engineered fill layer are not expected to be significant. If an excavation below the engineered fill occurs (e.g., installation of a stormwater drainage piping or utility conduits), excavated soil will be replaced within the excavation, if possible, or relocated on-site. Soil excavations into native material will be managed according to a soil management plan. Water collected as a result of required excavations below the engineered fill is also expected to be minimal. Such water, if any, will be containerized and appropriately managed and treated according to an Alaska DEC-approved plan.

**APPLICANTS PROPOSED MITIGATION:** The applicants propose the following mitigation measures to avoid, minimize, and compensate for impacts to waters of the United States from activities involving discharges of dredged or fill material.

a. Avoidance:

1. Increasing side slopes from 3:1 to 2:1 when possible.
2. Shifting the footprint of the feeder ramp to the east as much as possible to reduce the area of wetland impact.

b. Minimization:

1. The project design would incorporate bioswales and a sedimentation basin to maintain stormwater flow patterns that are similar to the existing site.
2. Construction limits would be staked and clearly demarcated.
3. Clean fill would be used for construction. Fill would be limited to the amount necessary to meet the project's purpose and need.
4. The construction pad would be stabilized to minimize erosion and sedimentation into wetlands, watered to reduce dust, and materials would come from an existing, permitted borrow site.
5. Wetland water quality would be protected during construction through best management practices including:
  - (a) Requirements for the contractor to begin temporary and permanent stabilization measures (including slope tracking, seeding, and mulch) as soon as practicable, but within at least 14 days on areas where construction has temporarily or permanently ceased.
  - (b) Sediment prevention measures (including a silt fence or other means) would be placed and maintained. These would remain in place until fill and other exposed earthwork attributable to the project are stabilized and revegetated.

c. Compensatory Mitigation:

TSAIA holds 8.56 compensatory mitigation credits within the Airport's Klatt Bog wetlands bank and proposes using the available credits as mitigation for the project.

**WATER QUALITY CERTIFICATION:** A permit for the described work will not be issued until a certification or waiver of certification, as required under Section 401 of the Clean Water Act (Public Law 95-217), has been received from the Alaska Department of Environmental Conservation.

**CULTURAL RESOURCES:** The latest published version of the Alaska Heritage Resources Survey (AHRs) has been consulted for the presence or absence of historic properties, including those listed in or eligible for inclusion in the National Register of Historic Places. There are no cultural resources in the permit area or within the vicinity of the permit area. The permit area has been determined to be the entire project footprint (approximately 18.97 acres) within the 21.9 acre parcel consisting of both uplands and wetlands. Consultation of the AHRs constitutes the extent of cultural resource investigations by the U.S. Army Corps of Engineers (Corps) at this time, and we are otherwise unaware of the presence of such resources. The Corps has made a No Historic Properties Affected (No Effect) determination for the proposed project. This application is being coordinated with the State Historic Preservation Office (SHPO), federally recognized tribes, and other consulting parties. Any comments SHPO, federally recognized tribes, and other consulting parties may have concerning presently unknown archeological or historic data that may be lost or destroyed by work under the requested permit will be considered in our final assessment of the described work. The Corps is requesting the SHPO's concurrence with this determination.

**ENDANGERED SPECIES:** No threatened or endangered species are known to use the project area.

We have determined the described activity would have no effect on any listed or proposed threatened or endangered species and would have no effect on any designated or proposed critical habitat, under the Endangered Species Act of 1973 (87 Stat. 844). Therefore, no consultation with the U.S. Fish and Wildlife Service or the National Marine Fisheries Service (NMFS) is required. However, any comments they may have concerning endangered or threatened wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

**ESSENTIAL FISH HABITAT:** The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH).

No EFH species are known to use the project area.

We have determined the described activity would not adversely affect EFH in the project area.

**TRIBAL CONSULTATION:** The Corps fully supports tribal self-governance and government-to-government relations between Federally recognized Tribes and the Federal government. Tribes with protected rights or resources that could be significantly affected by a proposed Federal action (e.g., a permit decision) have the right to consult with the Alaska District on a government-to-government basis. Views of each Tribe regarding protected rights and resources will be accorded due consideration in this process. This public notice serves as notification to the Tribes within the area potentially affected by the proposed work and invites their participation in the Federal decision-making process regarding the protected Tribal right or resource. Consultation may be initiated by the affected Tribe upon written request to the District Commander during the public comment period.

**PUBLIC HEARING:** Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, reasons for holding a public hearing.

**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. Evaluation of the probable impacts, which the proposed activity may have on the public interest, requires a careful weighing of all the factors that become relevant in each particular case. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. The outcome of the general balancing process would determine whether to authorize a proposal, and if so, the conditions under which it will be allowed to occur. The decision should reflect the national concern for both protection and utilization of important resources. All factors, which may be relevant to the proposal, must be considered including the cumulative effects thereof. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore 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. For activities involving 404 discharges, a permit will be denied if the discharge that would be authorized by such permit would not comply with the Environmental Protection Agency's 404(b)(1) guidelines. Subject to the preceding sentence and any other applicable guidelines or criteria (see Sections 320.2 and 320.3), a permit will be granted unless the District Commander determines that it would be contrary to the public interest.

The Corps is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and 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.

**AUTHORITY:** This permit will be issued or denied under the following authority:

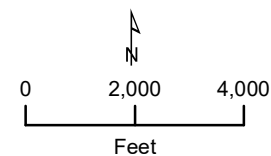
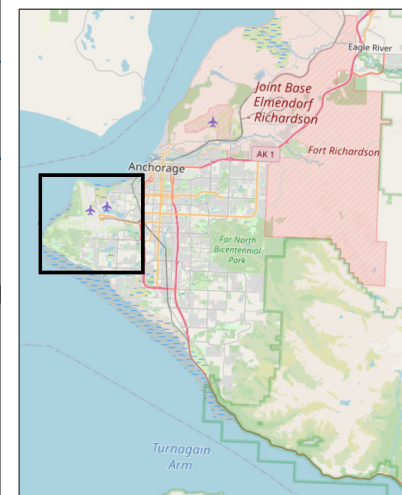
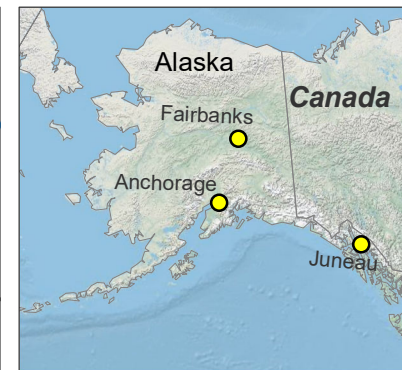
(X) Discharge dredged or fill material into waters of the United States – Section 404 Clean Water Act (33 U.S.C. 1344). Therefore, our public interest review will consider the guidelines set forth under Section 404(b) of the Clean Water Act (40 CFR 230)

Project drawings are enclosed with this Public Notice.

District Commander  
U.S. Army, Corps

Enclosures





- Streets
- Lakes
- STREAMS
- WETLANDS

Vicinity Map  
 Applicant: FedEx  
 File No.: POA-2021-00209 Waterway:  
 Postmark Bog Proposed Activity: Fill  
 Section:28 Township:13N Range:4W  
 Meridian: Seward  
 Lat: 61.186469 Long: -149.992191  
 Figure 1 of 5 Date: 07/18/2022





- Lease Area (21.9 acres)
- Building
- Grassed Areas
- Proposed Ramp Extension
- Proposed Parking/Other
- Paved Area
- Lakes
- Impacted Wetland (14.79 acres)
- Undisturbed Wetland

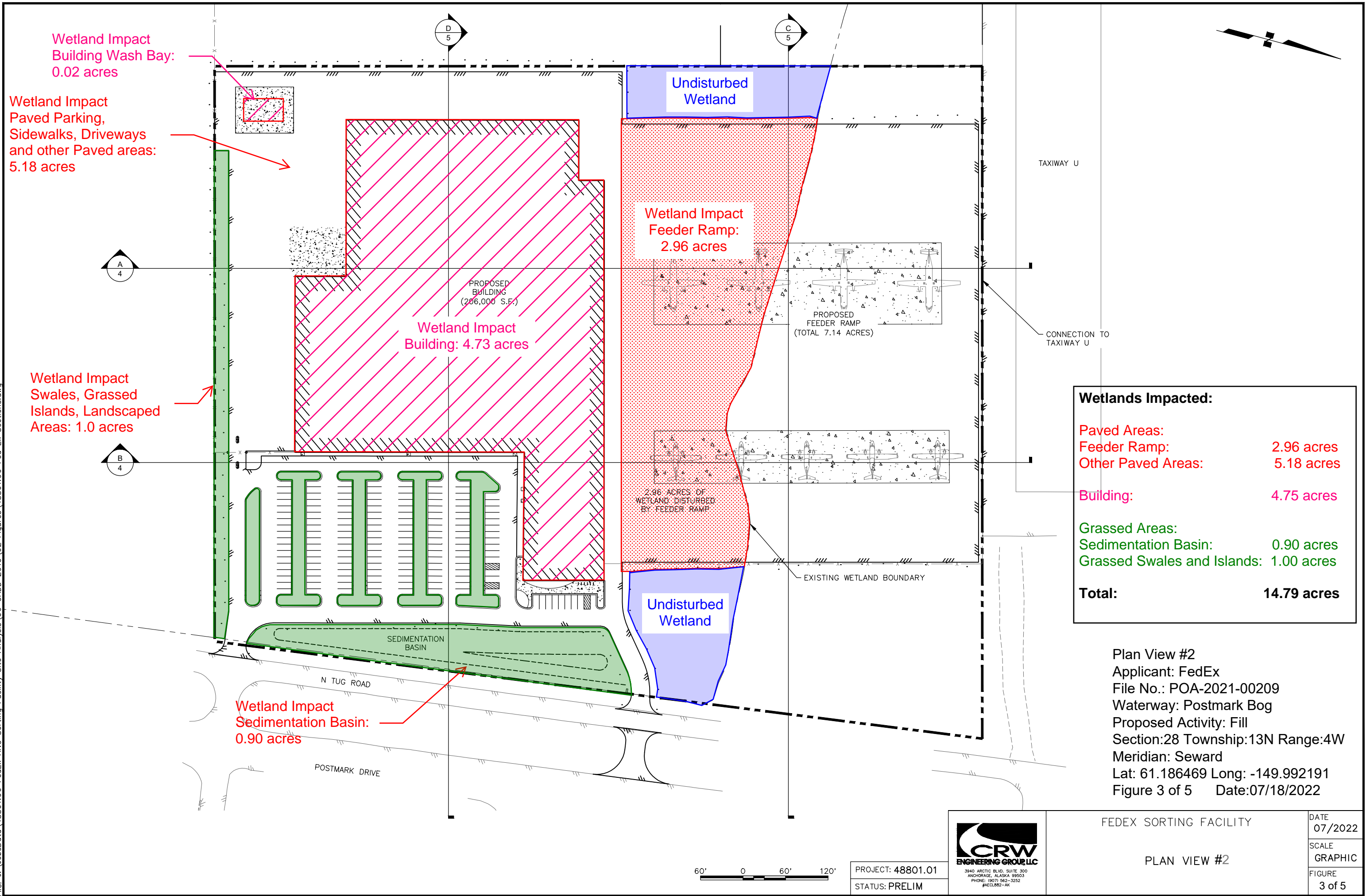


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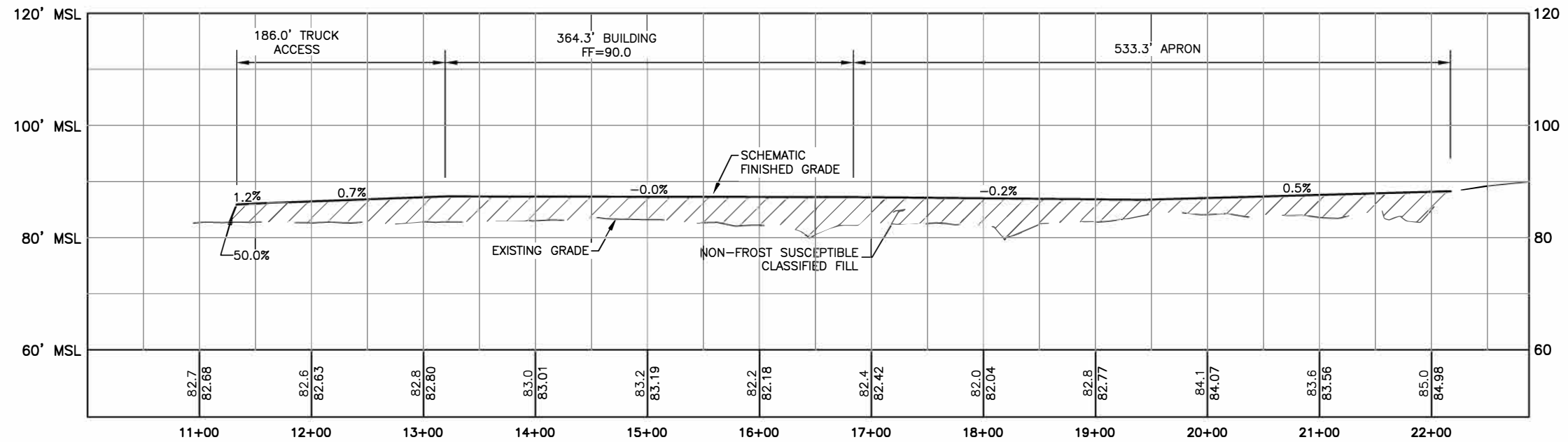
Plan View #1  
 Applicant: FedEx  
 File No.: POA-2021-00209  
 Waterway: Postmark Bog  
 Proposed Activity: Fill Section: 28  
 Township: 13N Range: 4W  
 Meridian: Seward Lat: 61.186469  
 Long: -149.992191  
 Figure 2 of 5 Date: 07/18/2022



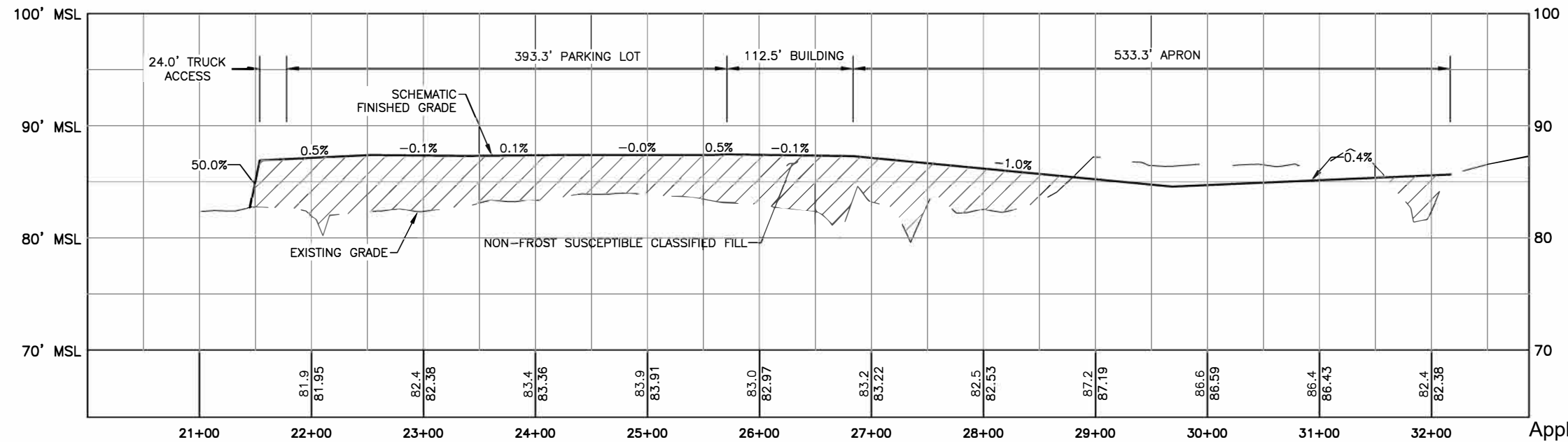
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A  
4 SOUTH-NORTH SECTION - ALIGNMENT A  
NTS



B  
4 SOUTH-NORTH SECTION - ALIGNMENT B  
NTS

- NOTES:
1. EXISTING SURFACE IS BASED ON CRW FIELD SURVEY CONDUCTED IN JANUARY, 2021.
  2. PROPOSED SURFACE IS BASED ON SCHEMATIC GRADING.
  3. PROPOSED BUILDING WILL BE CONSTRUCTED ON PILES (DEPTH TO BE DETERMINED) WITH STRUCTURAL SLAB. APRON AND PARKING AREAS WILL BE CONSTRUCTED BY SURCHARGING SOILS AND PLACING CLASSIFIED FILL.

Applicant: FedEx  
File No.: POA-2021-00209  
Waterway: Postmark Bog  
Proposed Activity: Fill  
Section: 28 Township: 13N Range: 4W  
Meridian: Seward  
Lat: 61.186469 Long: -149.992191  
Figure 4 of 5 Date: 07/18/2022

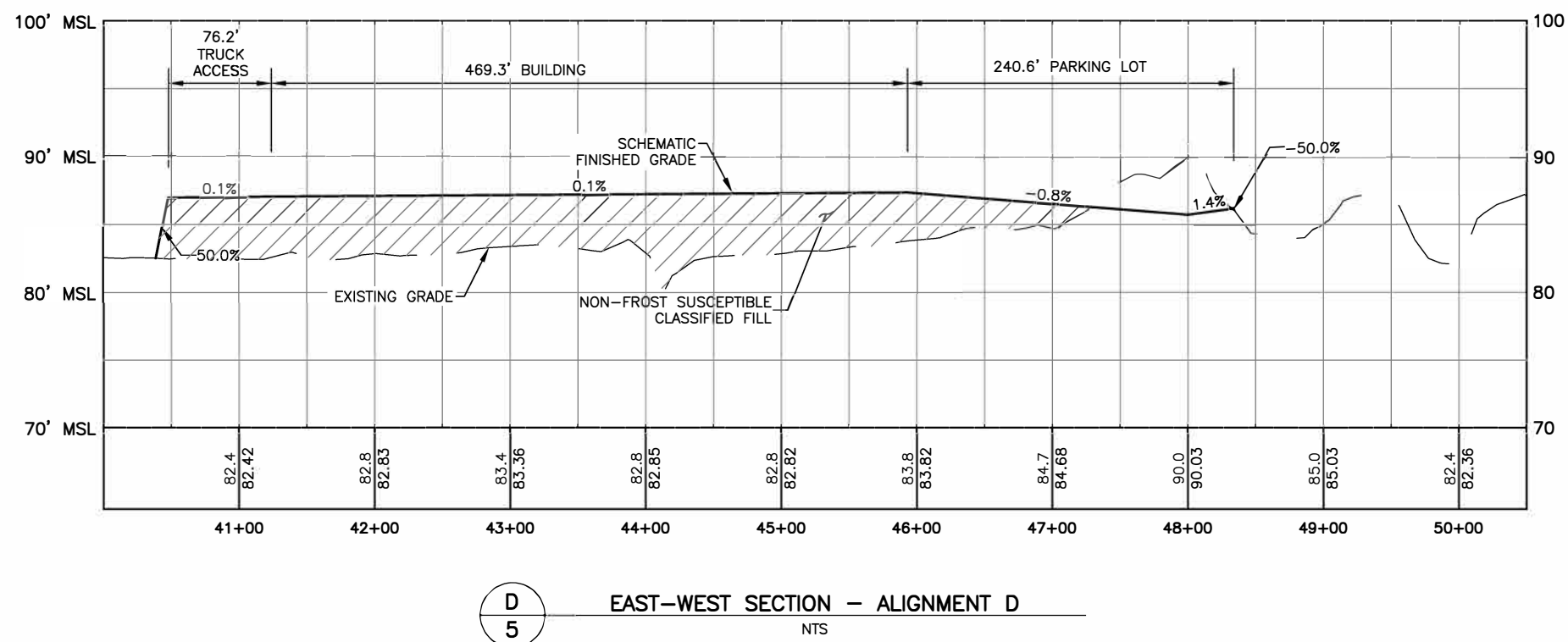
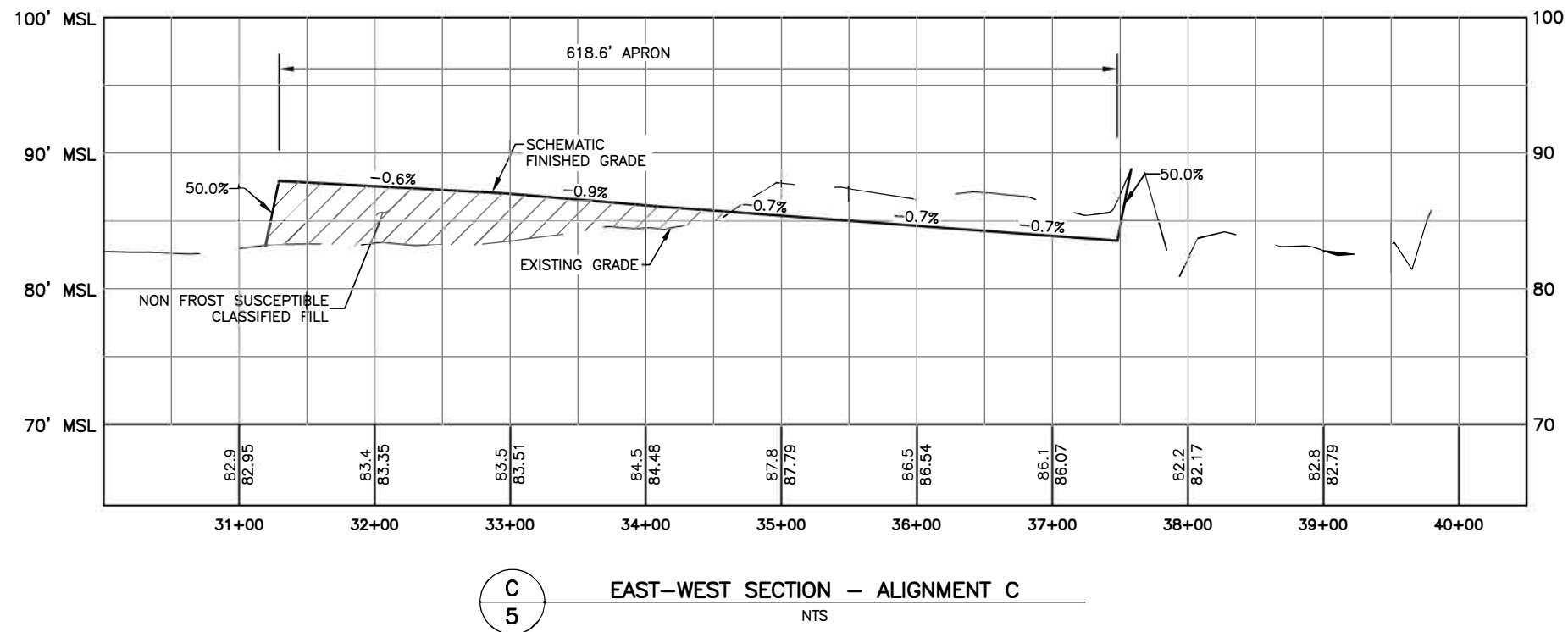
PROJECT: 48801.01  
STATUS: PRELIM



FEDEX SORTING FACILITY  
SOUTH-NORTH SECTIONS

DATE  
07 2022  
SCALE  
GRAPHIC  
4 of 5

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File No.: POA-2021-00209  
Waterway: Postmark Bog  
Proposed Activity: Fill  
Section: 28 Township: 13N Range: 4W  
Meridian: Seward  
Lat: 61.186469 Long: -149.992191  
Figure 5 of 5 Date: 07/18/2022

PROJECT: 48801.01  
STATUS: PRELIM



FEDEX SORTING FACILITY

EAST-WEST SECTIONS

DATE  
07 2022  
SCALE  
GRAPHIC  
FIGURE  
5 of 5