DEPARTMENT OF THE ARMY
UNITED STATES ARMY ALASKA

ENVIRONMENTAL ASSESSMENT

CONSTRUCTION OF A NEW VEHICLE MAINTENANCE FACILITY, FORT WAINWRIGHT, ALASKA

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APPROVED BY:

Fredrick J. Lehman
Colonel, U.S. Army
Garrison Commander

TABLE OF CONTENTS

I. Summary 1
II. Purpose and Need for the Proposed Action 2
A. Purpose and Need 2
B. Objectives 2
III. Proposed Actions and Alternatives 3
A. Alternatives Considered and Rejected 4
B. Reasonable Alternatives 5
IV. Description of the Affected Environment 6
A. Environmental Baseline Study 6
B. Superfund (CERCLA) Status of Fort Wainwright 7
C. Physical Factors 7
1. Air Quality 7
a. Refrigeration/Air Conditioning 9
b. Heating System 9
c. Standby Electrical 9
d. Fueling/Defueling 9
2. Water Quality 10
3. Geology/Topography 10
4. Meteorology 11
5. Special Concerns 11
a. Landfill Contamination 11
b. Floodplain 12
c. Environmental Justice 13
d. Environmental health risks/children safety risks 13
D. Biological and Ecological Factors 13
1. The Aquatic Environment 13
2. The Terrestrial Environment – Vegetation 13
3. The Terrestrial Environment – Wildlife/Endangered Species 13
E. Cultural, Land Use and Socioeconomic Factors 14
1. Cultural Resources 14
2. Land Use 16
a. Recreational Use 16
b. Aesthetics 16
3. Socioeconomic 16
V. Environmental Impacts from the Proposed Action and Alternatives 17
A. Direct Impacts 17
1. Air Quality 17
2. Natural Resources 17
B. Indirect Impacts 17
1. Surface and Groundwater Quality 17
2. Natural Resources 18
C. Cumulative Impacts 20
1. Cantonment Area 20
2. Air Quality 20
3. Natural Resources 20

VI. Mitigation 21
A. Vehicle Maintenance Facility 21
1. Architecture 21
2. Engineering 21
3. Snow Removal 22
4. Soils 22
5. Parking Lot 22
6. Air Quality 22
7. Timber 22
8. Accidents/Spills 22
B. Alternative B, C 22
C. Alternative D 23
VII. Conclusion 23
VIII. Notice of Public Availability and Public Comment Period 24
IX. Contacts 25
A. Environmental Assessment Preparers/Editors 25
B. Persons contacted USARAK, Env/Engineering 25
C. List of Agencies and External Persons Contacted 26
X. References 26
XI. Common Abbreviations 28
XII. Recommendation for a Finding of No Significant Impact 29
XIII. Appendix A – SHPO Correspondence 31
XIV. Appendix B – ADEC Correspondence 32
XV. Appendix C – USFWS Correspondence 33
XVI. Appendix D – Timber Policy 34

LIST OF FIGURES

Figure 1 – Location of Fort Wainwright, Alaska, and the Cantonment Area 3
Figure 2 – Layout design for the Vehicle Maintenance Facility 4
Figure 3 – Preferred location for the proposed Vehicle Maintenance Facility 6
Figure 4 – Status of operable unit remediation for Luzon Avenue Landfill 12
Figure 5 – Summary of cumulative impacts relating for VMF Construction 19

LIST OF TABLES

Table 1 – Summary of Potential Environmental Impacts 17

I. SUMMARY

U.S. Army Alaska (USARAK) proposes to construct a three-phase Vehicle Maintenance Facility (VMF) (project numbers 57354, 58551, 59790) at Fort Wainwright, Alaska. The proposed facility will help conduct maintenance on all brigade equipment and provide maintenance activities and work space, accommodate the new Directorate of Logistics (DOL) Brigade support battalion working relationship, and remain in proximity to majority of organizational parking.

USARAK is preparing an environmental impact statement (EIS) to assess the effects of the force transformation of the 172nd Infantry Brigade into a Stryker Brigade Combat Team (SBCT). A notice of intent to prepare an EIS was published in the Federal Register on March 4, 2002 (Vol. 67, No. 42, pp. 9716-1917). The proposed VMF is considered necessary to support the mission requirements of USARAK at Fort Wainwright in Fairbanks, Alaska (Figures 1, 2). However, it is not part of an SBCT construction project, and therefore a second NEPA document has been prepared. The planning and designing of the VMF will be funded from a Milcon budget with a construction start date in FY03.

Four alternatives have been analyzed in this environmental assessment (EA) for the construction of the VMF. Alternative A- The 'No Action' alternative proposes that modification of current vehicle maintenance facilities or construction of new facilities would not occur. Alternative B- 'VMF North, Option 1' proposes construction north of building 3496 and east of building 3424. Preferred Alternative C- 'VMF North, Option 2' proposes construction north of building 3496 and east of building 3424 with a rearrangement of the parking lot and main building. Alternative D- 'Demolition/Reconstruction' proposes demolishing buildings 3421 and 3425 with replacement construction on the existing footprint of those demolished buildings.

A Record of Non-Applicability (RONA) is not required for construction of the VMF. However, a comprehensive RONA for vehicle emissions relating to the SBCT projects has been completed as part of the Alert Holding Area and Pallet Processing EA and is available for reference. Wetlands and other special aquatic sites are present (upon initial evaluation and site investigations) and will be affected by actions of alternatives B, C and D. Threatened and endangered species do not use any of the project areas and will not be impacted. Noise levels at this facility would be compatible with existing land uses. Construction and use of the facilities will slightly increase the post's energy demands, air emissions, and traffic levels.

To mitigate potential adverse impacts, the contractor will be required to prepare a storm water pollution prevention plan and implement best management practices to stabilize exposed soils and manage storm water runoff. Stabilization and re-vegetation measures will be coordinated with the USARAK Directorate of Public Works (DPW).

Since the potential to encounter soil contamination exists, geophysical borings will be taken and samples will be screened for likely contaminants if necessary. If contamination is encountered, appropriate measures will be taken to remediate the site.

Given that the appropriate wetlands permits will be obtained prior to construction commencement, the EA supports the conclusion that the project does not constitute a major federal action significantly affecting the quality of the human environment. Therefore, an EIS is not required to construct and maintain the proposed VMF at Fort Wainwright, Alaska.

Given the noted mitigation measures, a Finding of No Significant Impact (FNSI) was recommended for all four alternatives. The preferred alternative is alternative C- 'VMF North, Option 2'.

II. PURPOSE AND NEED FOR THE PROPOSED ACTION

A. Purpose and Need

"The primary purpose of this EA is to serve as a means to ensure that the policies and goals defined in the National Environmental Policy Act (NEPA) are infused into the ongoing programs and actions of the Federal Government" 40 Code of Federal Regulations (CFR ξ 1502.1). Specific guidelines for preparation of this EA are found in Army Regulation 200-2, *Environmental Effect of Army Actions* (Department of the Army 2002).

The purpose of the proposed action is to construct a facility that meets requirements for implementation of the USARAK military mission at Fort Wainwright and provide a tactical equipment maintenance facility for the 172nd Infantry Brigade at Fort Wainwright in a location adjacent to the area of the post that currently supports other tactical maintenance facilities. Failure to construct this facility would result in less capability to perform maintenance in accordance with the USARAK military mission.

B. Objectives

Objectives for the proposed action include the following:

a) Provide effective workspace to accommodate new maintenance mission in accordance with the USARAK military mission.
b) Accommodate new DOL Brigade support battalion working relationship.
c) Remain in proximity to the majority of organizational parking.

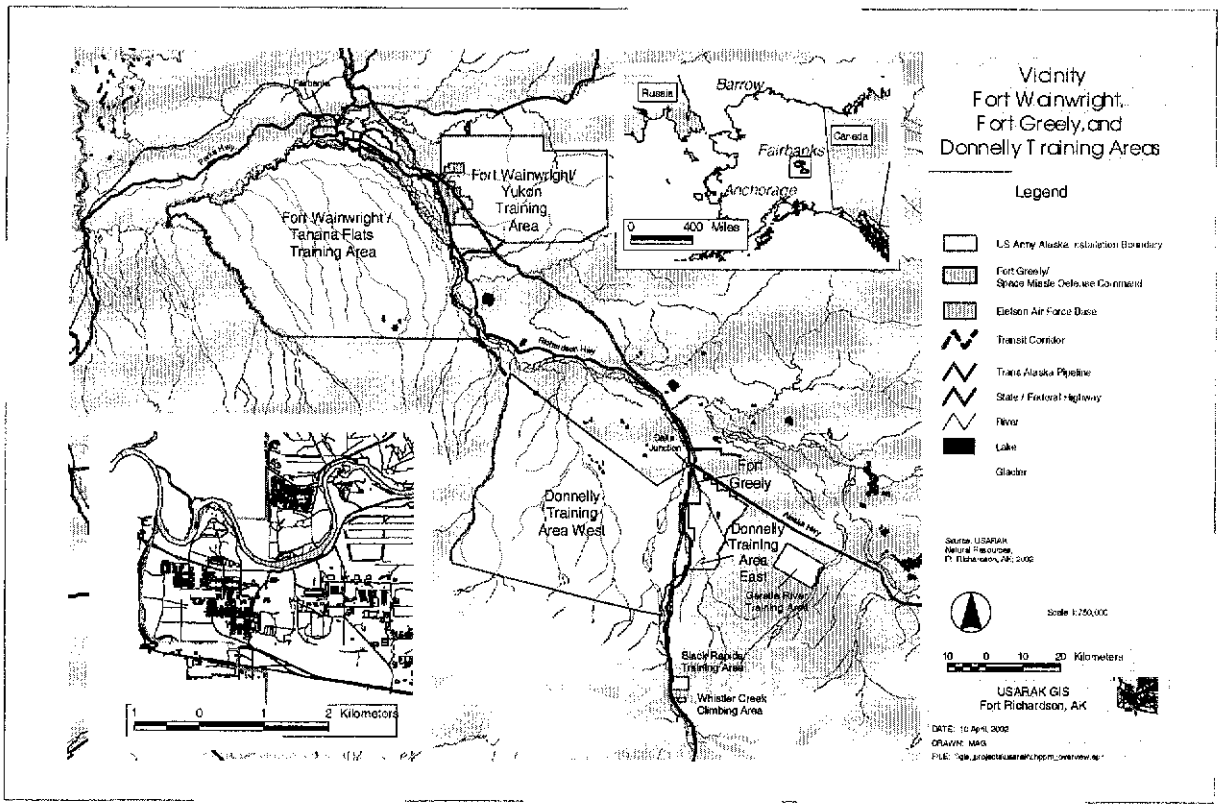
Decisions to be made that reflect the content of this EA include choosing an appropriate site location that will meet the objectives of the proposed project and

simultaneously satisfy Council on Environmental Quality (CEQ) regulations for NEPA documents as defined in 40 CFR ξ 1500.1.

III. PROPOSED ACTIONS AND ALTERNATIVES

The project includes construction of a standard-design 36,370 SF Vehicle Maintenance Shop on a previously undisturbed (or disturbed depending on the alternative chosen) area to support the reorganization of maneuver units at Fort Wainwright, Alaska (Figure 1, 2).

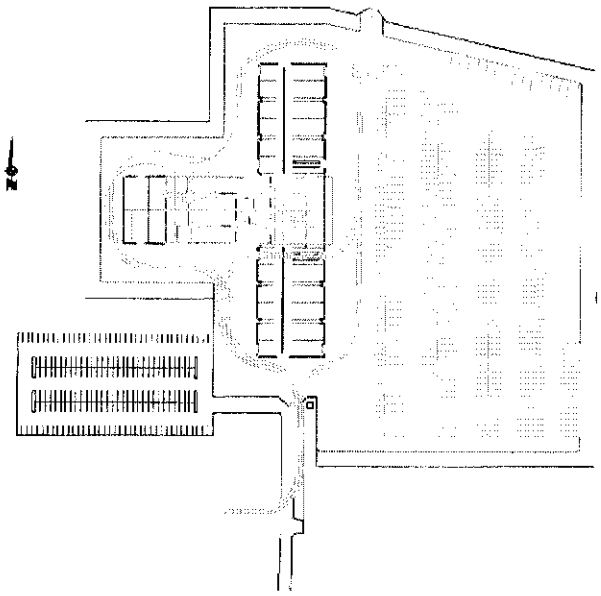
Figure 1- Location of Fort Wainwright, Alaska and the Cantonment Area.



The facility includes administrative and shop control areas, storage areas, and arms rooms and vaults. Other primary facilities include a 32,026 SY concrete hardstand and a 9,980 SY concrete apron. The supporting facilities will feature various site improvements, including earthwork as required, development of site drainage, an adjacent paved surface area for vehicle circulation, a fueling/defueling area, and other related support facilities. Additional site improvements include the development of paved access road driveways and parking areas. Supporting utilities will include water, sewer, power and steam/condensate within an extended utilidor structure. Current force protection and handicap accessibility requirements will be included in addition to supporting communications infrastructure. The VMF is programmed to have parking for 767 vehicles with a total exterior space of 288, 234 square feet. The construction period is estimated to be approximately 14 months,

with Beneficial Occupancy to occur in July 2004. The proposed project would have the following layout design shown in Figure 2.

Figure 2- Layout design for the Vehicle Maintenance Facility, Fort Wainwright, AK.



A. Alternatives Considered and Rejected

A cost estimate and economic analysis was done comparing the below alternatives. This can be found in the document requesting construction (Form 1391) available in the strategic planning administrative file, Fort Wainwright, Alaska.

1. Renovation, Expansion or Conversion of Similar Existing On-Post Facilities

To meet the USARAK mission essential requirement, the renovation, expansion or conversion of similar existing on-post battalion and company operations facilities were evaluated. It was determined that there are no existing vacant facilities available to renovate, expand, or convert into a vehicle maintenance facility. Additionally, the motor pool operations for tactical equipment are site specific and need to be conducted in a location adjacent to the area of the post that currently supports other tactical maintenance facilities. The allowance for this additional facility is a function of the reorganization of maneuver units under the USARAK military mission, providing for the creation of the centralized maintenance support element under the reconstituted Brigade. The costs provided in the renovation alternative do not reflect the additional costs that would result as a domino effect by relocating the current users of existing facilities to another facility potentially requiring renovation.

2. Lease or Purchase of Available Off-Post Facilities

The option to lease or purchase available off-post facilities, was promptly eliminated from further consideration. This option is not practicable because of security

reasons. Locating the motor pool off-post would require constructing an underpass to Richardson Highway in order to satisfy security requirements and civic safety, which would be cost prohibitive.

3. Contract Service or Product from the Civilian Sector

The option to contract service or product from the civilian sector was promptly eliminated since there is no known civilian sector provider of vehicle maintenance facilities for tactical vehicles.

4. Use of Existing Facilities at Nearby DOD Installation

The option to utilize existing facilities at nearby DOD installations was eliminated from further consideration. There are no installations within a reasonable commuting distance from Fort Wainwright with existing tactical vehicle maintenance facilities having the full capability to meet the site-specific requirement for the USARAK military mission.

B. Reasonable Alternatives

1. Alternative A-'No Action Alternative'

This alternative implies there will be no maintenance performed in accordance with the USARAK maintenance doctrine. Because existing assets for vehicle maintenance facilities are being utilized at Fort Wainwright, users at these facilities would have to be relocated to other facilities that would then have to be renovated to meet their needs. This would result in additional costs. There are already a significant number of changes occurring at this station and relocating users currently not affected by the changes will induce further changes and have an even greater impact on the station. Currently, there are no vacant facilities available for use as a new vehicle maintenance facility.

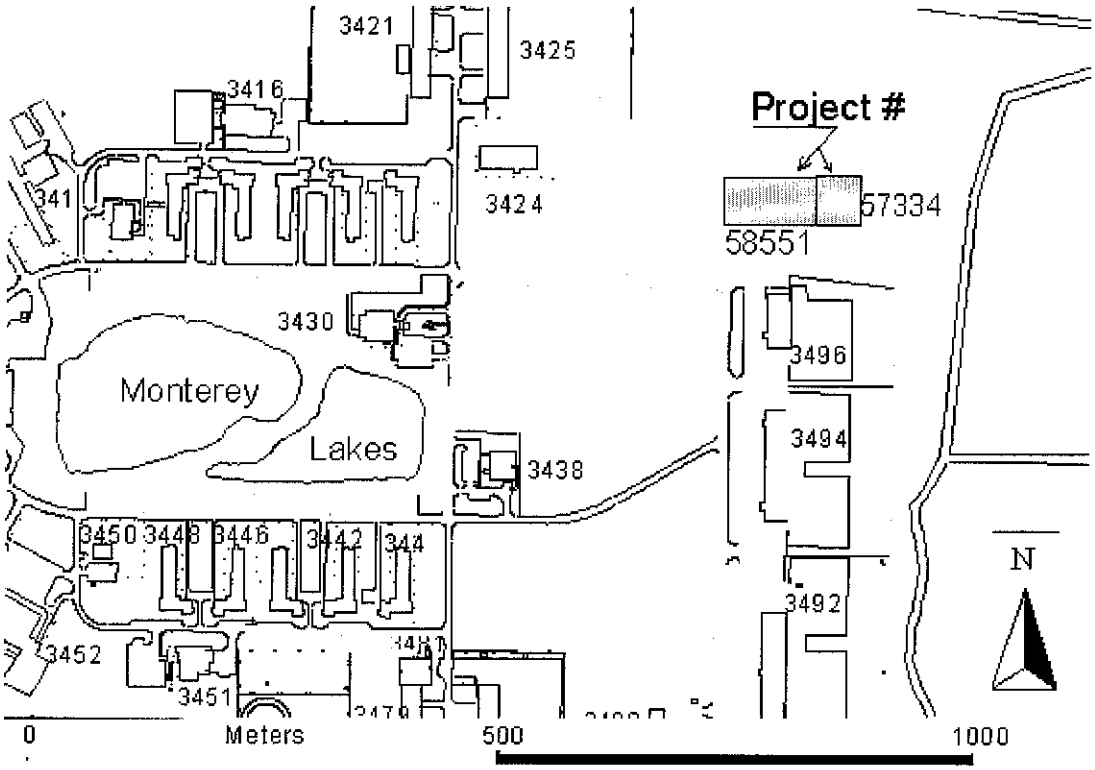
2. Alternative B- 'VMF North, Option 1'

This alternative proposes construction north of building 3496 and east of building 3424 (Figure 2). Soil borings were conducted around this site and permafrost was encountered.

3. Preferred Alternative C- 'VMF North, Option 2'

This alternative proposes construction north of building 3496 and east of building 3424 with a rearrangement of the parking lot and main building to avoid permafrost (Figure 3).

Figure 3- Preferred location for the proposed Vehicle Maintenance Facility (project # 57354 and 58551), Fort Wainwright, Alaska.



4. Alternative D- 'Demolition/Reconstruction'

This alternative proposes demolishing buildings 3421 and 3425 with replacement construction on the existing footprint of those demolished buildings.

IV. DESCRIPTION OF THE AFFECTED ENVIRONMENT

A. Environmental Baseline Study (EBS)

An EBS was conducted by Fort Wainwright DPW Environmental Resources Department on the proposed project sites to identify potential concerns for inclusion in this EA. Items investigated were:

1. Any property or structure that was known to store, release, or otherwise dispose of hazardous substances. None were found with the exception of the landfill site hazards (Alternative B and C) and Superfund status of the installation as discussed below.

2. Fort Wainwright Environmental Resources Department records, including all applicable documents associated with the Installation Restoration Program (IRP).

3. Historical aerial photographs of the project site were produced in 1949 and 1967. Copies of the most recent aerial photographs (and standard photo documentation of areas of concern) are located at the USARAK Environmental Resources Department office at Fort Wainwright, AK.

4. Any visible features indicating potential contamination, as detected on a site inspection in August 2002.

5. Any permits, permit discontinuances or closure requirements that apply to the sites.

6. Other sources of information, such as interviews and historic records.

B. Superfund (CERCLA) status of Fort Wainwright:

All of Fort Wainwright was listed on the Environmental Protection Agency (EPA) National Priorities List on August 30, 1990 under the auspices of the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA), also known as *Superfund* (et seq.). In the spring of 1992, the Army, EPA, and Alaska Department of Environmental Conservation (ADEC) signed a Federal Facility Agreement (FFA), which requires a thorough investigation of suspected historical hazardous waste source areas and appropriate remediation actions taken to protect public health. Fort Wainwright is currently in the process of clean-up activities under an IRP. Any discovery of hazardous material contamination as outlined in the FFA will require appropriate regulatory coordination and compliance (See Appendix B for ADEC correspondence). For more information concerning the *Superfund* status of Fort Wainwright see the *Administrative Record* (DPW Environmental Resources Department 1994).

A more lengthy, detailed description of the environmental setting for this and adjacent military land comprising Fort Wainwright may be found in the *Working Draft Environmental Impact Statement for Installation Utilization at Fort Wainwright, Alaska* (Pratt et al. 1977) or the *Alaska Army Lands Withdrawal Renewal Final EIS* (USARAK 1998). Specific site characteristics are listed below.

C. Physical Factors

1. Air Quality: Fort Wainwright is classified as a Prevention of Significant Deterioration (PSD) major facility as defined in the following regulatory citations:

(1) 18 AAC 50.300(c)(1) due to the potential to emit more than 250 tons per year (tpy) of a regulated air contaminant in an area classified as attainment or unclassifiable;

(2) 18 AAC 50.300(c)(2)(A) due to the potential to emit more than 100 tpy of a regulated air contaminant in an area designated attainment or unclassifiable and is a fossil-fuel-fired steam electric plant of more than 250 mmBtu/hr; and

(3) 18 AAC 50.300(c)(2)(V) due to the potential to emit more than 100 tpy of a regulated air contaminant in an area designated attainment or unclassifiable and is a fossil-fuel-fired boiler or combination of boilers totaling more than 250 mmBtu/hr.

Fort Wainwright is classified as a non-attainment area major facility as defined in 18 AAC 50.300(d) because it has the potential to emit more than 100 tpy of a regulated air pollutant, carbon monoxide (CO), in an area classified as non-attainment for this pollutant.

Currently, Fort Wainwright must comply with permit conditions outlined in the state issued Air Quality Control Permit to Operate #9331-AA003, the Title V Operating Permit Application, and Air Quality Construction Permit #0031-AC059. The latter two documents were consolidated into a revised Title V Operating Permit Application and submitted to the ADEC for review in October 2001. The Title V Operating Permit Program identified in the 1990 Clean Air Act Amendments (CAAA) requires source owners with air pollutant emissions exceeding major source thresholds to obtain a Title V Operating Permit. The Title V major source threshold for all criteria air pollutants (CAPs) is 100 tpy. The major source threshold for individual hazardous air pollutants (HAPs) is 10 tpy; or a combined threshold for multiple HAPs of 25 tpy. Under this set of regulations, Fort Wainwright is a major source for CAPs and HAPs and must comply with these requirements. In December 1997, Fort Wainwright submitted a Title V Operating Permit Application to the ADEC (revised in October 2001).

National Ambient Air Quality Standards (NAAQS) were developed as part of the CAAA. The NAAQS are health-based standards, and were established by the EPA to protect human health and the environment. Major source thresholds will vary depending upon the local attainment status for a pollutant with an established NAAQS. Most of Fort Wainwright's cantonment area is located within an area that is in attainment with the NAAQS, with the exception of CO.

The new Vehicle Maintenance Facility (also referred to as the Brigade Motor Pool) has a proposed location East of Luzon Avenue on Fort Wainwright, placing it outside the CO non-attainment area of the Northern Alaska Intrastate Air Quality Control Region, EPA Region 10. Since the proposed location of the VMF is outside of the CO non-attainment area, the General Conformity Rule as described in 40 CFR Part 93 Subpart B will not apply. However, a RONA for tactical vehicle emissions directly relating to USARAK mission essential projects has been completed

(including the vehicle maintenance facility) despite their location in the CO non-attainment zone. This RONA and supporting documentation can be found in the environmental assessment titled, "Construction for the Alert Holding Area and Pallet Processing Facility" (USARAK, 2002). These periodic non-attainment episodes, may occur during the winter and spring months as a result of strong atmospheric temperature inversions.

Arctic haze is another factor that impacts the ambient air quality in the Fairbanks region. Industrial pollutants from Europe and Asia are transported across the Arctic Ocean and produce an effect known as arctic haze. During an arctic haze episode, sulfate pollutants in the ambient air may be boosted by 0.68 micrograms per cubic meter (Rahn 1982). During these episodes, the ambient air concentration of vanadium, a byproduct of fossil fuel combustion, may average up to 20 times the normal background level and may also be found in the snow pack (DOTPF 1992). Recent analysis of the Canadian Arctic snow pack chemistry also indicates the long-range transfer of small concentrations of organochlorine pesticides (Gregor and Gummer, 1989). It can be expected that this arctic haze condition is a minor contributor to the overall contamination of the air in the Fairbanks region.

a. Air Conditioning. The VMF will have an air conditioning unit for fine-tuned temperature and humidity control in the Special Repair Area. The refrigerant contained in the unit will be a refrigerant listed by EPA's Significant New Alternatives Policy Program (SNAP). Refrigerants listed by the SNAP are acceptable substitutes for ozone depleting chemicals (ODC). No class I ODCs will be used in the unit. Service performed on the unit will be in accordance with 40 CFR Part 82.

b. Heating System. The heating system will utilize a steam to glycol shell and tube heat exchangers. Primary steam will be supplied by the Fort Wainwright Central Heat and Power Plant (CHPP) located in building 3595. No primary or backup individual combustion-heating units will be installed at the VMF since steam and hot water will be supplied by the CHPP via the installation utilidor system.

c. Standby Electricity. Electricity to the VMF will be supplied by the CHPP with a connection to the existing network of line power. For phase I of the VMF, no plans are in place to install back-up electric generators that burn fossil fuels. If generators are installed at any time in the future, they will be added to the Fort Wainwright air pollution source inventory and the appropriate USARAK air quality compliance personnel will be consulted and notified prior to the installation of the equipment. The installation of back-up generators at Fort Wainwright will potentially require a cap on the annual operating hours to avoid exceeding the PSD significant thresholds and the requirement to apply for a construction permit.

d. Fueling/Defueling. Air emissions associated with fueling and defueling of diesel fuel-arctic (DFA) are volatile organic compounds and HAPs. The Fort Wainwright Title V Operating Permit Application dated October 2001, listed a total VOC and

HAP emissions from the storage and dispensing of <0.01 tpy, respectively. Air emissions at the VMF from fueling and defueling operation are expected to be negligible.

2. Water Quality:

The Fort Wainwright cantonment area lies entirely within the Tanana River drainage basin. Depending on specific location, drainage may flow into several different rivers and creeks that feed the Tanana River system. A list of these rivers and creeks includes: Tanana River, Chena River, Flood Channel B, and the much altered and channelized Clear Creek. The most likely rivers to be affected by the construction of a new vehicle maintenance facility are the Chena River and the Tanana River. All of the rivers have been classified as anadromous, (e.g., containing one or more species of salmon or arctic char). These systems have been classified as having good water quality. Generally, streams, creeks, ponds, lakes and rivers have pH values within ADEC standards. The Tanana River contains sediment loadings that will average between 300 mg/l during periods of high stream flow and 5 mg/l during quieter periods. The U. S. Fish and Wildlife Service's (USFWS) National Wetlands Inventory Program has classified a small percentage of the Fort Wainwright cantonment area as wetlands. The U. S. Army Corps of Engineers Regulatory Branch has confirmed this classification. Wetlands are most commonly found in the alluvial valley floors that are underlain by permafrost. Concerns for groundwater quality are contained in the *Administrative Record* of the Defense Environmental Restoration Activity (DERA) clean-up program being administered by the U. S. Army, the EPA and the ADEC for Fort Wainwright (USARAK 1994).

Alternative site locations B and C for the vehicle maintenance facility (Project #s 57354, 58551) are classified as wetlands. These sites contain small pockets of wetlands as well as drainage swales, some with standing water. Once the site alternative has been chosen and actual areas for the construction have been established and can be located on the ground (including parking lots, sidewalks, outbuildings, etc), a wetland delineation will be done to determine the total wetland acreage impacted, if any. Once the delineation is complete, a wetland permit application will be processed (if necessary) by either the Environmental Resources Department or the Corps of Engineers (USACE). No construction will begin on any of these sites until a permit has been issued by the USACE.

3. Geology, Topography:

The area lies within the Tanana-Kuskokwim Lowland of the Western Alaska province. All of Fort Wainwright, including the training lands, consists of approximately 915,714.34 acres. The site is characterized by alluvial depositions of both the Tanana and Chena Rivers. The potential construction site has little to no prior disturbances associated with construction. Fort Wainwright generally has been characterized by heavy vegetation of high brush, bottomland spruce/poplar forest

consisting of black spruce, tamarack, birch, quaking aspen, poplar, willow, low bush cranberry, mosses and sedges, and lowland spruce/poplar forest. Understory vegetation consists of moss, brush and grasses on the lower slopes with willow and alder found in the uplands. Drainages in the area are the Tanana River, Chena River, Flood Channel B and a few channelized creeks including Clear Creek (USARAK 1994). Soils in this area are generally Quaternary deposits characterized by shallow silt loam over gravelly sand or silt loam with sandy clay loams of widely variable texture. Soils adjacent to the rivers and tributaries have been classified by the U. S. Natural Resources Conservation Service as Salchaket Association. Soils in the upland sites have been classified by the U. S. Natural Resources Conservation Service as Fairbanks-Steese-Gilmore Association (USARAK 1999).

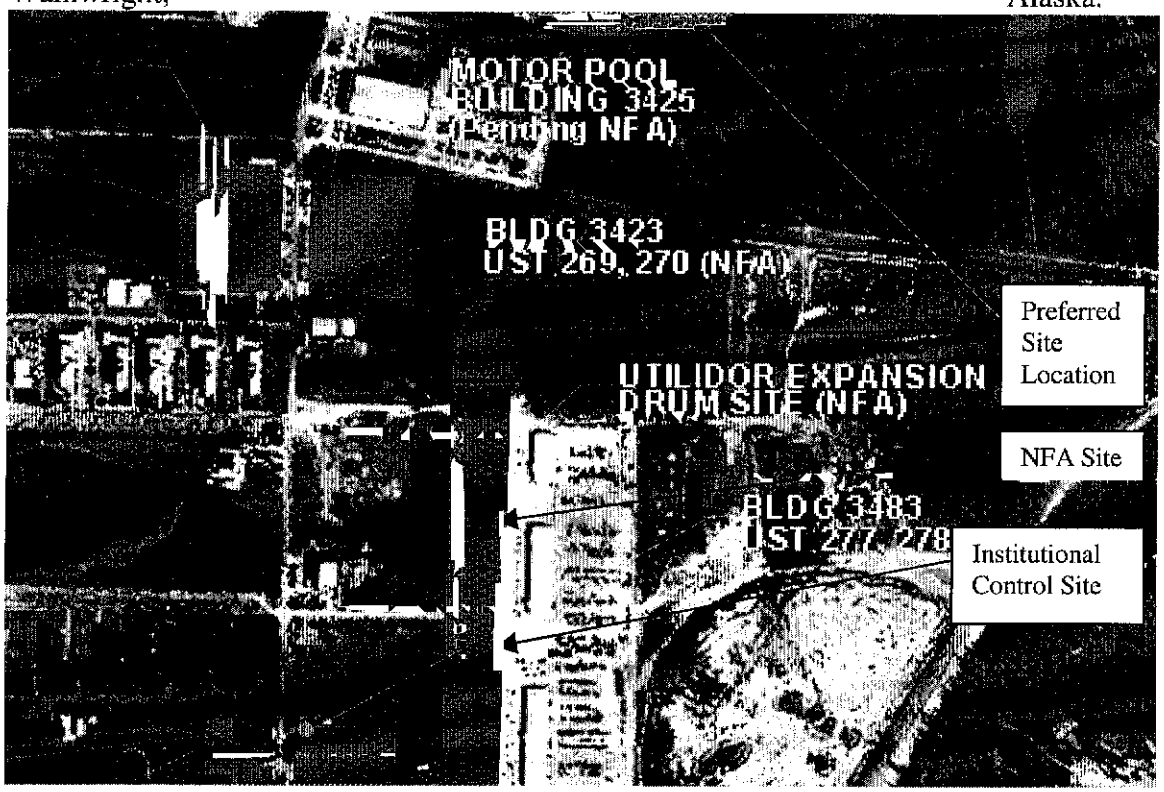
4. Meteorology:

This area lies within a sub-arctic continental climatic zone. It is characterized by extreme diurnal shifts in available daylight, with extremes ranging from slightly more than 3 1/2 hours to more than 22 hours. Consequently, extreme temperature shifts are encountered, with extremes ranging from -70°F to +95°F. This area experiences low precipitation and low relative humidity. Average annual precipitation, including snowfall, is equivalent to approximately 11 inches, (equated to inches of rainfall). Average snowfall approximates 70 inches with a large loss due to sublimation. The wettest month is August with average rainfall of 1.68 inches and the driest is April with an average of 0.27 inches. Precipitation will average slightly higher at the higher elevations. Generally, the frost-free period runs from the third week in May until the end of August. The prevailing winds at Fort Wainwright characteristically come from the north during the winter months. During the summer, however, the winds originate from the southwest. Fairbanks has very mild wind conditions with average speeds around five knots. The greatest wind speeds are encountered during thunderstorm activity in the summer and blizzard conditions are rare. Construction of the VMF should not have any effect on the Fairbanks meteorology.

5. Special Concerns:

a. Landfill contamination: Alternative sites B and C would occur adjacent to a known landfill that has been assigned a 'No Further Action' status. Alternative D would occur adjacent to underground storage tanks (# 269, 270) and has also been assigned a 'No Further Action' status. Construction debris found during site excavation on any of the alternative sites, would go to the Fort Wainwright landfill. Municipal solid waste will go to the Borough landfill. Asbestos debris will be separated out and disposed of at Fort Wainwright landfill in accordance with the state and federal regulations. If contaminated soil is found (spilled solvents, fuels, oils, etc..), the contractor will cease excavation and notify DPW environmental for further action. Fort Wainwright must adhere to the state's solid waste requirements. Therefore, ADEC has been notified of the proposed action and steps toward mitigation have been incorporated into Appendix B (Figure 3).

Figure 4- Status of operable unit remediation for Luzon Ave landfill site, Fort Wainwright, Alaska.



Alternative sites B, C and D are subject to institutional controls and require a dig permit, as issued by the Directorate of Public Works. If contamination is encountered at any of the alternative sites, the Environmental Resources Department would notify ADEC to provide assistance and guidance on their disposition and remediation.

b. Flood plain: All of the alternative sites lie within the 100-year flood plain for both the Chena and Tanana Rivers with average depths of less than one foot or with drainage areas less than one square mile. All of the alternative sites are protected from the 100 year flood with levees. Compliance with Executive Order 11988, 1977, Floodplain Management is required stating that structures cannot impede or channalize flow. The Chena River Flood Control Project protects this portion of the floodplain. Fort Wainwright last flooded in September of 1967. Complete avoidance of the floodplain is not possible. None of the alternatives impede or channalize flow from the flood plain, therefore mitigation measures do not need to be addressed. Moreover, no practicable alternatives to placement of a new vehicle maintenance facility exist outside the floodplain.

c. Environmental Justice: The purpose of Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-income Populations* dated 11 February 1994, is to avoid disproportionate placement of adverse

environmental, economic, social or health effects from federal actions and policies on minority and low-income populations. The process requires identification of minority and low-income populations that may be effected by implementation of the proposed action or alternatives. The process has resulted in the following findings: (1) The addition of a vehicle maintenance facility will not result in any adverse impacts on the social, safety or health of minority or low-income populations. (2) There is expected to be no effect on any social or economic components of the surrounding population.

d. Environmental Health Risks and Safety Risks for Children: The purpose of Executive Order 13045, *Protection of Children From Environmental Health Risks and Safety Risks*, dated 21 April 1997, is to identify and assess environmental health risks and safety risks that may disproportionately affect children. Under the EO, federal agencies are required to ensure that policies, programs, activities, and standards address disproportionate risks to children resulting from environmental health risks or safety risks. The Army has analyzed the proposed action and found that there will be no environmental health risks or safety risks associated with the action, which would disproportionately affect children.

D. Biological and Ecological Factors:

1. The Aquatic Environment: The Chena River is an anadromous stream, providing a spawning area for chum and king salmon. Additional populations of northern pike, grayling, various whitefish, and burbot inhabit this watershed.

2. The Terrestrial Environment - Vegetation: Fort Wainwright falls within the Northern Boreal Forest. The cantonment area, south of the Chena River, is mostly human modified. Landscaped lawns, overgrown lots (including native and invasive species), and second growth woodlands (Balsam poplar, Aspen, Alders) are the dominant vegetative types found in the area. Alternatives B, C and D contain *Picea glauca* (White Spruce), *Picea mariana* (Black Spruce), *Populus balsamifera* (Balsam Poplar), and *Betula papyrifera* (Alaska Paper Birch). All alternative sites contain timber that is of commercial quality and/or quantity.

3. The Terrestrial Environment – Wildlife/Endangered Species: A number of wildlife species are found within the cantonment area on Fort Wainwright. A current list of species within the Fort Wainwright area can be found in Appendix F in the Integrated Natural Resource Management Plan 2002-2006 (USARAK 2002). Species that may be found on the proposed construction sites include woodchucks, a variety of small mammals, ground-nesting birds and other species that are attracted to human modified vegetative landscapes. The sites and much of the area around them are human modified, grass/herb vegetative cover and/or native grass that provide minimal wildlife values. Formal coordination with the USFWS under Section 7 of the Endangered Species Act of 1973 is located in Appendix C. The American peregrine falcon (*Falco peregrinus anatum*), a species that is endangered, and the Arctic peregrine falcon (*Falco peregrinus tundrius),* a recently delisted

species, are known to subsist within the Fairbanks area. There are three known American peregrine falcon nests in the vicinity of the Salcha River that lies east of the Yukon Training Area near Eielson AFB. Arctic peregrine falcons migrate throughout the area.

E. Cultural, Land Use and Socioeconomic Factors:
The following is a list of both site-specific impacts and general aesthetic, cultural or socioeconomic impacts related to all alternatives.

1. Cultural Resources:
There are two historic districts on Fort Wainwright that have a listing in or are determined eligible for listing in the National Register of Historic Places (NRHP). In addition, there are two buildings that have been determined eligible for listing in the NRHP on their own merit. No archaeological sites have been found in the Cantonment area and the project area has a low probability for containing such sites.

Any activity that may require changes to the exteriors of buildings that contribute to the NHL or Historic District will have a direct effect on these historic properties. Any additions of buildings adjacent to or in the boundaries of the NHL or Historic District will have a direct effect on the historic properties. Any activity that cause ground disturbance on the south slope of Birch Hill may have direct effect on archaeological resources.

Fort Wainwright was initially established in 1939 as a cold weather test facility under the name of Ladd Field. With the outbreak of World War II, Ladd Field became a significant facility not only in the cold weather testing but also in support of the Aleutian Campaign and the Lend-Lease program. In recognition of Ladd Field's nationally significant role in World War II, it was designated as Ladd Field National Historic Landmark (NHL) in 1984. This NHL is centered on the runways and has 37 contributing buildings and structures.

Following World War II and the formation of the U.S. Air Force in 1947, Ladd Field became Ladd Air Force Base. From 1947 to 1961 exceptionally significant missions were directed and flown out of Ladd Air Force Base during the Cold War. In recognition of this exceptional significance a historic district has been determined eligible for listing in the NRHP. Ladd Air Force Base Historic District contains 71 buildings and structures that contribute to it. In addition to this historic district, Buildings 4069 and 4070 have been determined eligible for listing in the NRHP for their association with the Arctic Aeromedical Laboratory.

In 1961 the Air Force moved its functions to Eielson Air Force Base 26 miles east of Fairbanks. Ladd Air Force Base was transferred to the U.S. Army and renamed Fort Jonathan Wainwright.

There are known archaeological and historical resources in the adjoining lands of Fort Wainwright as previously evaluated and reported in, *Archeological Survey and*

Inventory of Cultural Resources at Fort Wainwright, Alaska and the *Sixth Infantry Division (Light) Historic Preservation Plan for U. S. Army Lands in Alaska* (AHRG 1986, Dixon et al 1980). In the event that artifacts are discovered, all activities at the site shall be halted and the DPW Environmental Office notified at 353-6249.

Alternative A: Alternative site A proposes no construction activities, therefore no historic properties would be affected given this alternative.

Alternative B, C: Alternative site B, C are north of building 3496 and east of building 3424. This site is not in the vicinity of the Ladd Air Force Base Historic District or the Ladd Field National Historic Landmark, and contains no historic properties.

Alternative D: Alternative site D proposes demolishing buildings 3421 and 3425 which are not eligible for listing in the NRHP. Demolition of these two buildings does not affect historic properties. Constructing the new vehicle maintenance facility on the existing footprint of those demolished buildings would not affect the Ladd Air Force Base Historic District.

Section 106: Demolition procedures for buildings 3421 and 3425 (alternative D) have been put into place using the four-step process described in the 36 CFR 800 regulations and section 106 of the National Historic Preservation Act. A letter from the State Historic Preservation Officer (SHPO), as required in Section 106, confirming the demolition of the buildings as having a 'No Potential to Cause Effects' status, has been processed and approval from SHPO was received (Appendix A). The Section 106 consultation process paperwork can be found in the administrative file for this EA at the Fort Wainwright Natural Resource Office administrative file. The SHPO was also consulted regarding alternatives B and C. Their 'concur with action' statement can be found in Appendix A.

Asbestos/Lead-Based Paint: Information on asbestos, lead-based paint, and why they are important considerations prior to building demolition can be found in Fort Wainwright's Asbestos and Lead-Based Paint Management Plan (Tolliver 1999). Asbestos and Lead-Based Paint are present in both buildings (3421, 3425) proposed for demolition in alternative D.

McKinney Homeless Assistance Act (McKinney Act): A detailed description of the McKinney Act can be found at the following web address (www.usacpw.belvoir.army.mil/librarie/rp/guidance.htm). Under this Act, a building must be in excess or surplus, unutilized or underutilized in property surveys performed by The Department of Housing and Urban Development (HUD) in order to qualify for the McKinney Act. For this reason, demolition of buildings 3421 and 3425 (given alternative D), will need to be coordinated through HUD and construction commencement would pend completion of the McKinney Act requirements. Under Alternatives A, B and C the buildings would not be considered in excess or surplus under McKinney Act and therefore would not entail demolition activities.

2. Land Use:

a. Recreational Use: The open spaces remaining in the Fort Wainwright cantonment area are important contributors to the recreation opportunities for the Post inhabitants. The core area of the cantonment consists of landscaped yards, office buildings, ball fields and open fields. Surrounding the cantonment area, and across the Chena River, the post remains in a natural state. Recreation opportunities consist of hunting, fishing, ORV use, bird watching, dog walking, skiing etc.

Alternative sites B & C are along the fringe of the built up area. They are still in an undisturbed state. Because these sites are south of the Chena River, hunting and ORV use is not allowed. No lakes or ponds exist on site for fishing or watersports. Minimal impact activities may occur here, but because they are near motor pools and other buildings, they probably serve as scenic buffers, or areas for walking pets, berry picking, skiing and other forms of localized recreation. Recreational impacts to this site would be minimal.

Demolition of buildings 3421 and 3425 and new construction on the site will have no impact on recreation. No recreation occurs because the buildings are there, and new construction will not allow for open park-like vegetation or allowed to re-grow to a more natural state.

b. *Aesthetics:* The remaining open spaces of the Fort Wainwright cantonment area are aesthetically pleasing portions of the installation. The *Installation Design Guide* shall be consulted as to design guidance for the distinguishable areas of Fort Wainwright (Higginbotham/Briggs& Associates 1991).

3. Socioeconomic: The Proposed Action would result in about $48 million for design and construction of proposed facilities. Most of this money would be spent in the Fairbanks North Star Borough. Construction could temporarily increase population and employment levels, particularly in warmer months when it is common practice for construction workers to temporarily move to Alaska. Operation of the facilities would not significantly permanently impact demographic numbers or characteristics since such operation does not significantly impact military or civilian employment at Fort Wainwright. The Proposed Action would not affect public facilities, utilities, transportation systems, or services.

V. ENVIRONMENTAL IMPACTS FROM THE PROPOSED ACTION AND ALTERNATIVES

The following is a list of direct, indirect and cumulative environmental impacts related to all alternatives. A summary of impacts is shown in Table 1.

Table 1. Summary of Potential Environmental Impacts

Resource Area	Environmental Impact* No Action Alternative	Proposed Action
Soils	No effect	Negative on construction sites
Water Resources	No effect	No effect
Air Quality	No effect	Slightly negative during construction, minor impacts during operation
Noise Environment	No effect	Slightly negative during construction
Biological Resources	No effect	Negative for high quality habitat
Floodplains and	No effect	No effect
Wetlands	No effect	Primary Delineation needed
Cultural Resources	No effect	No effect
Hazardous Waste/Materials	No effect	Potential for mitigated effects
Visual Resources/Aesthetics	No effect	Negative during construction; positive after construction

A. Direct Impacts

Direct Impacts are defined (under CEQ regulation 1508.8) as those effects, which are caused by the action and occur at the same time and place.

1. Air Quality: Demolition of buildings (given alternative D) would directly affect air quality requiring a Fugitive Dust Management Plan and compliance with the Asbestos NESHAP (40 CFR 61, Subpart M).

2. Natural Resources: A mix of black spruce, birch, balsam poplar, and white spruce will be open for firewood cutters prior to construction commencement. The remaining forest resources over 6 inches will be cut and stockpiled.

B. Indirect Impacts

Indirect effects are defined (under CEQ regulation 1508.8) as those effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable.

1. Surface and Ground Water Quality: Vehicular traffic and parking have indirect detrimental effects on surface and groundwater pollution. This degradation occurs in three methods:

(1) Leaks, drips and seeps of petroleum products from vehicles collect on parking lot surfaces and are then washed into watersheds by subsequent snowmelt or rainfall.

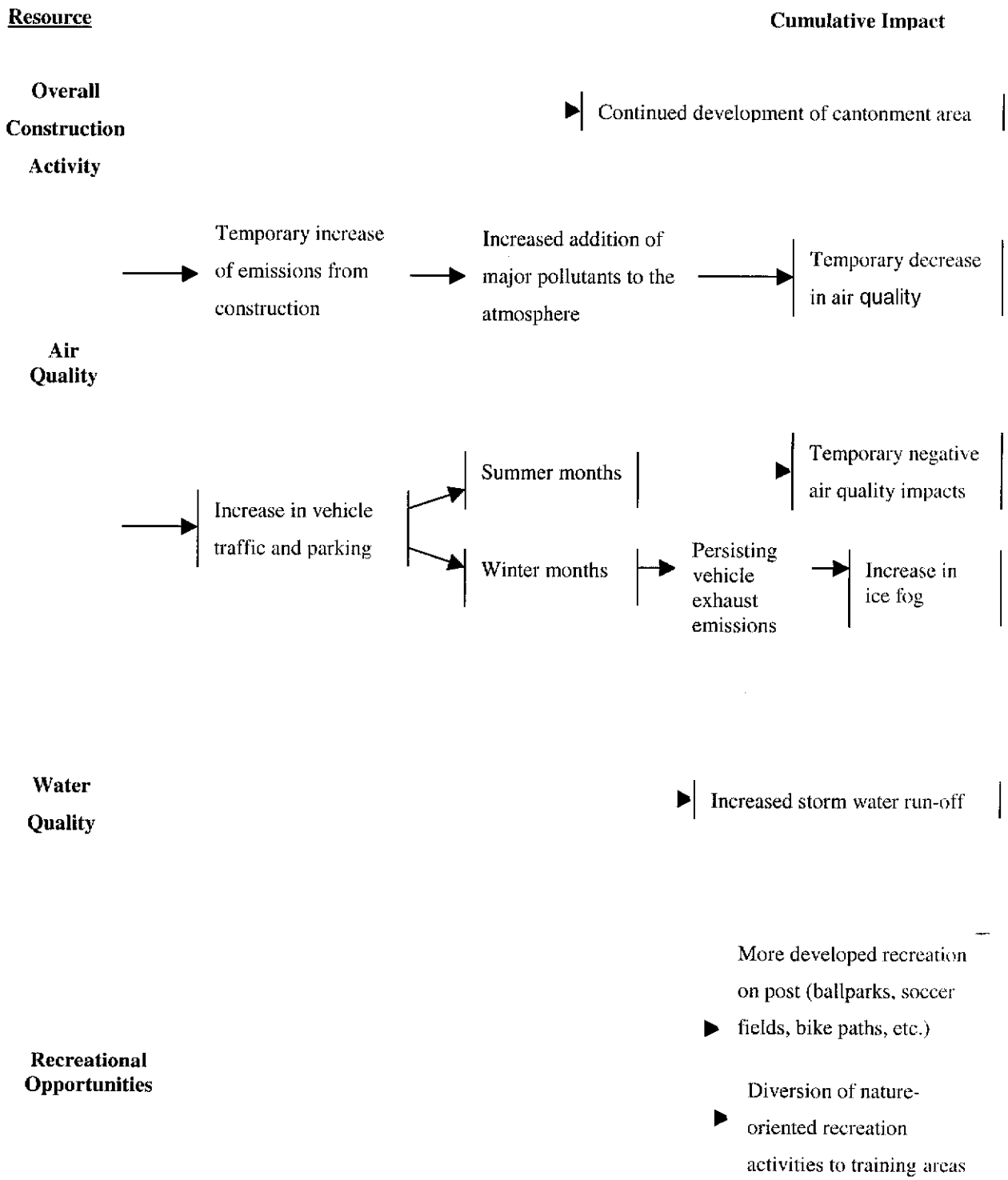
(2) The impervious nature of parking lots create mini-flood episodes during snowmelt and rainfall. These episodes increase turbidity in adjacent water bodies and degrade water quality.

(3) Petroleum hydrocarbons from either spills or vehicle exhaust will dissolve in water or accumulate in snow and thereby degrade water quality.

The significance of these parking lot discharges is compounded by the nature of spring breakup in the sub-arctic. Generally, parking lots will thaw due to low albedo (high solar absorption) and begin producing water weeks before the ground thaws. With the ground still frozen and unable to absorb water, runoff is significantly enhanced and therefore problematic.

2. Natural Resources: Indirect impacts to natural resources are discussed in the cumulative impacts section of this assessment.

Figure 5 - Summary of Cumulative Impacts Relating to VMF Construction, Fort Wainwright, Alaska (further described in following sections)



C. Cumulative Impacts

Cumulative impacts are defined (under CEQ Reg 1508.7 and Army Regulation 200-2, 651.16) as impacts on the environment resulting from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions.

1. Cantonment Area: Numerous projects are planned in the vicinity of the Fort Wainwright cantonment area, including at the alternative sites identified herein. While these projects are independent of the proposed action described in this Environmental Assessment, it is nevertheless appropriate to consider impacts associated with the preferred and other alternatives in light of these independent projects.

The Proposed Action is another action in this process. The project continues the development of the cantonment area, which is a cumulative impact. However, this development is planned, has minimal environmental impacts, adequate mitigation, and is required to support the USARAK military mission at Fort Wainwright.

2. Air Qualitv: The generation of temporary emissions from construction equipment and increased vehicular traffic from construction worker's personal vehicles could impact air quality; however, these impacts would be of short duration and temporary in nature. Most of the construction activities are expected to occur during the summer months, when pollutants generated from these sources would likely dissipate rapidly. Since the facility is designed to provide parking for 767 vehicles, there could be detrimental impacts to air quality. This is of primary concern during winter months when temperature inversions could cause vehicular exhaust emissions to persist in the area. The negative impacts could be mitigated by installing head bolt heaters in the parking lot of the new facility.

Given this increase in parking, traffic will also increase at this location.

The cumulative amount of storm water runoff on paved surfaces will increase with the construction of the new facility.

3. Natural Resources: There will be a cumulative loss of forested/undisturbed lands within the cantonment area. The reduction of these resources includes birch, spruce, and poplar forest ecosystems along with open wetland meadows and other ecotypes listed within the natural resources management plan. The cantonment area generally consists of roads, housing, offices, barracks, hangars, airfields and other aspects of urban life. The cantonment area is a "city". Areas not designated as training areas are considered in the cantonment area, and this is where most new construction of infrastructure takes place. As construction continues in the FWA cantonment area fragmentation of existing undisturbed habitats will grow forming isolated populations of wildlife and vegetation. Existing areas that are still in their natural state are on the fringes of the cantonment and are probably used by species that use

the much larger undisturbed areas of the training areas. Over time, most of the undisturbed areas will be impacted by the human footprint, and wildlife will be restricted to those that may migrate through (moose, waterfowl) and those birds, small mammals that adapt to a landscaped environment.

Overall, most of the cantonment has already been modified to a landscaped environment. Continued development may no longer have much impact on wildlife, due to its adaptation to existing conditions and use of the more natural sites found in the surrounding training areas.

Recreation will be affected in two ways. One is that there probably will be more developed recreation; ball parks, soccer fields, bike paths. For those that seek out nature for recreation, the training areas are close, still mostly in a natural, undisturbed state, and will remain that way to provide sustainable training for soldiers. Travel to the sites will take just a few minutes longer.

VI. MITIGATION

As defined in CEQ Regulation 1508.20, "Mitigation" includes the following: Avoiding the impact altogether; Minimizing impacts by limiting the degree or magnitude of the action; Rectifying the impact through repairing, rehabilitating, or restoring; Reducing or eliminating the impact over time by preservation and maintenance operations; Compensating for the impact by replacing or providing substitute resources or environments. To provide further environmental protection, specific mitigation measures will be strictly enforced.

The Vehicle Maintenance Facility mitigation (shown below in section A) will need to be addressed regardless of the chosen alternative. Mitigation measures listed below in section B - D are specific to that alternative or action.

A. Vehicle Maintenance Facility

1. Architecture: Comply with the scope and design criteria of DOD 4270.1-M, "Construction Criteria," that were in effect 1 January 1987, as implemented by the Army's Architectural and Engineering Instructions (AEI), "Design Criteria," dated 3 July 1994.

2. Engineering: Ensure that arctic engineering concepts are incorporated into facility design that will preclude vapor barrier, warm roof, and other common problems unique to this environment. Ensure that adequate insulation is incorporated into the facility design to reduce excessive use of fossil fuels for facility heat. Ascertain that appropriate engineering safeguards are incorporated to ensure Clean Water Act compliance.

3. Snow Removal: Incorporate snow removal operations into the facility design. Ascertain that snow avalanches from roofs will not occur in the area of entryways,

parking lots, or emergency service areas. Set aside areas in the immediate vicinity of parking lots as temporary snow removal repositories.

4. Soils: Stabilize exposed soils and manage storm water runoff using seeding, hay bail placement, siltation fence techniques and other appropriate engineering controls. Reseed all grassy areas disturbed during construction.

5. Parking lot: Parking lot design shall provide adequate clear space on the margins for snow deposition during snow removal operations. These sites shall not be within 50 feet of any wetland, water body, creek, slough, or river. As an alternative, appropriate settling basins, diversion dikes or other engineering practices shall be incorporated into the design to insure compliance with the National Pollutant Discharge Elimination System (NPDES) criteria for both rainfall run-off and snowmelt. Parking lot design shall minimize obstructions, as the design process permits, to facilitate the orderly and efficient snow removal and transport by DPW typical equipment.

6. Air Quality: Enforce a restrictive vehicle idling policy during periods of cold weather. Ensure availability of adequate vehicle head bolt outlets so that vehicles avoid cold starts during periods of extreme cold weather and thereby reduce the amount of vehicular exhaust produced.

7. Timber: Commercial forest products will not be given away, abandoned, carelessly destroyed, used to offset costs of contracts, or traded for products, supplies, or services. All forest products will be accounted for and commercial harvests completed prior to the start of any construction that may impact forest resources. Harvestable timber will be stockpiled. If any harvesting will occur then it will be coordinated with USARAK installation forester. Timber that is stockpiled during construction will also be coordinated through the installation forester (Appendix D).

8. Accidents/Spills: All USARAK units are required to comply with USARAK Regulation 200-1 and USARAK Pamphlet (PAM) 200-1 (USARAK 2000). All units are required to possess and have available appropriate spill response materials for the types and quantities of hazardous materials they may transport. All spills/releases are required to be reported to Fort Wainwright's Fire Department. All spills/releases in USARAK are reported to the ADEC, Spill Prevention and Response (SPAR) and appropriate mitigation measures are accomplished.

B. Alternative B, C- 'VMF North, Options 1& 2'

1. A wetland delineation and permit are necessary prior to construction commencement.

2. Coordinate with the ADEC Solid Waste Program regarding potential excavation in areas of concern and solid waste disposal procedures (Appendix B).

3. Reseed in areas where trees and/or grasses were removed and construction did not take place. This will help control erosion and maintain riverbank stabilization in areas near the river.

C. Alternative D-'Building Demolition'

1. Check for swallow nesting and eggs prior to building demolition. If demolition is scheduled for summer then begin spraying rafter areas to remove swallow nests before birds arrive.

2. Contact the Environmental Resources Department at Fort Wainwright (353-7724) before demolition begins to address any asbestos containing materials (ACM) and/or lead-based paint issues. In accordance with all applicable regulation, remove or repair any damaged, friable ACM immediately, before it can become airborne and present a health hazard. Call the Emergency Trouble Call if exposed friable ACM is discovered (353-7069). A written "Notification of Demolition and Renovation" shall be submitted to the EPA 10 working days prior to any work on an asbestos project, including a finding of "no asbestos present" (40 CFR 61.146). These notification forms can be found in Fort Wainwright's Environmental Office. RCRA, Housing and Urban Development (HUD) and 29 CFR 1926.62 guidelines will be followed for projects disturbing painted surfaces containing lead-based paint.

VII CONCLUSION

Construction of a new vehicle maintenance facility as described in the preferred and other alternatives do not pose any significant environmental impacts that are not otherwise adequately addressed in the mitigation section of this EA. The No Action Alternative would not address the increasing need for new facilities. After a comprehensive evaluation of all potential impacts, it has been determined that the proposed action will not result in significant impacts; therefore a Finding of No Significant Impact (FNSI) will be prepared to accompany this EA. Mitigation measures contained herein shall be incorporated in their entirety into any Work Plan, Operations Plan or similar document that anticipates the construction of a new vehicle maintenance facility at Fort Wainwright as outlined in this EA.

VIII. NOTICE OF PUBLIC AVAILABILITY AND PUBLIC COMMENT PERIOD

Army Regulation (AR) 200-2, Environmental Effects of Army Actions, March 2002 implement the National Environmental Policy Act of 1969. Chapter 5 of AR 200-2 authorizes the preparation of a Finding of No Significant Impact (FNSI) after an Environmental Assessment (EA) review indicates that an Environmental Impact Statement (EIS) is not required.

ACTION: Construction of a new Vehicle Maintenance Facility at Fort Wainwright, AK.

ENVIRONMENTAL DOCUMENTS: An EA and a mitigated FNSI have been prepared for the proposed project. Copies of these documents are available upon request. Interested parties are invited to submit, in writing, any comments or objections they may have concerning the proposed action. Comments received will be reviewed and relevant issues will be addressed and incorporated into a revised EA. If no comments are received during the Public Comment Period, the original EA will become the final EA. The Public Comment Period begins on the first day upon publication of this notice and extends for 30 days. **For further information, please contact Gale Skaugstad, Environmental Resource Department, United States Army Alaska (USARAK), Directorate of Public Works, Fort Wainwright, Alaska 99703-6500, telephone: (907) 353-3001.**

SUPPLEMENTAL INFORMATION: An EA is prepared to determine the extent of environmental impacts of a proposed action and decide whether or not these impacts are significant. If the proposed action may or will result in significant impacts, an EIS is prepared to provide additional information on the context, duration, and intensity of the impacts. If an EA shows that the proposed action will not result in significant impacts, a FNSI is prepared and the NEPA compliance is satisfied. A FNSI is a document, which briefly presents the reasons why a proposed action will not have a significant effect on the quality of the human environment.

The FNSI documents the decision that an EIS is not required for NEPA compliance. A FNSI is complete when no comment period is necessary, a comment period was held but evidenced no significant public concern, or public concern resulted in reconsideration of the FNSI, which was still appropriate upon re-examination.

Frederick J. Lehman
Colonel, U.S. Army
Garrison Commander

IX CONTACTS

A. Environmental Assessment Preparers/Editors

This environmental assessment was prepared by the United States Army Alaska, Directorate of Public Works, Environmental/Planning Division. Below is a list of contact personnel who either prepared or edited this assessment.

Preparers:

Andrea Hunter
NEPA Coordinator
Contact phone: 907-353-9507

Gale Skaugstad
Public Outreach Coordinator/NEPA support
Contact phone: 907-353-3001

Address:
Directorate of Public Works
ATTN: APVR-WPW-EV
1060 Gaffney Road #6500
Fort Wainwright, AK 99703-6500

Editors:
Kate Siftar: 907-353-6249
Susie Wuorinen: 907-384-0400
Debra Breindel: 907-384-6930

B. Persons Contacted – USARAK Environmental Resources Department

Adams, Brian-353-6623
Andrews, Jeff- 384-6389
Buzby, Josh- 353-3006
Deardorff, Therese- 384-2716
Douse, Jeremy- 353-9318
Fosbrook, Cristal- 384-2713
Gardner, Kevin – 384-3331
Gray, Bob-353-9949
Griffin, Lee-353-6489
Lipyanic, Deb- 353-6702
Price, Kathy- 353-9167
Rees, Dan- 353-9318
Reidsma, Steve- 353-9685
Sackett, Russ – 384-3041
Seibel, Cliff-353-6220
Tolliver, Wayne- 353-7724
Woods, Aaron- 353-3551

Chacho, Ed – 353-6170
Nugent, Nick - 353-6408
Peede, Monica- 353-6403

C. List of agencies and external persons contacted

Buck, Patrice – ADEC Solid Waste Program – 451-2181
Bitner, Judith – State Historic Preservation Office: AK Dept. of Natural Resources
Ferris, Ann – ADEC
Hopp, Paul – USACHPPM – 384-6930
Ihlenfeldt-McNay, Nancy – ADF&G Habitat Division – 459-7287
Jordan, John – Project Manager-U.S. Army Corps of Engineers – 753-5641
Monroe, Kent - ADEC Solid Waste Program - 451-2134
Priday, Jonathon – U.S. Fish/Wildlife, Fairbanks – 456-0203
Wright, John – Wildlife Biologist, Alaska Fish and Game - 459-7292

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XI. COMMON ABBREVIATIONS:

ACM	Asbestos Containing Material
ADEC	Alaska Department of Environmental Conservation
AQCR	Air Quality Control Region
ANILCA	Alaska National Interest Lands Conservation Act
AK	Alaska
BASH	Bird Aircraft Strike Hazard. A program to minimize potential of bird/aircraft conflicts in the vicinity of airfields and landing zones.
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980, also known as *Superfund* (PL 96-510 et seq.)
CRREL	Cold Regions Research and Engineering Laboratory, headquartered in Hanover, NH.
DCA	Director or Community Activities
DoD	Department of Defense
DOTPF	State of Alaska, Department of Transportation and Public Facilities
DMA	Defense Mapping Agency
DPW	Directorate of Public Works
DERA	Defense Environmental Restoration Act. The DOD equivalent to
CERCLA	(see above)
EA	Environmental Assessment, See Army Regulation 200-2 (32 CFR-Part 651)
EIS	Environmental Impact Statement
EMF	Electromagnetic Flux.
E.O.	Executive Order. A binding order issued y the President of the United States.
EPA	Environmental Protection Agency, Region X, headquartered in Seattle
F	(Fahrenheit), a temperature measurement scale wherein water freezes at 32 degrees and boils at 212 degrees.
FAA	Federal Aviation Administration
FFA	Federal Facilities Agreement. A legally binding agreement administered by the EPA that specifies *Superfund* (see CERCLA above) clean-up activities, schedules and specifies levels of 'clean'.
FWA	Fort Wainwright, Alaska
IRP	Installation Restoration Plan. The required actions for the long term clean up of *Superfund* known contamination throughout Fort Wainwright, Alaska
NESHAPS	National Emissions Standards for Hazardous Air Pollution
NPDES	National Pollution Discharge Elimination System
MIM	Military Installation Map
mg/l	Milligram per liter (approximates one part per million)
pH	A symbol for the acidity or alkalinity of a solution.
RCRA	Resource Conservation and Recovery Act
Superfund	See CERCLA above.
US	United States
USACE	U.S. Army Corps of Engineers
USARAK	United States Army, Alaska
USFWS	United States Fish and Wildlife Service

XII. RECOMMENDATION FOR A FINDING OF NO SIGNIFICANT IMPACT:

FINDING OF NO SIGNIFICANT IMPACT

CONSTRUCTION OF VEHICLE MAINTENANCE FACILITY FORT WAINWRIGHT, ALASKA

DESCRIPTION OF ACTION: Construction of a new Vehicle Maintenance Facility at Fort Wainwright, Alaska.

ANTICIPATED ENVIRONMENTAL EFFECTS:

1) There are no anticipated adverse effects (from the proposed alternatives) due to the proposed project on water quality, fish and wildlife or their habitats including threatened and endangered species.

2) The Air Quality Conformity Analysis for this project has been completed, and no significant impacts were identified.

3) Alternative site A – "No action alternative" – No environmental effects not mentioned in the EA.

4) Alternative sites B & C – Potential wetland and contamination issues. Soil restabilization will be required for Alternative B.

5) Alternative site D – Will involve the demolition of Buildings 3421 and 3425. State Historic Preservation Officer concurrence has been obtained for this action.

MITIGATION AND CONCLUSION: Mitigation actions, as defined in CEQ Regulation 1508.20, have been incorporated into this Environmental Assessment (EA). Vehicle Maintenance Facility mitigation will need to be addressed regardless of the chosen alternative. Additional site-specific mitigation measures are incorporated and compliance is mandatory. These mitigation measures shall be reviewed and incorporated in their entirety into any Work Plan, Operations Plan, or similar document that anticipates the construction of a vehicle maintenance facility at Fort Wainwright as outlined in this EA, with adoption of the mitigation measures included therein, has been determined to not have significant effects on the environment. Therefore, an Environmental Impact Statement (EIS) is not required.

DEADLINE FOR COMMENTS AND POINTS OF CONTACT FOR INFORMATION: Interested parties are invited to submit any written comments or objections they may have concerning the proposed action. Comments will be reviewed, and relevant issues will be addressed and incorporated into a revised EA. If no comments are received during the public comment period, the original EA will become the final EA. The Public Comment Period begins on the first day upon publication of this notice and extends for 30 days. **For further information, please contact Gale Skaugstad, Environmental Resource Department, United States Army Alaska (USARAK), Directorate of Public Works, Fort Wainwright, Alaska 99703-6500, telephone: (907) 353-3001.**

Fredrick J. Lehman
Colonel, U.S. Army
Garrison Commander

XIII. APPENDIX A
STATE HISTORIC PRESERVATION OFFICE CORRESPONDENCE

STATE OF ALASKA

TONY KNOWLES, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF PARKS AND OUTDOOR RECREATION
OFFICE OF HISTORY AND ARCHAEOLOGY

550 W. 7TH AVENUE, SUITE 1310
ANCHORAGE, ALASKA 99501-3565
PHONE: (907) 269-8721
FAX: (907) 269-8908

File No.: 3130-1R Department of the Army
3330-6N Building 3421 and Building 3425 Fort Wainwright

January 23, 2002

David B. Snodgrass, Lieutenant Colonel, U.S. Army
Director Public Works, Department of the Army
Headquarters U.S. Army Alaska
600 Richardson Drive #5000
Fort Richardson, Alaska 99505-5000

Subject: Demolition of Building 3421 and Building 3425 Fort Wainwright

Dear Lt. Col. Snodgrass:

The Alaska State Historic Preservation Office reviewed Department of the Army correspondence received January 14, 2002 regarding the subject referenced above.

The Alaska State Historic Preservation Office concurs with the Department of the Army finding Building 3421 (1953) and Building 3425 (1955) not eligible for listing in the National Register of Historic Properties.

The Alaska State Historic Preservation Office concurs with the Department of the Army finding of no historic properties affected for the undertaking to demolish Building 3421 (1953) and Building 3425 (1955).

If you have any questions or need further assistance, please call James J. Malanaphy III, AIA at (907) 269-8726.

Sincerely,

Judith E. Bittner
State Historic Preservation Officer

JEB:jjm

cc: Russell Sackett, Cultural Resource Manager (APVR-RPW-EV)
Fairbanks North Star Borough - City of Fairbanks Historical Commission

Printed on Recycled Paper

XIV. APPENDIX B
ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION CORRESPONDENCE

STATE OF ALASKA

TONY KNOWLES, GOVERNOR

DEPT. OF ENVIRONMENTAL CONSERVATION

DIVISION OF ENVIRONMENTAL HEALTH
SOLID WASTE PROGRAM
610 UNIVERSITY AVENUE
FAIRBANKS, ALASKA 99709-3643
http://www.state.ak.us/dec/

Telephone: (907) 451-2134
Fax: (907) 451-2187
Email: kent_monroe@envircon.state.ak.us

File Number: 108.15.001

October 14, 2002

OCT 22 2002

Gale Skaugstad
Directorate of Public Works
APVR-WPW-EV
1060 Gaffney Road, #6505
Fort Wainwright, AK 99703-6505

Re: Request for Consultation on Construction of Vehicle Maintenance Facility at Ft. Wainwright, Alaska

Dear Ms. Skaugstad:

The Alaska Department of Environmental Conservation, Solid Waste Program, received your letter of September 17, 2002 requesting consultation on the proposed construction of a vehicle maintenance facility at Ft. Wainwright, Alaska. We understand that this project may potentially disturb an old abandoned unregulated landfill at or near the location for the project. The Solid Waste Program does not have any record of a landfill at the proposed location. However, the Contaminated Sites program has maps that indicate a possible drum disposal (or storage) area for drums associated with a past utilidor project. We recommend that you consider the following factors in your analysis, or follow the recommended actions during construction.

1. A site assessment to determine the location of any subsurface anomalies in the proposed project area may provide valuable information prior to construction.
2. If the potential landfill is a drum disposal area, excavation may reveal the presence of contaminated soil. This depends, of course, on what product was contained in the drums and whether or not the drums were empty prior to disposal. If contaminated soil or free product is discovered during excavation, then ADEC's Contaminated Sites program must be notified.
3. Pad or building construction in the area of a suspected landfill may be subject to differential settlement due to voids in the waste or unconsolidated/uncrushed drums that may collapse or settle due to construction activity. Waste may need to be excavated and disposed in the Ft. Wainwright Landfill.

4. If organic waste (food waste, garbage, paper, wood waste, etc.) was disposed at this location, there will be a potential for the generation of methane gas. Any buildings built near or over a landfill may be at risk of methane gas buildups in excess of the lower explosive limits (LEL). I would highly recommend that methane gas measurements be taken prior to and during construction if there is any evidence that organic or putrescible waste were disposed in the area. Again, if there are buried waste that will impact the project, then the waste may need to be excavated and disposed in the Landfill.

If you have any additional questions or need further assistance please contact me at (907) 451-2134.

Sincerely,

Kent Monroe
Environmental Specialist

SKM/ XD EH/SW/FBKS – G:\EH\SW\Ft Wainwright\FWW Vehicle maint fac LF impact.doc

XV. APPENDIX C
U.S. FISH AND WILDLIFE CORRESPONDENCE

United States Department of the Interior
Fish and Wildlife Service
Fairbanks Fish and Wildlife Office
101 12th Ave., Box 19, Room 110
Fairbanks, Alaska 99701
September 23, 2002

Ms. Andrea Hunter
Directorate of Public Works
APVR-WPW-EV
1060 Gaffney Road, #6505
Fort Wainwright, AK 99703-6505

Re: Construction of Vehicle Maintenance Facilities, Ft. Wainwright, AK

Dear Ms. Hunter:

This responds to your request for a list of endangered and threatened species and critical habitats pursuant to section 7 of the Endangered Species Act of 1973, as amended (Act). This information is being provided for the proposed construction of vehicle maintenance facilities, Fort Wainwright, AK.

No listed species occur in these project areas and there is no designated or proposed critical habitat in the vicinity of the proposed projects. Therefore, the Service concludes that this project is not likely to adversely impact listed species. Preparation of a Biological Assessment or further consultation under section 7 of the Act regarding this project is not necessary.

This letter applies only to endangered and threatened species under our jurisdiction. It does not preclude the need to comply with other environmental legislation or regulations such as the Clean Water Act.

Thank you for your cooperation in meeting our joint responsibilities under the Act. If you need further assistance, please contact Jonathan Priday at (907) 456-0499.

Sincerely,

Philip D. Martin
acting for

Ted Swem
Branch Chief
Endangered Species

XVI. APPENDIX D
FORT WAINWRIGHT TIMBER POLICY

Policy on Use of Timber at Fort Wainwright

Army Regulation 200-3, *Natural Resources - Land, Forest, and Wildlife Management* (28 February 1995) Chapter 5 Forest Management, Section 5-2 Timber Management, b. Harvesting actions, (2) Disposal action, (d) states,

"Commercial forest products will not be given away, abandoned, carelessly destroyed, used to offset costs of contracts, or traded for products, supplies, or services. All forest products are to be accounted for and commercial harvests completed prior to the start of any construction that may impact forest resources. When forest products are removed from Army lands by any means other than a commercial timber sale, a dollar amount equal to the fair market value is to be deposited to Budget Clearing Account 21F3875.3960 20-C S99999 for products removed."

USARAK policy on forest products use, as stated in the DRAFT Fort Wainwright Forest Management Plan, is as follows:

- All forest harvesting actions must be coordinated with the Environmental Resources Department / Installation Forester prior to action.
- Public use of forest products require a permit from the Environmental Resources Department / Installation Forester prior to removal of timber from the Installation.
- Mechanical clearing techniques must be coordinated with the Environmental Resources Department / Installation Forester prior to action.
- Hand clearing techniques should be used to preclude erosion or when conducting harvesting activities in wetlands, when possible.
- Timber harvest activity is not allowed within 50 feet immediately adjacent to an anadromous stream or high value resident fish water body. Within the next 50 feet, a 50% minimum retention of trees must occur.
- Permits are required for the vehicular crossing of anadromous and resident fish streams.
- Trees with a diameter-breast-height (dbh) of less than four inches may be cut without prior approval.
- Trees with a dbh of less than four inches; slash; and other debris may be distributed into adjacent upland areas, piled for burning, hauled away, or chipped and distributed into adjacent upland areas. Specific disposal methods will be determined by the Environmental Resources Department / Installation Forester prior to action.
- If spruce logs are not immediately removed from the site, the following special precaution must be taken. All spruce logs greater than four inch dbh must be scored the length of the log with a chainsaw to a half-inch depth so as to cause drying of the phloem to prevent bark and ips beetle infestations in nearby healthy trees.
- Trees with a dbh of more than four inches should be salvaged for public use up to a four inch top.
- Trees with a dbh of more than four inches should be stacked separately from smaller diameter trees.
- All stumps should be cut within six inches or less of the ground surface.
- Spruce boughs are only to be collected from trees sized less than four inches dbh for troop training.
- All large-scale harvest activities must be coordinated with the Natural Resources Office / Installation Forester to ensure other miscellaneous harvest requirements are met prior to action.

Changes in policy may occur prior to October 1, 2001 pending final approval of the Fort Wainwright Forest Management Plan. If changes occur, an updated version with noted changes will be distributed.

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, ALASKA
3437 AIRPORT WAY
SUITE 206 WASHINGTON PLAZA
FAIRBANKS, ALASKA 99709-4777

REPLY TO ATTENTION OF:

Regulatory Branch
North Section
9-2002-1197

November 8, 2002

Directorate of Public Works
APVR-WPW-EV (LIPYANIC)
1060 Gaffney Road 36500
Fort Wainwright, Alaska 99703-6500

Dear Ms. Lipyanic:

This is in response to your October 25, 2002, letter requesting a Department of the Army (DA) jurisdictional determination for proposed Army Project Number 57354 (BDE MOTER POOL Phase 1) and Army Project Number 58551 (BDE Motor Pool Phase 2) located within section 17, T. 1 S., R. 1 E., Fairbanks Meridian, on Fort Wainwright, Alaska.

Based on our review of the information you furnished and available to our office, we have determined that your proposed project would involve the placement of fill material into waters of the U.S. under our regulatory jurisdiction (see enclosure titled, "BASIS FOR JURISDICTIONAL DETERMINATION"). Therefore, DA authorization is required. However, your proposed plan lacks the necessary information sufficient for a determination whether a general permit may apply or if an individual permit is required.

Your proposed project was reviewed pursuant to Section 404 of the Clean Water Act. Section 404 of the Clean Water Act requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including wetlands, prior to conducting the work (33 U.S.C. 1344).

For regulatory purposes, the Corps of Engineers defines wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Please be advised that land clearing operations involving vegetation removal with mechanized equipment such as front-end loaders, backhoes, or bulldozers with sheer blades, rakes, or discs in wetlands; or windrowing of vegetation, land leveling or other soil disturbances are considered placement of fill material under our jurisdiction.

This approved jurisdictional determination is valid for a period of five (5) years from the date of this letter, unless new information supporting a revision is provided to this office before the expiration date. Also, enclosed is a Notification of Administrative Appeals Options and Process and Request for Appeal form regarding this Department of the Army Approved Jurisdictional Determination.

Nothing in this letter shall be construed as excusing you from compliance with other Federal, State, or local statutes, ordinances, or regulations that may affect any proposed work.

Please take a moment to complete and return the enclosed questionnaire. Our interest is to see how we can continue to improve our service to you, our customer, and how best to achieve these improvements. Upon your request, you may also provide additional comments by telephone or a meeting. We appreciate your efforts and interest in evaluating the regulatory program.

We appreciate your cooperation with the Corps of Engineers' Regulatory Program. Please refer to file number 9-2002-1197 in future correspondence or if you have any questions concerning this determination. You may contact me at (907) 474-2166, by FAX at (907) 474-2164, or by mail at the letterhead address. For additional information about our Regulatory Program, visit our web site at www.poa.usace.army.mil/reg.

Sincerely,

Sheila Newman

Sheila M. Newman
Regulatory Specialist

Enclosures

CC: Robert.W.Chivvis@poa02.usace.army.mil
Cc: George.J.Newman@poa02.usace.army.mil

BASIS FOR JURISDICTIONAL DETERMINATION

Applicant: United States Army Fort Wainwright File #: 9-2002-1197

The U.S. Army Corps of Engineers, Alaska District, Regulatory Branch has evaluated your project site to determine the presence or absence waters of the United States, including wetlands, which are subject to regulatory jurisdiction under Section 404 of the Clean Water Act and/or Section 9 and/or Section 10 of the Rivers and Harbors Act of 1899.

1. DETERMINATION:

A. ☒ This site has jurisdictional Waters of the United States, which are defined in 33 CFR 328.3. Your site has:

(1)☐ A waterway which is currently used, or was used in the past, or may be susceptible to use in interstate or foreign commerce, including all water which is subject to the ebb and flow of the tide (navigable water);

(2)☐ An interstate water, including interstate wetlands;

(3)☐ A water such as an intrastate lake, river, stream (including intermittent streams), mudflat, sandflat, wetland, slough, prairie pothole, wet meadow, playa lake, or a natural pond, the use, degradation or destruction of which could affect interstate or foreign commerce including any such waters:

(a) ☐ Which are or could be used by interstate or foreign travelers for recreational or other purposes; or
(b) ☐ From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or
(c) ☐ Which are used or could be used for industrial purpose by industries in interstate commerce;
(d) ☐ Other;

(4)☐ An impoundment of water otherwise defined as a water of the United States under the definition;

(5)☐ A tributary to a water identified in paragraphs (A)(1) through (4) above;
(1) ☐, (2) ☐, (3) ☐, and (4) ☐ . <check the number as appropriate>

(6)☐ A territorial sea;

(7)☒ A wetland adjacent[1] to waters (other than waters that are themselves wetlands) identified in paragraphs (A) (1) through (6) above: (1) ☐, (2) ☐, (3) ☒, (4) ☐, (5) ☐, (6) ☐ ; <check the number as appropriate>

B. ☐ Limits of jurisdiction: Section 10: pick list Limits: pick list
☒ Limits of jurisdiction: Section 404: non-tidal water Limits: to limit of the wetland

2. SOME INDICATORS SUPPORTING THE DETERMINATION: ☒ indicated as wetland on National Wetland Inventory map; ☒ aerial photography interpretation; ☐ wetland hydrology; ☒ soils listed as hydric on soils map; ☐ hydric soils as determined by field inspection; ☐ hydrophytic plant community; ☐ adjacency to navigable or interstate waters; ☐ linkage to interstate or foreign commerce; ☐ other:

3. Rationale: The site is in wetland adjacent to the Chena River, a navigable water way.

Sheila M. Newman
Regulatory Specialist
North Section

11/7/02
Date

[1] Adjacency is defined in 33 CFR 328.3 (c) as "bordering, contiguous, or neighboring," with the further clarification that "[w]etlands separated from other waters of the U.S. by man-made dikes or barriers, natural river berms, beach dunes, and the like are 'adjacent wetlands'."

Applicant: US Army Fort Wainwright Alaska | File Number: 4-2002-1197 | Date:

Attached is: See Section below

	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
X	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/cw/cecwo/reg/ or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:

Sheila M. Newman RS
US Army Corps of Engineers
Alaska District CEPOA-CO-R-NF
3437 Airport Way, Suite 206
Fairbanks, Alaska 99709-4777
(907) 474-2166
(907) 474 2164 Facsimile Machine

If you only have questions regarding the appeal process you may also contact:

Commander
ATTN: ET-C/Michael Lee
USAED, Pacific Ocean
Building 230
Fort Shafter, HI 96858-5440

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation, and will have the opportunity to participate in all site investigations.

Date:

Telephone number:

Signature of appellant or agent.

Mail to:

Commander
ATTN: ET-C/Michael Lee
USAED, Pacific Ocean
Building 230
Fort Shafter, HI 96858-5440