



**US Army Corps
of Engineers®**

PUBLIC NOTICE

Applicant:
Brady Fredrickson
Salt Lake City International Airport

Published: **October 2, 2025**
Expires: **November 1, 2025**

**Sacramento District
Permit Application No. SPK-2004-50019**

TO WHOM IT MAY CONCERN: The Sacramento District of the U.S. Army Corps of Engineers (Corps) has received an application for a Department of the Army permit pursuant to Section 404 of the Clean Water Act (33 U.S.C. §1344). The purpose of this public notice is to solicit comments from the public regarding the work described below:

APPLICANT: Brady Fredrickson
Salt Lake City International Airport
Post Office Box 145550
Salt Lake City, UT 84114-5550

AGENT: Merissa Davis
Bowen Collins & Associates
154 East 14075 South
Draper, UT 84020-9392

WATERWAY AND LOCATION: The project would affect waters of the U.S. associated with the relocation of the North Point Canal Conveyance System and the Surplus Canal for the construction of the South End-Around Taxiway, additional parking and security screening facilities at Salt Lake City International Airport. The 280-acre project area is located at the Wingpointe Golf Course at 100 North 3700 West in Sections 31, 32, and 33 of Township 1 North, Range 1 West, and Sections 4 and 5 of Township 1 South, Range 1 West; at Latitude 40.769964 and Longitude -111.979921; in Salt Lake City, Salt Lake County, UT.

EXISTING CONDITIONS: The project area encompasses approximately 280 acres, including the abandoned Wingpointe Golf Course, located between Salt Lake City International Airport and Interstate 80 (I-80) West. The golf course, which closed in 2015, has since been acquired by the Airport and remains largely unused and not accessible to the public.

The project area lies at the south of the Airport, bounded to the south and west by the I-80 West off-ramp merging with Terminal Drive, to the north by internal airport roads including Crossbar Road and 3700 West, and to the west by the Surplus Canal, which passes beneath both Terminal Drive and I-80 West.

The Utah Transit Authority's TRAX Green Line runs along the southern and western edge of the property, serving as a buffer between the project area and adjacent

roadways. The topography is relatively flat with shallow rolling hills remaining from past golf course development. Vegetation in the uplands is dominated by invasive grasses and forbs.

The site's aquatic resources include 23.64 acres of wetlands, 4.40 acres of ponds, 17.95 acres (9,654 linear feet) of the North Point Canal and conveyance system, and 16.34 acres (6,163 linear feet) of the Surplus Canal. Within the project area, the North Point Canal Conveyance System crosses over the Surplus Canal and transitions into a meandering stream and an excavated pond within the former golf course. A second manmade pond lies just west of the canal near Terminal Drive.

Beyond the project boundaries, the surrounding landscape is highly developed and heavily trafficked due to the Airport's proximity and direct connection to I-80 West. South of the project area, across I-80, lies an industrial park. The Airport itself is currently implementing Phase 2 of its four-phase renovation and expansion program, which began in 2014 with parking lot and ground service upgrades and would ultimately expand Concourses A and B and add an additional connecting tunnel.

PROJECT PURPOSE:

Basic: To improve airport operations and accommodate airport facility needs.

Overall: The overall project purpose is to improve airfield circulation and construct a dedicated security screening facility for airport employees and tenants at the Salt Lake City International Airport, Salt Lake City, Utah.

PROPOSED WORK: The applicant requests authorization to discharge approximately 465,500 cubic yards of fill material in waters of the U.S. for the construction of the South End-Around Taxiway, and dedicated parking and security screening facility for airport employees and tenants. These activities would result in permanent impacts to 23.64 acres of wetlands, 4.40 acres of ponds, 17.95 acres (9,654 linear feet) of the North Point Canal, and 16.34 acres (6,163 linear feet) of the Surplus Canal.

AVOIDANCE AND MINIMIZATION: The applicant has provided the following information in support of efforts to avoid and/or minimize impacts to the aquatic environment: *"An alternatives analysis was performed to select the least environmentally damaging practicable alternative for the proposed project. Five plan alternatives were reviewed as part of the alternatives analysis (See Alternative Analysis Section of the Individual Permit Application). Based on feasibility and the purpose and need of this project, the preferred alternative selected was the least environmentally damaging practicable alternative. This alternative cannot avoid impacts to wetlands and minimization to wetland impacts was not feasible for this project due to the wildlife conflicts which occur from the presence of wetlands and ponded waters. These habitats attract migratory birds, which can cause strikes to aircraft, both damaging infrastructure and potentially harming individuals on board."*

COMPENSATORY MITIGATION: The applicant offered the following compensatory mitigation plan to offset unavoidable functional loss to the aquatic environment: The applicant proposes the purchase of mitigation credits from the Machine Lake Mitigation Bank. The mitigation ratios and mitigation bank credit amount have not yet been finalized.

CULTURAL RESOURCES: The Corps designated the FAA as the lead federal agency for compliance with Section 106 of the National Historic Preservation Act (NHPA). The FAA determined that a Finding of No Adverse Effect for purposes of NHPA compliance is appropriate for this project, and the SHPO concurred in a letter dated June 12, 2024. Therefore, the proposed project is not expected to result in any reasonably foreseeable impacts on historic, architectural, archaeological, or cultural resources. The Corps will rely on this determination for purposes of Section 106 NHPA compliance as part of the DA permit evaluation process. However, if the scope of work is modified, additional consultation may be required to ensure compliance with the NHPA.

ENDANGERED SPECIES: The Corps designated the FAA as the lead federal agency for compliance with Section 7 of the Endangered Species Act. The FAA documents indicate that no threatened or endangered species or their suitable habitat are present within the project area. As such, these species are not expected to be present and will not be reviewed further, as the proposed project would have no effect on them. The Corps will rely on this information for its ESA compliance as part of the DA permit process. However, if the scope of work is modified or if additional species are listed that may be affected by the project, consultation may be required to ensure compliance with Section 7 of the ESA.

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

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

SECTION 408: The applicant will require permission under Section 14 of the Rivers and Harbors Act (33 USC 408) because the activity, in whole or in part, would alter, occupy, or use a Corps Civil Works project.

WATER QUALITY CERTIFICATION: Water Quality Certification may be required from the State of Utah Division of Water Quality.

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

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including cumulative impacts thereof; among these are conservation, economics, esthetics, general environmental concerns, wetlands, historical properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food, and fiber production, mineral needs, considerations of property ownership, and in general, the needs and welfare of the people. Evaluation of the impact of the activity on the public interest will also include application of the guidelines promulgated by the Administrator, EPA, under authority of Section 404(b) of the Clean Water Act or the criteria established under authority of Section 102(a) of the Marine Protection Research and Sanctuaries Act of 1972. A permit will be granted unless its issuance is found to be contrary to the public interest.

COMMENTS: The Corps is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this determination, comments are used to assess impacts to endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment (EA) and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act (NEPA). Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

The Sacramento District will receive written comments on the proposed work, as outlined above, until **November 1, 2025**. Comments should be submitted electronically via the Regulatory Request System (RRS) at <https://rrs.usace.army.mil/rrs> or to Nicole Fresard at Nicole.D.Fresard@usace.army.mil. Alternatively, you may submit comments in writing to the Commander, U.S. Army Corps of Engineers, Sacramento District, Attention: Nicole Fresard, the Utah Regulatory Field Office, 523 Heritage Park Blvd, Suite 1, Layton, Utah 84041-5611. Please refer to the permit application number (SPK-2004-50019) in your comments.

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



LEGEND

 Project Area - 280 Acres

SCALE:
1 in. = 2,000 ft.



SITE LOCATION

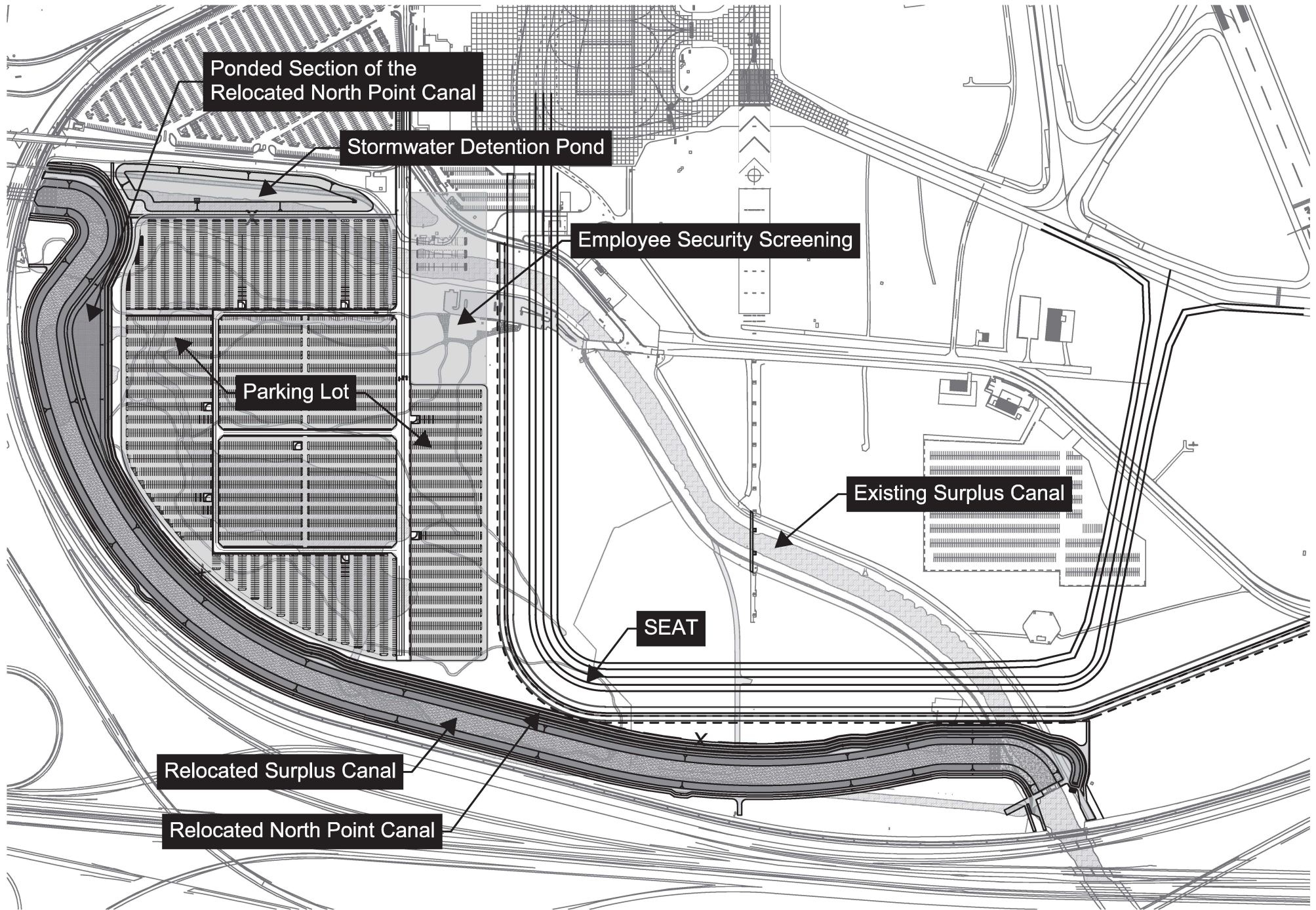
**AIRPORT SURPLUS
CANAL RELOCATION**



FIGURE NO.

1A

Imagry: Hexagon 2021
Figure Created By
Cara Glabau 8/8/2024



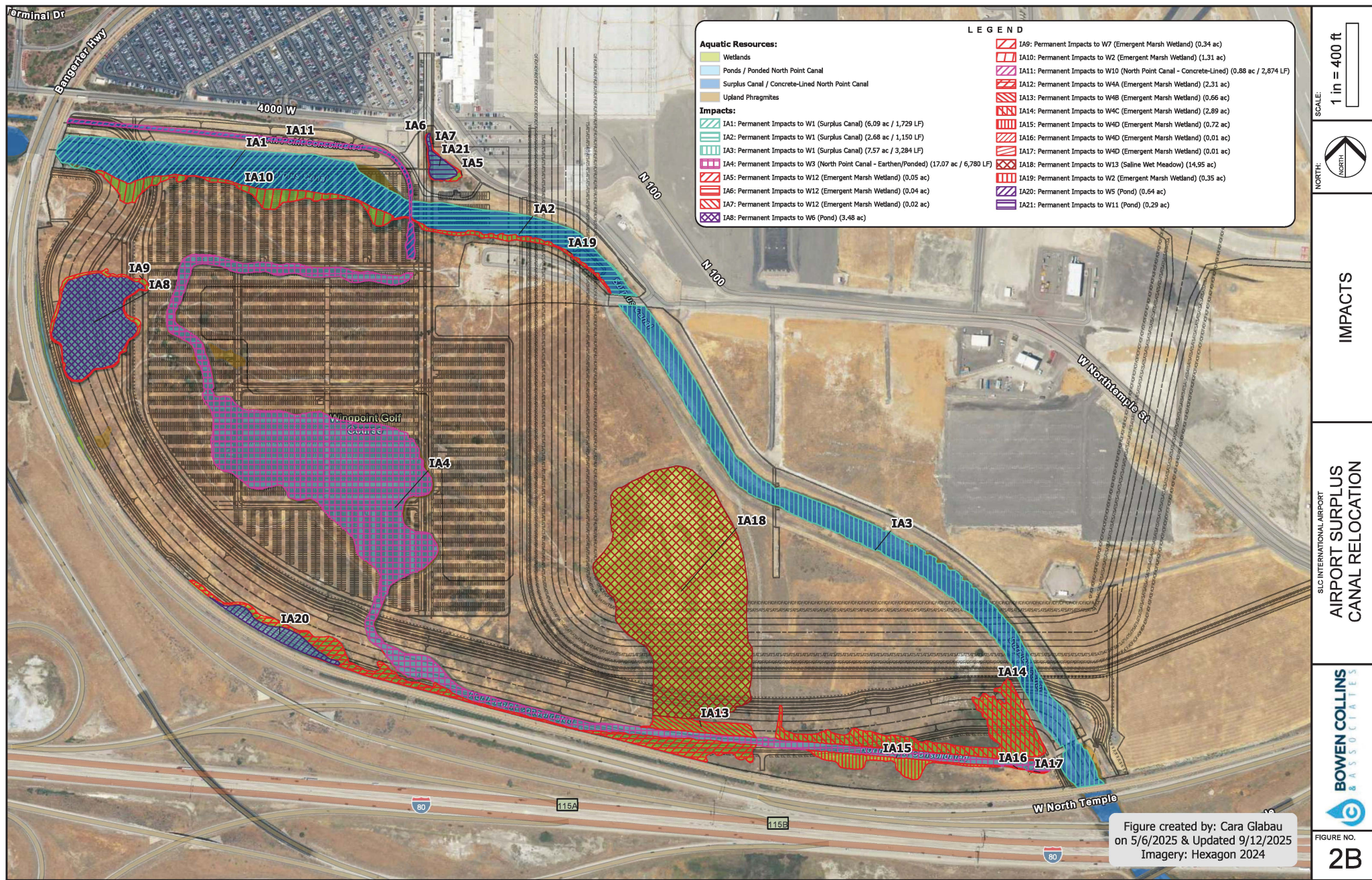
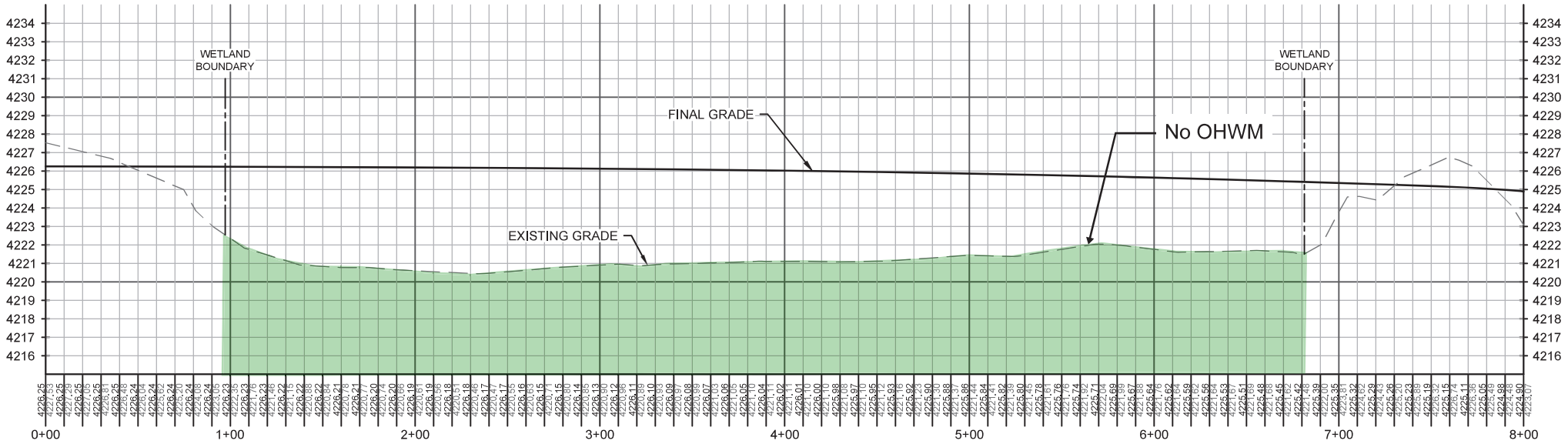
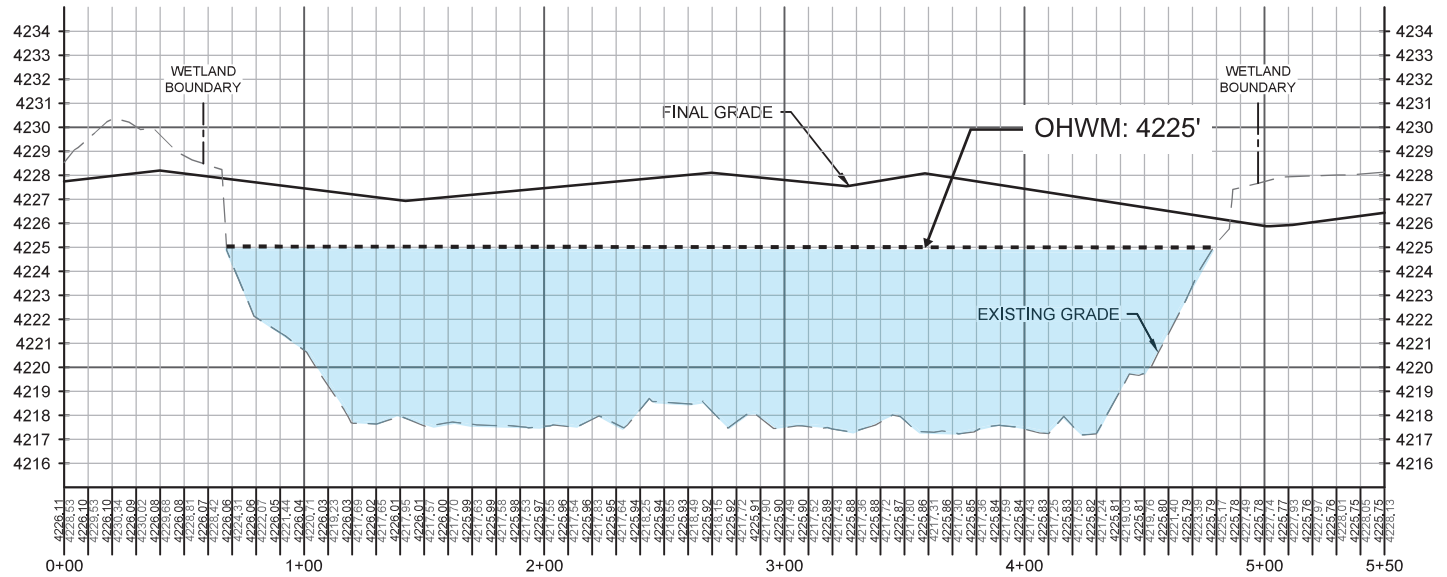


Figure created by: Cara Glabau
on 5/6/2025 & Updated 9/12/2025
Imagery: Hexagon 2024

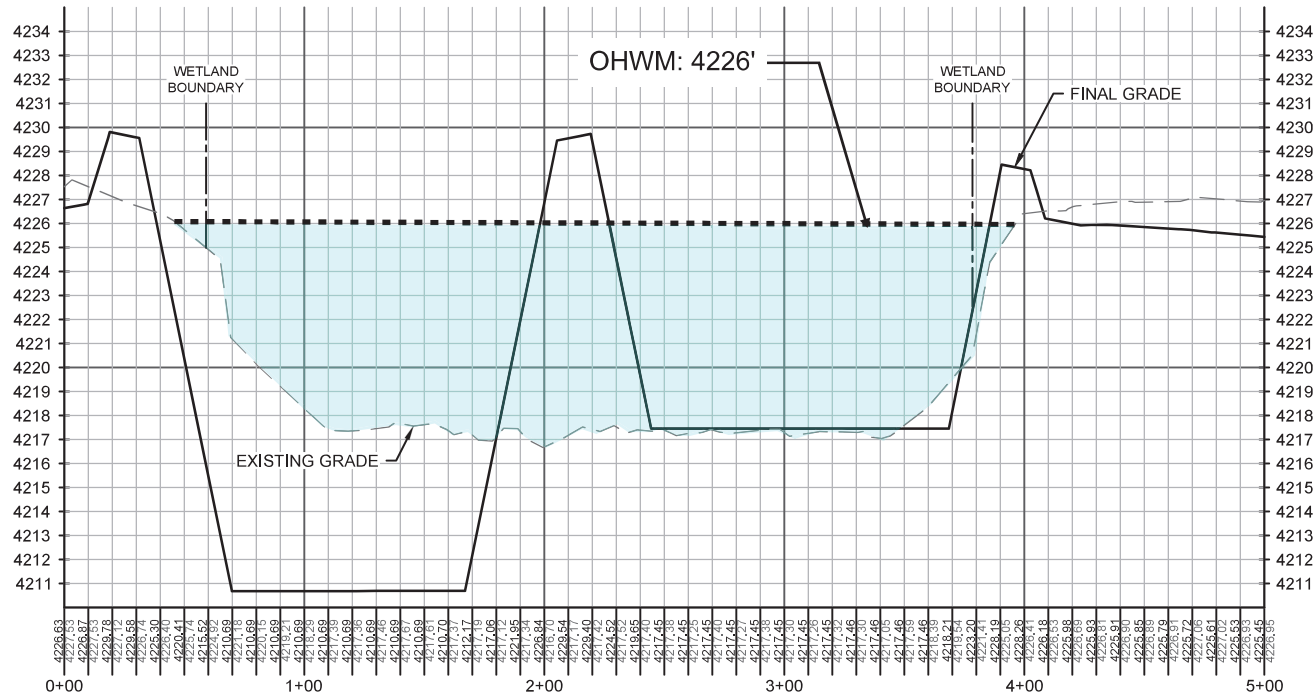
SALINE WET MEADOW WETLAND CROSS SECTION



NORTH POINT CANAL CROSS SECTION



WEST POND CROSS SECTION



SURPLUS CANAL CROSS SECTION

