
DEPARTMENT OF THE ARMY

**IN CONJUNCTION WITH
LIBERTY COUNTY DEVELOPMENT AUTHORITY**

**FINAL SUPPLEMENTAL ENVIRONMENTAL
ASSESSMENT
AND
FINDING OF NO SIGNIFICANT IMPACT**

**FOR THE
WRIGHT ARMY AIRFIELD
RUNWAY EXTENSION PROJECT**

FORT STEWART, GEORGIA

2015



US Army
Fort Stewart, Georgia



Liberty County Development Authority
Liberty County, Georgia

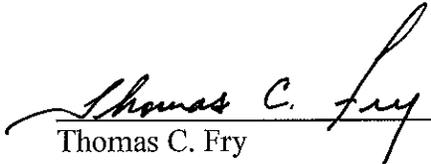
In Compliance with the National Environmental Policy Act of 1969

**FINAL SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT and
FINDING OF NO SIGNIFICANT IMPACT**

**FOR THE
WRIGHT ARMY AIRFIELD
JOINT USE GENERAL AVIATION AREA AND RUNWAY EXTENTION
PROJECT**

**WRIGHT ARMY AIRFIELD
FORT STEWART, GEORGIA**

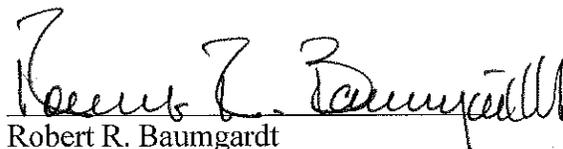
Environmental Review:



Thomas C. Fry
Chief, Environmental Division
Directorate of Public Works

Date: 05/19/2015

Reviewed By:



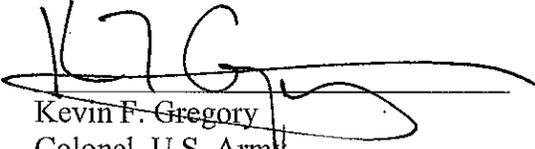
Robert R. Baumgardt
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Date: 20 May 2015

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Approval:


Kevin F. Gregory
Colonel, U.S. Army
Garrison Commander

Date: 3 JUN 15

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Date: _____

FINDING OF NO SIGNIFICANT IMPACT

1.0 INTRODUCTION AND BACKGROUND

In February 2003, the Army released an Environmental Assessment (EA) and Finding of No Significant Impact (FNSI) which evaluated potential environmental impacts associated with a proposal for the Liberty County Development Authority (LCDA) to jointly use Wright Army Airfield (WAAF) as a civilian airport located on Fort Stewart, Georgia (FSGA). The Army subsequently issued a Ground Lease to the LCDA providing them access to Level II airport facilities. In 2006, WAAF became a fully operational joint military and civilian use airfield. Soon thereafter, a civilian airport terminal and related facility upgrades were constructed by the LCDA.

A series of Supplemental EAs were prepared in the years following the Army decision to jointly use WAAF with the LCDA. Those documents evaluated potential environmental impacts from associated improvement proposals which included (1) constructing and maintaining a dry stormwater detention basin / borrow pit, (2) constructing and maintaining a new civilian airport access road, (3) restoring, enhancing and preserving approximately 372 acres of wetlands in the Goshen Swamp watershed (4) constructing and maintaining infrastructure for stormwater conveyance, (5) re-evaluation of the 1,500-foot Runway 6L extension, and (6) installation of associated Medium Intensity Landing System with Runway Alignment or an Instrument Landing System (ILS). These actions have not occurred at WAAF.

Potential environmental impacts evaluated in the attached Supplemental EA consider changes in runway extension and ILS design parameters and the removal of the dry stormwater detention basin / borrow pit from the proposed action. Changes in the proposed action are necessary to meet Unified Facilities Criteria (UFC) guidelines which are required for Army airfields. Changes are also essential to meet Georgia Department of Transportation runway safety requirements.

2.0 PURPOSE AND NEED

The purpose of the proposed action is to upgrade the joint use airfield to enable the Army to utilize a greater variety of aircraft and to enhance the airfield for opportunities in industrial marketing necessary to the economic welfare of Liberty County. As discussed in the original EA, the Army also benefits from airfield upgrades and routine maintenance by the LCDA. The drainage improvements associated with the proposed action will alleviate existing flooding issues to the region and also serve to reduce the velocity of stormwater flows after tree removal in the runway protection zone (RPZ), improving water quality downstream.

3.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

3.1 Alternative I: No Action

Under this alternative, the proposed action will not be implemented. Although this alternative does not meet the purpose and need of the proposed action, the Council on Environmental Quality regulations that implement the National Environmental Policy Act require a clear basis for choice among options by the decision maker and the public, and a no action alternative must be included and analyzed (40 CFR 1502.14[d]).

3.2 Alternative II: Proposed Action (Preferred)

The U.S. Army in collaboration with the LCDA propose to extend the FSGA WAAF joint-use runway (Runway 6L) 1,500 feet, construct a connecting taxiway, increase the RPZ, and construct an associated ILS. These airfield upgrades will be in conformance with UFC 3-260-01. Structural fill material will be obtained from off-Post, as the proposed action no longer incorporates the construction of a dry detention basin which would have also served to provide a source of fill material for the runway extension construction. The proposed action will entail drainage improvements within the new RPZ located in the FSGA A-19 training area. The proposal will expand LCDA's leased premises for WAAF joint-use, improvements, and maintenance. Stormwater control, wetland mitigation, and permitting in accordance with the Clean Water Act are an essential component of the Proposed Action Alternative.

4.0 ENVIRONMENTAL ANALYSIS

Chapter 3 of the attached Supplemental EA discusses potential environmental consequences associated with the no action or the proposed action alternatives. Table 1 summarizes the level of potential impacts and associated mitigation commitments when implementing the proposed action alternative. Environmental analysis indicated no impacts or changes to Biological Resources, Cultural Resources, Health and Safety, Utilities, Air Quality, Noise, Transportation, or Hazardous and Toxic Substances from what is presented in the original 2004 Environmental Assessment; accordingly, these resources are not discussed in detail in the main body of the Supplemental EA.

TABLE 1: Summary of Environmental Impacts

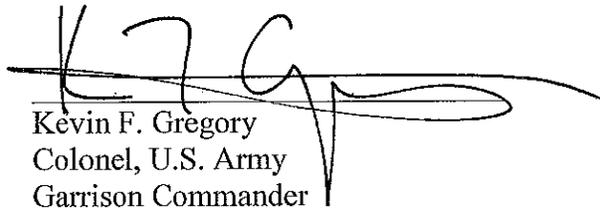
RESOURCE	ALTERNATIVE I	ALTERNATIVE II (PREFERRED)
MITIGATION COMMITMENTS BY THE LCDA AND ADOPTED BY THE ARMY		
Water Quality and Resources		
Direct / Indirect	<i>No Impact</i>	<i>Moderate with Mitigation</i>
		<p>Wetland Mitigation: Per the Clean Water Act (CWA), Section 404 permitting and compensatory wetland mitigation credits will be purchased for permanent impacts to all wetland habitats that will be affected by construction activities. The Section 404 permit application will be submitted to the Savannah District U.S. Army Corps of Engineers (refer to Supplemental EA Section 3.2.2.2).</p> <p>Wetland Monitoring: Conduct monitoring during and after construction to remain compliant with CWA Section 404 Permit.</p> <p>Erosion and Sedimentation Control: State permitting to comply with the Georgia Water Quality Act, Georgia Erosion and Sedimentation Control Act, Coastal Stormwater Supplement, and Section 438 of the Energy Independence Security Act will be prepared. Associated permitting fees have been submitted to the Georgia Environmental Protection Division (sent April 16, 2015 by LCDA).</p> <p>Erosion and Sedimentation Control Monitoring: Construction shall adhere to a State-approved erosion and sedimentation pollution control plan. Periodic inspections will include verification of compliance through turbidity sampling, erosion control best management practice checks. The Army will mandate that the contractor immediately correct violations (refer to Supplemental EA Section 3.2.2.2).</p>
Cumulative	<i>None</i>	<i>Moderate</i>
Land Use		
Direct / Indirect	<i>No Impact</i>	<i>Minor</i>
Cumulative	<i>None</i>	<i>Negligible</i>
Socioeconomic Issues		
Direct / Indirect	<i>Moderately adverse</i>	<i>Moderately beneficial</i>
Cumulative	<i>Moderately adverse</i>	<i>Moderately beneficial</i>

5.0 PUBLIC REVIEW AND COMMENTS

The *Draft Supplemental EA for the Wright Army Airfield Runway Extension Project* was available for a 30-day public review period (April 1 – 30, 2015) at the local public libraries and the Fort Stewart website. The draft documents were made known to the public via a Notice of Availability published in the *Savannah Morning News*, *Coastal Courier*, and *The Frontline* in the Savannah/Fort Stewart area. Documentation of the public notice may be found in Appendix V of the Supplemental EA. Notification of the Draft Supplemental EA/FNSI's availability was also mailed to the regulatory community and joint land use partners with whom the Installation consults. No comments and/or correspondence on the draft documents were received from any of these stakeholders.

6.0 FINDING OF NO SIGNIFICANT IMPACT

The *Supplemental EA for the Wright Army Airfield Runway Extension Project* was prepared to analyze the potential environmental impacts associated with the 1,500 foot extension of Runway 6L at WAAF on FSGA, the installation of an ILS adjacent to the Runway 6L expansion, and drainage improvements within training area A-19 to the west of Fort Stewart Road 47. As part of the decision to implement the proposed action, the Army has adopted the LCDA environmental mitigation measures presented in Table 1. These measures are all of the practicable means to avoid or minimize environmental harm from the proposed action. These mitigation measures will reduce the severity and extent of potential impacts of this decision. Monitoring of mitigation efforts is also vital and includes methods to measure both enforcement and effectiveness of the mitigation proposed. This will ensure mitigation is conducted as described in the Supplemental EA.



Kevin F. Gregory
Colonel, U.S. Army
Garrison Commander

Date: 3 JUN 15

**Final Supplemental Environmental Assessment for the
Wright Army Airfield
Runway Extension Project
Fort Stewart, Georgia**

Table of Contents

1. INTRODUCTION.....	1
1.1 Project Background	1
1.2 Purpose and Need.....	2
1.3 Applicable Regulatory Requirements	2
2. PROPOSED ACTION AND ALTERNATIVES.....	3
2.1 Alternatives Considered	3
2.2 Alternatives Eliminated from Further Evaluation	3
3. AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES.....	5
3.1 Resources Analyzed	6
3.2 Water Quality and Resources	6
3.3 Land Use	12
3.4 Socioeconomic Issues	13
4. SUMMARY OF CUMULATIVE IMPACTS	18
5. CONCLUSIONS	19
6. REQUIRED PERMITS AND LICENSES	19
7. LITERATURE CONSULTED	19

FIGURES

- Figure 1 – Site Vicinity Map – Street Map View
- Figure 2 – Site Vicinity Map – Aerial Map View
- Figure 3 – Site Vicinity Map – Topographic Map View
- Figure 4 – Extent of Proposed Runway Extension Project Improvements
- Figure 5 – Jurisdictional Wetlands Within Project Area
- Figure 6 – Extent of Wetland Fill Impacts Within Project Area
- Figure 7 – Floodplains located within Project Area
- Figure 8 – Joint Use / Exclusive Use Area

APPENDICES

- Appendix I – Wetland Mitigation Worksheet
- Appendix II – USACE Jurisdictional Determination Letter`
- Appendix III – USFWS Consultation
- Appendix IV – Fort Stewart Prepared MFR for Cultural Resources
- Appendix V – Regulatory Correspondence and Media

1. INTRODUCTION

1.1 Project Background

In February 2003, the Army released an Environmental Assessment (EA) and Finding of No Significant Impact (FSNI) which evaluated potential environmental impacts associated with a proposal for the Liberty County Development Authority (LCDA) to jointly use Wright Army Airfield (WAAF) located on Fort Stewart, Georgia (FSGA) as a civilian airport. The 2003 FNSI identified infrastructure improvements involving a 1,500-foot runway extension of Runway 6L, refurbishing two existing runways and taxiways, and constructing a civilian airport terminal and other related facilities. The Army subsequently issued a Ground Lease to the LCDA providing them access to Level II airport facilities. In 2006, WAAF became a fully operational joint military and civilian use airfield. Soon thereafter, the civilian airport terminal and related facilities were constructed by the LCDA. These facilities are currently in use today.

A series of Supplemental EAs were prepared in the years following the Army decision to jointly use WAAF with LCDA. Those documents evaluated potential environmental impacts from associated improvement proposals which included (1) constructing and maintaining a dry stormwater detention basin / borrow pit, (2) constructing and maintaining a new civilian airport access road, (3) restoring, enhancing and preserving approximately 372 acres of wetlands in the Goshen Swamp watershed, (4) constructing and maintaining infrastructure for stormwater conveyance, (5) re-evaluation of the 1,500-foot Runway 6L extension, and (6) installation of associated Medium Intensity Landing System with Runway Alignment or an Instrument Landing System (ILS). These actions have not occurred at WAAF.

Since these prior Supplemental EAs were prepared, the proposal to extend Runway 6L, install ILS components, and to construct and maintain a dry stormwater detention basin have changed. As such, potential environmental impacts evaluated in this Supplemental EA consider changes in airfield design and construction parameters, and the removal of the dry stormwater detention basin / borrow pit from the proposed action. The changes proposed are necessary to meet Unified Facilities Criteria (UFC) guidelines which are required for Army airfields. Changes are also essential to meet Georgia Department of Transportation runway safety requirements. Technical design criteria and project changes are described in greater detail in A-C, below.

- (A) The runway extension proposal remains a 1,500-foot addition; however, UFC guidelines must be followed when designing and constructing infrastructure on military installations.
 - i. The initial runway extension plan depicted the runway at 100-foot wide with no shoulders. The runway was redesigned to meet UFC 3-260-01 criteria which state the runway is to be 100-foot wide with 25-foot shoulders on both sides. This criterion may be found in UFC 3-260-01, Table 3-2, No. 2-3.

- ii. The initial taxiway was designed to be 75-feet wide; however, UFC guidelines state that a Class “A” Airfield will have a 50-foot wide taxiway with 25-foot shoulders on both sides of the taxiway for a total taxiway width of 100-feet. Design changes are also necessary to meet primary surface requirements. This criterion may be found in UFC 3-260-01, Table 5-1, No. 1-2.
- iii. The runway extension must also include an ILS conformant to the UFC 3-260-01.

(B) Extending the runway by 1,500-feet will in turn extend the runway protection zone (RPZ). The RPZ is a safety clear zone that is a 1,000-foot wide by 3,000-foot long area at the immediate end of a runway.

(C) Instead of dry stormwater detention basin construction in the A-19 training area along the west side of Fort Stewart Road 47, drainage improvements will consist of site stabilization measures that will occur after tree removal in the RPZ.

1.2. Purpose and Need

The purpose of the proposed action is to upgrade the joint use airfield to enable the Army to utilize a greater variety of aircraft and to enhance the airfield for opportunities in industrial marketing necessary to the economic welfare of Liberty County. As discussed in the original EA, the Army also benefits from airfield upgrades and routine maintenance by the LCDA. The drainage improvements associated with the proposed action will alleviate existing flooding issues to the region and also serve to reduce the velocity of stormwater flows after tree removal in the RPZ, improving water quality downstream.

1.3. Applicable Regulatory Requirements

The National Environmental Policy Act (NEPA) requires Federal Agencies to consider the environmental consequences of proposed actions when making decisions. The Council on Environmental Quality (CEQ) was established to oversee Federal policy in this process and to implement the Procedural Provisions of NEPA [40 Code of Federal Regulations (CFR) 1500-1508]. The Army’s NEPA’s rules are found at 32 CFR Part 651 Environmental Analysis of Army Actions; Final Rule. This law requires the Army to consider the environmental impacts of a “Proposed Action” and its alternatives prior to implementing the action.

2. PROPOSED ACTION AND ALTERNATIVES

2.1 Alternatives Considered

2.1.1 Alternative I: No Action Alternative

Under this alternative, the proposed action will not be implemented. Although this alternative does not meet the purpose and need of the proposed action, the CEQ regulations that implement NEPA require a clear basis for choice among options by the decision maker and the public, and a no action alternative must be included and analyzed (40 CFR 1502.14[d]).

2.1.2 Alternative II: Proposed Action (Preferred)

The U.S. Army in collaboration with the LCDA propose to extend the FSGA WAAF joint-use runway (Runway 6L) 1,500 feet, construct a connecting taxiway, increase the RPZ, and construct an associated ILS. These airfield upgrades will be in conformance with UFC 3-260-01. Structural fill material will be obtained from off-Post, as the proposed action no longer incorporates the construction of a dry detention basin which would have also served to provide a source of fill material for the runway extension construction. The proposed action will entail drainage improvements within the new RPZ located in the FSGA A-19 training area. The proposal will expand LCDA's leased premises for WAAF joint-use, improvements, and maintenance. Stormwater control, wetland mitigation, and permitting in accordance with the Clean Water Act are an essential component of the Proposed Action Alternative.

2.2 Alternatives Eliminated from Further Evaluation

2.2.1 Alternative III: Extension of Runway 24R

The proposed runway extension design was considered at the end of Runway 24R (opposite end of Runway 6L). When compared to the preferred alternative (Alternative II), however, wetland impacts would be much more extensive (approximately 17 acres of wetland would require filling). Based on the increase in wetland impacts to this alternative site when compared to Alternative II, the Army could not practicably consider this a viable option. Therefore, this alternative is eliminated from further evaluation.

2.2.2 Alternative IV: Extension of Runway 15L/Runway 33R

The proposed runway extension design was also considered at the end of Runway 15L (northernmost runway at WAAF). The extension of Runway 15L would have negligible wetland impacts; however, the airspace accessed from this runway is considered restricted. Civilian air traffic cannot access this airspace over Fort Stewart due to live fire training. Furthermore, Runway 15L/Runway 33R is specifically available for military aircraft and must remain accessible for Army aircraft and training. For these reasons, Alternative IV is not carried forward as feasible.

2.2.3 Alternative V: Extending Runway 6L and Redesigning the Taxiway beyond 1,500-feet

The preferred alternative location (Alternative II) was modified to consider extending the runway and taxiway beyond 1,500-feet in order to further minimize wetland impacts from construction. Considering there is an existing access road adjacent to Runway 6L, its use was also examined when planning airport upgrades. UFC 3-260-01 requires vehicular roads remain outside of the lateral clearance distance for runways and taxiways. There was a concern that Alternative V would increase the likelihood of vehicular traffic obstructing aircraft transit; therefore, it was removed from evaluation.

3. AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This chapter focuses on only those resources within the affected environment potentially impacted by the proposed action. Potential direct, indirect, and cumulative impacts to the affected environment are discussed as they relate to the action and no action alternatives. Direct impacts are those caused specifically by the proposed action and that occur at the same time and place. Indirect impacts are also caused by the proposed action, but later in time or farther in distance. The levels of intensity of potential impacts are described as follows:

- ***Negligible***. This term indicates the environmental impact is barely perceptible or measurable; remains confined to a single location; and will not result in a sustained recovery time for the resource impacts (days to months).
- ***Minor***. This term indicates the environmental impact is readily perceptible and measurable; however, the impact will be temporary and the resource should recover in a relatively short period of time (days to months).
- ***Moderate***. The term indicates the environmental impact is perceptible, measurable, and may not remain localized, thus also impacting areas adjacent to the proposed action. Under the impact, recovery of the resource may require several years or decades.
- ***Significant***. This term indicates the threshold of intensity associated with an environmental impact has been met. This threshold is defined by a potentially substantial and permanent adverse change in or loss of resources within the context of the project. In the absence of mitigation or avoidance, a significant impact will trigger the dismissal of the alternative or preparation of an Environmental Impact Statement.

Cumulative impacts “result from the incremental impact of the action” when added to “other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or what person undertakes such other actions” (Canter et. al, 2007). Impacts occur within a specified region of influence (ROI). Resources that receive no direct, indirect, or only a negligible impact as a result of the no action or action alternatives, will not result in cumulative impacts.

The ROI for the Proposed Action is WAAF and the A-18 and A-19 training areas adjacent to WAAF, located on Fort Stewart, Georgia. WAAF currently consists of two (2) perpendicular 5,000-foot runways utilized by the Army and the LCDA through a joint use agreement. Control towers and airport facility are located within the WAAF property, to the south. Gray Eagle unmanned aerial vehicle facilities are located on the northern side of WAAF. The area to the west of Runway 6L consists of grassed uplands and emergent wetlands. The area to the west of Fort Stewart Road 47, in the A-19

training area is forested with an established mixed-pine forest. Training area A-18 is the site of an Army decision to partner with Georgia Power Company to construct, operate, and maintain 30 megawatts of solar photovoltaic panels.

3.1 Resources Analyzed

Please refer to the EA signed in February 2003 titled, “Environmental Assessment of Wright Army Airfield Joint Use Development Project” incorporated by reference, for discussion of the following resources: Earth Resources, Air Quality, Noise, and Utilities. The previously mentioned resources have not deviated from the specified details contained in the original February 2003 EA, December 2006 Supplemental EA, or the March 2012 Supplemental EA.

The proposed action evaluated in this Supplemental EA will not impact Biological Resources because the area of potential effect is not managed for plants, animals, and wildlife habitat including those listed as threatened or endangered. As such, Biological Resources will not be adversely impacted as a result of the Proposed Action and is not discussed in this Supplemental EA. Refer to Appendix III for a copy of prior U.S. Fish and Wildlife Service (USFWS) consultation and concurrence correspondence for this area of Fort Stewart. The remaining environmental resources potentially impacted by the proposed action are discussed in detail below:

The Installation’s Integrated Cultural Resources Management Plan (ICRMP) incorporates cultural resource laws and regulations into an internal document outlining how Fort Stewart manages its cultural resources. The Installation and the Georgia State Historic Preservation Office (SHPO) developed a Programmatic Agreement (PA) to provide the Installation with a flexible tool to manage its cultural resources. Fort Stewart prepared a Memorandum for Record (MFR) for the proposed action area that concluded no resources eligible for the National Register of Historic Places will be impacted by the proposed action. Refer to Appendix IV for a copy of the MFR prepared by Fort Stewart for the proposed action area.

3.2 Water Quality and Resources

3.2.1 Affected Environment

Analysis of water quality focuses on the physical, chemical, and biological characteristics of water resources. The Clean Water Act (CWA) (33 USC §1251 et seq.) is the primary Federal law that protects the nation’s water, including lakes, rivers, aquifers, and wetlands. Disturbance to Jurisdictional Waters of the US, including navigable waters, impoundments, tributary streams, and wetlands, is regulated and subject to Federal permits under Section 404 of the CWA.

3.2.1.1 Surface Waters

Within the greater Fort Stewart watershed, surface water resources are diverse and include over 265 miles of freshwater rivers, streams, and creeks, numerous ponds and lakes, and over 12 miles of brackish streams (FSGA, 2005). Although Fort Stewart occupies parts of four separate watersheds, the majority of the Installation lies within the Canoochee and Ogeechee Coastal Watersheds.

In the Proposed Action area, surface water sources drain into the Goshen Swamp, which ultimately discharges into Peacock Creek, a 303(d) impaired water body designated by the Georgia Department of Natural Resources (DNR) as impaired due to high levels of fecal coliform and low levels of dissolved oxygen. Peacock Canal, as it is referred to locally, was determined to only partially support its designated use for fishing due to being impaired by low levels of dissolved oxygen and the presence of bacteria in the form of fecal coliform. Peacock Creek was historically a slow meandering coastal creek. However, in the 1950s it was channelized to drain areas of Liberty County that were prone to flooding. In the 1970s, the Army Corps of Engineers further channelized sections of the Peacock Creek as an additional flood prevention measure, and renamed it Peacock Canal. The Georgia Environmental Protection Division (EPD) cited urban runoff as a source of impairment to Peacock Canal. A Total Maximum Daily Load (TMDL) Implementation Plan has not been prepared for Peacock Canal, but is slated to occur in the future. The basis of the impairment determination was made based on one year's data collected at different stations along the downstream portion of the Canal during drought conditions in the 1997-98 timeframe. Additional data is needed to assess sources of Dissolved Oxygen (DO) depletion and fecal coliform (bacteria) throughout the basin so that non-point source Best Management Practices (BMP), including structural BMPs can be considered to address the non-point source pollutants.

The CWA (33 USC § 1251 et seq.), Georgia Water Quality Act (GWQA) (Official Code of Georgia [OCGA] § 12-5-20), and Georgia Erosion and Sedimentation Control Act (OCGA § 12-7-1) permitting require implementation of erosion controls during site disturbing activities.

- Construction permitting requires fees in the amount of \$80.00/disturbed acre and must be paid to the Georgia EPD. A copy of the fee submission must be provided to the Fort Stewart / Hunter Army Airfield (FS/HAAF) Environmental Division along with a prepared and initialed Notice of Intent (NOI) for coverage under the State's National Pollutant Discharge Elimination System (NPDES) Permit for Stormwater Discharges Associated with Construction Activities and the project's approved Erosion and Sedimentation Pollution Control (ESPC) Plan. The FS/HAAF Environmental Division will complete the NOI and process it for submittal to the State (approximately 14 days from submittal). Land disturbance, inclusive of timber harvesting and/or grubbing/grading activities may not commence until

14 days from the date of certified mailing of the NOI packet. The total acreage shall include material laydown areas, muck out/soil fill sites, stockpile and equipment storage areas, work-site entrance/exits, utility rights-of-way, demolition works sites, and timber harvest sites.

- Sites with an NOI require continuous maintenance of BMPs until submittal of the Notice of Termination (NOT) to the Georgia EPD. The NOT can be processed and submitted to the State upon acceptable site stabilization as determined by the Army.
- The proposed action must comply with Energy Independence Security Act (EISA) Section 438, which requires maintaining or restoring the site's predevelopment hydrology with regard to the temperature, rate, volume and duration of flow. Low Impact Development (LID) techniques must be used to implement EISA Section 438, as required by the DoD United Facilities Code (UFC)-3-210-10. Erosion and sedimentation (E&S) control BMPs must be utilized during land disturbance. These technical requirements and BMP recommendations can be found in greater detail at the following web link, accessing the "stormwater" section of the webpage: <http://www.stewart.army.mil/info/?id=443&p=1>.
- At a minimum, a Level 1A E&S Control State Certified trained individual is to be on the site during ANY land disturbance activity.
- Site dewatering requires prior approval from the FS/HAAF Environmental Office. If approved, dewatering must incorporate BMPs to dissipate or disperse the flows.
- Ensure all washouts of trucks and equipment is controlled and is discharged with E&S BMPs. Waste material and/or debris is required to be disposed of properly, and not into streams, ditches, or stormwater conveyance systems.
- For spill prevention, ensure proper drip pans and secondary containment are utilized with construction and demolition equipment.

3.2.1.2 Wetlands

33 CFR Part 328.3(b) of the CWA (33 USC § 1251 et seq.) defines wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." Approximately one-third of Fort Stewart's 279,000 acres is wetlands of one type or another, based on the National Wetlands Inventory (NWI), a map-based planning tool first initiated by the USFWS in 1974. Given their prevalence

on the Installation, Fort Stewart has made avoidance and minimization of wetlands impacts a top priority and wetlands are one of the primary factors to be considered when siting a new project. In this manner, much of the avoidance and minimization of wetlands impacts takes place before site selection actually occurs.

All plans and permits shall be developed in association with the Installation's resident soils and stormwater subject matter experts (SMEs), who collectively provide technical expertise during the preparation of all ESPC plans for projects conducted on Installation lands. During this process, ESPC plans will be reviewed for compliance with both the CWA and Georgia Erosion and Sedimentation Control Act. During construction, these SMEs will also inspect and monitor the BMPs in the Plans and permits for implementation and maintenance to ensure compliance.

All wetlands within the project area were delineated on May 16-17, 2011, and submitted to the Savannah District U.S. Army Corps of Engineers (USACE) for jurisdictional determination on June 1, 2011. A total of 14.04 acres of jurisdictional wetlands were identified to be located within the proposed action area. Conceptual site plans for the proposed action indicates that approximately 11.0-acres of wetlands will be impacted through filling. Alternative conceptual site plans were developed during the planning phase of the proposed action in order to minimize all wetland impacts. Alternative site plans included an additional 148-foot expansion of the Runway 6L, alternative ILS location, and potential alternative taxiway designs. Each alternative either caused an increase in wetland impacts or was met with regulatory or safety concerns that would not allow the construction of the proposed action. Field data collected during recent site surveys indicates that significant wetland function has been lost to the wetlands located within the proposed action area. The wetlands are currently a part of the RPZ and undergo regular maintenance mowing. The mowing in association with the grading and construction that has occurred within the WAAF property have severely degraded the overall wetland function within the proposed action area when compared to the upgradient and downgradient wetlands connected to the wetland system. Therefore, when compared to the upgradient and downgradient wetland systems, the overall quality and function of the wetlands within the proposed action area were identified to be low. Any impacts planned during construction are required to be permitted through the USACE in accordance with Section 404 of the CWA.

3.2.1.3 Floodplains

The Federal Emergency Management Agency (FEMA) maps flood-prone areas and lands, to include those lying within the 100-year floodplain in Fort Stewart. There are approximately 120,000 acres of 100-year floodplain on Fort Stewart.

A review of the Post-Development (2011) Flood Inundation Map provided by Fort Stewart indicates that a portion of the Proposed Action is located within the 100-year floodplain.

Construction associated with the Proposed Action will also result in impacts to the 100yr floodplain. Impacts will be minimized through adherence to all BMPs identified in timber harvest, ESPC, and other Plans and permit(s).

Executive Order 11988 (*Establishing a Federal Flood Risk Management Standard and a Process for Further Soliciting and Considering Stakeholder Input*) mandates adding two feet to the baseline flood elevation for non-critical systems and three feet for critical systems (such as schools or hospitals). It may be determined that the runway at WAAF is a critical system, as it could be feasibly used for emergency evacuation purposes and for personnel and supply routing during or after a natural disaster.

The design engineer concluded that the proposed runway expansion was equal to or greater in elevation in relation to the current runway elevations. The end of the current Runway 6L is located at an elevation of 41.73' and is not located within the 100-year floodplain. The proposed runway expansion will vary in elevations from 41.73' where it meets the existing Runway 6L terminus to 45.48' at the approximate 1,000' extension mark. The final proposed elevation at the terminus of the 1,500' runway expansion is 43.85'. A review of the 100-year floodplain survey indicates that the floodplain elevation is located at 36.38'. Therefore, based on the proposed elevations for the runway expansion being greater than 3.0 feet above 100-year floodplain elevation, it was determined that the proposed runway expansion is in compliance with Executive Order 11988.

3.2.2 Environmental Consequences

3.2.2.1 Alternative I: No Action Alternative

This alternative will have no impacts to water quality and resources, as there will be no timber harvest, wetland impacts, grading, grubbing, or other land disturbance.

3.2.2.2 Alternative II: Proposed Action

Under this alternative, the Proposed Action will result in overall moderate impacts to Water Quality and Resources.

The Proposed Action will result in the filling of approximately 11 acres of jurisdictional wetlands. The wetland impacts must be permitted through the USACE in accordance with Section 404 of the CWA. Mitigation will entail purchasing approximately 79 wetland mitigation credits from the Yam Grandy Wetland Mitigation Bank. The bank is located within the primary service area of

the Proposed Action. Pre-construction base-flow will be maintained through the installation of a network of culverts and dry-infiltration trenches. With “in-kind” mitigation and maintaining pre-construction base-flow, impacts to these wetlands are considered moderate.

Soil disturbance during timber harvest, site preparation, and drainage improvements may result in erosion and the overland transportation of sediments to surface waters, streams, and/or wetlands. However, effective implementation of timber harvest E&S control BMPs, NPDES permit requirements, site-specific ESPC plans, and pre- and post- construction BMPs will reduce the potential adverse impacts to surface waters. All plans shall be developed in association with the Installation’s resident soils expert and stormwater specialist, who collectively provide technical expertise during the preparation of all ESPC plans for projects conducted on Installation lands. During this process, ESPC plans will be reviewed for compliance with both the CWA and Georgia Erosion and Sedimentation Control Act. These experts will also inspect and monitor the construction project to ensure compliance and that all agreed-upon BMPs in the ESPC Plan are being implemented and maintained.

Construction shall adhere to an ESPC plan that will require an undisturbed 25-foot vegetative buffer around all surface waters, including wetlands not permitted for impacts. Periodic inspections will include verification of compliance through turbidity sampling, E&S BMP checks, and maintaining required buffer areas of Federal and State waters. The Installation will mandate that the contractor immediately correct violations.

3.2.3 Cumulative Impacts

3.2.3.1 Alternative I: No Action Alternative

No cumulative impacts to Water Quality and Resources are anticipated as a result of implementation of this alternative, as no direct or indirect impacts are expected.

3.2.3.2 Alternative II: Proposed Action

Moderate adverse cumulative impacts to Water Quality and Resources are expected to occur. Areas of WAAF have undergone tree removal in wetland areas as well as permitted (in accordance with Section 404 of the CWA) filling in portions of contiguous wetland areas that connect within the Proposed Action location. All adverse wetland impacts within the ROI have received appropriate “in-kind” mitigation as is expected of the Proposed Action.

3.3 Land Use

3.3.1 Affected Environment

The Army has several zoning classifications for property in and around WAAF. The majority of the property surrounding WAAF is zoned as Airfield. This zoning classification allows for the activities of and related to an airport. Portions of WAAF are also zoned as Administrative and Industrial. The Administrative Zones are small areas located on the southern boundary of the airport that house several small structures used as administrative offices for the airport. The location of the proposed Runway 6L extension, ILS, and taxiway construction is zoned as Airfield. The location of the drainage improvements and RPZ is considered a training area, primarily used by the National Guard through a real estate license with the Army.

3.3.2 Environmental Consequences

3.3.2.1 Alternative I: No Action Alternative

Taking no action will have no impact to land use on Fort Stewart since construction would not occur. Approximately 43 acres would remain forested and available for military training or future military requirements. Land use would remain military training area.

3.3.2.2 Alternative II: Proposed Action

The proposed action will have minor impact to land use. The area west of Fort Stewart Road 47 will result in the clearing of approximately 43 acres of mixed-pine forest within the A-19 training area. However, the Army and the National Guard will continue to utilize A-19 as a training area for land navigation exercises that involve no site disturbing activities. This area will also be added to LCDA's Ground Lease with the Army and will be designated as Airfield land use, restricting incompatible development. The land use within the Proposed Action footprint east of Fort Stewart Road 47 will remain unchanged.

3.3.3 Cumulative Impacts

3.3.3.1 Alternative I: No Action Alternative

No cumulative impacts to land use are anticipated as a result of implementation of this alternative, as no direct or indirect impacts are expected.

3.3.3.2 Alternative II: Proposed Action

Cumulative impacts to land use within the ROI is considered negligible. Army and National Guard units can continue to utilize A-19 training area as a land navigation course.

3.4 Socioeconomic Issues

3.4.1 Affected Environment

Community Characteristics and Services. An evaluation of the social and economic impacts of the proposed action assessed the project’s effects on the community including cohesion, accessibility to community facilities and services, mobility and safety, and local business activities.

Population data was collected for Liberty County based off of census data from 2010 and proposed growth as identified from the Liberty County Development Authority. Table 1 shows population data for Liberty County based off of the 2010 census data.

Population Data for Liberty County			
	Census 2010	2012	2017
Population	63,453	65,993	72,659
Households	22,155	22,776	25,619
Families	16,566	16,913	19,016
Average Household Size	2.75	2.78	2.74
Median Age	28.1	28.2	28.6

Overall, the population continues to grow within Liberty County. The census data states that Liberty County saw an overall 1.0% growth from 2010 to July 1, 2013, slightly behind the overall 3% growth within the same time period for the entire state of Georgia.

Race and Ethnicity data was collected for Liberty County based off of census data from 2010 and is illustrated in the table below:

Race and Ethnicity Data for Liberty County		
	Census 2010 Number	Census 2010 Percentage
White Alone	29,981	47.1%
Black Alone	28,805	42.2%
American Indian Alone	358	0.6%
Asian Alone	1,247	2%
Pacific Islander Alone	392	0.6%
Some Other Race Alone	1,810	2.9%
Two or More Races	2,960	4.7%
Hispanic Origin (Any Race)	6,159	9.7%

Based off of the 2010 census data, 90.9% of the residents of Liberty County over the age of 25 have a high-school level education (or GED) or higher with 20.2 % having an associate or bachelor’s degree. The level of high school or GED educated citizens within Liberty County is above the state average of 84.7%; however, the level of higher educated citizens within Liberty County is below the state average of 28.0%.

Average individual incomes for a citizen of Liberty County was identified to be \$20,791, below the Georgia average individual income of \$25,182. Additionally, household incomes were identified to average \$43,832 within Liberty County, below the state average of \$49,179.

There were 834 private non-farm business establishments identified in Liberty County in 2012. The private non-farm business establishments accounted for 12,173 jobs in 2012, a 2.1% increase from 2011.

Liberty County boasts five business parks within the county. The five business parks are home to numerous industrial clients, 70% of which are companies headquartered abroad. Additionally, Liberty County's existing industries are aggressive exporters to over 70 countries throughout the world. Two of the industrial business parks, Tradeport East Business Center and Tradeport West Business Center, have been designated as Georgia Ready for Accelerated Development (GRAD) by the Georgia Allies. Numerous local and state incentives are in place, such as large foreign trade zones and graduated tax abatement programs, which make Liberty County a desirable location for industry.

Additionally, veterans and spouses associated with Fort Stewart provide an excellent supplement to Liberty County's traditional workforce. Each month approximately 300 soldiers exit the military, and a significant number elect to stay in the Liberty County area. These "Heroes for Hire" are cross-trained and possess a strong work ethic.

Recreational Use. Fort Stewart has long allowed the public to access the installation's lands for hunting and fishing. Much of Fort Stewart is publicly accessible for hunting and fishing provided that the individuals are authorized by the Installation Commander and possess the necessary Sikes Act Permit, access pass, and applicable Georgia State licenses. Fort Stewart has approximately 1,500 to 2,000 hunting permit holders and 3,000 to 4,000 fishing permit holders. Prominent game species include white-tail deer, feral hog, and wild turkey. Wildlife observation, hiking, camping, shooting sports, volleyball, and horseshoes are other popular outdoor activities at Fort Stewart. There are also several playgrounds located on the installation.

There are no parks or formal recreation areas located within the project area or on adjacent properties. The proposed action area is located within the current Runway 6L RPZ and training area A-19. The proposed action area is not an approved hunting ground location and no suitable waterways for fishing purposes are located on or within the vicinity of the proposed action area.

Executive Orders 12898 and 13045. Executive Order 13045 (Protection of Children from Environmental Health Risks and Safety Risks) mandates that each Federal agency shall ensure that its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks. Executive Order 12898 (Environmental Justice) requires each Federal agency to make achieving environmental justice part of its mission by identifying and addressing as appropriate,

disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States.

3.4.2 Environmental Consequences

3.4.2.1 Alternative I: No Action Alternative

Taking no action will not have an impact on any recreational use, environmental justice or on the protection of children because construction will not occur as proposed.

No action will have a minor adverse impact on the overall future economic development of Liberty County. The no action alternative will not allow for much needed upgrades to the existing WAAF / MidCoast Regional Airport facility allowing for a larger variety of aircraft to utilize the facility. The no action alternative will also limit the industrial marketing of the airport facility and the county's five industrial business parks. Overall, the no action alternative will negatively affect the overall economy and potential future economic development of Liberty County.

3.4.2.2 Alternative II: Proposed Action

The proposed action will have a moderately beneficial impact on the overall economy and wellbeing of Liberty County. The proposed action will allow for a greater variety of aircraft to utilize the facility and will enhance the airfield for opportunities in industrial marketing. The proposed action is planned to immediately boost the overall economy of Liberty County by the addition of a light manufacturing / retrofitting company at the airport facility. The company plans to develop its operation at the WAAF/MidCoast Regional Airport facility pending the planned runway improvements included in this proposed action. The company anticipates construction of a facility on site in excess of \$6.5 million with an anticipated investment of \$500,000 in equipment. This phase of the operation would create 80 new jobs. Phase II of the company's planned construction would occur within four years of Phase I and would bring an additional \$3.5 million in land/building and approximately an additional \$600,000 in additional machinery/equipment. Four-year employment projects state that up to 250 new jobs will be created at the facility with wages ranging from \$15-\$55/hour. Calculations show that the average earning per newly created job would be \$43,832, significantly higher than the Liberty County average individual salary of \$20,791.

The proposed action will not impact recreational activities available to the public on Fort Stewart, as no portion of the proposed action area is located within any land open for any recreational use.

The proposed action will not impact Environmental Justice or the protection of children. The action will not cause disproportionately high and adverse human health, economic or environmental effects upon the minority population and low-income populations within the meaning of Executive Order 12898. The action will not cause the displacement of any residents, eliminate any jobs, low income or otherwise. There are no residential areas within the vicinity of the proposed action that will be impacted. This action will not adversely impact the protection of children within the meaning of Executive Order 13045 because the construction will be performing in compliance with all applicable environmental standards.

3.4.3 Cumulative Impacts

3.4.3.1 Alternative I: No Action Alternative

Moderately adverse cumulative impacts to socioeconomic issues are anticipated as a result of implementation of this alternative, as no direct or indirect impacts are expected. The no action alternative would not provide the much needed runway improvements, which would lead to an overall increase in marketability for on-site and off-site industrial development. The lack of potential new on-site and off-site industrial development opportunities limits the potential for new job growth and overall growth of the Liberty County economy.

3.4.3.2 Alternative II: Proposed Action

Moderately beneficial cumulative impacts to socioeconomic issues within the ROI are anticipated to occur. The proposed action would lead to the much needed runway improvements at the WAAF / MidCoast Regional Airport facility. The improvements allow for the overall increase in on-site and off-site industrial marketability. The proposed action will lead to an overall increase to the Liberty County economy through the increase in jobs from current and potential future industrial and commercial business growth. The proposed action will not affect the recreational use of any person due to the proposed action area not being open to the public for any recreational use. The proposed action will not negatively affect human health, economic, or environmental status upon any minority or low-income population. Additionally, the proposed action will not displace any resident or eliminate any jobs, rather the proposed action is anticipated to result in the net gain of jobs on WAAF/Mid-Coast Regional Airport. Finally, the proposed action will not adversely impact the protection of children due to construction being completed in compliance with all applicable environmental standards.

Table 1: Summary of Environmental Impacts

RESOURCE	NO ACTION ALTERNATIVE	PROPOSED ACTION
Water Quality and Resources		
Direct / Indirect	No Impact	Moderate
Cumulative	None	Moderate
Land Use		
Direct / Indirect	No Impact	Minor
Cumulative	None	Negligible
Socioeconomic Issues		
Direct / Indirect	Moderately adverse	Moderately beneficial
Cumulative	Moderately adverse	Moderately beneficial

4. SUMMARY OF CUMULATIVE IMPACTS

CEQ regulations (40 CFR 150.7) require an analysis of the cumulative impacts resulting from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions, regardless of who undertakes these other actions. Cumulative impacts can result from individually minor, but collectively significant, actions.

This cumulative impacts section of this Supplemental EA addresses only the cumulative effects arising from considering the Proposed Action in combination with other ongoing or proposed actions at Fort Stewart. The cumulative impacts of the Proposed Action are evaluated within the context of the greater Fort Stewart area, including WAAF.

There are a variety of projects in line to implement the goals and objectives of Fort Stewart and promote efficient and logical development of the post and enhance administration, logistics, quality of life, and support services.

Moderate adverse cumulative impacts to water quality and resources are expected to occur within the proposed action area. Areas of WAAF have undergone tree removal in wetland areas as well as permitted (in accordance with Section 404 of the CWA) filling in portions of contiguous wetland areas that connect within the Proposed Action location. All adverse wetland impacts within the ROI have received appropriate “in-kind” mitigation as is expected of the Proposed Action.

Cumulative impacts to land use within the ROI is considered negligible. Army and National Guard units can continue to utilize A-19 training area as a land navigation course.

Moderately beneficial cumulative impacts to socioeconomic issues within the ROI are anticipated to occur. The proposed action would lead to the much needed runway improvements at the WAAF. The improvements allow for the overall increase in on-site and off-site industrial marketability. The proposed action will lead to an overall increase to the Liberty County economy through the increase in jobs from current and potential future industrial and commercial business growth. The proposed action will not affect the recreational use of any person due to the proposed action area not being open to the public for any recreational use. The proposed action will not negatively affect human health, economic, or environmental status upon any minority or low-income population. Additionally, the proposed action will not displace any resident or eliminate any jobs, rather the proposed action is anticipated to result in the net gain of jobs on WAAF. Finally, the proposed action will not adversely impact the protection of children due to construction being completed in compliance with all applicable environmental standards.

5. CONCLUSIONS

This Supplemental EA analyzed the potential environmental impacts associated with the construction, operation, and maintenance of drainage improvements within training area A-19, as well as a 1,500-foot extension to Runway 6L and the installation of an ILS at WAAF on Fort Stewart, Georgia. Following an analysis and comparison of impacts of the no action and proposed action alternatives, it was determined that neither will result in significant impacts, and that the preparation of a FNSI by the Army for the proposed action was appropriate.

Irreversible and irretrievable resource commitments are related to the non-renewable resources and the effects that the use of these resources have on future generations. Irreversible effects primarily result from the use or destruction of a specific resource; such as energy and minerals, which cannot be regained. The proposed action will not result in the use of or destruction of any specific resource that cannot be regained in the future.

6. REQUIRED PERMITS

Best Management Practices as defined by the Georgia's Department of Natural Resources, Environmental Protection Division and Georgia Soil and Water Conservation Commission must be followed to prevent erosion, consequent damage to endangered species habitat, or sedimentation of streams and wetland areas. Projects one acre or greater require a state approved Erosion and Sedimentation Control Plan, fee submittal for disturbed acreage, and Notice of Intent. The Directorate of Public Works will provide an engineering review and sign off. An individual permit under the Section 404 of the Clean Water Act must be obtained from the Savannah District USACE prior to any wetland impacts. In support of this permit, a Water Quality Certification (under Section 401 of the CWA) and a Federal Consistency Certification (under the Federal Coastal Management Program) must both be obtained from the Georgia Department of Natural Resources. Construction safety plans should be reviewed and approved by the Installation Safety Office prior to the start of site work.

7. LITERATURE CONSULTED

The Supplemental EA incorporates by reference provisions of the following documents:

Army Regulation 200-1, Environmental Protection and Enhancement, HQ, Department of the Army, 1997.

Army Regulation 200-3, Natural Resources – Land, Forest and Wildlife Management, HQ, Department of the Army, 1995.

Cultural Resource Management (2015) Fort Stewart and Hunter Army Airfield Archaeological Site Database. Fort Stewart: DPW Environmental Division.

Directorate of Public Works (DPW), Final EA and FONSI for Establishment of Wright Army Airfield as a Joint Use Airfield and lease of 34 acres to the Liberty County Development Authority, February 2003.

Endangered Species Act of 1973 (as amended), US Fish and Wildlife Service, Washington, DC, 1988

Environmental Analysis of Army Actions; Final Rule, 32 Part 651, Department of the Army, Washington, DC, 2002.

Environmental Noise Program, 2004. Draft Environmental Noise Management Plan and Installation Compatible Use Zone Study for Fort Stewart, Georgia; Directorate of Environmental Health Engineering; US Army Center for Health Promotion and Preventive Medicine, 5158 Blackhawk Road, Aberdeen Proving Ground, Maryland 21010-5422

Executive Order 11990, Protection of Wetlands, 1977.

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations, 1994.

Executive Order 13045, Environmental Health and Safety Risk Upon Children, 1997.

Fortune, Molly and Maggioni, Joseph P. (2002). *Building Inventory Fort Stewart, Georgia: An Inventory of Department of Defense Buildings Built Prior to 1989*. Fort Stewart: DPW Environmental Division.

Georgia Department of Transportation, Average Daily Traffic Counts, Liberty County, 2001-2005.

Georgia Department of Natural Resources. 1999. Protected Animals of Georgia. Georgia Department of Natural Resources. 1995. Protected Plants of Georgia.

Georgia Forestry Commission, 1999. Georgia's Best Management Practices for Forestry.

Management Guidelines for the Red-cockaded Woodpecker on Army Installations, Headquarters, Department of the Army, Washington, DC, May 1996.

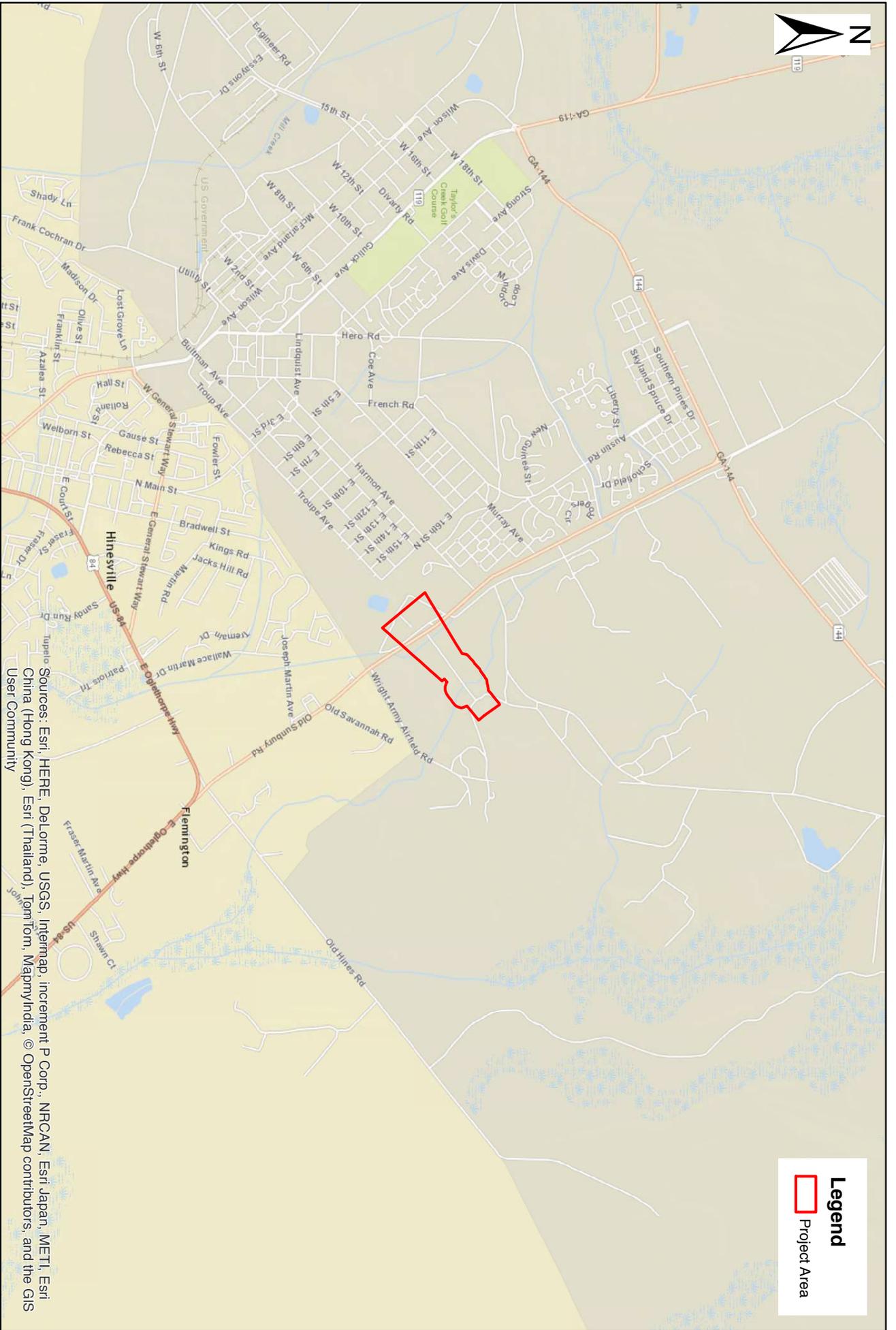
Morehead, James R., William R. Mallory, Carrie Williams-Bourgeois, L. Janice Campbell, James H. Mathews, and Eric Ian Hamilton. (2008). *Cultural Resources Survey at Fort Stewart Military Reservation (Vols.1-3) [Delivery Order 9] (NRMUs A18.2, A18.3, A18.5, A19.2, A20.1, AWAAF, B5.1, B5.2, B6.2, C5.3, D2.1, D3.4, D3.7, D4.3, D4.4, D15.1, DTRASH, F10.1, F14.1, F19.1, F19.2, F19.4, F20.1, F20.2, & F20.4) In Bryan, Evans, Liberty and Long Counties, Georgia*. Prentice Thomas and Associates, Inc., Mary Esther, Florida. Submitted to the National Park Service, Southeast Archeological Center, Tallahassee, and

the Directorate of Public Works, Environmental Branch, Fort Stewart, Georgia under Contract# C5000030247.

Phase I Cultural Resources Survey of the Wright Army Airfield Joint Use Area II, Fort Stewart, Georgia, August 12, 2004.

Ross, James. (2004). *Archaeological Investigations at Fort Stewart: An Intensive Archaeological Survey of 9,690 Acres (NRMUs A2.1, A2.2, A11.2, BEOD, B9.5, B10.2, B21.1, B22.2, B24.1, B24.3, E5.1, E6.1, E6.2, E7.3.2, E21.4, F1.3, and F12.4 in Bryan, Evans, Liberty and Long Counties) at Fort Stewart, Georgia [Delivery Order 7]*. Panamerican Consultants, Inc. Submitted to the National Park Service, Southeast Regional Office, Atlanta, and funded by the Directorate of Public Works, Environmental Branch, Fort Stewart under Contract #1443CX509098044.

FIGURES



Legend

 Project Area

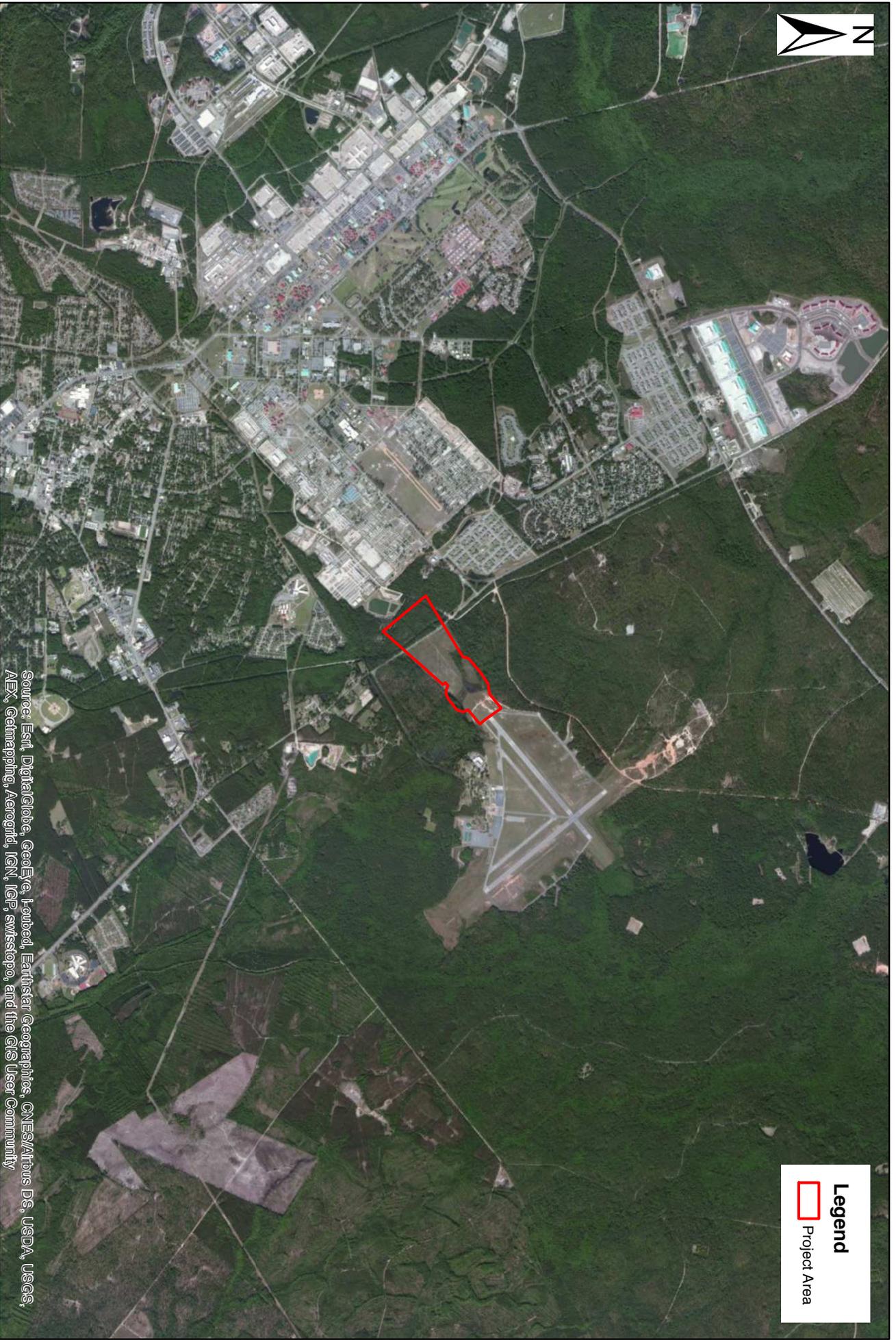


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Site Vicinity Map - Street Map View
MidCoast Regional Airport Runway Expansion
 1116 E. Lowes Circle
 Fort Stewart, Georgia 31314

Drawing Date: November 19, 2014





Legend

 Project Area

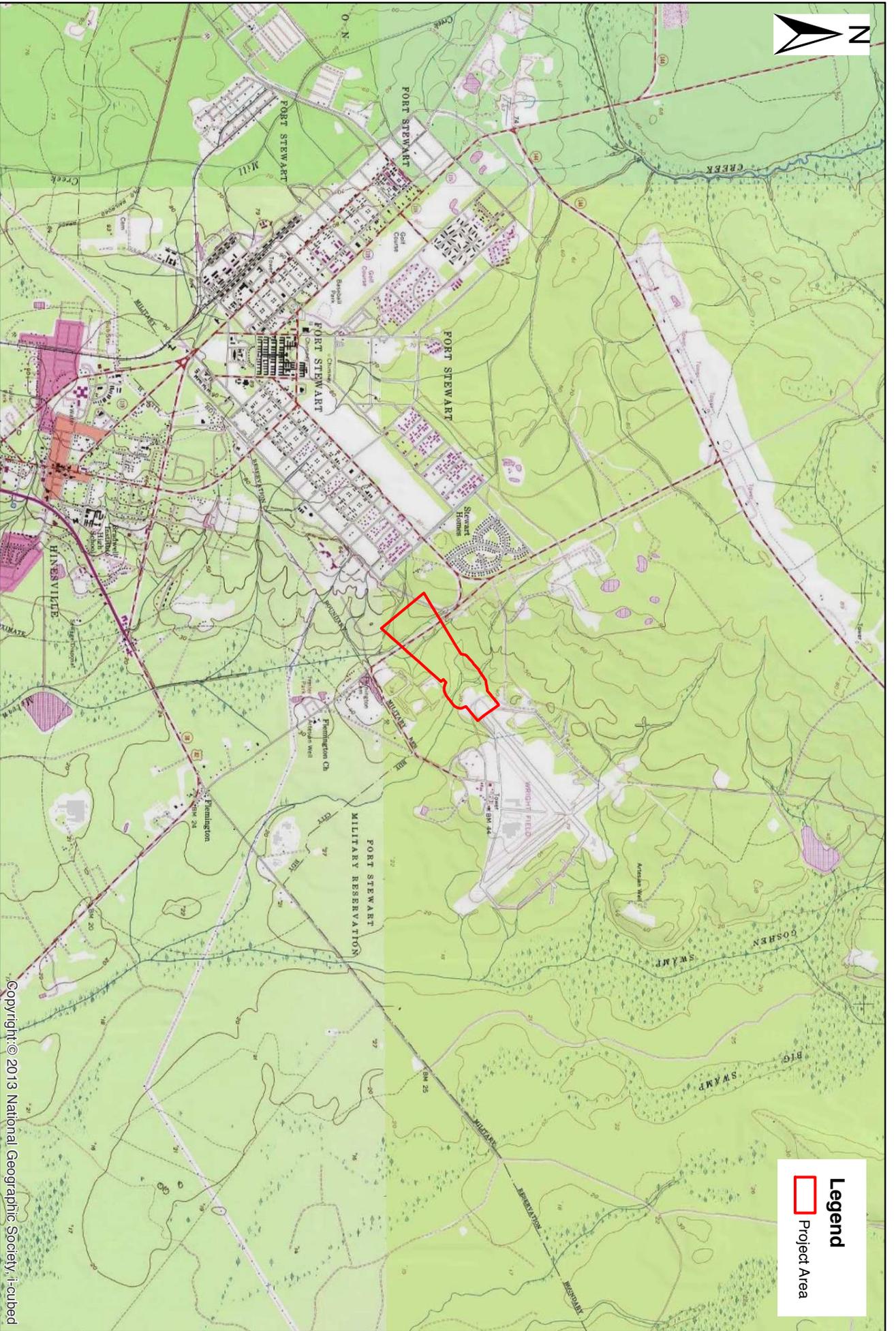
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Site Vicinity Map - Aerial Map View
MidCoast Regional Airport Runway Expansion
 1116 E. Lowes Circle
 Fort Stewart, Georgia 31314

Drawing Date: November 19, 2014





Legend

 Project Area



Site Location Map - Topographic Map View

MidCoast Regional Airport Runway Expansion
 1116 E. Lowes Circle
 Fort Stewart, Georgia 31314

Drawing Date: November 19, 2014



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Legend	
	Culvert, Piping, and Drains
	Project Area
	Proposed Runway and Taxiway
	MALSR
	ILS

Total Project Area: 122.052 acres

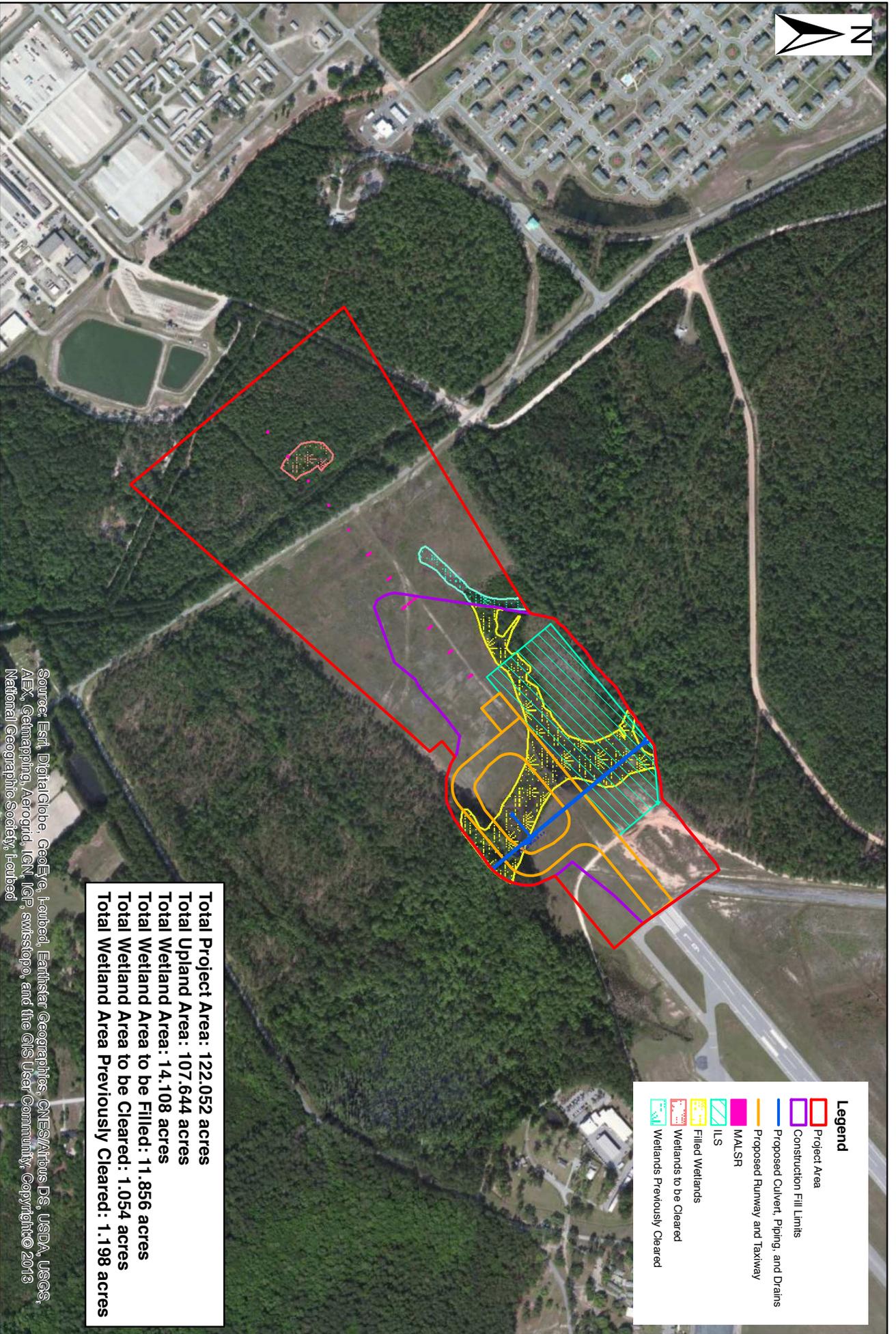
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Extent of Project Area with Proposed Site Improvements
 MidCoast Regional Airport Runway Expansion
 1116 E. Lowes Circle
 Fort Stewart, Georgia 31314



Drawing Date: November 19, 2014



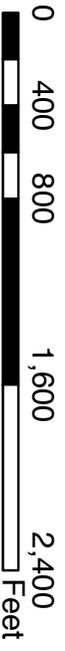


Legend

- Project Area
- Construction Fill Limits
- Proposed Culvert, Piping, and Drains
- Filled Wetlands
- Wetlands to be Cleared
- Wetlands Previously Cleared
- MALS SR
- ILS

Total Project Area: 122,052 acres
Total Upland Area: 107,644 acres
Total Wetland Area: 14,108 acres
Total Wetland Area to be Filled: 11,856 acres
Total Wetland Area to be Cleared: 1,054 acres
Total Wetland Area Previously Cleared: 1,198 acres

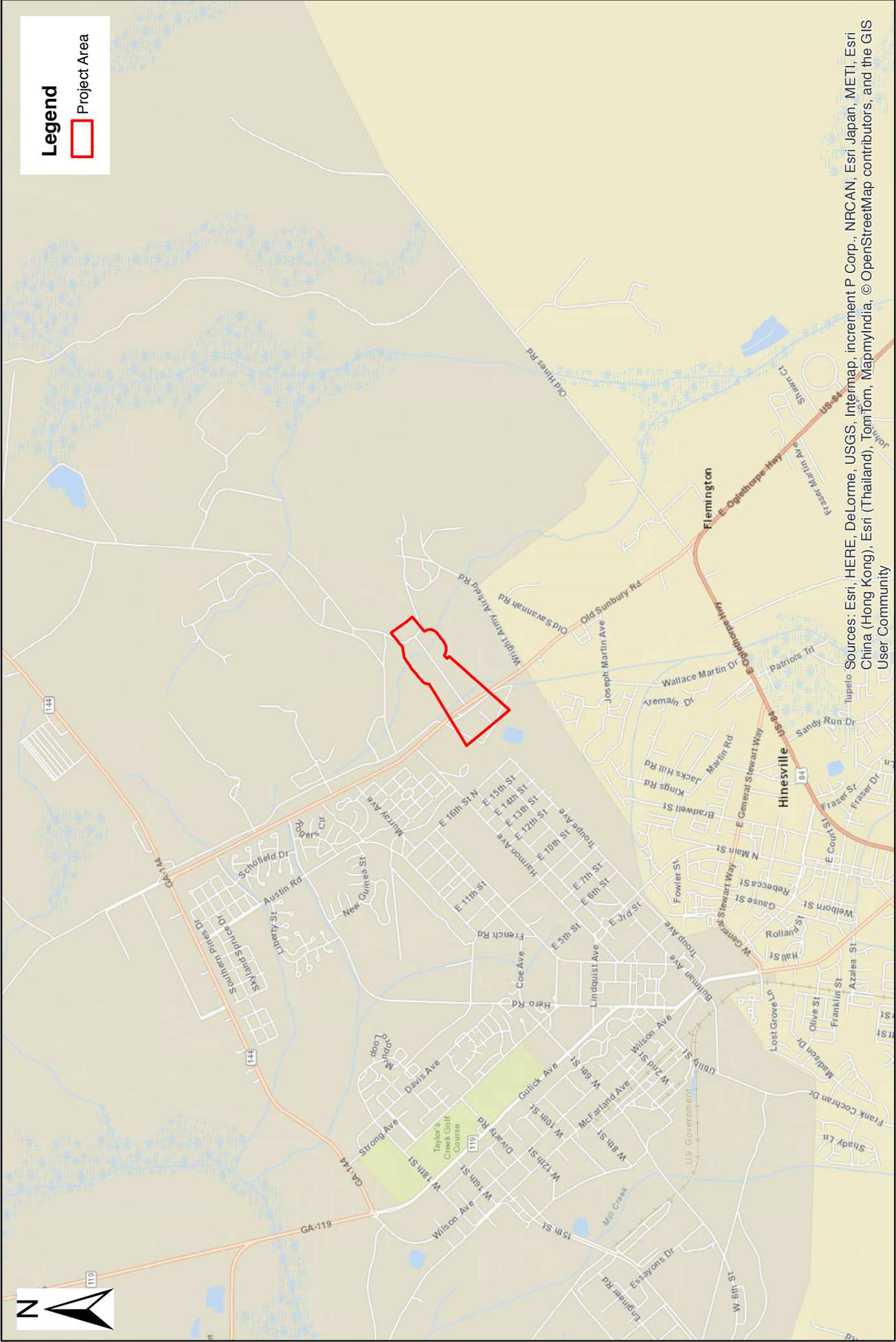
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Summary of Impacts to Jurisdictional Waters
MidCoast Regional Airport Runway Expansion
 1116 E. Lowes Circle
 Fort Stewart, Georgia 31314

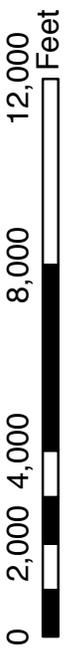
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Legend
 Project Area

Site Vicinity Map - Street Map View
MidCoast Regional Airport Runway Expansion
1116 E. Lowes Circle
Fort Stewart, Georgia 31314
Drawing Date: November 19, 2014



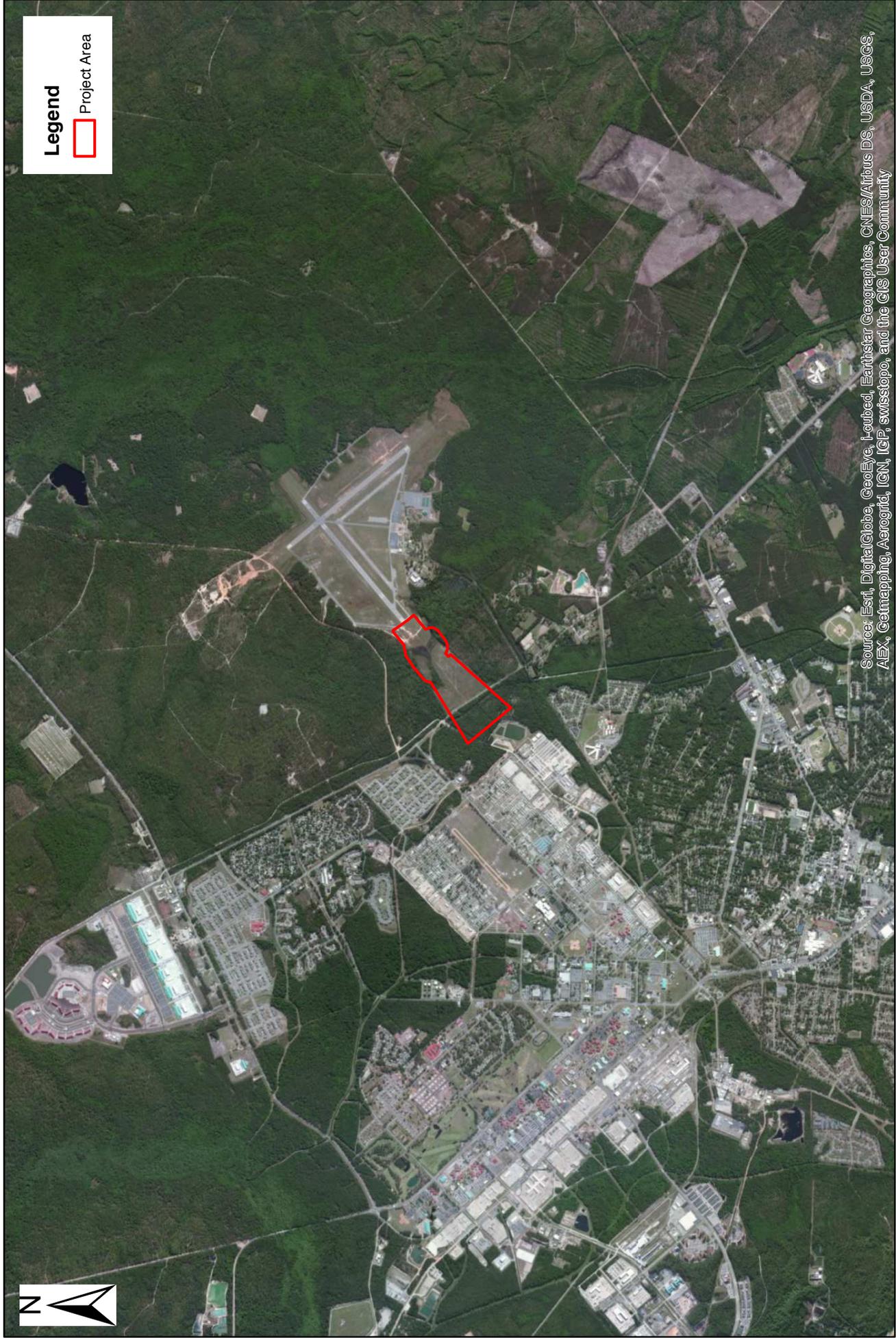
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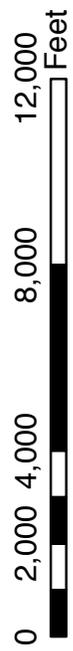
Project Area

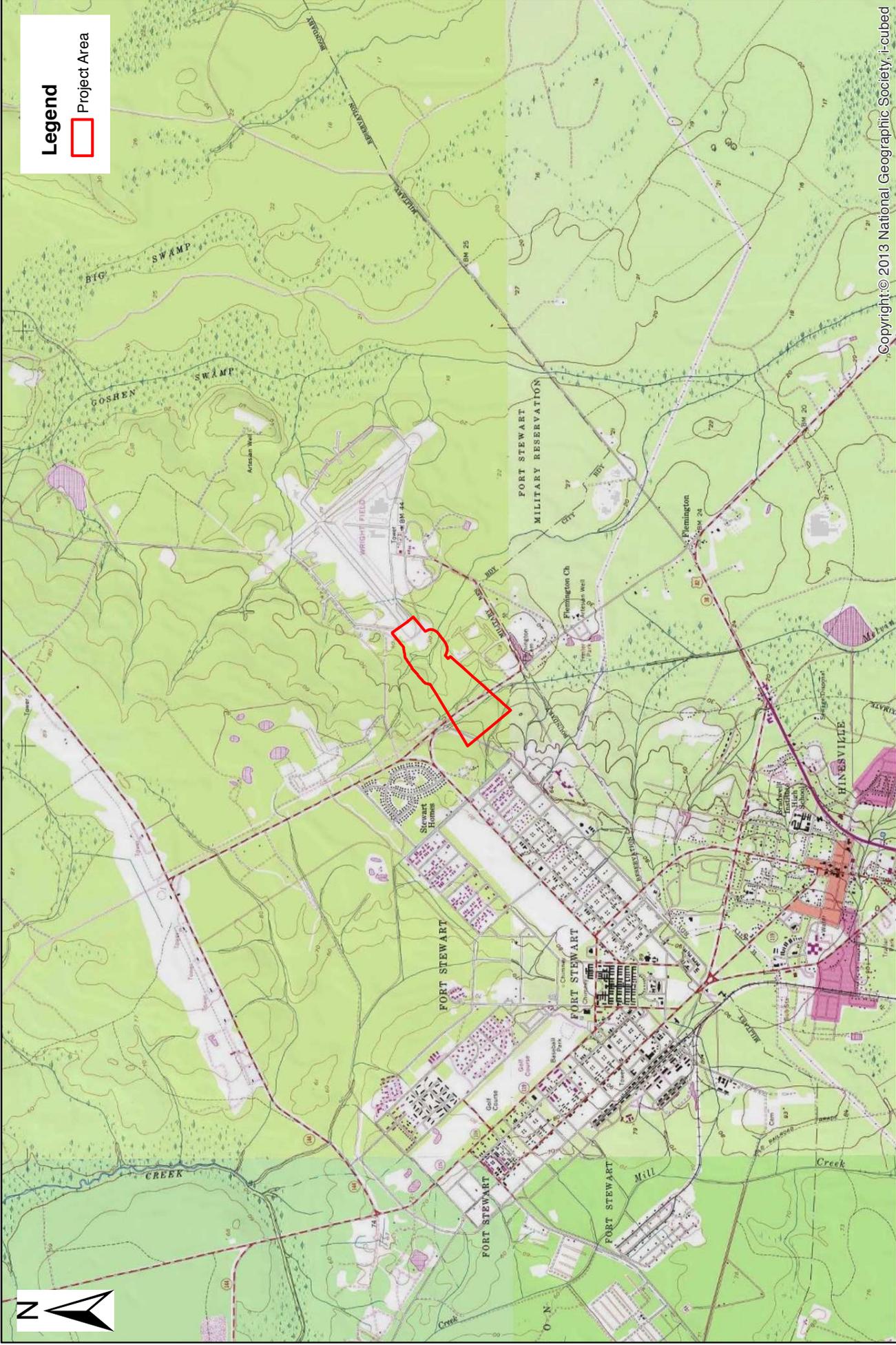


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Site Vicinity Map - Aerial Map View
MidCoast Regional Airport Runway Expansion
1116 E. Lowes Circle
Fort Stewart, Georgia 31314

Drawing Date: November 19, 2014





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Site Location Map - Topographic Map View
 MidCoast Regional Airport Runway Expansion
 1116 E. Lowes Circle
 Fort Stewart, Georgia 31314

Drawing Date: November 19, 2014





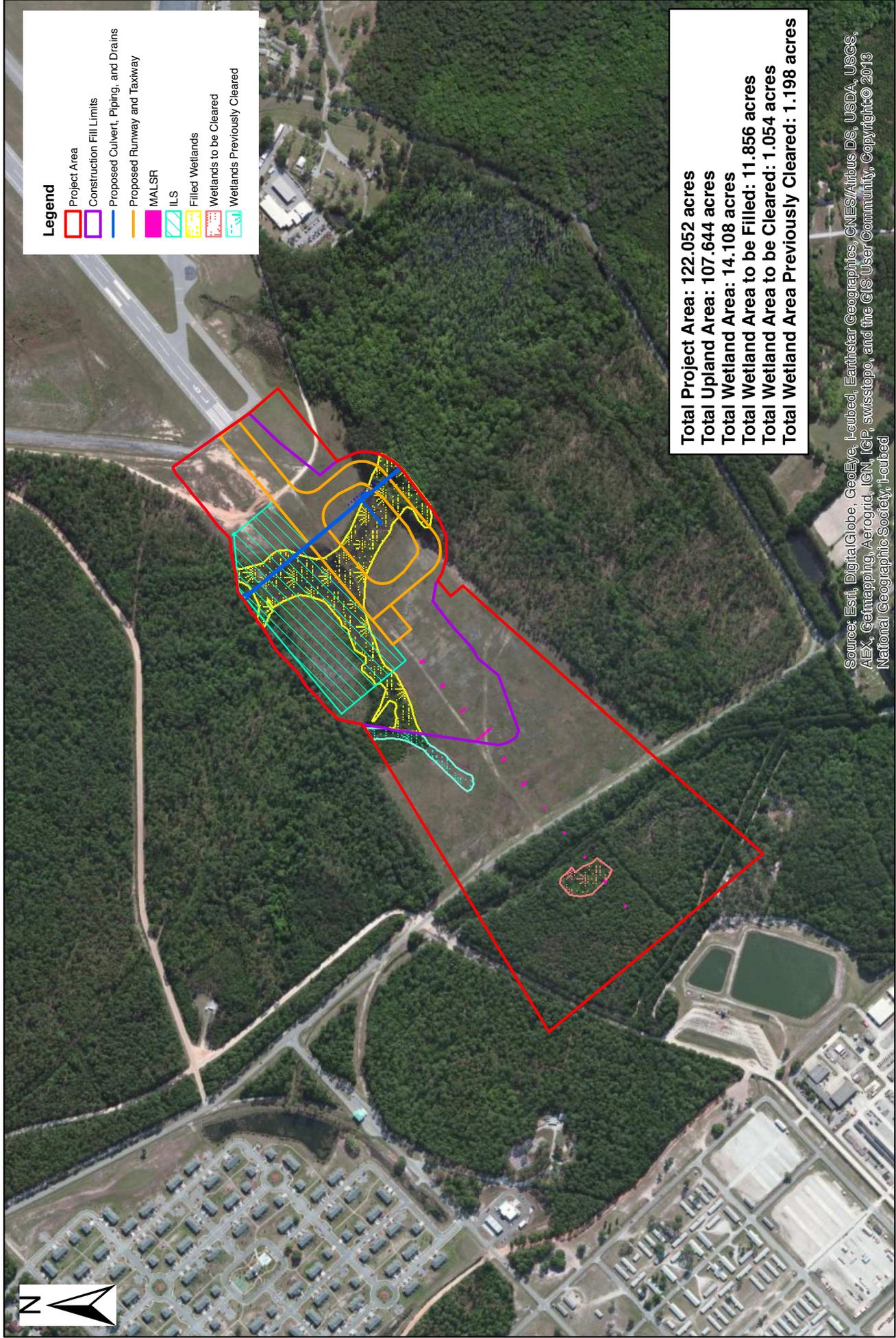
Total Project Area: 122,052 acres

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Copyright © 2013 National Geographic Society, Inc.

Extent of Project Area with Proposed Site Improvements
 MidCoast Regional Airport Runway Expansion
 1116 E. Lowes Circle
 Fort Stewart, Georgia 31314

Drawing Date: November 19, 2014





- Legend**
- Project Area
 - Construction Fill Limits
 - Proposed Culvert, Piping, and Drains
 - MALSRS
 - ILS
 - Filled Wetlands
 - Wetlands to be Cleared
 - Wetlands Previously Cleared

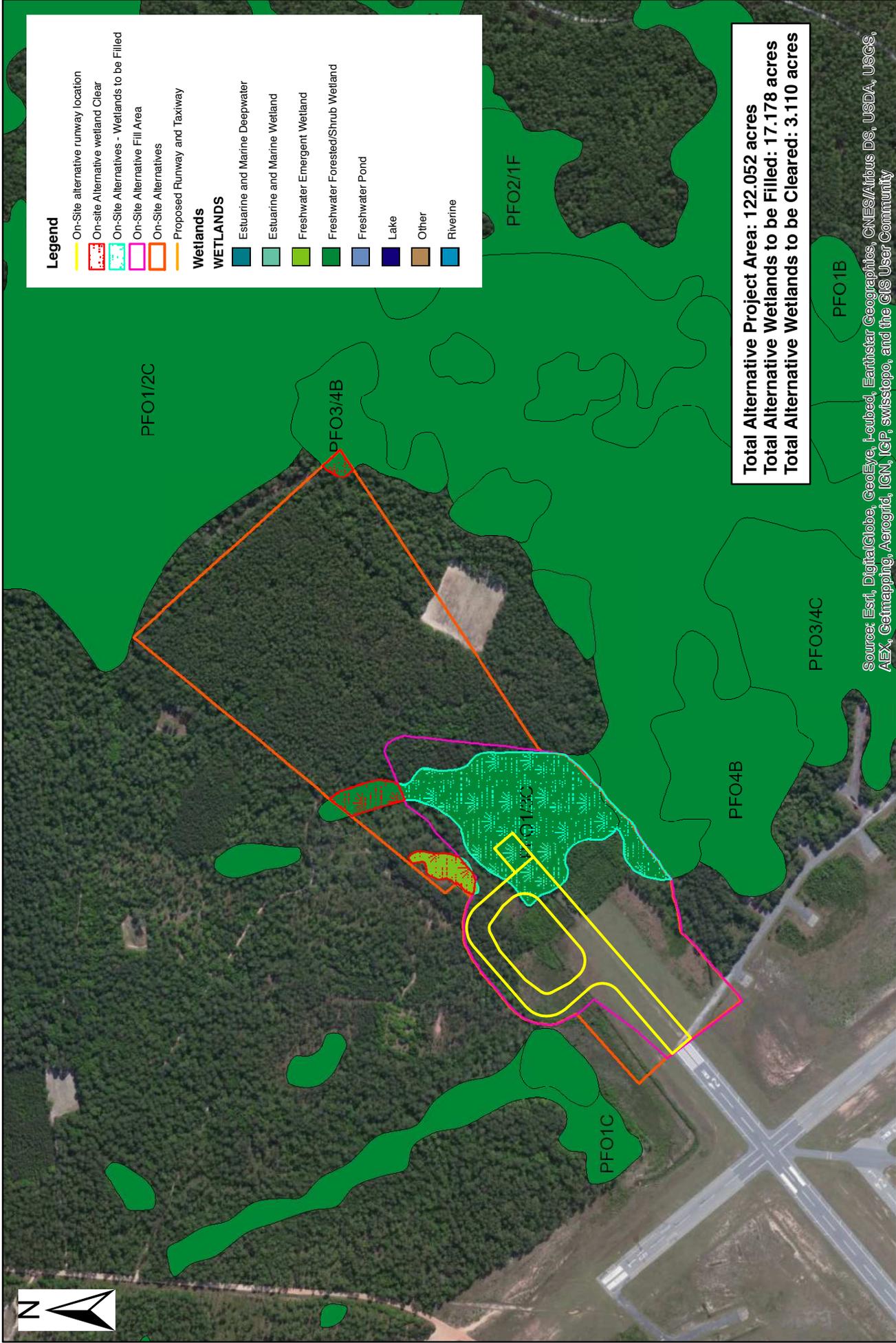
Total Project Area: 122.052 acres
Total Upland Area: 107.644 acres
Total Wetland Area: 14.108 acres
Total Wetland Area to be Filled: 11.856 acres
Total Wetland Area to be Cleared: 1.054 acres
Total Wetland Area Previously Cleared: 1.198 acres

Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Copyright © 2013 National Geographic Society, i-cubed

Summary of Impacts to Jurisdictional Waters
MidCoast Regional Airport Runway Expansion
1116 E. Lowes Circle
Fort Stewart, Georgia 31314

Drawing Date: November 19, 2014





Legend

- On-Site alternative runway location
- On-site Alternative wetland Clear
- On-Site Alternatives - Wetlands to be Filled
- On-Site Alternative Fill Area
- On-Site Alternatives
- Proposed Runway and Taxiway

Wetlands

WETLANDS

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

Total Alternative Project Area: 122.052 acres
Total Alternative Wetlands to be Filled: 17.178 acres
Total Alternative Wetlands to be Cleared: 3.110 acres

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

On-Site Alternative Project Area with Approximate Wetland Impacts

MidCoast Regional Airport Runway Expansion
 1116 E. Lowes Circle
 Fort Stewart, Georgia 31314

Drawing Date: November 19, 2014



APPENDIX I

**USACE Wetland Mitigation Credit
Worksheet for Runway 6L Extension and
ILS Installation**

WETLANDS AND OPEN WATERS MITIGATION WORKSHEETS

For Runway 6L 1,500 Extension and ILS Installation

ADVERSE IMPACT FACTORS

Factor	Options						
Dominant Effect	Fill 2.0	Dredge 1.8	Impound 1.6	Drain 1.4	Flood 1.2	Clear 1.0	Shade 0.5
Duration of Effects	7+ years 2.0	5-7 years 1.5	3-5 years 1.0	1-3 years 0.5	< 1 year 0.1		
Existing Condition	Class 1 2.0	Class 2 1.5	Class 3 1.0	Class 4 0.5	Class 5 0.1		
Lost Kind	Kind A 2.0	Kind B 1.5	Kind C 1.0	Kind D 0.5	Kind E 0.1		
Preventability	High 2.0	Moderate 1.0	Low 0.5	None 0			
Rarity Ranking	Rare 2.0	Uncommon 0.5	Common 0.1				

† These factors are determined on a case-by-case basis.

REQUIRED MITIGATION CREDITS WORKSHEET

Factor	Area 1	Area 2	Area 3	Area 4	Area 5	Area 6
Dominant Effect	2.0					
Duration of Effect	2.0					
Existing Condition	0.5					
Lost Kind	1.0					
Preventability	0.5					
Rarity Ranking	0.1					
Sum of r Factors	$R_1 = 6.1$	$R_2 =$	$R_3 =$	$R_4 =$	$R_5 =$	$R_6 =$
Impacted Area	$AA_1 = 11.856$	$AA_2 =$	$AA_3 =$	$AA_4 =$	$AA_5 =$	$AA_6 =$
$R \times AA =$	72.4					

Total Required Credits = $\Sigma (R \times AA) =$ 72.4

APPENDIX II

**USACE Jurisdictional Determination
Letter**



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
SAVANNAH DISTRICT, CORPS OF ENGINEERS
100 W. OGLETHORPE AVENUE
SAVANNAH, GEORGIA 31401-3640

JANUARY 19 2012

Regulatory Division
SAS-2009-01007

Fort Stewart Directorate of Public Works
Attention: Mr. Robert Lloyd
1550 Frank Cochran Drive, Bldg. 1137
Fort Stewart, Georgia 31314-4927

Dear Mr. Lloyd:

I refer to a request, submitted on your behalf by Mr. Michael Andersen of Tidewater Environmental Services, Inc., requesting an Expanded Preliminary Jurisdictional Determination (EPJD) for your site located southeast of the intersection of Georgia Highway 144 East and Fort Stewart Road, Fort Stewart Army Installation, Liberty County, Georgia (Latitude 31.8835, Longitude -81.5733). This project has been assigned number SAS-2009-01007 and it is important that you refer to this number in all communication concerning this matter.

We have completed an EPJD for the site pursuant to the March 4, 2009, Public Notice entitled, "Characterization of Jurisdictional Determinations: Purpose, Application and Documentation Requirements as Defined by the Savannah District, US Army Corps of Engineers." I have enclosed a "JD Check Sheet" that summarizes the JD, delineation verification, and appeals process.

The wetlands/other waters on the subject property may be waters of the United States within the jurisdiction of Section 404 of the Clean Water Act (CWA) (33 United States Code 1344). The placement of dredged or fill material into any waterways and/or their adjacent wetlands or mechanized land clearing of those wetlands would require prior Department of the Army authorization pursuant to Section 404.

If you intend to sell property that is part of a project that requires Department of the Army Authorization, it may be subject to the Interstate Land Sales Full Disclosure Act. The Property Report required by Housing and Urban Development Regulation must state whether, or not a permit for the development has been applied for, issued, or denied by the US Army Corps of Engineers (Part 320.3(h) of Title 33 of the Code of Federal Regulations).

This communication does not convey any property rights, either in real estate or material, or any exclusive privileges. It does not authorize any injury to property, invasion of rights, or any infringement of federal, state or local laws, or regulations. It does not obviate your requirement to obtain state or local assent required by law for the development of this property.

If the information you have submitted, and on which the US Army Corps of Engineers has based its determination is later found to be in error, this decision may be revoked.

A copy of this letter is being provided to the following party: Tidewater Environmental Services, Inc., Attention: Mr. Michael Andersen, Post Office Box 865, Johns Island, South Carolina 29457-0865.

Thank you in advance for completing our Customer Survey Form. This can be accomplished by visiting our web site at <http://per2.nwp.usace.army.mil/survey.html> and completing the survey on-line. We value your comments and appreciate your taking the time to complete a survey each time you interact with our office.

If you have any questions, please call me at 912-652-6210.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald W. Hendrix". The signature is written in a cursive style with a large initial "D".

Donald W. Hendrix
Regulatory Specialist, Coastal Branch

Enclosures



DEPARTMENT OF THE ARMY
SAVANNAH DISTRICT, US ARMY CORPS OF ENGINEERS
100 W. OGLETHORPE AVENUE
SAVANNAH, GEORGIA 31401-3640

REPLY TO
ATTENTION OF:

JURISDICTION DELINEATION CHECK SHEET
USACE FILE NUMBER: SAS-2009-01007
DATE: January 18, 2012

A. SECTION 1 - PRELIMINARY JURISDICTIONAL DETERMINATIONS

1. JURISDICTIONAL DETERMINATION (JD). A "preliminary JD" form was completed for the site in accordance with the March 4, 2009, Public Notice entitled, "Characterization of Jurisdictional Determinations: Purpose, Application and Documentation Requirements as Defined by the Savannah District, US Army Corps of Engineers." The form details whether streams, wetlands and/or other waters present on the site may be subject to the jurisdiction of the US Army Corps of Engineers (USACE). In summary, the USACE has determined the following with regard to waters present on the site:

_____ There may be navigable waters of the United States (US) within Rivers and Harbors Act (RHA) jurisdiction present.

_____ There may be waters of the US within Clean Water Act (CWA) jurisdiction present.

2. DELINEATION VERIFICATION. With regard to the location and extent of potentially jurisdictional areas present on the site, the USACE has made the following determinations:

_____ Wetlands were delineated in accordance with criteria contained in the 1987 "Corps of Engineers Wetland Delineation Manual," as amended by the most recent regional supplements to the manual.

_____ Drawings submitted with a Pre-Construction Notification (or other application) depict the approximate location/boundaries of all potentially jurisdictional waters on the project site. The USACE has verified the accuracy of the depicted boundaries of potentially jurisdictional waters in only the immediate vicinity of waters to be impacted. A complete jurisdictional delineation request, including a jurisdictional waters survey, would be required in order for the USACE to consider final verification of all other jurisdictional boundaries on the project site.

_____ The drawing entitled "_____" dated _____ is an acceptable sketch of the approximate location/boundaries of all the potentially jurisdictional waters in the project area. This sketch can be used for initial real estate planning; projects with temporary impacts to waters; projects involving minor amounts of fill in waters; or work only subject to our jurisdiction pursuant to Section 10 of the Rivers and Harbors Act of 1899. A complete jurisdictional delineation request, including a jurisdictional waters survey, would be required in order for the USACE to consider final verification of all other jurisdictional boundaries on the project site.

3. APPEALS OF PRELIMINARY JURISDICTIONAL DETERMINATIONS: The preliminary JD is a “non-binding” written indication that there may be waters of the US on a parcel. Preliminary JDs are advisory in nature and may not be appealed (See 33 CFR 331.2).” If you are not in agreement with this preliminary JD, then you may request an approved jurisdictional determination for your project site or review area.

B. SECTION - EXPANDED PRELIMINARY JURISDICTIONAL DETERMINATIONS:

1. JURISDICTIONAL DETERMINATION (JD). An “expanded preliminary JD” form was completed for the site in accordance with the March 4, 2009, Public Notice entitled, “Characterization of Jurisdictional Determinations: Purpose, Application and Documentation Requirements as Defined by the Savannah District, US Army Corps of Engineers.” The form details whether streams, wetlands and/or other waters present on the site may be subject to the jurisdiction of the USACE. In summary, the USACE has determined the following with regard to waters present on the site:

There may be navigable waters of the United States (US) within Rivers and Harbors Act (RHA) jurisdiction present.

There may be waters of the US within Clean Water Act (CWA) jurisdiction present.

2. DELINEATION VERIFICATION. With regard to the location and extent of potentially jurisdictional areas present on the site, the USACE has made the following determinations:

Wetlands were delineated in accordance with criteria contained in the 1987 "Corps of Engineers Wetland Delineation Manual," as amended by the most recent regional supplements to the manual.

The Global Positioning System (GPS) delineation entitled “Unmanned Aerial Surveillance Facility/Wright Army Airfield/A18, Jurisdictional Determination Review Area, Modified 6 OCT 11, With Delineated Wetlands”, dated October 18, 2011, is an accurate delineation of the location/boundaries of all the potentially jurisdictional waters on the site. If you have not already done so, I recommend that you place a statement on this delineation to the effect that, **"WETLANDS AND OTHER WATERS SHOWN ON THIS DRAWING ARE POTENTIALLY UNDER THE JURISDICTION OF THE US ARMY CORPS OF ENGINEERS AS SHOWN IN USACE FILE NUMBER SAS-2009-01007. OWNERS MAY BE SUBJECT TO PENALTY BY LAW FOR DISTURBANCE TO THESE WATERS WITHOUT PROPER AUTHORIZATION."** This delineation will remain valid for a period of 5 years unless new information warrants revision prior to that date.

The survey entitled “_____”, dated _____, and signed by Registered Land Surveyor _____, is an accurate delineation of the location/boundaries of all the potentially jurisdictional waters on the site. If you have not already

done so, I recommend that you place a statement on the final surveyed property plat to the effect that, **"WETLANDS AND OTHER WATERS SHOWN ON THIS DRAWING ARE POTENTIALLY UNDER THE JURISDICTION OF THE US ARMY CORPS OF ENGINEERS AS SHOWN IN USACE FILE NUMBER SAS-2009-01007. OWNERS MAY BE SUBJECT TO PENALTY BY LAW FOR DISTURBANCE TO THESE WATERS WITHOUT PROPER AUTHORIZATION."** This delineation will remain valid for a period of 5-years unless new information warrants revision prior to that date.

3. APPEALS OF PRELIMINARY JURISDICTIONAL DETERMINATIONS: The expanded preliminary JD is a "non-binding" written indication that there may be waters of the US on a parcel. Expanded Preliminary JDs are advisory in nature and may not be appealed (See 33 CFR. 331.2)." If you are not in agreement with this expanded Preliminary JD, then you may request an approved jurisdictional determination for your project site or review area.

C. SECTION 3 - APPROVED DETERMINATIONS: As defined in Regulatory Guidance Letter 08-02, an approved JD is an official Savannah District determination that jurisdictional "waters of the United States" or "navigable waters of the United States," or both, are either present or absent on a particular site. An approved JD precisely identifies the limits of those waters on the project site determined to be jurisdictional under the Clean Water Act (CWA) and/or the Rivers and Harbors Act (RHA).

1. JURISDICTIONAL DETERMINATION (JD). An "approved JD" form was completed for the site pursuant to the June 5, 2007, "US Army Corps of Engineers (USACE) JD Form Instructional Guidebook." The form details whether streams, wetlands and/or other waters present on the site are subject to the jurisdiction of the USACE. In summary, the USACE has determined the following with regard to waters present on the site:

_____ There are navigable waters of the (US) within (RHA) jurisdiction present.

_____ There are waters of the US within (CWA) jurisdiction present.

_____ There are non-jurisdictional waters of the US located in the project area.

_____ There are no jurisdictional waters of the US located in the project area.

2. APPROVED DETERMINATION - ISOLATED, NON-JURISDICTIONAL WATERS. If Appendix E of the March 4, 2009, Public Notice entitled, "Characterization of Jurisdictional Determinations: Purpose, Application and Documentation Requirements as Defined by the Savannah District, US Army Corps of Engineers" was submitted, you have requested that the USACE verify the presence of isolated, non-jurisdictional waters located at the project site or within the review area. The completed Appendix E form is available at <https://sasweb.sas.usace.army.mil/JD/>, under the above listed file number. You may also request that a printed copy of the form be mailed to you. This isolated, non-jurisdictional determination

will remain valid for a period of 5-years unless new information warrants revision prior to that date. In summary, the USACE has determined the following with regard to isolated, non-jurisdictional waters that are present on the site:

_____ Wetlands were delineated in accordance with criteria contained in the 1987 "Corps of Engineers Wetland Delineation Manual," as amended by the most recent regional supplements to the manual.

_____ There are isolated non-jurisdictional waters present that are not subject to CWA jurisdiction. Specifically, wetland(s) [letter of wetlands here], as identified on the exhibit entitled "_____" is/are isolated, non-jurisdictional wetlands. Department of the Army authorization, pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344), is not required for dredge and/or fill activities in these areas.

3. APPROVED DETERMINATION. (other than isolated, non-jurisdictional waters): If Appendix B of the March 4, 2009, Public Notice entitled, "Characterization of Jurisdictional Determinations: Purpose, Application and Documentation Requirements as Defined by the Savannah District, US Army Corps of Engineers" was submitted, you have requested that the USACE verify the presence of jurisdictional waters located at the project site or within the review area. The completed Appendix B form is available at <https://sasweb.sas.usace.army.mil/JD/>, under the above listed file number. You may also request that a printed copy of the form be mailed to you. This jurisdictional determination will remain valid for a period of 5-years unless new information warrants revision prior to that date. In summary, the USACE has determined the following with regard to isolated, non-jurisdictional waters that are present on the site:

_____ Wetlands were delineated in accordance with criteria contained in the 1987 "Corps of Engineers Wetland Delineation Manual," as amended by the most recent regional supplements to the manual.

_____ The Global Positioning System (GPS) delineation entitled "_____", dated _____, is an accurate delineation of all the jurisdictional boundaries on the site. If you have not already done so, I recommend that you place a statement on this delineation to the effect that, "**JURISDICTIONAL WETLANDS AND OTHER WATERS SHOWN ON THIS DRAWING ARE UNDER THE JURISDICTION OF THE US ARMY CORPS OF ENGINEERS AS SHOWN IN USACE FILE NUMBER SAS-2009-01007. OWNERS MAY BE SUBJECT TO PENALTY BY LAW FOR DISTURBANCE TO THESE JURISDICTIONAL AREAS WITHOUT PROPER AUTHORIZATION.**" This approved jurisdictional determination will remain valid for a period of 5-years unless new information warrants revision prior to that date.

_____ The survey entitled "_____", dated _____, and signed by Registered Land Surveyor _____, is an accurate delineation of all the

jurisdictional boundaries on the site. If you have not already done so, I recommend that you place a statement on the final surveyed property plat to the effect that, "**JURISDICTIONAL WETLANDS AND OTHER WATERS SHOWN ON THIS DRAWING ARE UNDER THE JURISDICTION OF THE US ARMY CORPS OF ENGINEERS AS SHOWN IN USACE FILE NUMBER SAS-2009-01007. OWNERS MAY BE SUBJECT TO PENALTY BY LAW FOR DISTURBANCE TO THESE JURISDICTIONAL AREAS WITHOUT PROPER AUTHORIZATION.**" This approved jurisdictional determination will remain valid for a period of 5-years unless new information warrants revision prior to that date.

4. APPEALS FOR APPROVED JURISDICTIONAL DETERMINATIONS: You may request an administrative appeal for any approved geographic jurisdictional determination under USACE regulations at 33 Code of Federal Regulation (CFR) Part 331. Enclosed you will find a Notification of Administrative Appeal Options and Process and Request for Appeal (RFA) Form.

If you request to appeal this/these determination(s) you must submit a completed RFA form to the South Atlantic Division Office at the following address:

US Army Corps of Engineers, South Atlantic Division
Attention: CESAD-PDS-O, Administrative Appeal Review Officer
60 Forsyth Street, Room 10M15
Atlanta, Georgia 30303-8801

In order for a RFA to be accepted by the USACE, the USACE must determine that it is complete, that it meets the criteria for appeal under 33 CFR, part 331.5, and that it has been received by the Division Office within 60 days of the date of this form. It is not necessary to submit an RFA form to the Division Office if you do not object to this jurisdictional determination.

D. SECTION 4 - APPLIES TO ALL OF THE ABOVE.

- US DEPARTMENT OF AGRICULTURE (USDA) PROGRAM PARTICIPANTS.
This delineation/determination has been conducted to identify the limits of USACE CWA jurisdiction for this site. This delineation/determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service prior to starting work.

Attachments:

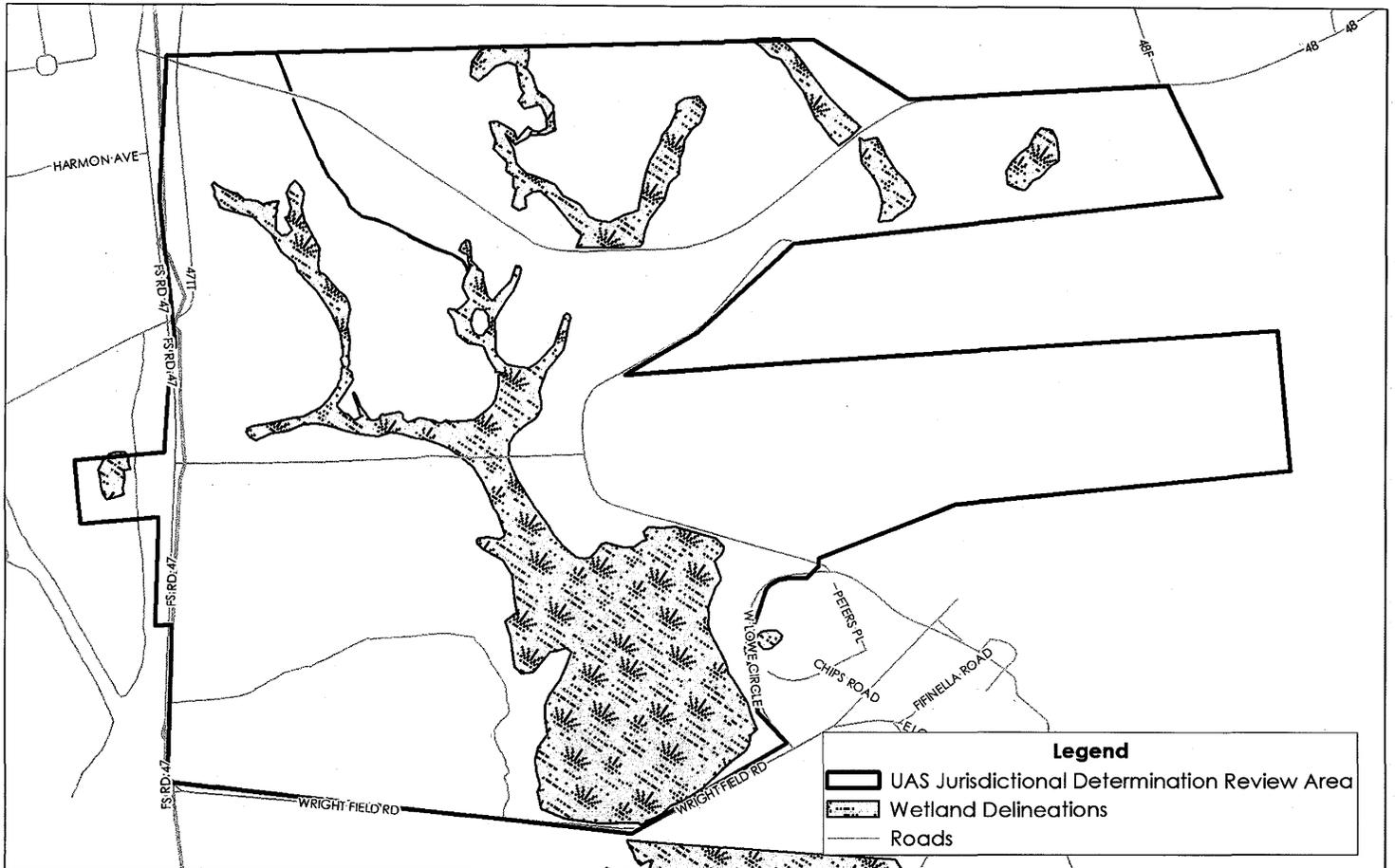
- Verified Survey of Jurisdictional Streams, Wetlands and/or Other Waters
- Verified GPS Delineation of Jurisdictional Streams, Wetlands and/or Other Waters
- Drawing of Approximate Location of Streams, Wetlands and/or Other Waters
- Approved Jurisdictional Determination Form(s)
- Notification of Administrative Appeal Options and Process and Request for Appeal Form

Donald W. Hendrix
Donald W. Hendrix
Regulatory Specialist, Coastal Branch

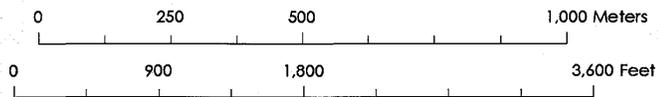
1-17-12
DATE

Unmanned Aerial Surveillance Facility/Wright Army Airfield/A18

Jurisdictional Determination Review Area, Modified 6 OCT 11, With Delineated Wetlands



Map Created 18 OCT 11
Robert Lloyd,
Wetlands Program Manager,
FS/HAAF



Applicant: Fort Stewart, Attention: Mr. Robert Lloyd	File Number: SAS-2009-01007	Date: January 18, 2012
Attached is:		See Section below
<input type="checkbox"/>	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
<input type="checkbox"/>	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
<input type="checkbox"/>	PERMIT DENIAL	C
<input type="checkbox"/>	APPROVED JURISDICTIONAL DETERMINATION	D
<input checked="" type="checkbox"/>	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/inet/functions/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. The division engineer must receive this form 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:
Mr. Donald W. Hendrix
US Army Corps of Engineers, Savannah District
100 W. Oglethorpe Avenue
Savannah, Georgia 31401-3640
912-652-6210

If you only have questions regarding the appeal process you may also contact:
Administrative Appeal Review Officer
CESAD-PDS-O
US Army Corps of Engineers, South Atlantic Division
60 Forsyth Street, Room 10M15
Atlanta, Georgia 30303-8801

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.

Signature of appellant or agent.

Date: _____

Telephone number: _____

APPENDIX III

Cultural Resources Determination Letter

IMSE-STW-PWE

2 NOV 2011

MEMORANDUM FROM DPW, ED, P&C, CRM

MEMORANDUM FOR RECORD

SUBJECT: CRM Review of Runway 00002; WAAF Midcoast Runway Extension

1. Cultural Resources Management (CRM) review of the proposed undertaking indicates that the Areas of Potential Effect (APE) are within Natural Resource Management Units (NRMU) A19.2 and AWAAF.
2. A19.2 has been surveyed for cultural resources (PTA 9) and no historic properties will be affected by this action.
3. AWAAF has been surveyed for cultural resources (CRM in house, PCI 7, and PTA 9) and no historic properties will be affected.
4. According to the FS Building Survey, no historic buildings will be affected by this undertaking.
5. Per the terms of the Programmatic Agreement between Ft. Stewart/Hunter Army Airfield and the Georgia State Historic Preservation Office (GA SHPO), this action as proposed will not adversely affect historic properties. As such, this action has been documented for record and summarized within the Fiscal Year 12 CRM Annual Report.
6. SUMMARY: Both A19.2 and AWAAF have been surveyed for cultural resources. No historic properties will be affected by this undertaking.
7. Point of Contact for this action is Ashley Moss, CRM, and this Branch at 767-1402.

Ashley Moss
CRM Support
Engineering & Environment, Inc.
DPW ENV DIV, PC BRANCH

APPENDIX V

Regulatory Correspondence and Media



DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, US ARMY GARRISON, FORT STEWART / HUNTER ARMY AIRFIELD
DIRECTORATE OF PUBLIC WORKS
1587 VETERANS PARKWAY
FORT STEWART, GEORGIA 31314

Office of the Directorate

U.S. Forest Service
Chattahoochee-Oconee National Forest
Attn: Ms. Betty M. Jewett
1755 Cleveland Highway
Gainesville, GA 30501

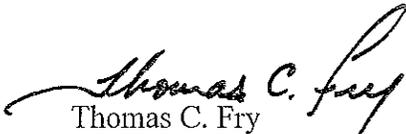
Dear Ms. Jewett:

Enclosed is a Notice of Availability of the *Draft Finding of No Significant Impact (FNSI) and Draft Supplemental Environmental Assessment (EA) for the Wright Army Airfield (WAAF) Runway Extension at Fort Stewart, Georgia (FSGA)*.

The U.S. Army, in collaboration with the Liberty County Development Authority, propose to upgrade the joint use runway at WAAF to enable the use of a greater variety of aircraft and to enhance the airfield for opportunities in industrial marketing necessary to the economic welfare of Liberty County. Upgrades will include drainage improvements in the airfield's Runway Protection Zone to alleviate existing on-site flooding issues, which will also benefit water quality downstream of WAAF. The Draft Supplemental EA analyzes the potential environmental impacts of implementing a proposed action and no action/status quo alternative, neither of which will result in significant adverse impacts to the Installation's environmental resources and for which a Draft FNSI was determined appropriate.

The Draft FNSI and Draft Supplemental EA can be accessed at the following web address, http://www.stewart.army.mil/443/downloads/Combined_DraftFNSI_SEA_WAAFRunwayext.pdf. If you would like to receive a hard copy of the Draft EA and Draft FNSI to review, email Amber E. McCormick, Fort Stewart Directorate of Public Works, Environmental Division, amber.e.mccormick2.civ@mail.mil or Melissa B. Kendrick, Fort Stewart Directorate of Public Works, Environmental Division, melissa.b.kendrick.civ@mail.mil. Please submit comments during the public comment period, April 1-30, 2015, to Amber E. McCormick or Melissa B. Kendrick, using the contact information provided above or by calling 912-767-2010.

Sincerely,


Thomas C. Fry
Chief, Environmental Division
Directorate of Public Works



DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, US ARMY GARRISON, FORT STEWART / HUNTER ARMY AIRFIELD
DIRECTORATE OF PUBLIC WORKS
1587 VETERANS PARKWAY
FORT STEWART, GEORGIA 31314

Office of the Directorate

Georgia Department of Natural Resources
Environmental Protection Division
Attn: Mr. Jud Turner
2 Martin Luther King Jr. Drive, SE
Atlanta, GA 30334-9000

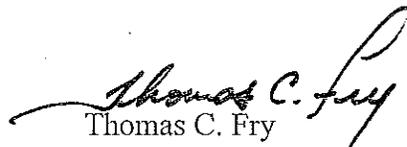
Dear Mr. Turner:

Enclosed is a Notice of Availability of the *Draft Finding of No Significant Impact (FNSI) and Draft Supplemental Environmental Assessment (EA) for the Wright Army Airfield (WAAF) Runway Extension at Fort Stewart, Georgia (FSGA)*.

The U.S. Army, in collaboration with the Liberty County Development Authority, propose to upgrade the joint use runway at WAAF to enable the use of a greater variety of aircraft and to enhance the airfield for opportunities in industrial marketing necessary to the economic welfare of Liberty County. Upgrades will include drainage improvements in the airfield's Runway Protection Zone to alleviate existing on-site flooding issues, which will also benefit water quality downstream of WAAF. The Draft Supplemental EA analyzes the potential environmental impacts of implementing a proposed action and no action/status quo alternative, neither of which will result in significant adverse impacts to the Installation's environmental resources and for which a Draft FNSI was determined appropriate.

The Draft FNSI and Draft Supplemental EA can be accessed at the following web address, http://www.stewart.army.mil/443/downloads/Combined_DraftFNSI_SEA_WAAFRunwayext.pdf. If you would like to receive a hard copy of the Draft EA and Draft FNSI to review, email Amber E. McCormick, Fort Stewart Directorate of Public Works, Environmental Division, amber.e.mccormick2.civ@mail.mil or Melissa B. Kendrick, Fort Stewart Directorate of Public Works, Environmental Division, melissa.b.kendrick.civ@mail.mil. Please submit comments during the public comment period, April 1-30, 2015, to Amber E. McCormick or Melissa B. Kendrick, using the contact information provided above or by calling 912-767-2010.

Sincerely,


Thomas C. Fry
Chief, Environmental Division
Directorate of Public Works



DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, US ARMY GARRISON, FORT STEWART / HUNTER ARMY AIRFIELD
DIRECTORATE OF PUBLIC WORKS
1587 VETERANS PARKWAY
FORT STEWART, GEORGIA 31314

Office of the Directorate

City of Glennville
Attn: Ms. Amy W. Murray
134 South Downing Musgrove Highway
Glennville, GA 30457

Dear Ms. Murray:

Enclosed is a Notice of Availability of the *Draft Finding of No Significant Impact (FNSI) and Draft Supplemental Environmental Assessment (EA) for the Wright Army Airfield (WAAF) Runway Extension at Fort Stewart, Georgia (FSGA)*.

The U.S. Army, in collaboration with the Liberty County Development Authority, propose to upgrade the joint use runway at WAAF to enable the use of a greater variety of aircraft and to enhance the airfield for opportunities in industrial marketing necessary to the economic welfare of Liberty County. Upgrades will include drainage improvements in the airfield's Runway Protection Zone to alleviate existing on-site flooding issues, which will also benefit water quality downstream of WAAF. The Draft Supplemental EA analyzes the potential environmental impacts of implementing a proposed action and no action/status quo alternative, neither of which will result in significant adverse impacts to the Installation's environmental resources and for which a Draft FNSI was determined appropriate.

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Sincerely,

A handwritten signature in black ink, reading "Thomas C. Fry", is positioned above the typed name and title.

Thomas C. Fry
Chief, Environmental Division
Directorate of Public Works



DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, US ARMY GARRISON, FORT STEWART / HUNTER ARMY AIRFIELD
DIRECTORATE OF PUBLIC WORKS
1587 VETERANS PARKWAY
FORT STEWART, GEORGIA 31314

Office of the Directorate

City of Statesboro
Attn: R. Shane Haynes
City Manager
50 East Main Street
Statesboro, GA 30458

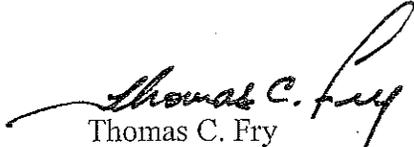
Dear Mr. Haynes:

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Sincerely,


Thomas C. Fry
Chief, Environmental Division
Directorate of Public Works



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DIRECTORATE OF PUBLIC WORKS
1587 VETERANS PARKWAY
FORT STEWART, GEORGIA 31314

Office of the Directorate

Savannah District Corps of Engineers
Wetland Regulatory Division
Attn: Kelly Finch
100 W. Oglethorpe Avenue
Savannah, GA 31401

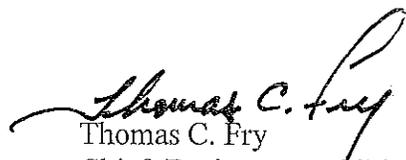
Dear Ms. Finch:

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DIRECTORATE OF PUBLIC WORKS
1587 VETERANS PARKWAY
FORT STEWART, GEORGIA 31314

Office of the Directorate

Liberty Consolidated Planning Commission
Attn: Mr. Jeff Ricketson
The Historic Courthouse
100 Main Street, Suite 7520
Hinesville, GA 31313

Dear Mr. Ricketson:

Enclosed is a Notice of Availability of the *Draft Finding of No Significant Impact (FNSI) and Draft Supplemental Environmental Assessment (EA) for the Wright Army Airfield (WAAF) Runway Extension at Fort Stewart, Georgia (FSGA)*.

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DIRECTORATE OF PUBLIC WORKS
1587 VETERANS PARKWAY
FORT STEWART, GEORGIA 31314

Office of the Directorate

Georgia Department of Natural Resources
Environmental Protection Division
Watershed Protection Branch
Attn: Ms. Jennifer H. Welte
4220 International Parkway, Suite 101
Atlanta, GA 30354

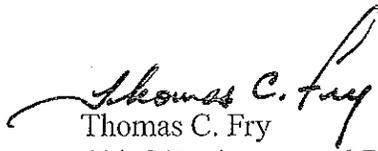
Dear Ms. Welte:

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DIRECTORATE OF PUBLIC WORKS
1587 VETERANS PARKWAY
FORT STEWART, GEORGIA 31314

Office of the Directorate

U.S. Fish and Wildlife Service
Georgia Ecological Services Field Office
Attn: Mr. Strant T. Colwell
4980 Wildlife Drive NE
Townsend, GA 31331

Dear Mr. Colwell:

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1587 VETERANS PARKWAY
FORT STEWART, GEORGIA 31314

Office of the Directorate

U.S. Environmental Protection Agency
Federal Activity Branch
Attn: Mr. Heinz J. Mueller
61 Forsyth Street, SW
Atlanta, GA 30303-3104

Dear Mr. Mueller:

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