U.S. Department
of Transportation
**Federal Aviation
Administration**

Atlanta Airports District Office
1701 Columbia Ave., Campus Bldg.
Atlanta, GA 30337-2747
Phone: (404) 305-7150 Fax: (404) 305-7155

March 12, 2013

Mr. Robert Mohl, Director
Griffin Spalding County Airport
1035 South Hill Street
Griffin, GA 30223

Dear Mr. Mohl:

Enclosed is a copy of the Environmental Assessment (EA) Cover Sheet and Finding of No Significant Impact (FONSI)/Record of Decision (ROD) for the proposed replacement of the Griffin-Spalding County Airport. The development projects have been evaluated and environmentally approved. This is not an obligation for funding.

The FONSI/ROD addresses the immediate proposed action as defined and analyzed in the corresponding EA. If there are changes to the proposed action or if the improvements are not initiated within three (3) years, the proposed project would need to be reevaluated to determine if it still adequately fulfills the requirements of the National Environmental Policy Act.

A Public Notice announcing the availability of the EA and FONSI/ROD and the location they may be reviewed should be made. A draft example of this notice is enclosed for your use. This notice is not to solicit public comments but rather notify the public that the Final EA and FAA decision document has been issued and is available for review.

If you have any questions or require additional information please contact me at (404) 305-7145.

Sincerely,

Lisa W. Favors
Environmental Program Manager

Enclosures

cc: Carol Comer, GDOT
Mary Best, Michael Baker Corp.

PUBLIC NOTICE

AGENCY: Federal Aviation Administration, DOT

The Federal Aviation Administration (FAA) has assessed the potential environmental impacts for the proposed improvements at Griffin-Spalding County Airport, Griffin, Georgia. The FAA has determined the project as proposed would not significantly affect the quality of the human environment and that an Environmental Impact Statement (EIS) is not necessary. An Environmental Assessment (EA) was prepared and a Finding of No Significant Impact (FONSI)/Record of Decision (ROD) have been issued. The EA and FONSI/ROD are available for review at:

FAA Southern Region
Atlanta Airports District Office
1701 Columbia Avenue, Suite 2-260
College Park, GA 30337

and

Insert location where the EA and FONSI/ROD are available for review in Spalding County

For additional information contact:

Lisa Favors
Environmental Program Manager
Atlanta Airports District Office
(404) 305-7145

RECORD OF DECISION
and
FINDING OF NO SIGNIFICANT IMPACT

Proposed Improvements at Griffin-Spalding County Airport
Griffin, Georgia
March 2013

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINSTRATION
ATLANTA AIRPORTS DISTRICT OFFICE
ATLANTA, GEORGIA

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT/RECORD OF DECISION

I. INTRODUCTION/BACKGROUND

In compliance with the National Environmental Policy Act (NEPA), this Finding of No Significant Impact (FONSI) and Record of Decision (ROD) announces final agency determinations and approvals for those Federal actions by the Federal Aviation Administration (FAA) that are necessary to support airport development at the Griffin-Spalding County Airport (6A2) requested by City of Griffin and Spalding County, the airport sponsors.

This ROD provides the FAA's final determinations and approvals based on analysis described in detail in the Griffin-Spalding County Airport Proposed Replacement Final Environmental Assessment, dated December 2011. The agency decision is based on information contained in the Final Environmental Assessment (Final EA), incorporated by reference, and all other applicable documents available to the agency.

This ROD is issued in accordance with the requirements of the Council on Environmental Quality (CEQ), 40 Code of Federal Regulations (CFR) §1505.2.

II. PROPOSED FEDERAL ACTION

The Sponsor has requested FAA Airport Improvement Program (AIP) financial assistance and approval to implement the proposed action that would construct a replacement airport for the existing Griffin-Spalding County Airport. Elements of the proposed action include:

- Purchase 320 acres of land just northeast of the City of Griffin with High Falls Road as the southern boundary and Musgrove Road as the eastern boundary.
- Construct a runway 5,500 feet in length and 100 feet wide.
- Construct a full length parallel taxiway on the south side of the runway.
- Construct a new terminal, vehicle parking and all landside facilities currently located at the existing site.
- Construct aircraft storage facilities to meet demand.
- Provide an above ground fuel farm that contains both Jet A and 100LL for refueling
- Construct a precision instrument approach with Runway End Identifier Lights and/or approach lighting.
- Install a rotating beacon, Visual Glide Slope Indicators and automated weather reporting system.

III. PURPOSE AND NEED

The Sponsor has defined the purpose of the proposed project as necessary to provide Griffin and Spalding County with a general aviation airport a fully functional business airport containing among other things a runway of at least 5,000 feet in length and 100 feet in width, a precision instrument approach and visual glideslope indicators. The existing airport has a 3,701 foot long runway. Accommodating a runway extension at the existing airport is problematic due to the large amount of residential and commercial development that surrounds it. Extending the north end of the runway would necessitate the acquisition of at least 45 residential properties, the relocation of Meriwether St, and the relocation of approximately 300 linear feet of railroad. Expansion to the south would involve acquisition of a shopping mall, the relocation of US 41, and numerous residential relocations.

As a result of these constraints, the City and County conducted a site selection study for a new airport to be located in Spalding County. The proposed alternative site examined in the EA is the result of the site selection study.

IV. ALTERNATIVES

Federal guidelines concerning the environmental review process require that all reasonable and practicable alternatives that might accomplish the objectives of a proposed project be identified and evaluated. Such an examination ensures that an alternative that addresses the project's purpose and that might enhance environmental quality, or have a less detrimental effect, has not been prematurely dismissed from consideration. In the EA, reasonable and practicable alternatives were carefully examined. In addition to the Proposed Action, three build alternatives, both on and off the proposed sites, were considered in the alternative analysis section of the EA but were eliminated from further consideration. The alternatives considered are described below.

Alternative 2A – would consider an expansion of the existing runway to 5,000 feet in order to meet the minimum standards set forth in Statewide Aviation System Plan. This alternative was eliminated from further consideration because it met neither the increased capacity nor provided the aviation infrastructure needed to satisfy the economic development goal.

Alternative 2B – would consider a larger expansion of the existing runway. This alternative would provide an expanded runway length of 5,500 feet in order to accommodate many existing and future aircraft without requiring loading penalties. This alternative would involve substantial impacts to area residences as a result of either land acquisition or additional noise. Approximately 81 parcels (42 acres), two roadway relocations and a 500 foot section of the Norfolk-Southern Railroad would be relocated as a result of implementing this alternative.

Alternative 3 (Sponsor's Preferred Alternative) – would propose a new location of the airport. The proposed site is located just northeast of the City of Griffin, with High Falls Road as a southern boundary and Musgrove Road as the eastern boundary. This alternative would provide a single 5,500-foot long, 100-foot wide runway with a full parallel taxiway. Approximately 51 parcels (320 acres) would be needed for the land acquisition, many of which are vacant land without a need for residential relocations. Several intermittent streams flow through the site, and floodplains are present; however, there would be no wetland impacts associated with this alternative.

Alternative 4 – would propose a new location of the airport. The proposed site is located in northeast Spalding County with North McDonough Road as the western boundary and Amelia Road as the eastern boundary. Alternative 4 would provide a runway 5,500 in length and 100 feet wide. Approximately 85 parcels would be needed for the 444 acre land acquisition. There would be many residential relocations, one road closure (Walker's Mill Road), majors impacts to wetlands, streams, and floodplains as well as potential archaeological impact and impact to active farmland.

In addition to the Build Alternatives, a No-Build Alternative was evaluated pursuant the Council of Environmental Quality (CEQ) Regulation §1502.14(d). Under the No-build Alternative, none of the proposed development would occur at Griffin-Spalding County Airport. While this alternative would involve no impact to the natural environment, it would not meet the sponsor's overall purpose and need.

V. ENVIRONMENTAL IMPACTS

The Alternatives were evaluated for their potential impacts to all environmental resource areas outlined in FAA Order 1050.1E. The following is a brief discussion of those resources identified as present and with

potential to be impacted by the proposed action under the build alternatives. More detailed discussions of these categories can be found in Chapter 4 of the FEA.

- Acquisition of the 320 acres in approximately 51 parcels would result in the conversion of land from the existing residential and agriculture use to aviation use.
- Undeveloped land (0.43 acre) from a 102.3 acre historic property would be acquired. This land acquisition would not result in an adverse impact to the property. The acquisition of the 0.43 acre of property from the National Register of Historic Places eligible Thomas-Melin House and Farm is considered a DOT 4(f) impact. Based on the fact that the State Historic Preservation Officer concurs that the proposed land acquisition will have "no adverse effect" on the Thomas-Melin House and Farm, this minor physical encroachment is considered a de minimis DOT 4(f) impact.
- Displacement of 41 residences would result.
- A total 32 acres of prime and unique farmland and 38 acres of farmland of Statewide and local importance would be converted to aviation use.
- Biotic Communities would be impacted as a result of land clearing and obstruction removal. Approximately 260 acres of the 320 acre land acquisition are forested and will be cleared. Other vegetation will be removed and much of the area surrounding the new runway and taxiway system will be re-vegetated with grass.
- Approximately 33.5 acres of impact to the Flood plains associated with Troublesome Creek and the Towaliga River would result.
- Indirect Economic Development through the construction of new 5,500 foot runway that could accommodate many existing and future aircraft without requiring loading penalties.
- Permanent impact to approximately 7,386 linear feet of impact to jurisdictional streams would result.
- Temporary construction related impacts would result.

VI. MITIGATION MEASURES

This finding is contingent upon the airport sponsor's implementation of the following mitigation measures:

- Stream compensatory mitigation credits would be purchased from a US Army Corp of Engineers approved mitigation bank to mitigate for the 7,386 linear feet of jurisdictional stream impact.

- An erosion and sedimentation control plan that includes the use of construction controls to prevent degradation of water quality and associated impacts on aquatic ecology will be approved by the appropriate agency and will be implemented during construction

The Sponsor is responsible to acquire and comply with all applicable permits and certifications throughout the implementation/construction of the Proposed Action. Regulatory permits or certificates required for this proposed action include: Clean Water Act Section 404 Individual Permit for the 7,386 linear feet of impact to jurisdictional streams; National Pollution Discharge Elimination System (NPDES); and Clean Water Act Section 401 Water Quality Certification.

VII. PUBLIC PARTICIPATION / PUBLIC COMMENT

The City of Griffin and Spalding County issued a public notice of availability for the Draft EA and Notice of Opportunity for Public Hearing on May 27, 2011 and June 3, 2011. Although no request for a public hearing was received during the 30-day public review and comment period, advertisements for a public hearing were issued on September 9, 2011 and September 16, 2011 in the Griffin Daily News. A public hearing was held on September 20, 2011, where 53 people attended and 19 comments were received. Six additional comments were received during the 10-day public comment period after the hearing.

VIII. AGENCY FINDINGS

In accordance with applicable law, the FAA makes the following findings/determinations for the proposed project, based upon the appropriate information and data contained in the Final EA.

- Certification under 49 U.S.C. §44502(b) (formerly Section 308 of the *Federal Aviation Act of 1958*, as amended). I certify that the proposed improvement project is reasonably necessary for use in air commerce or for national defense.

- Based on the Final EA, no significant environmental impacts would be incurred as a result of the Federal action.

IX. DECISION AND ORDER

The FAA has determined that environmental and other relevant concerns presented by interested agencies and private citizens have been addressed sufficiently in the Final EA, hereby acknowledged and fully and properly considered in the decision-making resulting in this ROD. The FAA concludes there are no outstanding environmental issues to be resolved by it with respect to the proposed project.

The No-build Alternative fails to meet the purpose and need for the proposed project. For reasons summarized earlier in this FONSI/ROD, and supported by disclosures and analysis detailed in the Final EA, the FAA has determined that the Sponsor's Preferred Alternative is a reasonable, feasible, practicable and prudent alternative for a Federal decision in light of the established goals and objectives. An FAA decision to take the actions and approvals required by the Sponsor is consistent with its statutory mission and policies supported by the findings and conclusions reflected in the environmental documentation and this ROD.

After reviewing the Final EA and all of its related materials, I have carefully considered the FAA's goals and objectives in relation to various aeronautical aspects of the proposed development actions discussed in the Final EA, including the purpose and need to be met by this project, the alternative means of achieving them, the environmental impacts of these alternatives, the mitigation necessary to preserve and enhance the environment, and the costs and benefits of achieving the purpose and need.

While this decision does not approve Federal funding for the proposed airport development and does not constitute a Federal funding commitment, it does provide the environmental findings and approval for proceeding to funding actions in accordance with established procedures and applicable requirements.

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action is consistent with the national environmental policies and objectives as set forth in Section 101(a) of the *National Environmental Policy Act of 1969* (NEPA) and that with the mitigation that is a part of the project it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 101(2)(C) of NEPA.

This ROD presents the FAA's final decision and approvals for the actions identified, including those taken under the provisions of Title 49 of the United States Code, Subtitle VII, Parts A and B. These actions constitute a final order of the Administrator subject to review by the Court of Appeals of the United States in accordance with the provisions of 49 U.S.C. Section 46110.

Issued in College Park, Georgia

Scott L. Seritt

Scott L. Seritt
Manager
FAA, Atlanta Airports District Office

3/11/13
Date

Final Environmental Assessment

for

Proposed Replacement of the Griffin-Spalding County Airport

Spalding County, GA

Prepared for:

City of Griffin and Spalding County

December 2011

Prepared by:

The LPA Group Incorporated

(*A Unit of Michael Baker Corporation*)

This environmental assessment becomes a Federal document when evaluated, signed and dated by the responsible FAA Official.

Lisa Favors

Lisa Favors, Program Manager
Planning & Environmental Division
Federal Aviation Administration

3/11/13

Date

FINAL
ENVIRONMENTAL ASSESSMENT

Proposed Replacement of the Griffin-Spalding County Airport

THE LPA GROUP INCORPORATED
A Unit of Michael Baker Corporation

December 2011

Final Environmental Assessment

for

Proposed Replacement of the Griffin-Spalding County Airport

Spalding County, GA

Prepared for:

City of Griffin and Spalding County

December 2011

Prepared by:

The LPA Group Incorporated

(*A Unit of Michael Baker Corporation*)

This environmental assessment becomes a Federal document when evaluated, signed and dated by the designated State Block Grant representative for the responsible FAA Official.

Carol Comer, Director **Division of Intermodal Programs** **Georgia Department of Transportation**	**Date**

EXECUTIVE SUMMARY

Introduction

Griffin-Spalding County Airport is a public-use general aviation facility located approximately 40 miles south of Atlanta, Georgia. Constructed in 1939, it is jointly owned and operated by the City of Griffin and Spalding County. The Airport has one runway, Runway 14/32, which is 3,701 feet long and 75 feet wide, with a displaced threshold of 200 feet on each runway end. Numerous aviation-related businesses are located on the Airport property, which is surrounded by a mixture of residential, commercial, and industrial land uses

The 2003 *Georgia Aviation System Plan* recommended that the Airport be developed as a Level II business airport of local impact, with a runway at least 5,000 feet long and 100 feet wide. In recent years, increased jet aircraft activity at the Airport has demonstrated the need for such expansion. The City of Griffin and Spalding County have determined that, based on the anticipated continued growth in the region, and as a means to attract future aviation-related economic development, planning for Airport upgrades should include provisions for accommodating a Level III business airport of regional impact, with a 5,500-foot long runway.

This Environmental Assessment (EA) is the environmental analysis process required for federal actions in accordance with the National Environmental Policy Act of 1969 (NEPA). Implementation of a Proposed Action would be subject to a Finding of No Significant Impact (FONSI) by the responsible federal agency or its designated state agency, as in the case where the Georgia Department of Transportation (GDOT) is the recipient and administrator of a Federal Aviation Administration (FAA) Block Grant. Issuance of a FONSI would be based on the results of the environmental analysis, together with input from the public and concurrence from applicable regulatory agencies, as documented in this EA.

Need and Purpose

The purpose of the Proposed Action is to provide improvements to the Griffin-Spalding County Airport by constructing a Level III business airport facility at a new location. The proposed improvements would include the following components:

- A runway at least 5,500 feet long and 100 feet wide;
- A full-parallel taxiway accessing both transient and based aircraft facilities;
- Additional aircraft storage facilities to meet demand;
- Precision instrument approach with Runway End Identifier Lights (REILs) and/or approach lighting system;
- High-Intensity Runway Lighting (HIRL);
- Jet A and 100LL above-ground fuel farm; and
- Rotating beacon, Visual Glide Slope Indicators (VGSIs), and automated weather reporting system.

The Proposed Action is needed to meet federal and state requirements for a general aviation airport, as well as to accommodate existing aviation demand and to foster future

aeronautical and economic growth in the Spalding County area, based on the following primary factors:

- Federal Aviation Administration (FAA) modeling indicates that at least 5,500 feet of usable runway length is required in order to accommodate 75 percent of the general aviation fleet of large airplanes, including the Cessna Citation 500 Series, Learjets, Raytheon Hawkers, Dassault Falcon models 10/20/50, and the Bombardier Challenger 300.
- The FAA recommends that RPZs be located on airport property, or at a minimum, on property that is controlled by the airport sponsor. The existing runway configuration provides little potential for the RPZs to safely become larger if instrument approach minima are decreased to less than one statute mile.
- The existing taxiway configuration requires aircraft landing on Runway 32 or departing on Runway 14 that are either based or visiting on-airport businesses on the south side of the airport to cross or back-taxi the active taxiway in order to access these facilities. A full-parallel taxiway that provides access to all airport facilities would increase operational safety and efficiency.
- The separation between the runway centerline and the taxiway centerline is one of the FAA airport design factors that determine the lowest instrument approach minima available. The existing separation is approximately 150 feet from the full-parallel taxiway and 220 feet from the partial-parallel taxiway, which are non-standard separation distances for an ARC B-II airport. The ideal runway-taxiway separation would be 300 feet in order to achieve approach minima as low as one-half statute mile, as well as to safely accommodate larger aircraft.
- The Proposed Action would meet state qualifications set forth in the 2003 *Georgia Aviation Systems Plan* for a Level II business airport (with a 5,000-foot runway) and for a Level III business airport (with a 5,500-foot runway) when considering the expected Airport Service Area (ASA) and forecasted fleet mix. The Airport has already lost at least one business client that was forced to move to Peachtree City Airport due to the current airport limitations.
- Spalding County and other area counties rely, in part, on a convenient and safe airport facility to help promote future economic development. The existing Airport currently accommodates many successful aeronautical businesses with steady revenue and continuous tenancy. However, businesses using larger aircraft must take loading penalties (e.g., less fuel; less cargo; fewer passengers) in order to safely take off and land on the existing 3,701-foot runway. These businesses are potentially losing clients due to the runway length limitations of the existing Airport facility; other general aviation airports in the south Atlanta region provide similar aviation services but have longer runways. An airport with a 5,500-foot runway and adequate landside facilities would support potential business and economic development in the area by accommodating 75 percent of the general aviation fleet at 60 percent useful load.

Requested Federal Action

The requested federal action is approval by GDOT, as the recipient and administrator of a FAA Block Grant, of the Proposed Action items. Implementation of the Proposed Action, if approved, may result in federal funding; therefore, this EA has been prepared to comply with the requirements of NEPA and other applicable environmental regulations.

Alternatives Analysis

The process of conducting an EA includes an analysis of alternatives for the Proposed Action, including the no-action alternative and reasonable build alternatives. As part of the planning process for the reasonable build alternatives, an Airport Site Selection Study was conducted, in which suitability criteria for a new general aviation airport site were established; all of Spalding County was assessed to identify potentially feasible airport sites; and Geographic Information System (GIS) data analysis was used to eliminate areas that were identified as unsuitable for such a site. The study then provided an initial detailed analysis of the feasible sites. Based on airport design requirements, the feasible sites were ranked according to constructability, operational capability, infrastructure and land acquisition needs, industrial compatibility, and environmental considerations. The two highest-ranked sites were carried forward for further analysis as build alternatives for a new-location Airport.

The no-action alternative is designated as Alternative 1 in this EA. Four build alternatives also were considered: the two options for expanding and upgrading the Airport at its existing location, designated as Alternative 2A (with a 5,000-foot runway) and Alternative 2B (with a 5,500-foot runway); and the two sites ranked in the Airport Site Selection Study as being most suitable for a new-location general aviation airport, designated as Alternative 3 and Alternative 4. The Alternative 3 site is located just northeast of the city of Griffin, with High Falls Road as the southern boundary and Musgrove Road as the eastern boundary; the northern and western boundaries follow individual land parcel lines. The Alternative 4 site is located in northeast Spalding County, with North McDonough Road as the western boundary and Amelia Road as the eastern boundary; the northern and southern boundaries also follow individual land parcel lines.

The five alternatives underwent additional screening as part of the EA, to identify a preferred alternative to be further analyzed for potential environmental impacts. The alternatives that were consistent with the need and purpose of the Proposed Action were carried forward to be evaluated for their potential to minimize adverse social and environmental impacts, and Alternative 3 was selected as the primary build alternative to be carried forward to a full analysis of potential environmental impacts. Alternative 1 (the no-action alternative), which does not meet the need and purpose, was also carried forward to a full analysis of potential environmental impacts, as required by the Council on Environmental Quality (CEQ) regulations.

Affected Environment

The study areas for this EA generally encompass the existing airport boundaries and RPZs for Alternative 1 (the no-action alternative) and the proposed airport boundaries

and RPZs for Alternative 3 (the primary build alternative). The study areas also extend beyond these boundaries, as applicable to specific environmental analysis categories. The general conditions at the Alternative 1 and Alternative 3 sites are summarized in **Table E.1**.

Environmental Consequences

The potential benefits and adverse impacts associated with Alternatives 1 and 3 were evaluated for 22 categories of the human, physical, and natural environment, as summarized in **Table E.2**.

Agency Coordination and Public Involvement

Early coordination letters were sent to all state and federal agencies that could potentially have an interest in the proposed project, as notification of the ongoing EA and to gather resource information as it pertains to the Proposed Action. Public involvement activities began on October 16, 2007, when a public information meeting was held by the City of Griffin and Spalding County to provide citizens and public officials of the progress of Phase I of the Airport Site Selection Study. A second public information meeting was held on December 8, 2008, as Phase II of the Airport Site Selection Study was concluding. At a third public information meeting held on July 16, 2009, citizens and public officials were presented with a final analysis of the Airport Site Selection Study and were notified that the project was moving forward to the environmental phase.

A Notice of Opportunity for Public Hearing and a Notice of Availability of the Draft EA for public comment were issued in the legal organ for Spalding County, *The Griffin Daily News*, on May 27 and June 3, 2011. Although no requests to hold a public hearing and no comments on the Draft EA were received during the 30-day review period, GDOT determined that a Public Hearing Open House (PHOH) should be held due to the magnitude of the Proposed Action. Therefore, a PHOH was held at the Griffin Regional Welcome Center in Griffin, GA on Tuesday, September 20, 2011. Fifty-three people attended the PHOH, including several public officials. All of the comments received during the PHOH and the 10-day comment period, as well as a summary of the comments received and responses to those comments, have been provided in this Final EA.

The Draft EA was circulated to all interested state and federal agencies for review and comment. All of the comments received from the agencies, a summary of the comments received, and responses to each comment are also provided in this Final EA document.

TABLE E.1 SUMMARY OF EXISTING CONDITIONS		
Environmental Category	**Alternative 1**	**Alternative 3**
Air Quality	Non-attainment area for ozone and particulates; below threshold for NAAQS analysis but CAA General Conformity Rule applies	Non-attainment area for ozone and particulates; below threshold for NAAQS analysis but CAA General Conformity Rule applies
Biotic Communities	No significant natural areas / habitats present	Forested; agricultural; stream habitats present
Coastal Barrier Resources Act	Not applicable	Not applicable
Coastal Zone Management Act	Not applicable	Not applicable
Cultural / Historical Resources	Five historic resources listed on National Register of Historic Places (NRHP) present in vicinity	Ten historic resources listed, eligible, or potentially eligible for NRHP; two potentially eligible archaeological sites
Energy Supply / Natural Resources	No resources present	Forest resources present
Farmland	No farmlands present	Prime farmland and farmland of state importance present
Floodplains	No floodplains present	100-year floodplains present
Hazardous Materials Sites	Eleven sites in 0.5 mile radius	Four sites in 0.5-mile radius
Land Use	Transportation land use present on site (Airport excluding Runway Protection Zones); Commercial, Industrial, Institutional, Parks, Undeveloped, and Residential land uses present on adjacent parcels	Agriculture / Forest, Low-Density Residential, Undeveloped / Vacant, and Rural Reserve land uses present on site and on adjacent parcels
Light Emissions	High-Density Residential and Institutional / Public land uses present onsite and in vicinity	Low-Density and Medium Density Residential land uses present onsite and in vicinity
Noise	High-Density Residential and Institutional / Public land uses present onsite and in vicinity	Low-Density and Medium Density Residential land uses present onsite and in vicinity
DOT Act Section 4(f) / 303(c)	Cultural resources and Parks / Recreation land use present on site and in vicinity	Cultural resources present on site and in vicinity
Social Impacts & Environmental Justice (EJ)	EJ populations present in 2000 U.S. Census Block Groups applicable to site vicinity	EJ populations potentially present in 2000 U.S. Census Block Group applicable to site and site vicinity
Solid Waste	Significant structural & pavement materials present	Forest products and low-density residential buildings present
Threatened & Endangered Species	No individuals recorded / identified; no habitats present	No individuals recorded / identified; no habitats present
Water Quality	Ison Branch (supporting designated use as fishing)	Cabin Creek (not supporting designated use as fishing)
Waters of the U.S.	No federal or state waters present	Cabin Creek and tributaries present
Wild and Scenic Rivers	None present in vicinity	None present in vicinity

TABLE E.2 SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS		
Environmental Category	**Alternative 1 (No Action)**	**Alternative 3 (Preferred Build)**
Air Quality	No Impacts	Minor Impacts
Biotic Communities	No Impacts	Impacts
Coastal Barrier Resources Act	No Impacts	No Impacts
Coastal Zone Management Act	No Impacts	No Impacts
Construction Impacts	No Impacts	Temporary Impacts
Cultural / Historical Resources	No Impacts	No Impacts
Cumulative / Indirect Impacts	No Impacts	Minor Impacts / Impacts
Energy Supply / Natural Resources	No Impacts	Minor Impacts
Farmland	No Impacts	Minor Impacts
Floodplains	No Impacts	Impacts
Hazardous Materials Sites	No Impacts	No Impacts
Induced Socioeconomics	Impacts (Negative)	Impacts (Positive)
Land Use	No Impacts	Impacts
Light Emissions	No Impacts	Minor Impacts
Noise	No Impacts	Minor Impacts
DOT Act Section 4(f) / 303(c)	No Impacts	No Impacts
Social Impacts & Environmental Justice	No Impacts	No Impacts
Solid Waste	No Impacts	Minor Impacts
Threatened & Endangered Species	No Impacts	No Impacts
Water Quality	No Impacts	Minor Impacts
Waters of the U.S. (Streams / Wetlands)	No Impacts	Impacts / No Impacts
Wild and Scenic Rivers	No Impacts	No Impacts

LIST OF ACRONYMS

Acronym

AC	Advisory Circular
AFC	Apalachicola-Chattahoochee-Flint
AGL	Above Ground Level
APE	Area of Potential Impact
APU	Auxiliary Power Unit
ARC	Airport Reference Code
ASA	Airport Service Area
BMP	Best Management Practice
CAA	Clean Air Act
CATEX or CE	Categorical Exclusion
CBRA	Coastal Barrier Resource Act of 1982
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CJII	Citation Jet II
CLOMR	Conditional Letter of Map Revision
CO	Carbon Monoxide
CWA	Clean Water Act
CZMA	Coastal Zone Management Act
dBA	A-weighted decibels
DCA	Department of Community Affairs
DNL	Day-Night Average Sound Level
DOT	Department of Transportation
EA	Environmental Assessment
EDMS	Emission and Dispersing Modeling System
EIS	Environmental Impact Statement
EJ	Environmental Justice
EPD	Environmental Protection Division
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FEMA	Federal Emergency Management Agency
FONSI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
FTA	Federal Transit Authority
GCMP	Georgia Coastal Management Program
GDNR	Georgia Department of Natural Resources
GDOT	Georgia Department of Transportation
GIS	Geographic Information System
GNAHRGIS	Georgia's Natural, Archaeological, and Historic Resources Geographic Information System
GSCAC	Griffin-Spalding County Airport Commission
GSE	Ground Support Equipment
HCWSA	Henry County Water and Sewerage Authority
HIRL	High Intensity Runway Lighting
HSI	Hazardous Sites Inventory
HPD	Historic Preservation Division
HUC	Hydrologic Unit Code

LUST	Leaking Underground Storage Tank
MPO	Metropolitan Planning Organization
MIRL	Medium Intensity Runway Lights
MTOW	Maximum Certified Takeoff Weight
NAAQS	National Ambient Air Quality Standards
NACAA	National Association of Clean Air Agencies
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NO	Nitrogen Oxide
NO_2	Nitrogen Dioxide
NO_3	Nitrate Radical
NO_x	Nitrogen Oxide
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O_3	Ozone
OFA	Object Free Area
Pb	Lead
PM	Particulate Matter
ppm	parts per million
RCRAGN	Resource Conservation and Recovery Act Generators
REILS	Runway and Identifier Lights
RNAV	Area Navigation
RPZ	Runway Protection Zone
SARA	Superfund Amendments and Reauthorization Act
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SOP	Standard Operating Procedures
SO_x	Sulfur Oxide
SO_2	Sulfur Dioxide
SR	State Route
STIP	State Transportation Improvement Plan
USACE	U.S. Army Corps of Engineers
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank
VGSI	Visual Glide Slope Indicators
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WRD	Wildlife Resources Division

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CHAPTER 1. NEED AND PURPOSE

1.1 INTRODUCTION

Griffin-Spalding County Airport (Airport; FAA Identifier 6A2) is a public-use general aviation facility located approximately 40 miles south of Atlanta, Georgia (**Figure 1.1**). It is jointly owned and operated by the City of Griffin and Spalding County. The Airport accommodated 101 based aircraft and approximately 21,000 annual operations in 2008. It has one runway, Runway 14/32, which is 3,701 feet long and 75 feet wide, with a displaced threshold of 200 feet on each runway end. The taxiway system is comprised of a full-parallel taxiway on the north side of the runway and a partial parallel taxiway on the south side of the runway. The Airport is currently served by non-precision instrument approaches with weather minima down to 482 feet above ground level (AGL) for Runway 14, 346 feet AGL for Runway 32, and one statute mile visibility to each runway end. Numerous aviation-related businesses are located on the Airport property, which is surrounded by a mixture of residential, commercial, and industrial land uses (**Figure 1.2**).

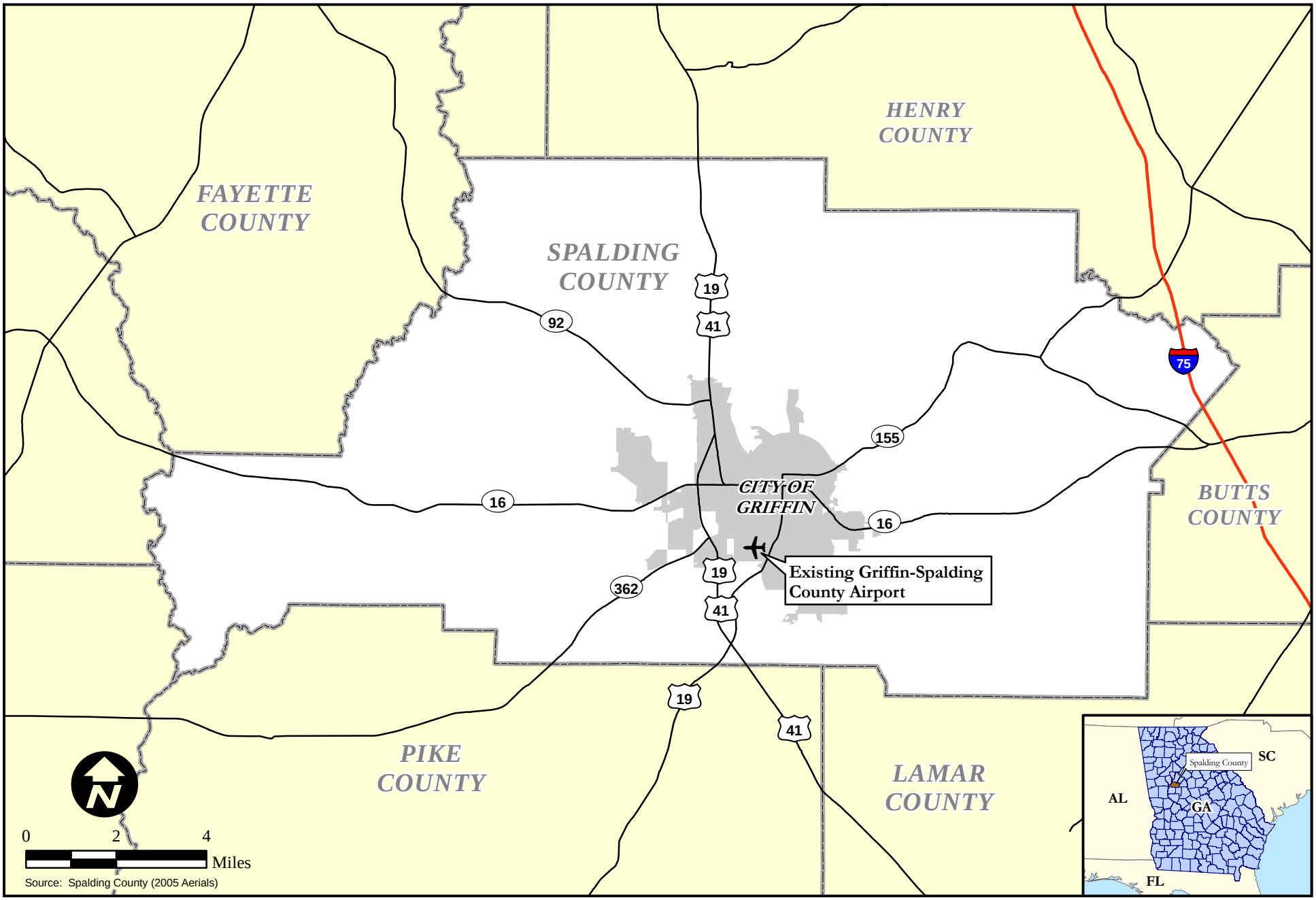
The 2003 *Georgia Aviation System Plan* recommended that the Airport be developed as a Business Airport of Local Impact with a runway at least 5,000 feet long and 100 feet wide and a full-parallel taxiway. In recent years, increased jet aircraft activity at the Airport has demonstrated the need for such expansion. However, jet traffic is hindered by the current runway length, which limits or prohibits many jets from landing or taking off and restricts the amount of fuel they can carry to a minimum. The City of Griffin and Spalding County have determined that, based on the anticipated continued growth in the region, and as a means to attract future aviation-related economic development, planning for Airport upgrades should include provisions for accommodating a 5,500-foot long runway over the long term, in addition to meeting the recommendations of the *Georgia Aviation System Plan*. The need for expansion of the Airport facility is discussed in greater detail in Section 1.4 of this chapter.

Expanding the Airport in its current location was evaluated during the planning process for the Airport facility upgrades. However, replacement airport alternatives were also explored due to the high potential for significant environmental and socioeconomic impacts on the adjacent urban residential neighborhoods and commercial districts that have developed around the existing Airport since it was built in 1939. Recently, the City of Griffin and Spalding County undertook an Airport Site Selection Study to determine whether another suitable airport site exists within Spalding County for an airport with a runway of at least 5,500 feet long and 100 feet wide, with a full parallel taxiway.[1]

Three tasks were identified for the planning process of the proposed project, in coordination with the City of Griffin, Spalding County, the Georgia Department of Transportation (GDOT), and the Federal Aviation Administration (FAA):

Task 1 – Airport Site Selection Study;
Task 2 – Environmental Assessment (EA); and
Task 3 – Airport Master Plan Update.

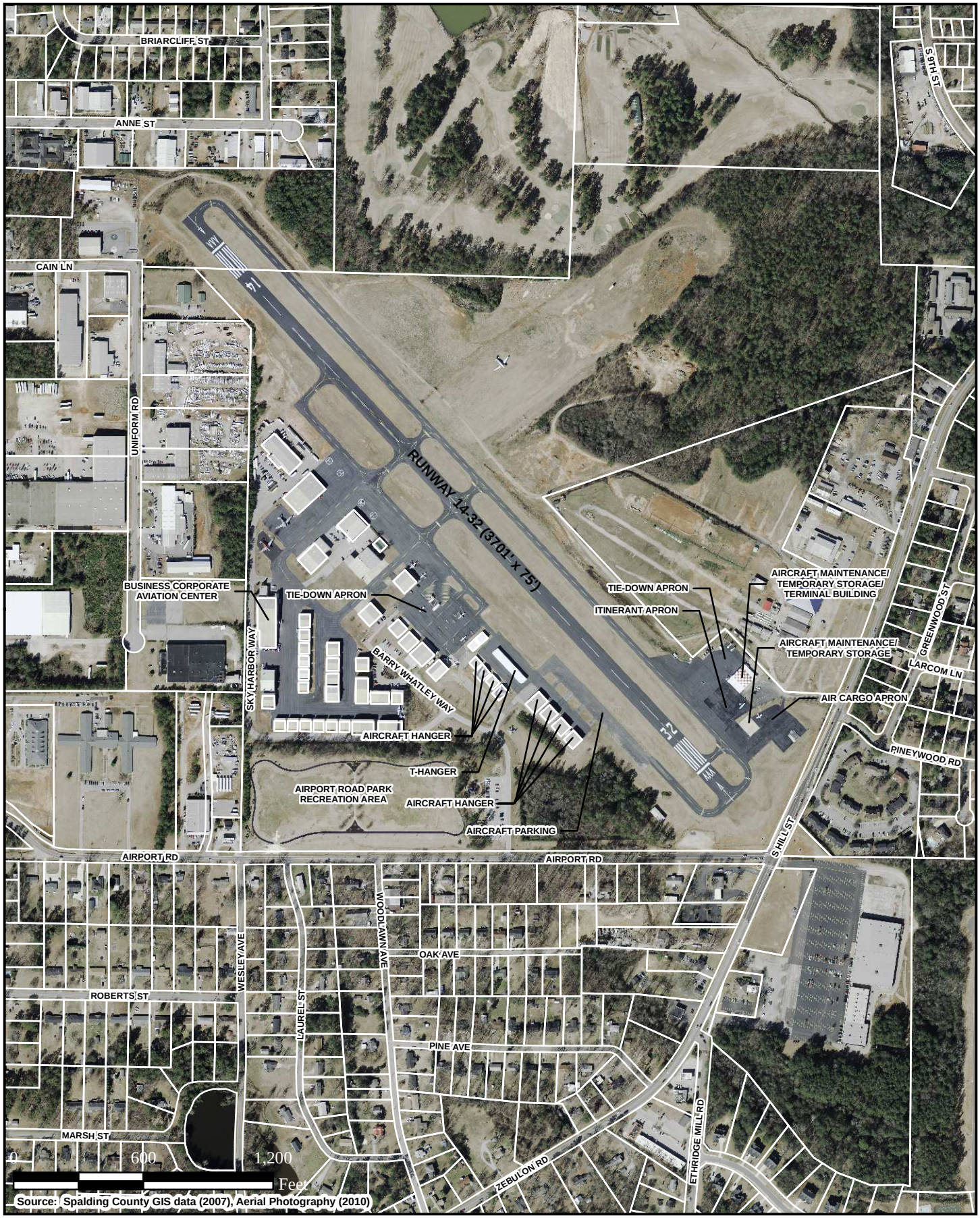
[1] The LPA Group Incorporated (2009). *Griffin-Spalding County Airport – Airport Site Selection Study.*



GRIFFIN-SPALDING COUNTY AIRPORT
ENVIRONMENTAL ASSESSMENT

FIGURE 1.1

LOCATION MAP



GRIFFIN-SPALDING COUNTY AIRPORT
ENVIRONMENTAL ASSESSMENT

FIGURE 1.2

EXISTING AIRPORT

1.1.1 Airport Site Selection Study

Task 1, the Airport Site Selection Study, was a screening analysis that was conducted in coordination with Spalding County and City of Griffin officials, together with representatives of state and federal aviation agencies. Completed in 2009, the site selection study included two phases of evaluation.

In Phase I of the study, suitability criteria for a new general aviation airport site were established, and all of Spalding County was assessed to identify potentially feasible airport sites. Geographic Information System (GIS) data analysis was used to eliminate areas that were identified as unsuitable for such a site. Six potentially suitable sites were identified in the initial Phase I study.

Phase II of the study provided an initial detailed analysis of those six sites, and based on airport design requirements, the six sites were ranked according to constructability, operational capability, infrastructure and land acquisition needs, industrial compatibility, and environmental considerations. Subsequent regulatory guidance from GDOT necessitated a reevaluation and re-ranking of the initial six sites, which eliminated four sites from consideration based on their proximity to the Butts County Landfill. Two additional sites were then identified and determined to be suitable, and the four suitable sites were reevaluated and ranked in the Phase II study.

The two sites that ranked highest in the Phase II study as being suitable for a new general aviation airport were selected as two of the four reasonable build alternatives to be evaluated in this EA. The options for expanding and upgrading the Airport at its existing location comprise the additional two reasonable build alternatives for evaluation, as discussed in Chapter 2 of this EA.

1.1.2 Environmental Assessment

Task 2 of the airport planning process, the EA, is the environmental analysis process required for federal actions in accordance with the National Environmental Policy Act of 1969 (NEPA). Implementation of the Proposed Action, which is to provide an expanded and upgraded general aviation airport at the existing location or at a new location in Spalding County, would be subject to a Finding of No Significant Impact (FONSI) by GDOT. Issuance of a FONSI would be based on the results of the environmental analysis, together with input from the public and concurrence from applicable regulatory agencies, as documented in this EA. The NEPA process is discussed further in Section 1.4 below.

1.1.3 Airport Master Plan Update

Task 3 of the airport planning process is the preparation of a comprehensive Airport Master Plan and graphical airport layout for proposed airside and landside development over a 20-year period. Future airside and landside development covered in the Master Plan update that is not evaluated in this EA would be subject to the appropriate level of environmental review as part of the planning process for that development.

1.2 DESCRIPTION OF THE PROPOSED ACTION

The Proposed Action is to provide improvements to the Griffin-Spalding County Airport, by either constructing a general aviation airport at a new location that would

accommodate a Level III business airport facility, or constructing the improvements at the existing Airport, including expanding the size of the Airport to accommodate a Level III facility. The improvements would include the following components:

- A runway at least 5,500 feet long and 100 feet wide;
- A full-parallel taxiway accessing both transient and based aircraft facilities;
- Additional aircraft storage facilities to meet demand;
- Precision instrument approach with runway end identifier lights (REILs) and/or approach lighting system;
- High-intensity runway lighting (HIRL);
- Jet A and 100LL above-ground fuel farm; and
- Rotating beacon, visual glide slope indicators (VGSIs), and automated weather reporting system.

1.3 NEED AND PURPOSE OF THE PROPOSED ACTION

The Proposed Action is necessary to meet existing facility requirements, as well as to accommodate future regional aeronautical and economic growth in the Spalding County area. The following sections discuss the need for upgrades to the existing Airport to meet federal and state requirements for both the existing and projected demand.

1.3.1 Federal Aviation Administration Requirements

Airport design criteria determine the airfield dimensional requirements, such as runway and taxiway dimensions, and safety and object free areas, as well as separation standards between runways and taxiways, aprons, and buildings. FAA Advisory Circular (AC) 150/5300-13, *Airport Design*, specifies that the airport design criteria are determined by the critical aircraft or class of aircraft at an airport. The critical aircraft is determined by identifying the most demanding aircraft or group of aircraft that uses the airport on a regular basis. To qualify as the critical aircraft, a threshold of 500 annual itinerant operations should be observed or forecast for that aircraft or class of aircraft. At Griffin-Spalding County Airport, the Citation Jet II (CJII) is forecast to be the critical aircraft throughout the planning period.[2]

The critical aircraft establishes the appropriate Airport Reference Code (ARC) for an airport. The ARC is comprised of two components: (1) the *aircraft approach category*, which represents the approach speed of the landing aircraft, as shown in **Table 1.1**.; and (2) the *aircraft design group*, which is based on the wingspan and/or tail height of the aircraft, as shown in **Table 1.2**.

Based on forecasts, the Cessna Citation Jet II is the design critical aircraft for the Griffin-Spalding County Airport. This aircraft has an approach speed of approximately 91 knots, a wingspan of 52 feet 2 inches, and a tail height of 14 feet 10 inches, which falls under ARC B-II. The following sections discuss the airfield components and how they meet the design criteria of the ARC.

[2] HNTB (2003). *Draft Griffin-Spalding Master Plan*.

TABLE 1.1 AIRCRAFT APPROACH CATEGORIES	
Approach Category	**Approach Speed**
A	Less than 91 knots
B	Greater than or equal to 91 knots, but less than 121 knots
C	Greater than or equal to 121 knots, but less than 141 knots
D	Greater than or equal to 141 knots, but less than 166 knots
E	Greater than or equal to 166 knots
Source: *FAA Advisory Circular 150/5300-13 - Airport Design (Change 17, 9-30-11).*	

TABLE 1.2 AIRCRAFT DESIGN GROUPS		
Design Group	**Wingspan Criteria**	**Tail Height**
Group I	Up to but not including 49 feet	Less than 20 feet
Group II	49 feet up to but not including 79 feet	Greater than or equal to 20 feet, but less than 30 feet
Group III	79 feet up to but not including 118 feet	Greater than or equal to 30 feet, but less than 45 feet
Group IV	118 feet up to but not including 171 feet	Greater than or equal to 45 feet, but less than 60 feet
Group V	171 feet up to but not including 214 feet	Greater than or equal to 60 feet, but less than 66 feet
Group VI	214 feet up to but not including 262feet	Greater than or equal to 66 feet, but less than 80 feet
Source: *FAA Advisory Circular 150/5300-13 - Airport Design (Change 17, 9-30-11).*		

Runway Length

It is important for an airport to provide sufficient and safe runway length for the types of aircraft that operate there. The existing Airport regularly accommodates Cessna Citation and Bombardier Learjet aircraft, both of which must take a "loading penalty" (i.e., it must choose to carry less fuel, less cargo, less passengers, or all three, in order to safely take off and land on the Airport's 3,701-foot runway). The heavier an aircraft, the more runway length is required for operation, and larger aircraft cannot operate with optimal useful load, or the combination of passengers, baggage, and fuel to be efficient. Often, if one of these aircraft needs to carry several passengers and baggage, it cannot take on the weight of enough fuel for a flight to its destination, so it must make a stop to refuel at an airport with a longer runway. Another example of a loading penalty is that if more fuel is required, fewer passengers and/or less baggage can be carried on a flight. These types of loading penalties negatively affect aircraft operators and result in less potential traffic.

The FAA *Airport Design for Microcomputers* program indicates that at least 5,500 feet of usable runway length is required in order to accommodate 75 percent of the general aviation fleet of large airplanes; i.e., those airplanes with a maximum certificated takeoff weight (MTOW) of less than 60,000 pounds but more than 12,500 pounds, at 60 percent useful load (**Table 1.3**). The MTOW is the maximum allowable weight of the aircraft at the start of its takeoff roll. The term "useful load" refers to the weight of fuel and passengers that can be carried by an aircraft in relation to its MTOW. The types of aircraft represented by the FAA in the 75

percent category are typical for operations at a general aviation airport such as Griffin-Spalding County Airport, including the Cessna Citation 500 Series, Learjets, Raytheon Hawkers, Dassault Falcon models 10/20/50, and the Bombardier Challenger 300.

TABLE 1.3
RUNWAY LENGTHS RECOMMENDED FOR AIRPORT DESIGN

Small airplanes	
Small airplanes with approach speeds of less than 30 knots	330 feet
Small airplanes with approach speeds of less than 50 knots	880 feet
Small airplanes with less than 10 passenger seats	
75% of these small airplanes	2,850 feet
95% of these small airplanes	3,380 feet
100% of these small airplanes	4,010 feet
Small airplanes with 10 or more passenger seats	4,470 feet
Large airplanes of 60,000 pounds or less	
75% of these large airplanes at 60% useful load	5,500 feet
75% of these large airplanes at 90% useful load	7,030 feet
100% of these large airplanes at 60% useful load	5,930 feet
100% of these large airplanes at 90% useful load	9,010 feet
Airplanes of more than 60,000 pounds (not applicable for general aviation airports)	

Settings: Airport Elevation – 958 feet, Mean maximum temperature of hottest month – 91 ºF; length of haul for airplanes of more than 60,000 lbs – 500 miles; contaminated runways.
Source: *FAA Airport Design Program v 4.2*

Runway Pavement Strength

The existing runway pavement strength is 30,000 pounds for dual-wheel aircraft. The aircraft included in 75 percent of the general aviation fleet weigh between 12,500 and 60,000 pounds. In order to accommodate existing aircraft and attract additional business aircraft, the recommended pavement strength would be a minimum of 60,000 pounds.

Runway Protection Zones (RPZs)

RPZs are trapezoidal-shaped areas located off the end of each runway. The function of an RPZ is to enhance the protection of people and property on the ground. The FAA recommends that RPZs be located on airport-owned property, or at a minimum, on property that is controlled by the airport sponsor (e.g., with an easement), in order for the airport owner to clear RPZ areas (and maintain them clear) of incompatible objects and activities.

Examples of discouraged activities and land uses in RPZs include, but are not limited to: residential land uses; places of public assembly (schools, hospitals, churches, office buildings, shopping centers, and other uses with similar concentrations of people); fuel storage facilities; wildlife attractants; smoke- and dust-generating activities; fuel storage facilities; and misleading lights and uses that may create glare.

The RPZs at the existing Airport extend over residential and commercial areas, and no height or land use zoning is in effect. The existing runway configuration provides little potential for the RPZs to safely become larger if instrument approach minima are decreased to less than one statute mile.

Taxiways

The current taxiway configuration requires aircraft that are either based or visiting on-airport businesses on the south side of the airport to cross or back-taxi along the active taxiway that provides access to all of these facilities. A full-parallel taxiway that provides direct access to all airport facilities increases operational safety and efficiency.

Runway-Taxiway Separation

The separation between the runway centerline and the taxiway centerline is one of the airport design factors that determines the lowest instrument approach minima available. The runway separation at the existing Airport is approximately 150 feet from the full-parallel taxiway and 220 feet from the partial parallel taxiway, which are non-standard separation distances for an ARC B-II airport. The runway separation should be 240 feet to meet ARC B-II standards for the forecasted design critical aircraft (see Section 1.3.1). The ideal separation would be 300 feet in order to meet ARC B-III standards and to achieve approach minima as low as ½-statute mile, as well as to safely accommodate larger aircraft.

1.3.2 Georgia Department of Transportation Requirements

Airports in Georgia should meet the GDOT minimum objectives of the level of airport established in the *Georgia Aviation System Plan*. GDOT categorizes airports into three levels (Levels I, II, and III). For each level, a series of facility and service objectives has been developed. It is desirable for each airport within each level to meet these objectives. In some cases, an airport may decide to exceed these standards in order to satisfy a particular need. A description of each level follows:

Level I - Minimum Standard Utility Airport
These airports should be capable of accommodating all single-engine and some small twin-engine general aviation aircraft on a minimum runway length of 4,000 feet.

Level II – Business Airport of Local Impact
These airports accommodate small business jet aircraft that would operate at these airports. Therefore, the minimum runway length for Level II airports should be 5,000 feet with a full-parallel taxiway and facilities to meet business aviation needs.

Level III – Business Airport of Regional Impact
These airports, including those with air service, accommodate businesses aviation demands on a regional level. These airports should have at least 5,500 feet of runway and precision instrument facilities. In addition, those airports with air carrier facilities should have longer runways to accommodate the commercial aircraft needs.

The Proposed Action would meet the state qualifications for a Level II business airport (with a 5,000-foot runway) and for a Level III business airport (with a 5,500-foot runway) when considering the expected growth within the region and forecasted aircraft fleet mix.

1.3.3 Economic Benefits

The existing Airport boasts many successful aeronautical businesses with steady revenue and continuous tenancy. However, several businesses have expressed concern about the

need to take loading penalties and the resulting potential to lose existing and future clients. These clients presumably visit South Atlanta airports with similar services but longer runways.

As discussed in Section 1.3.1 of this chapter, an airport with a 5,500-foot runway and adequate landside facilities supports potential business and economic development in the area by accommodating 75 percent of the general aviation fleet at 60 percent useful load. Spalding County and other area counties rely, in part, on a convenient and safe airport facility to help promote future economic development.

Although the economic benefits of a runway less than 5,500 feet long would still be greater than those of the current runway configuration, fewer aircraft would be able to operate on a shorter runway. Again, as also discussed in Section 1.3.1 of this chapter, these aircraft would be required to take loading penalties (i.e., reduce their useful load) if they continued to operate out of the Griffin-Spalding County Airport, or they could elect to operate from another airport that provides a sufficient runway length to accommodate larger aircraft. The existing airport configuration is inadequate to serve a more demanding category of business aircraft.

1.4 PURPOSE OF THE ENVIRONMENTAL ASSESSMENT

The purpose of conducting an EA of the Proposed Action is to evaluate the potential socioeconomic benefits and environmental impacts that could result from improving the Griffin-Spalding County Airport at its existing location, replacing it with an improved facility in another part of Spalding County, or taking no action. This EA has been undertaken as a joint effort by the City of Griffin and Spalding County in accordance with the requirements of NEPA, as well as with FAA Order 1050.1E (*Policies and Procedures for Considering Environmental Impacts*), FAA Order 5050.4B (*Airport Environmental Handbook*), and all other applicable federal regulations for improving and/or relocating a general aviation airport**.**

The extent of NEPA analysis and documentation varies with the nature and scope of a proposed federal action. FAA Orders 1050.1E and 5050.4B describe the environmental reviews and approvals required for implementation of various proposed actions, which can fall within one of the three following categories:

- Actions normally requiring an Environmental Impact Statement (EIS), such as construction of a new commercial service airport or a new runway to handle commercial air carrier aircraft;
- Actions requiring an EA, such as construction of a new general aviation airport or a general aviation runway extension project; and
- Actions that are normally eligible for a Categorical Exclusion (CatEx or CE), such as installation or upgrading of airfield lighting systems other than an approach lighting system serving an instrument landing system.

It was determined that the Proposed Action would require an EA. An EA document includes a description of the proposed action and its need and purpose, an analysis of reasonable project alternatives resulting in selection of a Preferred Build Alternative, and an evaluation of potential environmental and socioeconomic impacts of the

Preferred Build Alternative and the No-Action Alternative. An EA also allows opportunity for involvement in the NEPA process by project stakeholders and the public, and review and concurrence by applicable regulatory and resource agencies.

1.5 REQUESTED FEDERAL ACTION

The requested federal action is approval by GDOT, as the recipient and administrator of an FAA Block Grant, of the Proposed Action items, as described in Section 1.2 of this EA. Implementation of the Proposed Action, if approved, may result in federal funding; therefore, this EA has been prepared to comply with the requirements of NEPA and other applicable environmental regulations.

CHAPTER 2. ALTERNATIVES ANALYSIS

2.1 INTRODUCTION

FAA Order 1050.1E and the *Airport Environmental Handbook* provide for the consideration of alternatives for a proposed action, including a "no-action" alternative. The *Airport Environmental Handbook* states in part that the alternatives to be considered in the preparation of an EA should be considered "… to the degree commensurate with the nature of the proposed action."

As discussed in Chapter 1 of this EA, implementation of the Proposed Action would meet the need and purpose for a minimum 5,500-foot long runway, which would accommodate 75 percent of the general aviation fleet category at 60 percent useful load. The Proposed Action also would include provision of a full-parallel taxiway that would serve both runway ends for existing and projected future general aviation development at the Airport. FAA AC 150/5300-13 states that a full parallel taxiway is required for non-precision instrument approaches with visibility minimums lower than 1 mile, with standard runway/taxiway separations (minimum 240-foot separation for ARC B-II operations and minimum 300-foot separation for ARC C-II operations).

Section 2.2 of this chapter describes the Airport Site Selection Study, which was used to identify potential sites for constructing a new general aviation airport as a replacement for the existing airport.[3] That evaluation was followed by a screening of the No-Action Alternative and four reasonable build alternatives: two would expand and improve the Airport at its existing location, and two would provide a new-location airport. The No-Action Alternative and the four reasonable build alternatives were then analyzed with respect to the screening criteria, in order to identify a preferred build alternative, as discussed in Section 2.3. The No-Action Alternative and the Preferred Build Alternative for the Proposed Action were carried forward for a full evaluation of potential environmental impacts, as described in Chapter 4, *Environmental Consequences*.

2.2 SITE SELECTION STUDY

The Airport Site Selection Study evaluated a full range of potentially suitable sites for construction of a replacement general aviation airport facility in Spalding County. The study utilized data regarding operational and constructability constraints, infrastructure and land acquisition requirements, industrial compatibility, and environmental resources throughout the county in order to identify suitable sites for further consideration as new-location build alternatives. The screening of alternatives in this EA evaluated the No-Action Alternative (Alternative 1), together with the two alternatives for constructing the Proposed Action improvements at the existing Airport (Alternatives 2A and 2B) and the two alternatives representing the highest-ranked new-location sites from the site selection study (Alternatives 3 and 4). The locations of the five alternatives are depicted on **Figure 2.1**.

[3] The LPA Group Incorporated (2009). *Griffin-Spalding County Airport – Airport Site Selection Study.*

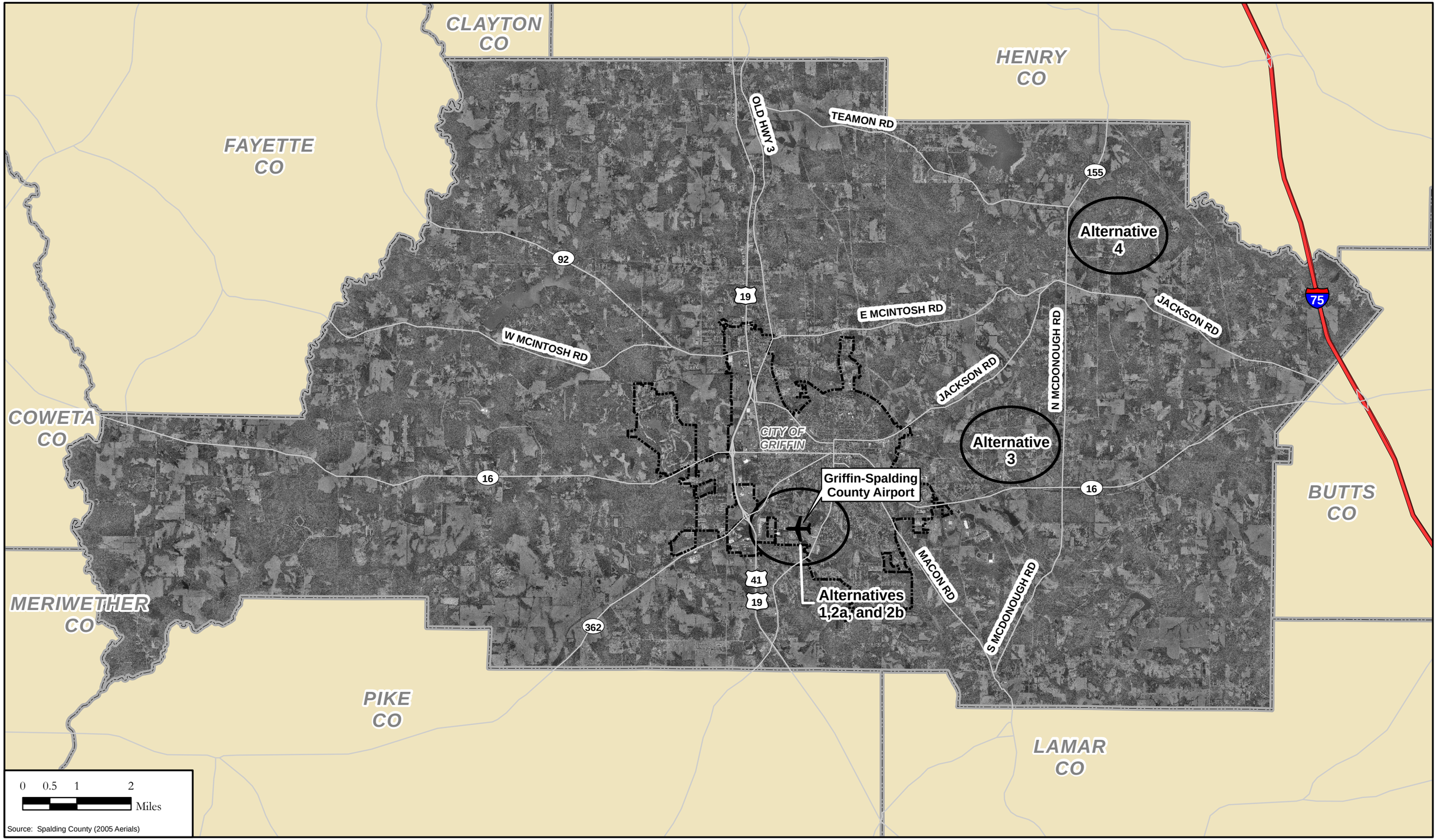


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FIGURE 2.1
ALTERNATIVES VICINITY MAP

Phase I of the Airport Site Selection Study established suitability criteria and utilized GIS data to evaluate potential sites throughout the county. The suitability criteria were based on physical, demographic, and environmental resource characteristics derived primarily from the GIS data to quantify factors such as overall topography; potential airspace conflicts (as determined by the runway alignments and published approach procedures for other airports in the vicinity of Spalding County); obstructions from towers and transmission lines; population densities; future land use plans; and proximity to roadways, interstate highways, railroad networks, wetlands and streams, and landfills. A wind analysis was performed to determine the acceptable and preferred runway alignments, and an airport layout template was created to determine the approximate area required to accommodate a new airfield. This analysis yielded a range of potentially suitable sites for further refined evaluation. In Phase II of the study, additional data were collected on the potentially suitable sites and the sites were evaluated according to constructability, operational capabilities, land acquisition and infrastructure requirements, industrial compatibility, and environmental concerns, as discussed below.

2.2.1 Constructability

To assess constructability, each Phase II study site was examined using available GIS data, Federal Emergency Management Agency (FEMA) floodplain maps, and U.S. Department of Agriculture – Natural Resources Conservation Service (USDA-NRCS) soil survey maps. Using the available data, the sites were given ratings for hydrology; terrain; soil conditions; road relocations; utilities; and construction costs.

Hydrology -- Stream crossings and stormwater management often create challenges during design and construction, which can have a significant effect on the project cost and duration. Therefore, it was important to consider each site's hydraulic and hydrologic features in order to compare the estimated design and permitting efforts and the comparable construction cost of each site. The need for future stormwater management facilities, impacts at stream crossings and FEMA-regulated floodplains, as well as stream relocations were the primary factors assessed to determine the constructability (and ultimately the overall cost) associated with each of the Phase II study sites.

Terrain -- Often the most expensive and lengthy component of an airport construction project is the earthwork (i.e., excavation and placement of fill material) required to grade the site in accordance with FAA standards. To evaluate the relative extent of earthwork for each of the study sites, only the general terrain was considered; the need for additional earthwork to provide clearances for runway approaches or other surfaces was not considered in the evaluation.

Soil Conditions -- Certain soil types are more suitable for construction than others, and the potential presence of rock is expensive and time consuming to excavate and place as embankment material during construction. USDA-NRCS soil maps were reviewed to estimate existing soil types in the vicinity of each study site with respect to the relative potential for encountering rock and unsuitable soils during construction.

Road Relocations -- Relocating existing roads around an airport or industrial area should be avoided if possible, in order to maintain surface access and to reduce design and

construction costs. A study site was considered most suitable if no road relocations would be expected as a result of construction and least suitable if a major road or extensive road relocations would be required for construction.

Utilities -- Existing utilities that extend through each of the study sites were evaluated in the constructability assessment, because they would need to be buried, relocated, or otherwise modified as a part of the proposed project to allow an expanded or new-location airport to operate safely. The presence of gas and oil pipelines, electrical transmission wires, water and sewer lines, and communications lines was considered in this sub-category. A site was considered most suitable if no utilities would need to be relocated or modified, and least suitable if many utilities would require complex relocations as part of the construction effort.

Construction Costs -- The relative costs of construction were estimated for each of the constructability sub-categories.

2.2.2 Operational Capability

The operational capability of each site considered the requirements for conducting routine general aviation airport operations, based on obstructions to airspace and available space for future development.

Obstructions to Airspace -- The airspace around an airport must be clear of obstructions for the safety of airport users as well as for the safety of persons and property on the ground. Sites with man-made obstructions, such as communications towers, may require costly relocation or acquisition. A site was considered most suitable if there were no known obstructions within the vicinity of the site, and least suitable if there were many obstructions that potentially would need to be relocated or acquired.

Area for Future Development -- Ideally, a general aviation airport site would have adjacent areas around the initial facility development that could be reserved for future aeronautical development. Limitations in the area available for airport expansion would tend to create congestion and delays at an airport that has already maximized its facility development. A site was considered most suitable if it had ample area available for future development, and least suitable if there was minimal or no adjacent area available for future development.

2.2.3 Infrastructure and Land Acquisition

Infrastructure requirements evaluated in the site selection study included the ease of surface access, the availability of utilities access, and the relative ease of land acquisition for the land parcels needed for airport construction.

Surface Access -- The ease of surface access for each study site considered the existing roadway network in the vicinity of the site and the level of improvement that would be required to provide adequate access to the site from State Route (SR) 16. Sites that were considered most suitable were located adjacent to SR 16, with minimal or no additional need for construction of roads (with the exception of an entrance road) to access the site. Sites that were considered moderately suitable were located near a main county or state road, such as North McDonough Road, with sufficient access to SR 16. Sites that would require significant improvements in order to access SR 16 were considered least suitable.

Utilities Access -- The presence of readily available access from a study site to municipal utilities, such as sanitary sewer, water, electricity, and communications, would reduce costs associated with providing utility services to the site prior to construction. A site was considered most suitable if most or all utilities were present in the vicinity of the site. Sites were considered moderately suitable if they did not have on-site utilities, but they had the infrastructure required to connect with existing lines that would not require major or expensive construction. Sites were considered least suitable if utilities would not be easily accessible from the existing infrastructure or if significant extensions would be required to provide utilities to the site.

Land Acquisition -- The numbers of parcels that would be impacted by the preliminary airport boundary (and would need to be acquired) were considered to be representative of the relative potential investments in cost and time associated with public involvement activities, the relocation of residents and businesses, and the property acquisitions themselves. Sites with the fewest parcels impacted compared to the numbers impacted at the other study sites were considered most suitable, and sites with the greatest number of parcels impacted relative to the other study sites were considered least suitable.

2.2.4 Environmental Considerations

NEPA requires federal agencies to incorporate environmental considerations in their planning and decision-making through a systematic, interdisciplinary approach. These agencies are required to prepare detailed statements assessing the environmental impact of, and alternatives to, major federal actions significantly affecting the environment. The Proposed Action is a federal action by the FAA. The airport site selection study was conducted to support the more detailed studies to be conducted in the EA. The following sections detail the environmental categories evaluated for each site. The impacts to each resource were estimated based on the preliminary property boundaries of the site. The actual impacts could be higher or lower than this estimate based on a comprehensive environmental assessment with more specific design requirements.

Wetlands -- Study sites were considered to have desirable conditions for siting a new general aviation airport facility if they had less than 10 acres of wetland resources within the overall site boundary (i.e., the acreage was not limited to the area within the smaller footprint of the proposed airport facility). Sites with between 10 and 100 acres of wetlands were considered to have moderately suitable conditions, and sites with more than 100 acres of wetlands were classified as least suitable. Differences in the types of wetlands among the study sites were not considered in the evaluation.

Streams -- Study sites with less than 12,000 linear feet of streams within the overall site boundary were considered most suitable; sites with between 12,000 and 15,000 linear feet were considered moderately suitable, and sites with more than 15,000 linear feet of streams were considered to be least suitable.

Floodplains -- The relative suitability of each study site with respect to the presence of floodplain resources was based on the acreage of regulated floodplains located within the overall site boundary. Sites with less than 40 acres of floodplains were considered most suitable; sites with 40 to 75 acres of floodplains were considered moderately suitable, and

sites with more than 75 acres of floodplains were considered least suitable. The type/category of floodplains within each site was not considered in the evaluation.

Water Quality -- The study sites were evaluated for water quality according to the presence or absence of tributaries to impaired stream reaches, as regulated under Sections 305(b) and 303(d) of the Federal Clean Water Act.[4] The presence of an impaired stream reach (or a tributary to an impaired reach) would potentially affect the permitting process and the erosion control plans for the proposed project. Sites with no impaired stream reaches or tributaries of impaired reaches were considered most suitable, and sites with one or more impaired stream reaches or tributaries of impaired reaches were considered least suitable. Cabin Creek and Potato Creek were listed on the Georgia 2008 303(d) List of Impaired Waters for not fully supporting their designated uses. Tributaries of these stream reaches were located within the boundaries of several of the sites.

Historic Resources -- Study sites were considered most suitable if there were no historic resources listed on the National Register of Historic Places (NRHP) located within either the overall site boundary or the Area of Potential Effect (APE) for the site. Sites with any NRHP-listed or NRHP-eligible resources that were outside the overall site boundary but possibly within the APE were considered moderately suitable, and sites with any NRHP-listed or NRHP-eligible resources within the overall site boundary were considered least suitable. For the EA, additional research and a field investigation of the study area would be required in order to determine if any historic resources might be affected within the APE of a particular site.

Archaeological Sites -- A GDOT archaeologist was contacted to determine if any known archaeological sites were located within or near the boundary of each study site. Data was retrieved from the Natural, Archaeological, and Historical Resources Geographical Information Systems (NAHRGIS) website to determine the presence or absence of known archaeological sites within or around the boundary of each site. Sites with no known archaeological resources were considered to be most suitable, and sites that were considered most likely to impact known archaeological sites were considered least suitable. As with the historic resources, additional research and a field investigation of the study area would be required as part of the EA in order to determine if any archaeological resources might be present within a particular site.

Minority and Low-income Populations / Environmental Justice -- Communities protected under Title VI of the Civil Rights Restoration Act include particular segments of society such as low-income communities or ethnic/racial minority groups that may sometimes bear a disproportionate amount of risk associated with environmental degradation and hazards. The U.S. Environmental Protection Agency (USEPA) defines Environmental Justice (EJ) as the "... fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies." GIS data and U.S. Census maps were reviewed to determine the percentages of EJ (i.e., minority and low-income) communities within each of the study sites. Sites that would be least

[4] Georgia Department of Natural Resources – Environmental Protection Division (2008). *2008 Integrated 305(b)/303(d) List: Streams - Not Supporting Designated Uses (pp. A-130 through A-278).* Accessed at: *http://www.gaepd.org/Files_PDF/305b/Y2008_303d/Y2008_Rivers_Streams.pdf*.

likely to impact EJ communities in the county were considered most suitable, and sites with a potentially high impact to an EJ community were considered least suitable.

Hazardous Waste Sites -- GIS maps were reviewed to determine whether there were any known landfills or hazardous spill sites located within the overall boundaries of the study sites. Sites that did not contain or encroach upon a parcel with a known hazardous waste site, such as an underground storage tank (UST), an unresolved hazardous waste spill incident, or a hazardous waste generator, were considered most suitable. Sites that did contain or encroach upon a parcel with one or more hazardous waste sites were considered least suitable. For the EA, additional studies would be required to identify potential hazardous waste sites in the vicinity of the study areas.

Farmland -- Spalding County land use maps were used to identify land designated for existing and future agricultural use within the overall boundaries of each study site location. Sites having the smallest farmland acreages relative to the overall range of farmland acreages were considered most suitable; sites with the largest areas of farmland were considered least suitable.

Threatened and Endangered Species -- The Georgia Department of Natural Resources – Wildlife Resources Division (GDNR-WRD) was contacted to gather site-specific information regarding known occurrences of threatened and endangered species in proximity to each study site location. A state-protected species, the Altamaha shiner (*Cyprinella xaenura*), is known to occur approximately three miles from the site of Alternative 4, in the Towaliga River. This species is not protected by the Endangered Species Act, and it is not known to occur on any of the proposed sites. For the EA, additional studies would be required to identify the potential presence of federally protected or state-protected species and critical habitats associated with the study areas.

Noise -- Estimated future noise contours (Year 2029) for the study sites were based on a conservative forecast of fleet mix and operational level similar to active business airports in the Atlanta metropolitan area. The FAA suggests that noise contours representing the estimated 75, 70, and 65 day-night noise level (DNL) noise levels be established for airports such as Griffin-Spalding County, because the noise exposure threshold for incompatibility is 65 DNL, and noise levels higher than 75 DNL typically do not occur beyond of the airport property. Study sites having the fewest numbers of persons who would be potentially exposed to a 65 DNL or greater noise level were considered to have the lowest relative potential for noise impacts, and were considered most suitable. Sites with the highest relative potential for noise impacts were considered least suitable.

2.2.5 Results of the Airport Site Selection Study

Following additional coordination with GDOT, four of the Phase I study sites (Sites 2 through 5) were eliminated from further analysis based on their proximity to the Butts County Sanitary Landfill. Two additional potentially suitable sites (Sites 7 and 8) were identified based on the GIS data and mapping; these sites were evaluated for their suitability in accordance with the Phase I study procedures and were determined suitable to be carried forward for consideration in the Phase II study. Sites 6 and 7 were determined to be the most suitable sites among the remaining four sites (Sites 1, 6, 7, and 8) in the Phase II study. These two sites, Alternatives 3 and 4, respectively, were then

carried forward for further environmental analysis as reasonable build alternatives in this EA.

2.3 DESCRIPTION OF ALTERNATIVES

The No-Action Alternative and the reasonable build alternatives are described below.

Alternative 1 – No Action -- Alternative 1 would represent the taking of no action to replace or improve the existing Airport (**Figure 2.2**).

The No-Action Alternative would not result in any social or environmental impacts associated with construction or operation of an improved airport. However, adverse economic impacts in the form of lost opportunities would be anticipated, associated with the diversion of potential airport users to more accessible facilities in the region. Moreover, the existing Airport currently does not meet FAA or GDOT standards for airport safety and design, and it does not meet the need and purpose of the Proposed Action, as documented in Chapter 1 of this EA. The existing Airport has a 3,701-foot x 75-foot runway and does not meet FAA standards for a Level II airport (minimum 5,000-foot x 100-foot runway), as is recommended in the *Georgia Aviation System Plan*.

Alternative 2A – Expand Existing Airport to 5,000-foot Runway -- Expanding and improving the Airport in the existing location to the northwest to provide a 5,000-foot long, 100-foot wide runway would provide additional length to accommodate more demanding aircraft in a safe environment (**Figure 2.3)**. It is considered infeasible to extend the runway in the southeast direction, due to the major grade difference and to an existing major intersection and utilities at Hill Street and Airport Road. Additionally, approximately 67 parcels and 35 acres of residential neighborhood northwest of the airport would be necessary for land acquisition in order to extend the runway to 5,000 feet. Furthermore, a Norfolk-Southern Railroad line traverses the area where a proposed runway safety area and object free area would be located. If this railroad could not be relocated, a displaced threshold or shorter runway would be the only option. While this alternative meets state criteria discussed in Chapter 1, it does not completely meet federal requirements and would not provide the greatest economic benefit to the community. The considerations for Alternative 2A are shown below in **Table 2.1** (refer to page 2-12).

Alternative 2B – Expand Existing Airport to 5,500-foot Runway -- Alternative 2B also would expand the Airport to the northwest from the existing location, as shown on **Figure 2.4,** providing a 5,500-foot x 100-foot runway to accommodate many existing and future aircraft without loading penalties. Approximately 81 parcels and 42 acres of residential neighborhood northwest of the airport would be necessary for land acquisition in order to extend the runway to 5,500 feet. Additionally, sections of Everee Inn Road and Meriwhether Street would require relocation, and a Norfolk-Southern Railroad line traverses the area where a proposed runway safety area and object free area would be located. If this railroad could not be relocated, a displaced threshold or shorter runway would be the only option. Assuming these relocations would be successful, this alternative would meet the federal and state criteria discussed in Chapter 1 and would provide an economic benefit to the community. The considerations for Alternative 2B are shown below in **Table 2.2** (refer to page 2-14).

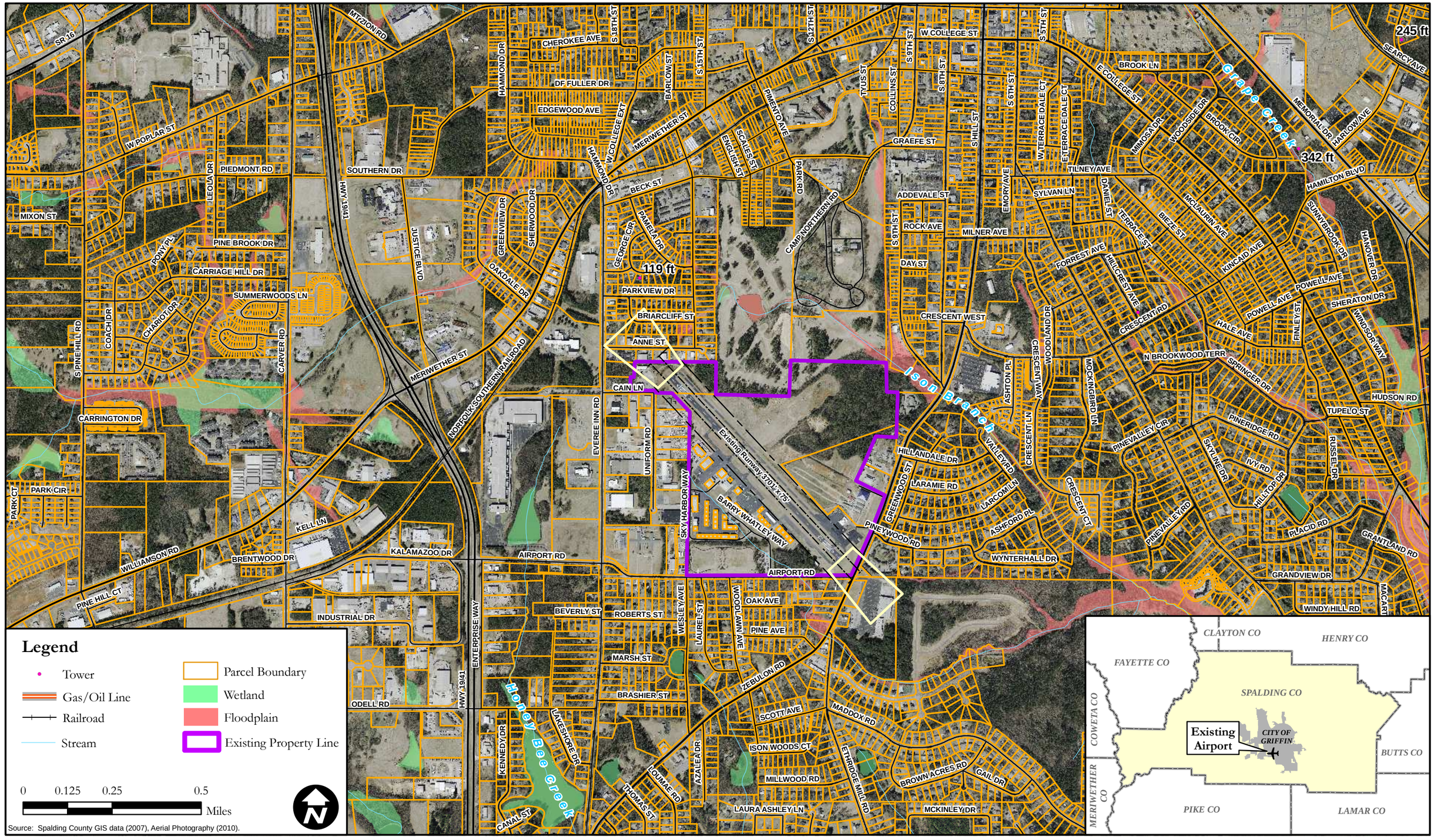

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FIGURE 2.2

ALTERNATIVE 1

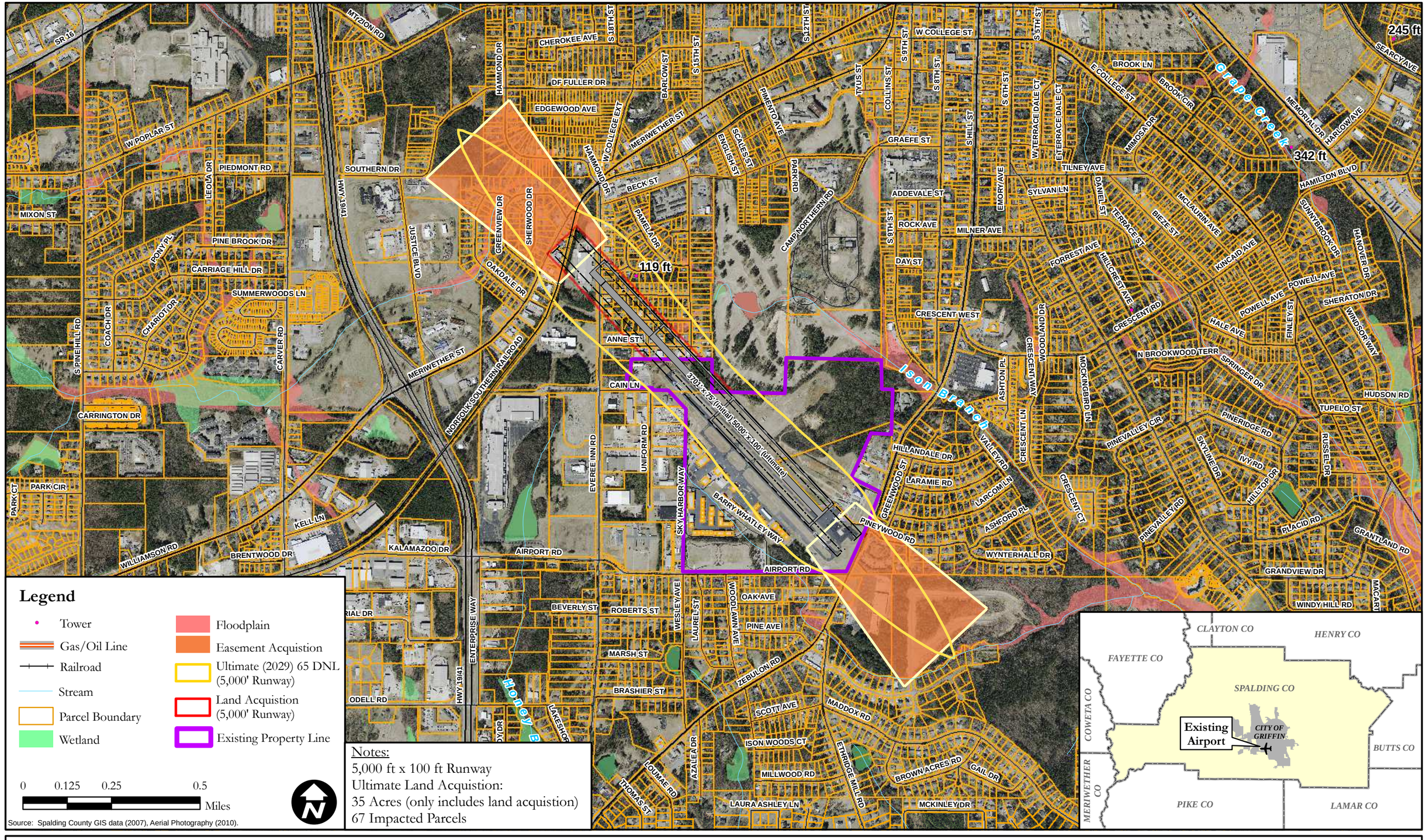

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FIGURE 2.3

ALTERNATIVE 2a

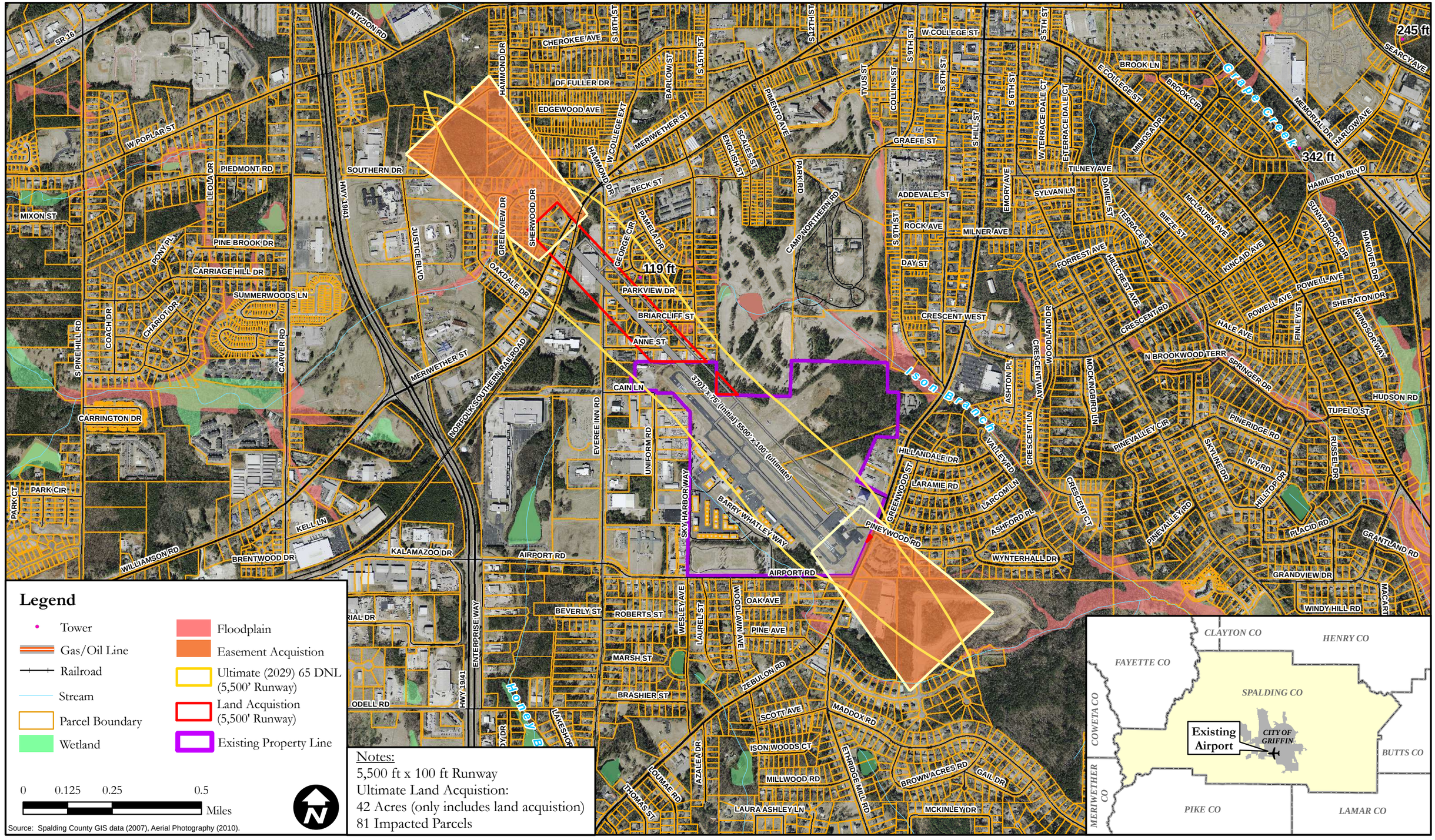

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FIGURE 2.4

ALTERNATIVE 2b

TABLE 2.1 ALTERNATIVE 2A CONSIDERATIONS	
Criteria	**Impacts**
Environmental	
Archaeological Sites	None Known
Environmental Justice	Minor Potential
Farmland	No
Floodplains	Minor Potential
Hazardous Waste Sites	None Known
Historic Properties	None Known
Noise (2029)	Approximately 168 People
Streams	Minor Potential
Threatened / Endangered Species	None Known
Wetlands	Minor Potential
Operational	
Towers / Airspace Obstructions	One Communications Tower
Area for Future Development	Constrained
Constructability	
Hydrology	Average
Terrain	Flat
Soil Conditions	Adequate
Road Relocations	Everee Inn Road and Railroad
Infrastructure and Land Acquisition	
Surface Access	Existing
Utilities Access	Existing
Underground Utilities	None Near Site
Land Acquisition	Approximately 35 Acres / 67 Parcels and 300 Linear Feet of Railroad, Excluding Easements
Source: *The LPA Group Incorporated (2009; 2010).*	

Alternative 3 – New Site with 5,500-foot Runway – The Alternative 3 site is located just northeast of the City of Griffin, with High Falls Road as the southern boundary and Musgrove Road as the eastern boundary containing all of the RPZ easement; the northern and western boundaries follow individual land parcel lines (**Figure 2.5**). This alternative would provide a single 5,500-foot long, 100-foot wide runway with a full-parallel taxiway on the south side of the runway. The runway would be configured along an approximate 120º/300º heading (i.e., in a northwest/southeast direction), without any road relocations.

The site consists of 320 acres over 51 parcels, many of which are vacant land without a need for residential relocations. Based on current and future land use plans, as discussed in Chapters 3 and 4 of this EA, the area surrounding the Alternative 3 site would be potentially available for future aeronautical development (e.g., expansion of airfield and landside facilities). Several intermittent streams flow through the site, and floodplains are present in these areas; however, based on available information, there would be no wetland impacts associated with Alternative 3. Three communications towers are located close to this site and would require relocation in order to meet FAA airspace safety standards prescribed in Federal Aviation Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace*. Based on a review of construction conditions of this site, the terrain is moderately flat, with average hydrology and a large probability of rock in the soil. These considerations of Alternative 3 are shown in **Table 2.3** below (refer to page 2-16).

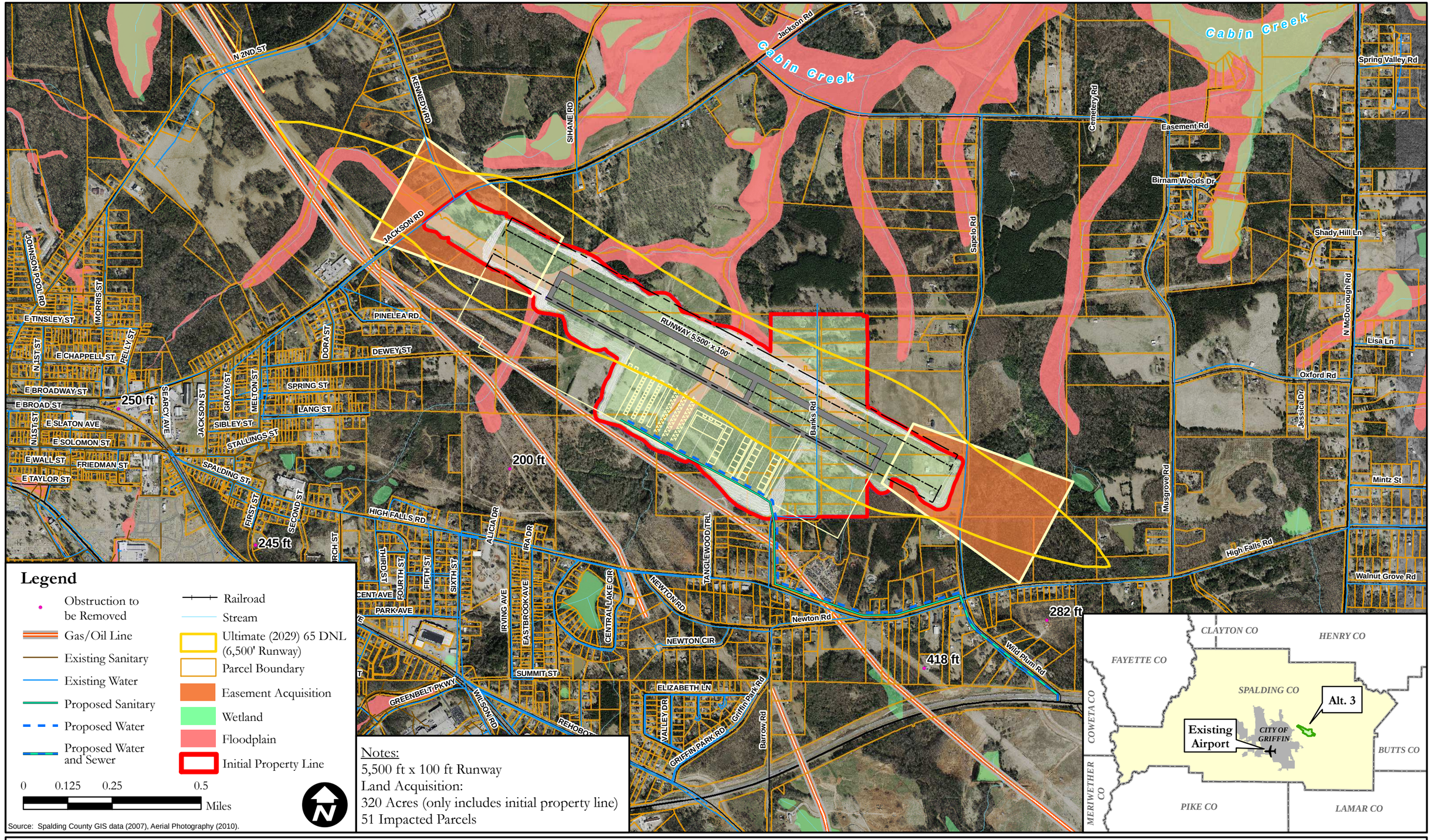

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FIGURE 2.5

ALTERNATIVE 3

TABLE 2.2 ALTERNATIVE 2B CONSIDERATIONS	
Criteria	**Impacts**
Environmental	
Wetlands	Minor Potential
Streams	Minor Potential
Threatened / Endangered Species	None Known
Archaeological Sites	None Known
Noise (2029)	Approximately 203 People
Floodplains	Minor Potential
Historic Properties	None Known
Environmental Justice	Minor Potential
Hazardous Waste Sites	None Known
Farmland	None
Operational	
Towers / Airspace Obstructions	One Communications Tower
Area for Future Development	Constrained
Constructability	
Hydrology	Average
Terrain	Flat
Soil Conditions	Average
Road Relocations	Everee Inn Road, Meriwether Road and Railroad
Infrastructure and Land Acquisition	
Surface Access	Existing
Utilities Access	Existing
Underground Utilities	None Near Site
Land Acquisition	Approximately 42 Acres/81 Parcels and 500 Linear Feet of Railroad, Excluding Easements
Source: *The LPA Group Incorporated (2009; 2010).*	

Alternative 4 – New Site with 5,500-foot Runway – The Alternative 4 site is located in northeast Spalding County, with North McDonough Road as the western boundary and Amelia Road as the eastern boundary; the northern and southern boundaries follow individual land parcel lines (**Figure 2.6**). The Towaliga River is located near the northern boundary. The site consists of 85 parcels on 444 acres. This alternative would provide a single 5,500-foot long, 100-foot wide runway with a full-parallel taxiway on the north side of the runway. The runway would be configured along an approximate 080º/260º heading (i.e., in an approximate east/west direction).

Based on current and future land use plans, additional developable area would be available for future aeronautical development along the frontage of the parallel taxiway. Three communications towers in the vicinity of Alternative 4 would require acquisition or relocation to meet FAA airspace safety standards prescribed in FAR Part 77, *Objects Affecting Navigable Airspace.* Environmental issues on the Alternative 4 site include several intermittent streams, wetlands, and floodplains within the grading limits. The Towaliga River to the north and the Henry County Reservoir northwest of the site contain potentially suitable habitat for Altamaha shiner (*Cyprinella xaenura*), a state-protected species of fish. These considerations are presented below in **Table 2.4** (refer to page 2-17).

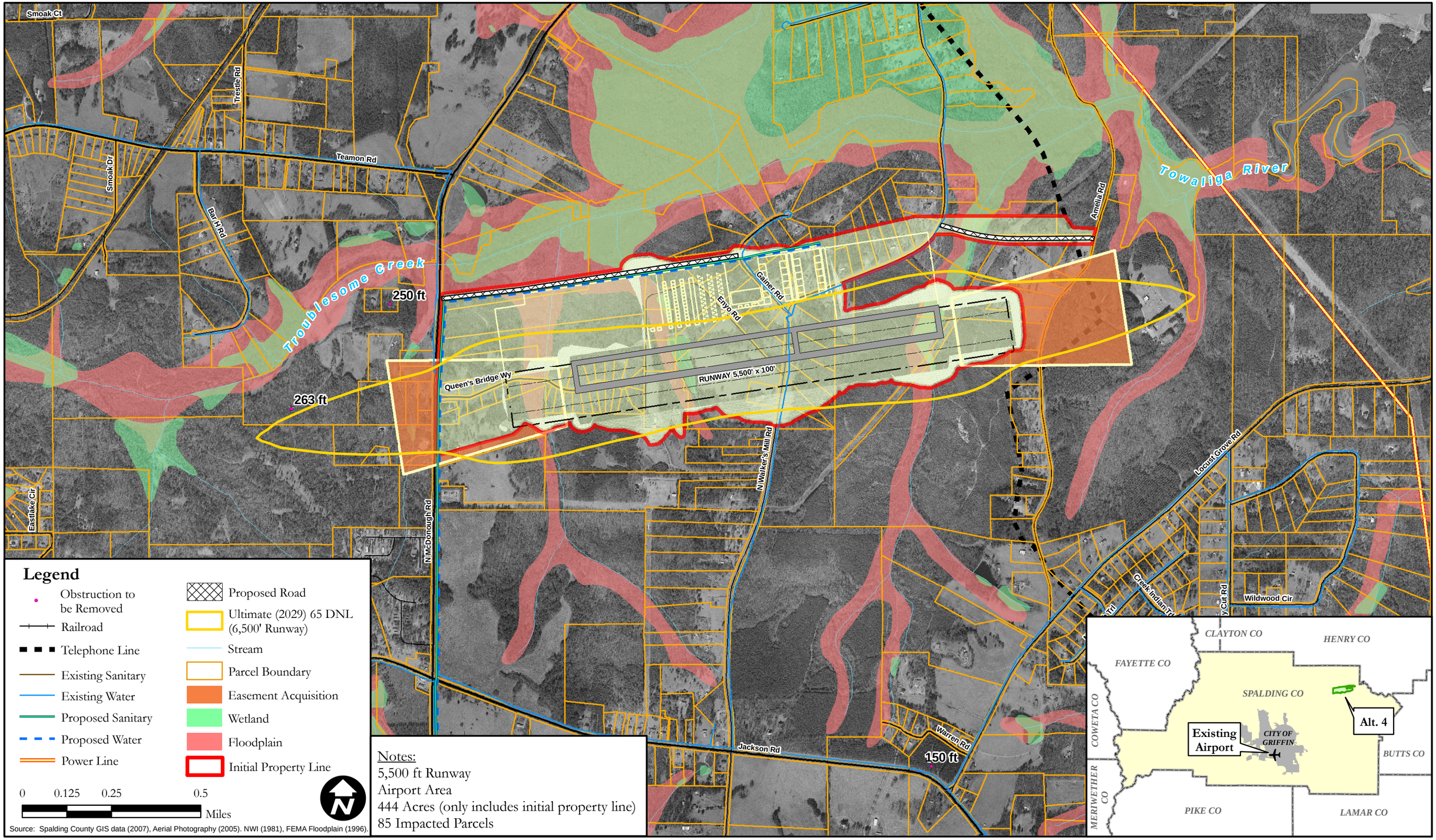

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FIGURE 2.6

ALTERNATIVE 4

TABLE 2.3 ALTERNATIVE 3 CONSIDERATIONS	
Criteria	**Impacts**
Environmental	
Wetlands	Minor Potential
Streams	Major Potential
Threatened / Endangered Species	None Known
Archaeological Sites	None Known
Noise (2029)	Approximately 60 People
Floodplains	Moderate Potential
Historic Properties	None Known
Environmental Justice	Minor Potential
Hazardous Waste Sites	None Known
Farmland	Moderate Potential
Operational	
Towers / Airspace Obstructions	Three Cell Towers Within ¾ Statute Mile
Area for Future Development	Ample
Constructability	
Hydrology	Average
Terrain	Moderate
Soil Conditions	Probability of Rock or Unsuitable Material
Road Relocations	Banks Road Closure
Infrastructure and Land Acquisition	
Surface Access	Existing (Banks Road); Needs Improvement and Extension
Utilities Access	Existing on Site
Underground Utilities	Pipeline Near Site
Land Acquisition	Approximately 320 Acres/51 Parcels, Excluding Easements
Source: *The LPA Group Incorporated (2009; 2010).*	

2.4 ALTERNATIVES SCREENING PROCESS

The No-Action Alternative and the four reasonable build alternatives underwent a screening to identify a preferred alternative for further analysis. In Step 1 of the screening, the five alternatives were evaluated for their consistency with the need and purpose of the Proposed Action. The evaluation criteria included conformance with federal and state operational, safety, and airport design requirements (based on their feasibility from a fiscal and constructability standpoint), as well as their potential for contributing to the economic development of Griffin and Spalding County. Alternatives that met the Step 1 criteria were carried forward to Step 2 of the screening, in which they were evaluated for their potential to minimize social impacts.

Alternatives that met the Step 2 criteria were carried forward to the Step 3 screening, in which they were evaluated for their potential to minimize overall environmental impacts. The reasonable build alternatives that did not meet the need and purpose were eliminated from further consideration in the screening process. However, the No-Action Alternative, which does not meet the need and purpose, was carried forward through the alternatives screening to a full analysis of its potential environmental impacts, as required by the Council on Environmental Quality (CEQ) regulations.

TABLE 2.4 ALTERNATIVE 4 CONSIDERATIONS	
Criteria	**Impacts**
Environmental	
Wetlands	Major Potential
Streams	Moderate Potential
Threatened / Endangered Species	None Known
Archaeological Sites	Major Potential
Noise (2029)	Approximately 65 People
Floodplains	Major Potential
Historic Properties	None Known
Environmental Justice	Moderate Potential
Hazardous Waste Sites	None Known
Farmland	Moderate Potential
Operational	
Towers / Airspace Obstructions	Two Cell Towers Within ¾ Statute Mile
Area for Future Development	Ample
Constructability	
Hydrology	Average
Terrain	Moderate
Soil Conditions	Probability of Rock or Unsuitable Material
Road Relocations	North Walker's Mill Road Closure
Infrastructure and Land Acquisition	
Surface Access	Existing via North McDonough Road; New Access Road Required
Utilities Access	Existing
Underground Utilities	Pipeline Near Site
Land Acquisition	Approximately 444 Acres/85 Parcels, Excluding Easements
Source: *The LPA Group Incorporated (2009; 2010).*	

The criteria used in the screening process are described in greater detail the following paragraphs.

Step 1 -- Meets Need and Purpose

Alternatives were considered to be consistent with the need and purpose of the Proposed Action as detailed in Chapter 1 of this EA if they would provide the most aeronautical benefit to the community in the following areas:

Federal (FAA) – Provides airport improvements to meet ARC of at least B-II; a 5,500-foot runway length, pavement strength of 60,000 pounds, adequate RPZs, full-parallel taxiway, standard runway/taxiway separation, and clear approaches. The Proposed Action should yield an operationally safe and efficient airport. FAA airport design standards and airspace requirements provide for the optimal conditions for airport improvement guidelines, as follows:

- Provides lowest possible instrument approach minima, with obstruction-free approaches to all runway ends;
- Provides adequate runway length to accommodate most demanding aircraft in all weather conditions; and
- Is compatible with land use surrounding the airport, with available land to accommodate future growth.

State (GDOT) – Meets requirements for Level II business airport with 5,000-foot runway and full-parallel taxiway (5,500-foot runway for Level III business airport).

Economic – Safely and efficiently accommodates existing aircraft, without loading penalties (as discussed in Chapter 1), and provides for future airport growth.

Step 2 -- Minimizes Adverse Social Impacts

The alternatives analysis considered the minimization of adverse impacts to the local community, including potential impacts on the health and well-being of persons potentially affected by the Proposed Action. Examples of social impacts include residential and business relocations, community disruption by road closures, and disproportionate impacts to environmental justice communities.

Step 3 -- Minimizes Adverse Environmental Impacts

The reasonable build alternatives were carried forward to Step 3 of the screening if they: (1) met the purpose and need, including their conformance with federal and state operational, safety, and airport design requirements (based on their feasibility from a fiscal and constructability standpoint) and their potential for contributing to the economic development of Griffin and Spalding County; and (2) if they minimized adverse social impacts. Step 3, the environmental screening, considered whether those alternatives minimized potential impacts to ecological and cultural resources, potential noise impacts, the potential for encountering hazardous materials sites, and potential impacts to environmental justice communities.

2.5 RESULTS OF ALTERNATIVES SCREENING

The three-step evaluation of the No-Action Alternative and the reasonable build alternatives in relation to the screening criteria is discussed in the following paragraphs. The results of the alternatives screening are summarized in **Table 2.5**.

TABLE 2.5
SCREENING OF NO-ACTION AND REASONABLE BUILD ALTERNATIVES

Screening Criteria	No Action Alternative	Reasonable Build Alternatives			
	1	2A	2B	3	4
Step 1 -- Meets Need and Purpose (1)	**N**	**N**	**N**	**Y**	**Y**
Step 2 -- Minimizes Adverse Social Impacts (2)	**N/A**	**N/A**	**N/A**	**Y**	**C**
Step 3 -- Minimizes Adverse Environmental Impacts (3)	**N/A**	**N/A**	**N/A**	**Y**	**N**

Notes:

(1). The need and purpose of the Proposed Action is to provide a facility that meets or exceeds FAA safety and operational criteria; meets state requirements for a Level II business airport (with 5,000-foot runway) or a Level III business airport (with a 5,500-foot runway); and supports potential business and economic development in the city of Griffin and Spalding County by safely and efficiently accommodating existing and future aviation demands; assumes acquisition of sufficient right-of-way to accommodate all runway safety areas and transitional surface requirements

(2) Examples of social impact categories include direct, indirect, and cumulative effects on the local economy, significant need for relocation of non-Airport related residences and commercial business parcels; disproportionate impacts on environmental justice communities, disruption of community cohesion from permanent road closures; and child health and safety issues.

(3) Examples of environmental impact categories include direct, indirect, and cumulative effects on air quality, noise, cultural resources, threatened and endangered species, wetlands and streams, and water quality.

Abbreviations:

N = No; Y = Yes; C = Conditional; N/A = Not Applicable.

Source: *The LPA Group Incorporated (2009; 2010).*

Step 1 -- Meets Need and Purpose

Two of the reasonable build alternatives, Alternatives 3 and 4, would provide for construction of a new-location general aviation airport, which could be designed to meet all of the applicable federal and state safety, operational, and airport design requirements. Additionally, each of these build alternatives would accommodate existing aircraft without necessitating loading penalties, and by providing a 5,500-foot runway that would accommodate future demand as a Level III business airport. Therefore, Alternatives 3 and 4 would be consistent with the need and purpose of the Proposed Action and were carried forward to the next step in the screening analysis.

Alternative 1, the No-Action Alternative, was not consistent with the need and purpose of the Proposed Action. Alternative 1 would not provide for any of the Airport improvements recommended in the 2003 *Georgia Aviation System Plan*, nor would it address the existing limitations on aircraft traffic at the Airport or meet the planning needs of the City of Griffin and Spalding County to attract future aviation-related economic development.

Alternative 2A would provide for expansion of the Airport at its existing location, with extension of the runway to 5,000 feet and construction of associated airside improvements. This alternative would not meet the need and purpose of the Proposed Action because it would not be feasible from a fiscal or constructability standpoint to meet the federal and state safety, operational, and airport design requirements at its location in the City of Griffin, and with a 5,000-foot runway it would only partially meet the economic development goals of the City of Griffin and Spalding County.

Alternative 2B also would provide for expansion of the Airport at its existing location, with extension of the runway to 5,500 feet and construction of associated airside improvements. However, as with Alternative 2A, it would not be feasible from a fiscal or constructability standpoint to address the federal and state safety, operational, and airport design requirements at the existing location. Notwithstanding the infeasibility of constructing this build alternative, if implemented its cost would be expected to substantially outweigh any potential economic benefits associated with its capacity to safely and efficiently accommodate existing aircraft and to meet future demand. Therefore, Alternative 2B would not be consistent with the need and purpose of the Proposed Action.

Alternatives 3 and 4 were determined to be consistent with the need and purpose of the Proposed Action, including the applicable federal and state safety, operational, and airport design requirements. Therefore, these two alternatives were carried forward for further evaluation in the screening process.

Step 2 -- Minimizes Adverse Social Impacts

Alternative 3 would minimize the potential adverse social impacts relative to those associated with Alternative 4. Alternative 3 would involve potential relocation impacts to 51 parcels, but it would require no significantly disruptive road closures. Alternative 4 would have the potential for relocation impacts to 85 parcels, as well as the potential for community disruption associated with the closure of North Walker's Mill Road, which runs north-south through the site. Because it would be feasible to mitigate for social

impacts, Alternative 4 was conditionally moved forward, together with Alternative 3, for preliminary evaluation of environmental impacts in Step 3 of the screening.

Step 3 -- Minimizes Adverse Environmental Impacts

Step 3 of the alternatives screening involved a preliminary investigation of the relative potential for adverse environmental impacts associated with implementation of Alternatives 3 and 4. The environmental considerations were based on limited field investigations, as well as on GIS data analysis results from the airport site selection study, literature research, and information from regulatory databases and environmental resource agency representatives.

Ecological Resources – Based on the available information, Alternative 3 would have a minimal potential for wetland impacts, while there would be a major potential for wetland impacts at the Alternative 4 site. In contrast, Alternative 3 would have a major potential for stream impacts, while there would be a moderate potential for stream impacts at the Alternative 4 site. Floodplains would present a moderate potential for impacts at the Alternative 3 site, but a major potential for impacts at the Alternative 4 site. There would be a moderate potential for farmland impacts at both the Alternative 3 site and the Alternative 4 site. There were no known federally protected threatened or endangered species or their habitats at either site. *Overall, the relative potential for impacts to ecological resources would be greater at the Alternative 4 site than at the Alternative 3 site*.

Cultural Resources -- There were no known archaeological sites located within the boundary of the Alternative 3 site. According to data from the NAHRGIS website provided by GDOT's Office of Environmental Services, several archaeological sites are known to occur within and around the Alternative 4 site; therefore, this alternative would have a major potential for impacts to archaeological resources (see Section 2.2.4, page 2-6). There were no known historic resources at either the Alternative 3 site or the Alternative 4 site. *Based on known locations of archaeological and historic resources, the Alternative 4 site would present a higher potential for impacts to cultural resources than would the Alternative 3 site*.

Noise, Hazardous Materials Sites, and Environmental Justice -- Noise impacts would potentially affect approximately 60 people at the Alternative 3 site and approximately 65 people at the Alternative 4 site. There was no known potential for impacts associated with hazardous waste sites at either the Alternative 3 site or the Alternative 4 site. There was a minor potential for environmental justice impacts at the Alternative 3 site, and a moderate potential for environmental justice impacts at the Alternative 4 site. *Overall, there were no substantial differences between the Alternative 3 site and the Alternative 4 site with respect to potential impacts from noise or hazardous materials sites. However, based on the demographics of the populations in the vicinity of each alternative, the Alternative 4 site would present a higher potential for impacts to environmental justice communities than would the Alternative 3 site*.

Summary of Results

Based on the results of the preliminary environmental evaluation in Step 3 of the alternatives screening analysis, it was determined that Alternative 3 would have a greater overall potential for minimizing environmental impacts associated with the Proposed

Action than would Alternative 4. The potential for impacts at the Alternative 4 site were primarily associated with wetlands, floodplains, and archaeological resources.

Additionally, in Step 2, Alternative 4 presented a sufficiently greater potential for social impacts (i.e., a significant number of relocations and closure of an important road) than did Alternative 3, and it received only a conditional approval to be carried forward to Step 3 of the screening analysis. Therefore, Alternative 4 was eliminated from further consideration, and Alternative 3 was recommended as the Preferred Build Alternative to be carried forward (together with Alternative 1, the No-Action Alternative) for a more detailed environmental impact analysis, as discussed in Chapter 4 of this EA.

CHAPTER 3. AFFECTED ENVIRONMENT

3.1 INTRODUCTION

This chapter describes the existing environments associated with The No-Action Alternative and the Preferred Build Alternative for the Proposed Action (**Figures 3.1 and 3.2**). The study areas generally encompass the airport boundaries and RPZs for the No-Action Alternative (Alternative 1) and the Preferred Build Alternative (Alternative 3) based on the results of the initial site selection study and the environmental screening, as described in Chapter 2 of this EA. The study areas for some environmental resources extend beyond these boundaries and are addressed in their respective analysis sections. The potential environmental impacts associated with implementation of the Proposed Action are analyzed for The No-Action Alternative and the Preferred Build Alternative in Chapter 4, *Environmental Consequences*.

3.2 AIR QUALITY

This section describes the air quality conditions in the study area for the Proposed Action, including the resource definition and the potentially affected environment (i.e., current emissions levels), based on conditions at the existing Airport.

3.2.1 Resource Definition

The USEPA established National Ambient Air Quality Standards (NAAQS) to protect public health, the environment, and the quality of life from the detrimental effects of air pollution. Standards exist for the following criteria air pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO_2), particulate matter (PM), ozone (O_3), and sulfur dioxide (SO_2).

CO is a colorless, odorless, tasteless gas. It may temporarily accumulate at harmful levels, especially in calm weather during winter and early spring, when fuel combustion reaches a peak and CO is chemically most stable due to the low temperatures. CO can be generated by both natural and anthropogenic sources. Transportation activities, indoor heating, and open burning are among the anthropogenic (man-made) sources of CO.

The dominant industrial sources of Pb emissions include waste oil and solid waste incineration, iron and steel production, lead smelting, and battery and lead alkyl manufacturing. The Pb content of motor vehicle emissions, which was the major source of Pb in the past, has significantly declined with use of unleaded fuels.

Nitric oxide (NO), the nitrate radical (NO_3), and NO_2 are collectively called nitrogen oxides (NO_x). These compounds are interrelated, often changing from one form to another in chemical reactions. NO_x is generally emitted in the form of NO, which is then oxidized to NO_2. NO_2 is commonly measured with ambient air monitors. The principal anthropogenic source of NO_x is fuel combustion in motor vehicles and power plants.

For the purposes of the NAAQS, PM is measured as PM_{10} and $PM_{2.5}$. This nomenclature refers to PM with a diameter of 10 microns (μm) or less and 2.5 μm or less, respectively. There are many sources of PM, both natural and anthropogenic. Anthropogenic sources include fuel combustion, waste disposal, and metals processing.

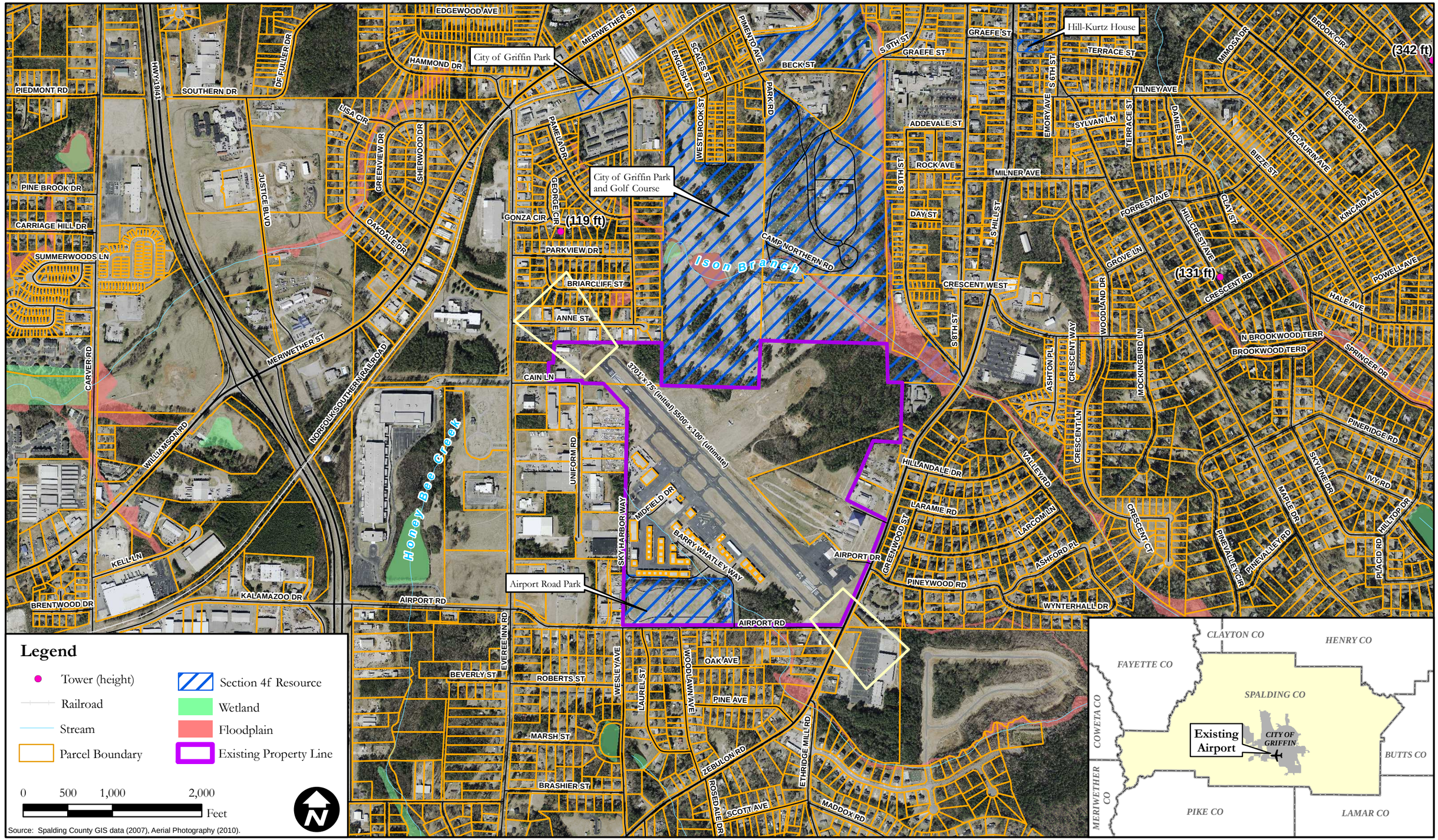

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FIGURE 3.1

ENVIRONMENTAL RESOURCES (ALTERNATIVE 1)

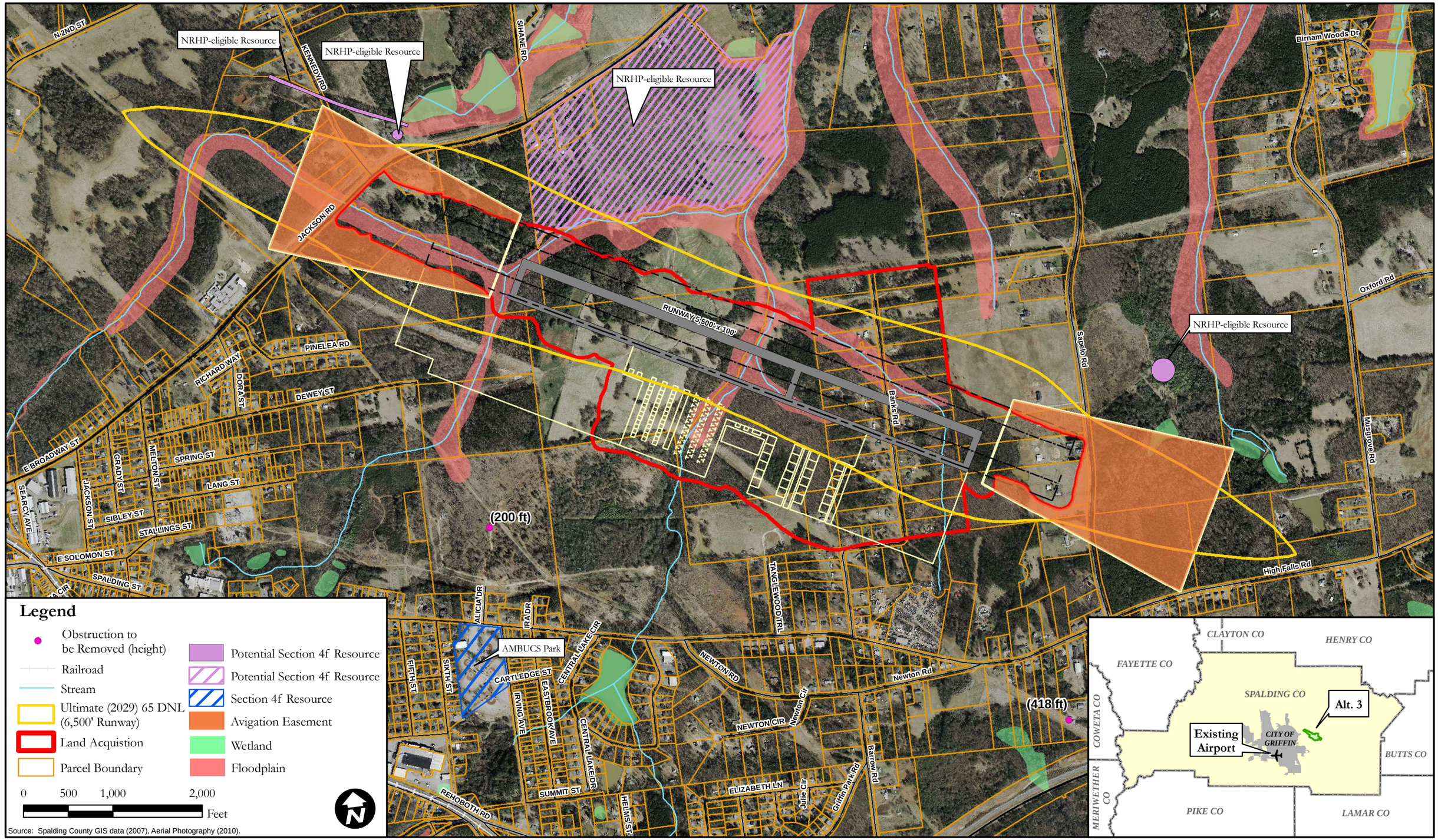

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FIGURE 3.2

ENVIRONMENTAL RESOURCES (ALTERNATIVE 3)

Ground-level O_3 is a secondary pollutant, formed from daytime reactions of NO_x and volatile organic compounds (VOCs) rather than being directly emitted by natural or anthropogenic sources. Although emissions of NO_x and VOCs are regulated, there are no established NAAQS for these pollutants. VOCs are released in industrial processes and from the evaporation of gasoline and solvents (the sources of NO_x are described above).

SO_2 is emitted in natural processes, such as volcanic activity. Anthropogenic sources of SO_2 include combustion of sulfuric fuels and sulfuric acid manufacturing.

In accordance with the Clean Air Act (CAA), all areas within the state of Georgia are designated as being attainment, non-attainment, or maintenance areas, or as being unclassifiable with respect to the NAAQS. An area with air quality better than the NAAQS is designated as being an attainment area; an area with air quality worse than the NAAQS is designated as being a non-attainment area. Maintenance areas are areas that had a history of nonattainment, but are now consistently meeting the NAAQS. An area may be designated as unclassifiable when there is a lack of data to form a basis of attainment status. The NAAQS primary standards to protect human health and the environment, as well as secondary standards to protect human welfare, are shown in **Table 3.1**. As shown, Spalding County is currently designated as being in non-attainment for the criteria pollutants O_3 and $PM_{2.5}$.

According to FAA Order 1050.1E, Appendix A, Section 2, as long as the annual operations at a general aviation airport are less than 494 per day (180,000 per year), there is no requirement to evaluate potential impacts of an airport project with respect to the NAAQS. However, because the Proposed Action would occur in an NAAQS non-attainment area, the General Conformity Rule of the CAA applies. An assessment of project-related emissions with respect to the General Conformity Rule is presented in Chapter 4, Section 4.2.4.

3.3 BIOTIC COMMUNITIES

A field reconnaissance of the study areas was performed on February 16 through 18, 2010, to identify general biotic communities and the presence of wetland and stream resources associated with the alternatives for the proposed project. Prior to and during the field reconnaissance, aerial photographs, U.S. Geological Survey (USGS) topographical quadrangle maps, and other sources of information were reviewed, and detailed field notes were taken to document the biota observed within each area.

The upland and wetland biotic communities in each study area were identified based on topography, hydrology, and vegetative composition.[5,6,7] Upland areas are generally dry, with vegetation suited to a water table of one foot or more below ground level during the growing season. Wetland areas are lands that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support vegetation that is typically adapted to such saturated soil conditions.[8]

[5] Wharton, C. H. (1978). *The Natural Environments of Georgia*, Bulletin 114.
[6] Cowardin, L.M., et al. (1979). *Classification of Wetlands and Deepwater Habitats of the United States.* FWS/OBS-79/31.
[7] USACE (1987). *Corps of Engineers Wetlands Delineation Manual.* Technical Report Y-87-1.
[8] *Ibid.*

TABLE 3.1
NATIONAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Primary Standards		Secondary Standards		Attainment Status
	Threshold Level[1]	Averaging Time	Threshold Level	Averaging Time	
Carbon Monoxide (CO)	9 ppm (10 mg/m^3)	8-hour [2]	None		Attainment
	35 ppm (40 mg/m^3)	1-hour [2]			Attainment
Lead (Pb)	0.15 µg/m^3 [3]	Rolling 3-Month Average [4]	Same as Primary		Attainment
Nitrogen Dioxide (NO_2)	100 ppb	1-hour [5]	Same as Primary		Attainment
	53 ppb [6]	Annual	None		Attainment
Ozone (O_3)	0.075 ppm (2008 std) [7]	8-hour [8]	Same as Primary		Non-attainment (moderate)
Particulate Matter (PM_{10})	150 µg/m^3	24-hour [9]	Same as Primary		Attainment
Particulate Matter ($PM_{2.5}$)	15 µg/m^3	Annual (Arithmetic Mean) [10]	Same as Primary		Non-attainment
	35 µg/m^3	24-hour [4]	Same as Primary		
Sulfur Dioxide (SO_2)	75 ppb [11]	1-hour [12]	0.5 ppm (1300 µg/m3)	3-hour [2]	Attainment

Notes:

(1) Threshold levels are expressed as parts per million (ppm); milligrams per cubic meter (mg/m^3); micrograms per cubic meter (µg/m^3); and parts per billion (ppb).

(2) Not to be exceeded more than once per year.

(3) Final Rule signed October 15, 2008.

(4) Not to be exceeded.

(5) To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 100 ppb (effective January 22, 2010).

(6) The official level of the NO_2 standard is 0.053 ppm, equal to 53 ppb, which is shown there for the purpose of clearer comparison to the 1-hour standard.

(7) Final Rule signed March 12, 2008.

(8) The1997 ozone standard (0.08 ppm, annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years) and related implementation rules remain in place. In 1997, EPA revoked the 1-hour ozone standard (0.12 ppm, not to be exceeded more than once per year) in all areas, although some areas have continued obligations under than standard. The 1-hour ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above 0.12 ppm is less than or equal to 1.

(9) Not to be exceeded more than once per year on average over 3 years.

(10) Annual mean, averaged over 3 years.

(11) Final rule signed June 2, 2010.

(12) The 1971 annual and 24-hour SO_2 standards were revoked in that same rulemaking. However, these standards remain in effect until one year after an area is designated for the 2010 standard, except in areas designated nonattainment for the 1971 standards, where the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standard are approved.

Source: USEPA, October 2011.

3.3.1 Uplands

Upland community types identified within the relatively undisturbed portions of the study areas included bluff, slope, and ravine forests; oak-hickory successional forests; and pine successional forests (**Figure 3.3)**. The majority of uplands within the study areas have

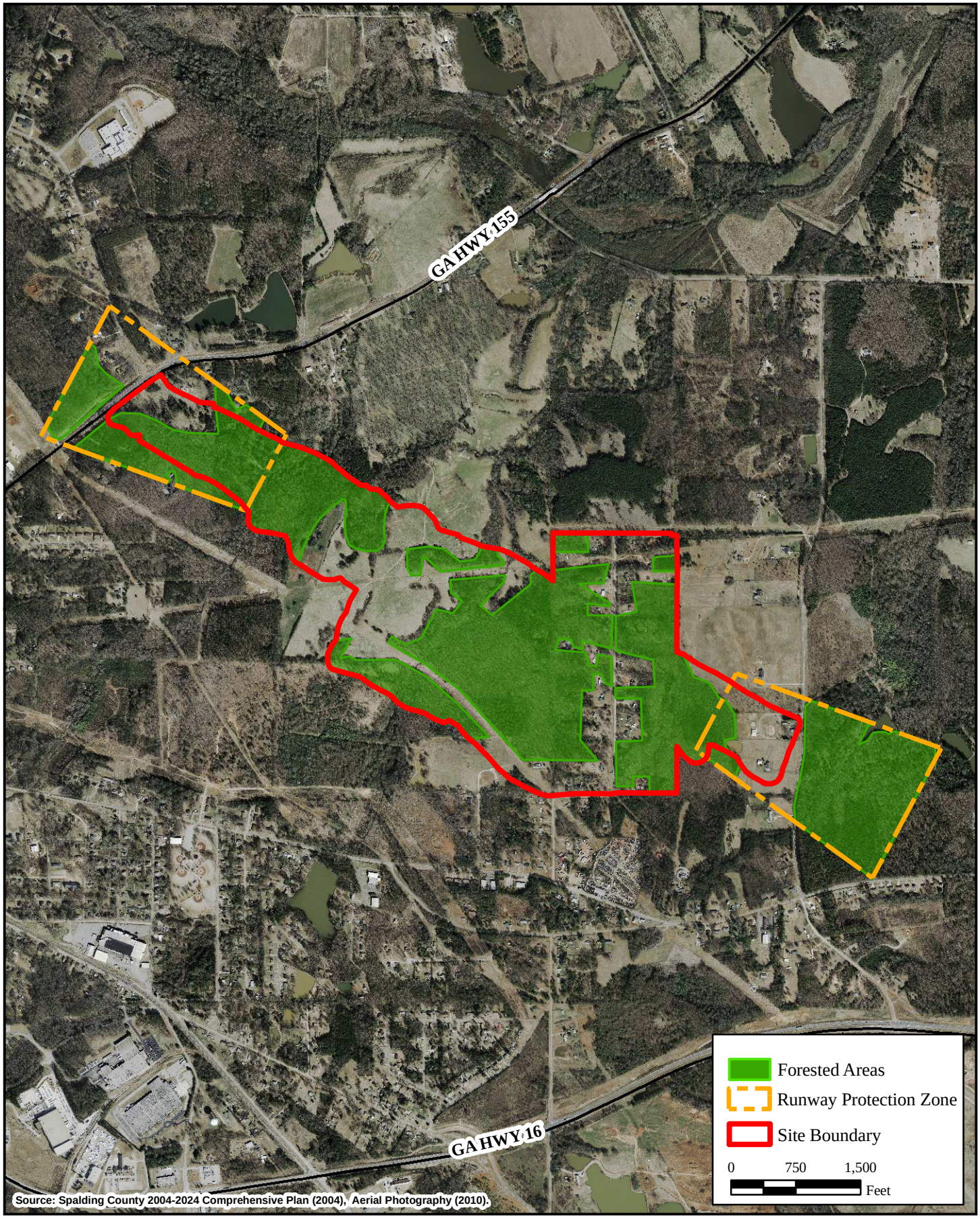

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FIGURE 3.3

FORESTED AREAS (ALTERNATIVE 3)

been disturbed by residential, commercial, and/or agricultural development; these disturbed lands are described in Section 3.3.3 below.

Bluff, Slope, and Ravine Forest

The bluff, slope, and ravine forest community occupies stream valleys, slopes, and ravines in the Piedmont Physiographic Province.[9] The tall, closed canopy and the understory are composed of a rich variety of hardwood trees at various stages of growth, as well as a variety of shrub species. The canopy layer of the bluff, slope, and ravine forests identified within the study areas was dominated by tulip-poplar (*Liriodendron tulipifera*), red maple (*Acer rubrum*), sweet-gum (*Liquidambar styraciflua)*, and white oak (*Quercus alba*), with occasional red oak (*Quercus rubra*) and sugar maple (*Acer saccharum*). The understory of each site usually contained sourwood (*Oxydendrum arboreum*), flowering dogwood (*Cornus florida*), chalk maple (*Acer leucoderme*), hornbeam (*Carpinus caroliniana*), and American holly (*Ilex opaca)*. The shrub layer was usually dominated by the invasive Chinese privet (*Ligustrum sinense*), and occasional blueberry (*Vaccinium* spp.); vines included wood-vamp (*Decumaria barbara*), which commonly grew as a ground cover on creek banks. The herbaceous layer included Christmas fern (*Polystichum acrostichoides*), partridgeberry (*Mitchella repens*), heartleaf (*Hexastylis arifolia*), and pipsissewa (*Chimaphila maculata*).

Oak-Hickory Successional Forest

Wharton describes the oak-hickory successional forest community as occurring on slopes between rivers and tributaries and dominated by a canopy of oaks, hickories, and other hardwood species in combination with pines; it is an abundant community type in the Piedmont. The canopy of oak-hickory successional forests identified in the study areas was dominated by red oak (*Quercus rubra*), southern red oak (*Quercus falcata*), white oak, chestnut oak (*Quercus prinus*), water oak (*Quercus nigra*), and post oak (*Quercus stellata*), as well as pignut hickory (*Carya glabra*) and mockernut hickory (*C. tomentosa*). Co-dominant tree species included loblolly pine (*Pinus taeda*), Virginia pine (*Pinus virginiana*), and occasional black-gum (*Nyssa sylvatica*). The understory was comprised of sapling canopy species, plus eastern red-cedar (*Juniperus virginiana*), flowering dogwood, American holly, and black cherry (*Prunus serotina*). Woody vines included muscadine (*Vitis rotundifolia*), yellow jessamine (*Gelsemium sempervirens*), poison-ivy (*Toxicodendron radicans*), Japanese honeysuckle (*Lonicera japonica*), trumpet-vine (*Campsis radicans*), and various greenbriers (*Smilax rotundifolia; S. smallii; S. glauca*). The herbaceous layer was sparse, with partridgeberry, ebony spleenwort (*Asplenium platyneuron*), heartleaf, and pipsissewa.

Pine Successional Forest

The pine successional forest community has a canopy of pines and a well-developed sub-canopy of several tall shrub and/or hardwood sapling species. This community type is described by Wharton as successional from the abandonment of cropland, generally succeeding to deciduous hardwood-dominated forests; it is rarely found in a mature or climax successional stage. The canopy layer of pine successional forests identified within the study areas was dominated by loblolly pine, Virginia pine (*Pinus virginiana*),

[9] Wharton, C. H. (1978). *The Natural Environments of Georgia*, Bulletin 114.

water oak, black cherry, and sweet-gum. The understory consisted of eastern red-cedar, Chinese privet, highbush blueberry (*Vaccinium corymbosum*), and devil's walkingstick (*Aralia spinosa*). Woody vines included briers (*Smilax rotundifolia; S. bona-nox; S. glauca*), yellow jessamine, muscadine, poison-ivy, and Japanese honeysuckle. The herbaceous layer was sparse, with ebony spleenwort often the lone representative.

3.3.2 Wetlands

Wetlands in the study areas included bottomland hardwoods, freshwater marshes, and ponds. Disturbed wetlands, including ditches and some ponds, are described in Section 3.3.3 below.

Bottomland Hardwood

The bottomland hardwood community is a palustrine (freshwater) wetland that is frequently flooded by and associated with river systems, creeks, or other surface water drainages. These floodplain wetlands are flat and are often dissected by small streams. Bottomland hardwood communities in the study areas were generally associated with large tributaries to rivers, especially where they joined a river's more extensive floodplain. The canopy of these forests was dominated by red maple, sweet-gum, and tulip-poplar, with occasional loblolly pine. The shrub layer was dominated by tag alder (*Alnus serrulata*) and saplings of canopy species such as water oak and black-gum. Vines were typically abundant, and included yellow jessamine, muscadine, poison-ivy, wood-vamp, and several species of brier (*Smilax laurifolia*, *S. glauca*, and *S. rotundifolia*). Herbaceous plants were mostly absent, with the exception of remnants of ferns from the previous growing season -- mostly cinnamon fern (*Osmunda cinnamomea*) and netted chain fern (*O. areolata*), but also royal fern (*O. regalis*). Extensive stands of cane (*Arundinaria gigantea*) also were common in this community type.

Freshwater Marsh

The freshwater marsh community is a non-tidal wetland with a water level generally between a few inches to two or three feet, and with vegetation dominated by emergent grasses, sedges, and rushes. Marshes are frequently perpetuated along powerline transects and ditches as a result of maintenance mowing or brush clearing, which keeps shrubby vegetation at bay. They also occur in association with natural disturbances, such as beaver activity. Naturally-occurring marshes are associated with bodies of water such as ponds and lakes, but also with swamps, bottomlands, and Carolina bays. Marshes identified within the study areas were dominated by woolgrass (*Scirpus cyperinus*), soft rush (*Juncus effusus*), cattails (*Typha latifolia*), giant beard grass (*Erianthus gigantea*), and witch-grass (*Panicum scoparium*). Evidence of ferns also was commonly seen, including remnants of cinnamon fern and netted chain fern. Woody species, mostly tag alder and black willow (*Salix nigra*), were limited to the margins of the marshes.

Pond

A pond is typically defined as a relatively small (less than 20 acres) and shallow (less than 6 feet deep) permanent or temporary water body created by natural topographic features or by human or animal activities (e.g., by excavation or by alteration of surface drainage flow). Ponds identified within the study areas included both man-made impoundments and beaver ponds. Evidence of plant life observed in ponds during the

field reconnaissance was limited to remnants of emergent species from the previous year along the shallow edges of the ponds, including bulrush, soft rush, cattails, and giant beard grass. Woody species, including alder and willow, were found along the extreme upper margins of the ponds. During the growing season, these ponds likely support submerged and floating-leaved species such as water-lily, duckweeds (*Lemna* spp.; *Spirodela* spp.), alligatorweed (*Alternanthera philoxeroides*), parrot-feather (*Myriophyllum aquaticum*), and pennywort (*Hydrocotyle* sp.).

3.3.3 Disturbed Lands

In addition to the natural communities described above, the study areas included lands disturbed by agricultural activities or for timber production; built upon for residential, commercial, or industrial purposes; or developed as transportation infrastructure. Disturbed lands identified within the study areas included pastureland, pecan groves, fallow agricultural fields, hedgerows/fencerows, manmade ponds and ditches, abandoned homesites, maintained lawns, residences, roadways and parking lots, vacant lots, industrial yards, and commercial buildings. Most of the acreage in the study areas consists of disturbed lands, especially the area within and adjacent to the existing Airport.

Agricultural lands within the study areas were often dominated by herbaceous weedy species and a variety of native and alien grasses. Abandoned homesites, hedgerows, and the adjacent forest edges often contained old ornamental plantings that were persisting or spreading, such as chinaberry (*Melia azedarach*), mimosa (*Albizia julibrissin*), Chinese privet (*Ligustrum sinense*), Chinese holly (*Ilex cornuta*), mahonia (*Mahonia bealei*), nandina (*Nandina domestica*), cherry laurel (*Prunus caroliniana*), multiflora rose (*Rosa multiflora*), groundsel-bush (*Baccharis halimifolia*), Japanese honeysuckle, kudzu (*Pueraria lobata*), and English ivy (*Hedera helix*). Several dense stands of bamboo (*Phyllostachys aurea*) also were observed, which are usually indicative of a former homesite.

3.4 COASTAL ZONE MANAGEMENT ACT AND COASTAL BARRIER RESOURCES ACT

The Coastal Zone Management Act of 1972 (CZMA), as amended, requires that projects located within the coastal zone comply, to the maximum extent practicable, with approved state coastal management programs.[10] The GDNR's Coastal Resource Division administers Georgia's Coastal Management Program (GCMP) within the coastal zone, which encompasses all tidally influenced waterbodies and areas economically tied to coastal resources.[11] Georgia's coastal zone extends approximately 60 miles inland and consists of eleven coastal counties. Spalding County is not one of the eleven designated coastal counties, and the Proposed Action is therefore not subject to regulation under the CZMA.

The Coastal Barrier Resources Act of 1982 (CBRA) designated various undeveloped coastal barrier islands for inclusion in the Coastal Barrier Resources System (System).

[10] 16 U.S.C.§ 1456(c)

[11] Georgia Department of Natural Resources, Coastal Resources Division, "Overview of the Coastal Management Program," *http://crd.dnr.state.ga.us/content/displaycontent.asp?txtDocument=54* (August 16, 2010).

The Coastal Barrier Improvement Act of 1990 (CBIA) included additional areas along the Great Lakes, Puerto Rico, the Florida Keys, and the Virgin Islands into the System, as well as secondary barriers within large embayments. Additionally, it provided automatic inclusion of undeveloped coastal barriers that are excess Federal properties. The CBRA was reauthorized by the Coastal Barrier Resources Reauthorization Act of 2005 (CBRRA).[12] Spalding County does not include any of the resource areas protected under the CBRA, the CBIA, or the CBRRA, and therefore the Proposed Action would not be subject to regulation under these federal laws.

3.5 CONSTRUCTION AREA ACTIVITIES

Construction activities can cause impacts to the environment, such as airborne dust and emissions from heavy equipment, runoff of sediment-laden stormwater, spillage or leakage of petroleum products, generation of construction debris, and noise. Because construction activities are temporary in nature, any potential environmental impacts associated with those activities would be expected to be relatively minor in relation to the potential permanent impacts from a proposed action.

Federal and state laws and regulations, as well as local ordinances, govern construction activities in order to improve safety and to avoid or minimize environmental impacts. Best Management Practices (BMPs) that can minimize potential construction impacts include limiting the hours that construction can occur; properly maintaining construction equipment, and using silt fencing and gravel to trap sediments.

3.6 CULTURAL, HISTORICAL, ARCHAEOLOGICAL, AND ARCHITECTURAL RESOURCES

The National Historic Preservation Act of 1966 (NHPA) mandates that districts, sites, buildings, structures, and objects that are significant to American history, architecture, archaeology, engineering, and culture be cataloged on the NRHP.[13] Section 106 of the NHPA, *Protection of Historic and Cultural Resources*, requires federal agencies to consider the effects of their actions on resources listed on the NRHP, as well as on resources that are determined to be eligible for listing on the NRHP. Historic and archaeological resources, such as houses, churches, monuments, and cemeteries, as well as prehistoric sites, are to be avoided wherever possible when constructing or performing improvements at airports. Resources identified during the planning or construction of a project must be evaluated to determine whether they are listed on or potentially eligible for listing on the NRHP.

As defined in 36 CFR 800.16(d), the Area of Potential Effects (APE) is defined as "... the geographical area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." Based on this definition and on the nature and scope of the Proposed Action, the APE for a project alternative would include the areas within the proposed right-of-way and RPZs, within a specified noise level contour for that alternative, and within the potential

[12] USFWS, "John H. Chafee Coastal Barrier Resource System," *http://www.fws.gov/habitatconservation/cbra4.html#cbra* (August 12, 2010).
[13] National Register Information System, accessed at: *http://www.cr.nps.gov/nr/research/nris.htm.*

viewshed of the proposed project site. A Phase I Cultural Resources Survey of the APE for the Preferred Build Alternative was conducted from February 15, 2010, to March 12, 2010 (**Appendix A - Correspondence**).

3.6.1 Historic Resources

Georgia's Natural, Archaeological, and Historic Resources GIS (GNAHRGIS) website was reviewed to determine if any NRHP-listed or NRHP-eligible properties are located in the vicinity of the existing Airport.[14] Background research was conducted by qualified historians at the GDNR-Historic Preservation Division office in Atlanta, the Georgia Archaeological Site File in Athens, the University of Georgia Map Library, the Georgia Archives, the Spalding County Tax Assessor's Office, the Spalding County Courthouse Deed Room, and the Flint River Regional Library in Griffin to determine if any NRHP-listed, NRHP-nominated, or NRHP-eligible resources are located within the APE associated with the Preferred Build Alternative for the Proposed Action.

The background research revealed that there are five NRHP-listed properties in the vicinity of the existing Airport, and there are no previously recorded NRHP-eligible, nominated, or listed buildings, structures, or objects within the boundaries of Preferred Build Alternative project tract.[15] However, there are three previously recorded historic resources located within the APE of the Preferred Build Alternative site: Resource 1, the Thomas-Melin House and Farm; Resource 2, the Thomas-Bennett House; and Resource 3, a circa-1950 storage building. **Figure 3.4** shows the locations of these resources in relation to the APE.

Qualified historians also conducted a visual survey as part of the Phase I evaluation to determine the presence of historical structures in the APE of the Preferred Build Alternative site.[16] In addition to the three previously recorded historic resources discovered during the background research, seven previously unrecorded architectural resources were identified within the APE (Resources 4 through 10). A list of cultural resources identified in the APE, with brief descriptions and NRHP recommendations, is provided in **Table 3.2**. Detailed resource descriptions in the following section focus on those properties recommended as eligible for the NRHP.

3.6.1.1 Eligible / Potentially Eligible Historic Resources

The historic resources survey revealed four resources recommended as eligible or potentially eligible for listing on the NRHP: Resource 1, the Thomas-Melin House and Farm; Resource 2, the Thomas-Bennett House; Resource 4.1, a circa 1915 barn associated with Resource 4 / Hopkins House; and Resource 10, the Griffin, Monticello, and Madison Railroad Bed. A fifth property, Resource 9, was initially recommended ineligible for listing on the NRHP but was subsequently determined eligible by the GDNR-HPD, as discussed below.

[14] GNHARGIS, accessed at: *http://www.gnahrgis.org/gnahrgis/index.do*.
[15] Brockington & Associates (May 2010). *Phase I Cultural Resources Survey of the Preferred Build Alternative Site for the Proposed Griffin-Spalding County Airport*.
[16] *Ibid.*

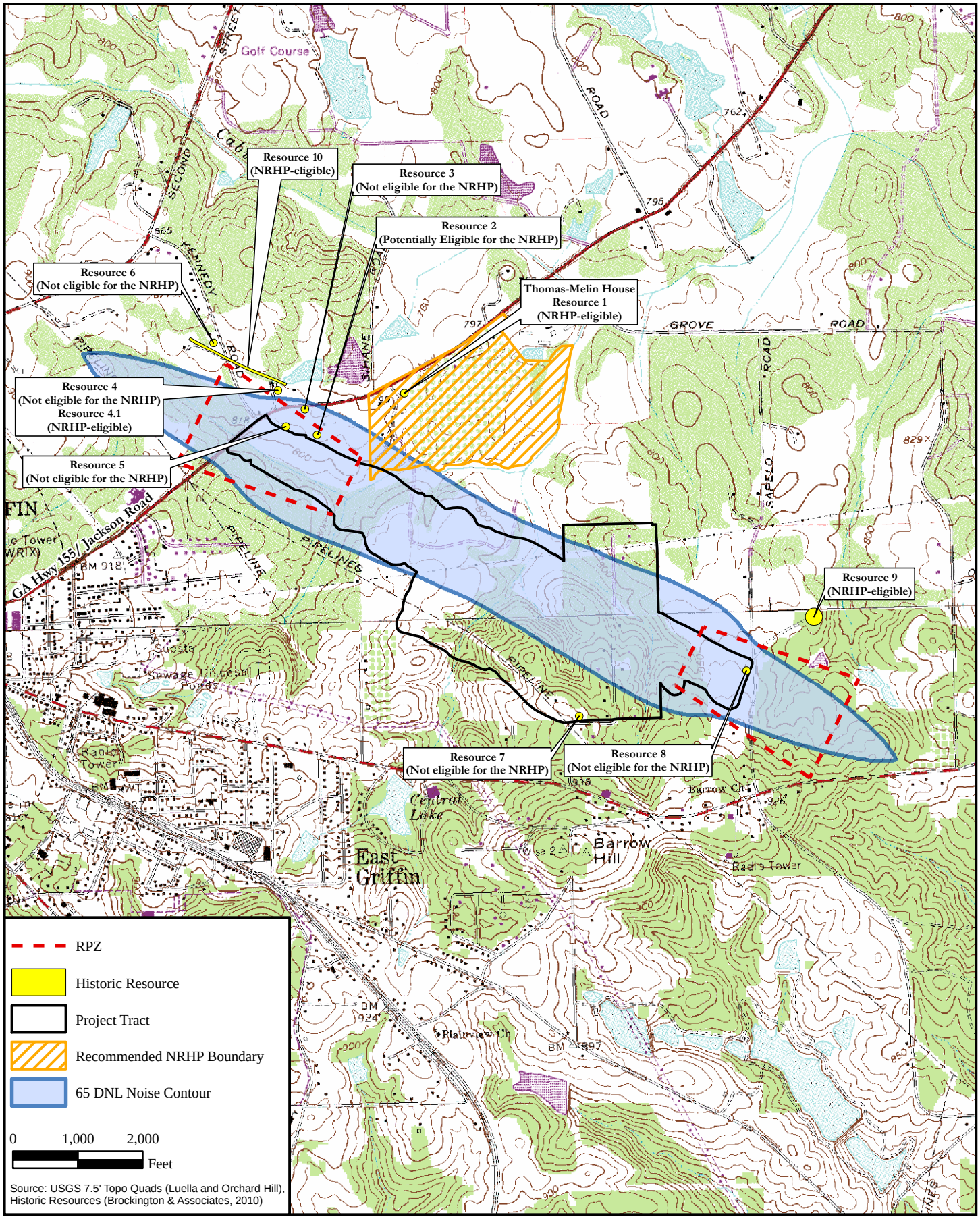

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FIGURE 3.4

CULTURAL RESOURCES

TABLE 3.2
HISTORIC RESOURCES LOCATED WITHIN THE AREA OF POTENTIAL EFFECTS (APE)

Resource Number / Name	Resource Location	Resource Description	NRHP Recommendation
Resource 1 / Thomas-Melin House and Farm	1674/1913 Jackson Road	Circa 1855 Georgia Cottage	Eligible [(1)]
Resource 2 / Thomas-Bennett House	Hopkins Tract near Jackson Road	Circa 1858 Modified Saddlebag House	Potentially eligible
Resource 3	1518 Jackson Road	Circa 1950 Storage Building	Ineligible
Resource 4 / Hopkins House	1485 Jackson Road	1955 Ranch House	Ineligible
Resource 4.1	1485 Jackson Road	1915 Barn	Eligible
Resource 5	1476 Jackson Road	1954 Ranch House	Ineligible
Resource 6	131 Kennedy Road	1959 Ranch House	Ineligible
Resource 7	145 Banks Road	Circa 1910 Central Hall House	Ineligible
Resource 8	193 Sapelo Road	1885 New South Cottage	Ineligible
Resource 9	230 Sapelo Road	Circa 1890 Central Hall House	Eligible
Resource 10	Hopkins House Property and Kennedy Road	Circa 1871 Railroad Bed (Griffin, Monticello, and Madison Railroad)	Eligible

Note:
[(1)] Resource 1 recommended **eligible** under Criterion C (*design/construction*) and Criterion A (*event*), based on the portion of the resource within the Preferred Build Alternative project tract; also recommended **potentially eligible** under Criterion D (*information potential*), based on unsurveyed areas outside the Preferred Build Alternative project tract.

***Source*:** Brockington & Associates (May 2010). *Phase I Cultural Resources Survey of the Preferred Build Alternative Site for the Proposed Griffin-Spalding County Airport, Spalding County, Georgia.*

Resource 1 (Thomas-Melin House and Farm):

The Thomas-Melin House and Farm is located at the northeast end of the study area, on the south side of SR 155/Jackson Road. This resource consists of a circa 1855 Georgian cottage and associated outbuildings; which include tenant houses, dairy barns, storage buildings, a water tower, and a gable ell cottage. Also on the property are hay fields, a large wooded area, and a large pecan orchard. The house was built by Charles W. Thomas, a planter and minister. His Spalding County house and plantation were known as Saint Bridge's, and consisted of many more acres than the property contains today. At present, the property consists of 102.3 acres.

As a whole, the Thomas-Melin House and Farm property is in good to fair condition. What remains of the agricultural complex retains integrity of location, design, materials, workmanship setting, feeling, and association. Therefore, the Thomas-Melin House and Farm retains sufficient integrity to be recommended as **eligible** for listing on the NRHP under Criterion C, *design/construction*, in the area of agriculture on a local level of significance; and under Criterion A, *event*, also in the area of agriculture on a local level of significance.

A small portion of the property was surveyed for archaeological resources in 2000 for the SR 155/Jackson Road improvements project, and in 2004 for a gas pipeline access road that was not built. As a result of the pipeline survey, a small historic artifact scatter and brick foundation remnant was identified between the Thomas-Melin House and SR 155/Jackson Road. This archaeological site, 9SP67, was recommended as ineligible for listing on the NRHP. In addition, the small portion of the Thomas-Melin property that extends into the Preferred Build Alternative site was surveyed as part of this EA. No building, structure, objects, features, archaeological sites, or other contributing elements were identified in this area of the property. This area consists of a mixed hardwood and pine forest that extends northeast well beyond the project tract.

Most of the Thomas-Melin property (i.e., the portion outside of the Preferred Build Alternative project tract) has not been surveyed for archaeological resources. There is a potential for intact antebellum and post-bellum archaeological features to be present on the property, such as trash pits, privies, additional outbuilding remnants, slave cabin remnants, and wells. Therefore, the resource is recommended as **potentially eligible** for listing on the NRHP under Criterion D, *information potential*. Due to the size of the pecan orchard, and the fact that contributing buildings are scattered across the property, the recommended NRHP boundary consists of the legal property boundary (which contains 102.3 acres), as well as two small outparcels along SR 155/Jackson Road that still contain a portion of the pecan orchard.

<u>Resource 2 (Thomas-Bennett House):</u>

The Thomas-Bennett House tract was owned by Reverend Charles W. Thomas in the nineteenth century and was once part of the Saint Brides Plantation. The Thomas-Bennett House was originally recorded as an evolutionary gable ell cottage but could possibly be a modified saddlebag house, as the west wing has a saddlebag plan. Portions of the saddlebag wing appear to be antebellum. Part of the wood frame appears to have been cut with a reciprocating saw. In addition, the base of the brick chimney beneath the house consists of large fieldstones. However, the majority of building materials in this portion of the house are post-bellum. It appears that the original house at this location was antebellum but was greatly modified or rebuilt in the late nineteenth and early twentieth centuries. While there are numerous early cut nails present in this portion of the house, the bricks in the chimney are machine made, and the windows are wood frame, double hung, with 3/1 vertical pane configurations. The two-story portion of the house, which is made of fieldstones and locally produced red clay mortar, is built with circa 1900 building materials, and the other major additions to the house date to the early twentieth century. On the front of the house are the remnants of a circa 1925 porch, which was supported by battered posts on brick piers. The house was basically intact when it was originally surveyed and recommended as ineligible for listing on the NRHP under Criterion A, *event*, Criterion B, *person*, and Criterion C, *design/construction*. At present, the house has partially collapsed.

Associated with the house is a circa 1940 wood frame garage that also has partially collapsed. There are two concrete pump houses behind the house with missing roofs, and to the east of the house are the ruins of a barn. West of the house, within the proposed RPZ for the Preferred Build Alternative, is a stone chimney fall and artifact scatter that was recorded as Site 9SP191 during the archaeological survey for this EA.

There are no other extant buildings or structures on the 44.96-acre property of Resource 2, and the only building ruin and site within the archaeological survey area is 9SP191. The property is completely abandoned and is not being used for agricultural purposes. Therefore, the property is recommended as ineligible for listing on the NRHP under Criterion A, *event*, in the area of agriculture. However, due to the presence of Site 9SP191 and the potential for intact antebellum and post-bellum archaeological features to be present on areas of the property outside the current archaeological survey area, the resource is recommended as **potentially eligible** for listing on the NRHP under Criterion D, *information potential*.

Resource 4.1 (circa 1915 barn associated with Resource 4 / Hopkins House):

Resource 4, the Hopkins House, is a side gable ranch house located at 1485 Jackson Road. Resource 4 is not recommended as eligible for the NRHP. However, a circa 1915 barn located on the 76.8 acre-property is recommended as **eligible** for listing on the NRHP under Criterion C, *design/construction*, as an excellent example of an early-twentieth century gambrel barn. The barn has a poured concrete foundation, a wood frame, a corrugated metal roof, vertical plank siding and a loft. The barn is in good condition and retains excellent integrity.

Resource 9 (circa 1900 Central Hall House):

Resource 9 is a circa 1900 Central Hall House located on the west side of Sapelo Road, approximately 650 feet north of the southeast RPZ (see **Figure 3.4**). At present, the house is abandoned and is located on a wooded 100-acre hunt club tract. The house has a fieldstone and cut stone pier foundation, a wood frame, a side gable asphalt shingle roof, two exterior brick chimneys, and shed roof front and side porches. On the front elevation are two large cross gable roof dormers. The remaining windows are on the side and rear elevations and are wood frame, flat headed, double hung, with 6/6 and 3/1 vertical pane configurations. The exterior of the house is covered with weatherboard, except the front elevation on the porch, which is covered with horizontal flush board.

On the rear elevation is a circa 1910 gable roof ell addition, and attached to the ell is a circa 1925 shed roof addition with wood frame 3/1 windows. There also is a circa 1980 shed roof service porch attached to the rear of the ell. Also on the rear elevation is a circa 1950 shed roof addition that extends across the back of the house from the rear ell to the southwest corner of the house.

Non-historic alterations to the house include a circa 1985 replacement front porch. It has a concrete block pier foundation, a wood plank floor, plain wood post supports, and a V-crimp metal shed roof. The porch has wood steps and a wood handicap ramp with a railing covered with wood lattice. The shed roof side porch has circa 1985 wood box supports and a circa 1985 balustrade. Although the sidelights are still present, the front door has been removed. All the windows on the front elevation have been removed, as well as most of the windows in the house. In addition, the chimneys have a circa 1985 stucco exterior treatment.

Behind the house is a circa 1950 storage building. It has a brick pier foundation, a wood frame, and a front gable corrugated metal roof. The exterior is covered with board and batten siding and there is a single vertical wood plank door in the south gable end. There

are also two window bays covered with vertical plank shutters. The outbuilding is in fair condition and possesses excellent integrity.

The setting of the resource consists of several oak trees and there is an overgrown field between the house and Sapelo Road. The house is located approximately 1,000 feet east of Sapelo Road. The front, side, and back yards are densely overgrown with bamboo, which in some areas is ten feet high. The remainder of the tract consists of mature mixed hardwood and pine trees. There is also a small pond at the southeast end of the tract.

There are no known significant historical events that took place on the Resource 9 property. Therefore, the resource is recommended ineligible for the NRHP under Criterion A, *event*. In addition, while the property was most likely associated with agricultural land, it is presently located on a wooded hunt club tract. Except for the small storage building behind the house, there are no extant outbuildings on the property and former fields. The pastures are now wooded or overgrown with underbrush. As a result, Resource 9 would not reflect one of the agricultural developmental periods as described in the *Tilling the Earth – Georgia's Agricultural Heritage, a Context*. Therefore, the resource would not be eligible under Criterion A in the area of agriculture.

There are no known associations with significant persons for Resource 9. Therefore, it is recommended ineligible under Criterion B, *person*. The property is not likely to yield information important in prehistory or history. Therefore, the resource is recommended ineligible under Criterion D, *information potential*.

Resource 9 was also evaluated under Criterion C, *design/construction*. The resource is in fair condition and possesses only fair integrity. The resource has not been moved; therefore, it retains integrity of location. However, the resource is abandoned and the surrounding agricultural landscape has reverted to woods, underbrush, and thick stands of bamboo. As a result, the resource has lost integrity of setting and association. Due to non-historic alterations such as a stucco chimney, removed windows and doors, and the circa 1985 front porch, which is not in-keeping with the building materials and type/style of the house, the resource has lost integrity of design, materials, and, workmanship, and has diminished integrity of feeling. As a result, the resource is not an excellent example of a Central Hall house.

Based on the above considerations, Resource 9 was initially recommended **ineligible** for the NRHP. However, in its review of the Phase 1 HRSR, the GDNR-HPD has determined that Resource 9 is **eligible** for the NRHP under Criterion C, *design/construction*. Because the original boundary does not appear to be intact and because there are no other contributing elements to the resource on the property, the eligible NRHP boundary is a visual boundary. The eligible boundary consists of approximately 2 acres and includes the house, front and side yards, and the circa 1950 outbuilding.

<u>Resource 10 (Griffin, Monticello, and Madison Railroad Bed):</u>

In the 1870s, efforts were made to build a railroad line from Griffin to Madison, fulfilling General Griffin's original rail expectations for the city. The Griffin, Monticello, and Madison Railroad was founded in 1882, and over several years, a railroad bed was graded from Griffin east to the Towaliga River, but no track was ever laid. The railroad

company failed, and under court order it was sold at a sheriff's auction; the railroad line was never completed. This resource, a late-nineteenth century railroad bed, approximately 1,500 feet long, is located northwest of the study area, immediately northwest of the proposed RPZ. It crosses a portion of the Hopkins House property (Resource 4) and extends to a point approximately 600 feet northwest of Kennedy Road (see **Figure 3.4**). While the portion of the railroad bed on the Resource 4 property is somewhat eroded, the section northwest of Kennedy Road is in excellent condition. Overall, the railroad bed retains good to excellent integrity. As a result, Resource 10 is recommended as **eligible** for listing on the NRHP under Criterion A, *event*, in the area of transportation development on a local level of significance.

3.6.1.2 NRHP-Ineligible Historic Resources

The historic resources survey also revealed six properties recommended as **ineligible** for listing on the NRHP: Resource 3, a circa 1950 storage building; Resource 4, the Hopkins House; Resource 5, a 1954 ranch house; Resource 6, a 1959 ranch house; Resource 7, a circa 1910 central hall house; and Resource 8, an 1885 new south cottage. Additional details regarding these properties and their NRHP recommendations can be found in **Appendix A.**

3.6.2 Archaeological Resources

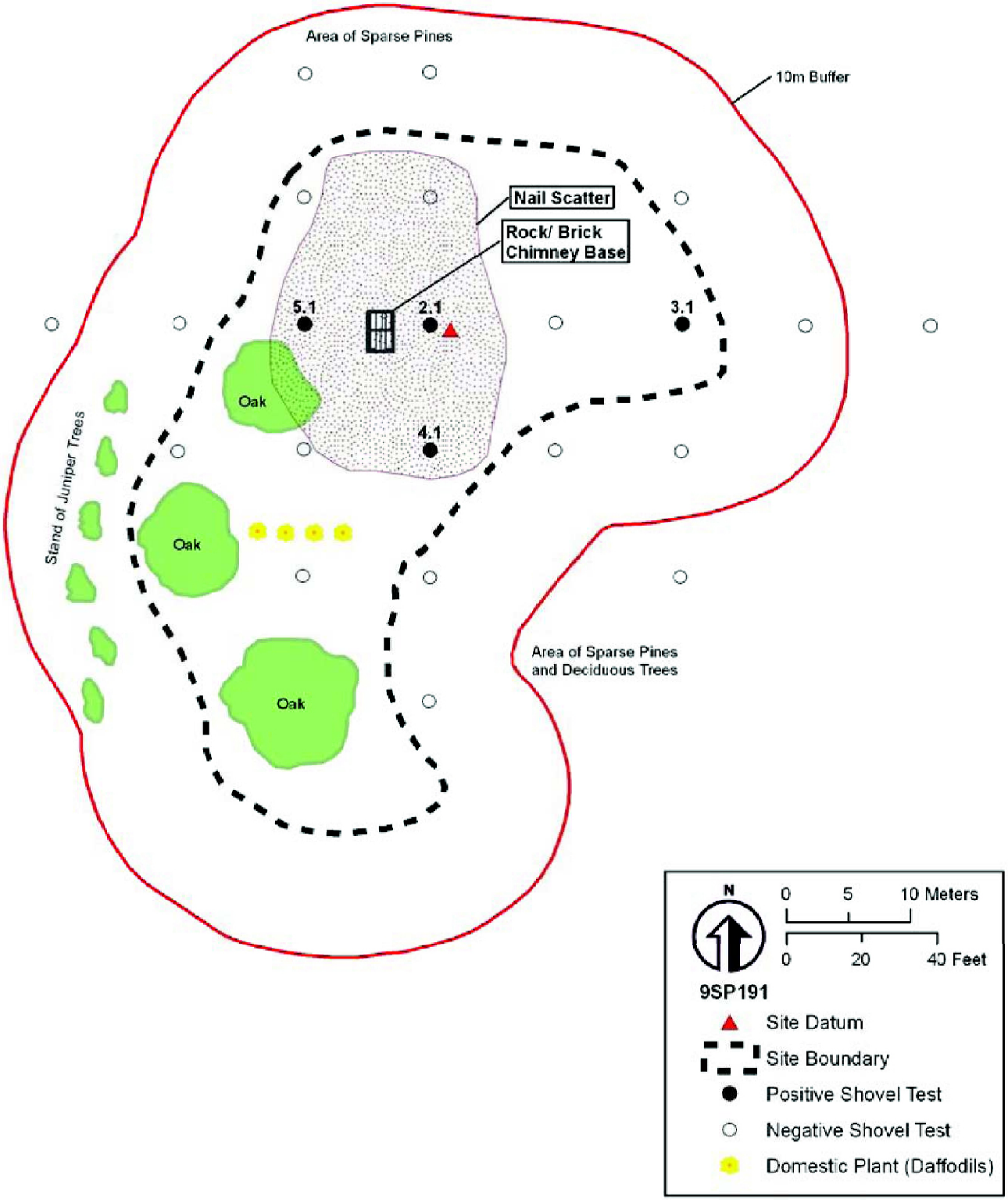
The Preferred Build Alternative project tract and RPZ, which covers an area of approximately 400 acres, was intensely surveyed for archaeological resources. Systematic shovel tests were conducted at 30-meter intervals along 69 transects spaced 30 meters apart, throughout the study area. In total, 738 shovel tests were excavated. In addition, judgmental shovel testing was conducted in the residential development on Banks Road.

An Oglethorpe Power transmission line corridor that crosses in a southwest-to-northeast direction through the central portion of the study area was surveyed for archaeological resources in 1988. Surface inspection and judgment shovel testing was conducted in the Oglethorpe Power transmission line corridor to ensure that no late historic period sites were located in the corridor. A Southern Natural Gas Company pipeline corridor that crosses the southern end of the study area also was surveyed for cultural resources, in 2004. In the 2004 survey, no archaeological sites were encountered along the pipeline corridor within the study area for this EA; therefore, additional shovel tests were not excavated in that area.

As a result of the Phase I archaeological survey for this EA, two sites were identified: 9SP190 and 9SP191. Site 9SP190 consists of two historic irrigation trenches and is recommended as **ineligible** for listing on the NRHP. Site 9SP191 is a historic house site (Resource 2, the Thomas-Bennett House) and is recommended as **potentially eligible** for listing on the NRHP.

3.6.2.1 Potentially Eligible Archaeological Resources

Site 9SP191 is located in the proposed northwest RPZ of the Preferred Build Alternative project tract. This resource is a late-nineteenth century to early-twentieth century house site, and consists of a fieldstone chimney fall and artifact scatter (**Figure 3.5**).



Source: Brockington & Associates (October 2010).

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FIGURE 3.5

ILLUSTRATION OF SITE 9SP191

This site is located on the same tract (Hopkins Tract) of land as Resource 2, the Thomas-Bennett House, and is likely associated with Resource 2. Site 9SP191 was identified through surface observation and an initial judgment shovel test located near the chimney fall. It was then further defined through 10-meter interval shovel testing.

The site consists of a field stone chimney fall and a small scatter of machine made bricks. Southeast of the chimney fall are three large oak trees ranging in age from 75 to 125 years and a daffodil flower bed. Just beyond the western site boundary is a line of mature juniper trees and several wood fence posts that define a property line. To the north of the site is an area of sparse pines and to the east and south of the site are areas of sparse pines and deciduous trees.

Most of the recovered artifacts date from the late-nineteenth to early-twentieth century time period. The artifacts include three light green plate glass fragments, three light green window glass fragments, one amethyst table glass fragment, and one light green glass bottle neck fragment. In addition, one fragment of yellowware was recovered that was determined to have been produced from 1820-1940. The site also maintained a scatter of wire nails and unidentifiable iron fragments north of the chimney fall.

According to the owner of Resource 2 (the Thomas-Bennett house), Dr. Tom Hopkins, the property was owned by Reverend Charles W. Thomas in the nineteenth century and was once part of Saint Bridge's Plantation. While the majority of the abandoned Thomas-Bennett house dates to the early-twentieth century, there are some antebellum building materials present in the house.

Site 9SP191 is located approximately 295 feet (90 meters) southwest of the Thomas-Bennett House. Due to the presence of intact soils and the potential for an antebellum component and features, this site is recommended as **potentially eligible** for listing on the NRHP. Phase II archaeological testing and additional research is recommended to determine if there is an antebellum component to the site and to evaluate its association to Resource 2, the Thomas-Bennett house.

3.6.2.2 Ineligible Archaeological Resources

Background research conducted during the Phase I cultural resources survey revealed that there are no previously recorded archaeological sites located within the APE of the Preferred Build Alternative project tract; however, there are nineteen sites located within one mile of that tract.

The Phase I investigation resulted in the discovery of Site 9SP190. This site consists of two historic irrigation trenches but is recommended as **ineligible** for listing on the NRHP.

3.7 CUMULATIVE AND INDIRECT IMPACTS

As defined under 40 CFR 1508.7, a cumulative impact is: "... the impact in the environment which results 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 person undertakes such other actions. Cumulative impacts can result for individually minor but collectively significant actions taking place over a period of time."

Also defined under 40 CFR 1508.8(b), indirect impacts are: "... caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable." Although indirect impacts are not directly attributable to the construction and operation of a project, impacts could occur because of induced growth from new or improved facilities. Therefore, in accordance with CEQ guidelines, this EA considers the cumulative impacts of the Proposed Action and project alternatives, including consequences of subsequent related actions. These related actions can include past actions, present actions, and reasonably foreseeable future actions, both federal and non-federal, as discussed below:

- **Past actions –** This evaluation requires the establishment of a geographic scope and time scale for the project impact area, a description of the baseline conditions, and the meaningful changes in the natural and human environment associated with past actions, including any known cause and effect relationships.
- **Present actions** – This evaluation should include actions within the same geographic area and time frame, and affecting the same environmental resources as would be potentially affected by the Proposed Action.
- **Reasonably foreseeable future actions –** This evaluation should include projects that occur on or off the area potentially affected by the Proposed Action, and should be developed with enough detail that it will "... provide useful information to a decision maker and the interested public."[17]

3.8 ENERGY SUPPLY AND NATURAL RESOURCES

In accordance with FAA guidelines, the potential changes in energy requirements at the Airport and the use of consumable natural resources is evaluated in Chapter 4. This evaluation includes the potential impact on the energy supplies and natural resources that would be needed for both the proposed construction activities and the operation of airport facilities at a new location.

Energy supply requirements typically fall into two categories: those that relate to changing demand from stationary facilities (e.g., major airfield lighting and terminal building heating demands), which might exceed local supplies or capacities; and those involving the increased movement of air and ground vehicles to the extent that demand exceeds energy supplies. An evaluation of potential impacts on natural resources includes considerations such as the local availability of construction materials, as well as the use of scarce or unusual consumable natural resources for construction of a proposed facility.

3.9 FARMLAND

The Farmland Protection Policy Act (FPPA), as a subtitle of the U.S. Department of Agriculture (USDA) and Food Act of 1981, was intended by Congress to "minimize the extent to which federal programs contribute to the unnecessary conversion of farmland to nonagricultural uses."[18] Farmland soils are considered a non-renewable resource, and

[17] FAA (2007), *Environmental Desk Reference*.

[18] U.S. Department of Agriculture – Natural Resources Conservation Service. *Farmland Protection Policy Act of 1981*. Accessed via the web at: *http://www.nrcs.usda.gov/programs/fppa/*.

conversion of farmland to an airport facility is an irreversible commitment of resources as long as that facility remains in place. Six soil types classified by the USDA - Natural Resources Conservation Service (NRCS) as prime farmland, as well as 11 soils classified as farmland of statewide importance, were identified within the study area of the Preferred Build Alternative, based on GIS data from the NRCS (**Table 3.3)**. In total, approximately 37.1 acres of prime farmland and 55.6 acres of farmland of statewide importance are located within the boundary of the Preferred Build Alternative site.

TABLE 3.3
FARMLAND CLASSIFICATION OF SOILS WITHIN THE STUDY AREA FOR THE PREFERRED BUILD ALTERNATIVE

Map Unit Symbol	Map Unit Name	Rating
Alm	Alluvial land	Statewide importance
Alp	Alluvial land, moderately wet	Statewide importance
AmB2	Appling sandy loam, 2 to 6 percent slopes, eroded	Prime farmland
AmC2	Appling sandy loam, 6 to 10 percent slopes, eroded	Statewide importance
Csl	Chewacla silt loam	Statewide importance
CuC	Cecil-Urban land complex, 2 to 10 percent slopes	Statewide importance
CYB	Cecil sandy loam, 2 to 6 percent slopes	Prime farmland
CYB2	Cecil sandy loam, 2 to 6 percent slopes, eroded	Prime farmland
CYC	Cecil sandy loam, 6 to 10 percent slopes	Statewide importance
CYC2	Cecil sandy loam, 6 to 10 percent slopes, eroded	Statewide importance
DgB2	Davidson loam, 2 to 6 percent slopes, eroded	Prime farmland
HYC2	Helena sandy loam, 6 to 10 percent slopes, eroded	Statewide importance
Lcm	Local alluvial sand	Statewide importance
LdB2	Lloyd sandy loam, 2 to 6 percent slopes, eroded	Prime farmland
LdC2	Lloyd sandy loam, 6 to 10 percent slopes, eroded	Statewide importance
MjB2	Madison fine sandy loam, 2 to 6 percent slopes, eroded	Prime farmland
WiB2	Wilkes sandy loam, 2 to 6 percent slopes, eroded	Statewide importance

Source: U.S. Department of Agriculture – Natural Resources Conservation Service. *Web Soil Survey*. Information accessed via the Web at: *http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx*.

3.10 FLOODPLAINS

Executive Order (E.O.) 11988, *Floodplain Management*, requires that efforts be made to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains. It also requires that efforts be made to avoid direct or indirect support of development in floodplains wherever there is a practicable alternative, and it prohibits floodplain encroachments that would cause a substantial flood risk, a critical interruption of an emergency transportation facility, or an adverse impact on the floodplain's natural resource values.

The 100-year floodplain is the area adjacent to any particular waterway that would be inundated by the base flood, which is an event that has a one percent chance of occurring in any given year. Federal regulations permit development in the 100-year floodplain if it is demonstrated through a hydraulic analysis that the development would meet the requirements set forth by the Federal Emergency Management Agency (FEMA). Filling in a floodplain is generally discouraged because it removes floodwater storage capacity.

Information concerning floodplains in the vicinity of the project area was obtained from FEMA's Q3 digital floodplain database. Based on a review of the Q3 data, 100-year floodplains are present within the study area of the Preferred Build Alternative (see **Figure 3.2**). These floodplains are associated with tributaries of Cabin Creek.

3.11 HAZARDOUS MATERIALS SITES

Hazardous materials are those substances defined by the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended by the Superfund Amendments and Reauthorization Act (SARA), and by the Toxic Substances Control Act. In general, hazardous materials include substances that, because of their quantity, concentration, physical, chemical, or infectious characteristics, may present substantial danger to public health or welfare, or to the environment, when released or otherwise improperly managed.[19]

A regulatory records search for the study areas associated with The No-Action Alternative and the Preferred Build Alternative was performed to identify known or potential hazardous materials sites, hazardous waste generators, and hazardous materials users. Environmental databases containing information about hazardous sites from multiple regulating federal and state agencies, including the USEPA and the GDNR - Environmental Protection Division (EPD), were used to identify potentially hazardous materials and waste sites in the project study areas. The database searches identified documented hazardous materials and waste sites within a 1.25-mile radius of the study area, as well as hazardous materials and waste sites within the same postal zip code as the study area. At the existing Griffin-Spalding Airport, 49 hazardous materials listings were documented within a 1.25-mile radius of the study area. Eleven sites were identified within 0.5 mile of the existing Airport and are listed in **Table 3.4**, which provides the site names, their distances and directions from the project site, and the reasons for listing. The sites are depicted in **Figure 3.6**. Four potential hazardous materials sites were identified within a 0.5-mile radius of the Preferred Build Alternative study area. **Table 3.5** provides information about these listings. One additional site of potential concern, located approximately 0.72 mile south of the Preferred Build Alternative, is included in **Table 3.5** and is evaluated in Chapter 4. These five sites are depicted in **Figure 3.7**.

Not all hazardous materials and waste sites listed in the databases were identified by latitude and longitude or other specific location, and therefore they could only be located by postal zip code. An additional 14 unmapped sites were identified within the same postal zip code as the existing Airport site, and 17 unmapped sites were identified within the same zip code as the Preferred Build Alternative. Further research regarding these unmapped sites did not identify any additional sites located in the vicinity of the study areas for either the No-Action Alternative or the Preferred Build Alternative. Copies of both of the database search reports are included in **Appendix B – Hazardous Materials Regulatory Database Report**.

[19] RCRA Subtitle C, 40CFR Part 251.

Table 3.4
POTENTIAL HAZARDOUS MATERIALS SITES IN THE VICINITY OF THE EXISTING AIRPORT (No-Action Alternative)

Map ID[(1)]	Site Name	Regulatory Concern[(2)]	Distance / Direction (miles)
1	Aeropaint II	RCRAGN	0.38 SW
2	Carden Brothers Wholesale	UST	0.02 NW
3	Osmose Inc./Colonial Baking Company	RCRAGN, LUST, UST	0.03 NW
4	Former Sign Company	UST	0.03 NW
5	Airport Mart/JJ Food Mart	LUST, UST	0.04 SE
6	Gunnels Body Shop	RCRAGN	0.05 SE
7	Young Petroleum Products	LUST, UST	0.05 NW
8	JR Supermarket #1407	LUST,UST	0.06 NW
9	Rental Uniform Service, Griffin	RCRAGN, STATE SPILLS, LUST, UST	0.10 SW
10	Buffalo Rock Company/Pepsi Cola	UST	0.10 SW
11	Griffin-Spalding County Airport	LUST, UST	0.0

***Notes*:**
(1) Map IDs shown on Figure 3.6.
(2) RCRAGN – Resource Conservation and Recovery Act (RCRA) Information System Generator; UST – Underground Storage Tank; LUST – Leaking UST, database of USTs with reported releases; STATE SPILLS – list of spills reported to the Emergency Response Team since 1990.
***Source*:** FirstSearch Technology Corporation, August 18, 2010.

3.12 INDUCED SOCIOECONOMIC IMPACTS

Economic impacts are measured as direct, indirect, and induced impacts. Direct impacts are those expenditures directly related to the airport development (e.g., increased fuel sales). Indirect impacts are those expenditures or investments that are not directly tied to the airport operations or development but are related to the Airport, in part. Induced impacts are the expenditures that result from successive rounds of spending and re-spending of direct and indirect investments associated with the Airport. This induced impact is commonly referred to as the "ripple" or "multiplier" effect of spending.

Similarly, an evaluation of induced socioeconomic impacts involves the ripple effect of airport development on the affected human environment. The 2007 FAA *Environmental Desk Reference* states that "... socioeconomic impacts are linked to impacts in other resource categories." Induced impacts represent activities that result from direct expenditures by the airport and from cumulative impacts to the surrounding community. Induced socioeconomic impacts can include shifts in patterns of population movement and growth, public service demands, and secondary changes in business and economic activity resulting from airport development.

An example of the cause-and-effect relationship between socioeconomic impacts and impacts to other resource categories would be land acquisition required for airport development that results in local land use changes. Land acquisition could result in changes in the distribution of residents and their housing requirements, which could, in turn, alter the demand for public services such as fire and police protection, educational facilities, and utility services, as well as the demand for business enterprises and the availability of job opportunities, in the airport area and in other areas to which the

Source: FirstSearch Technology Corporation (2010), Aerial Photography (2010).

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FIGURE 3.6
HAZARDOUS MATERIAL SITES (ALTERNATIVE 1)

affected residents may relocate. Extending this example to the Proposed Action, the induced impacts would be associated with the direct expenditures required to replace the existing Griffin-Spalding Airport with a new Airport at the site of the Preferred Build Alternative.

Table 3.5
POTENTIAL HAZARDOUS MATERIAL SITES IN THE VICINITY OF THE PREFRRED BUILD ALTERNATIVE SITE (Alternative 3)

Map ID[(1)]	Site Name	Regulatory Concern[(2)]	Distance / Direction (miles)
1	Domestic Spill, Banks Road	SPILLS, 2004	0.0
2	Domestic Spill, Banks Road	SPILLS, 2004	0.02 S-SE
3	Griffin-Spalding School System	NPDES, expired 2002	0.20 W-NW
4	Copland Grocery	LUST, 1998 release	0.28 S-SE
5	Essex Specialty Products	HSI	0.72 S

***Source*:** FirstSearch Technology Corporation, August 18, 2010.
***Notes*:**
(1) Map IDs shown on Figure 3.7.
(2) SPILLS – list of spills reported to the Emergency Response Team since 1990; NPDES – National Pollutant Discharge Elimination System, database of permitted facilities receiving/discharging to/from a natural source; LUST – Leaking Underground Storage Tank, database of USTs with reported releases; HSI – Hazardous Site Inventory, database of Georgia sites with known or suspected releases of regulated substances above a reportable quantity and that have yet to demonstrate compliance.

3.13 LAND USE

The City of Griffin and Spalding County each adopted updated comprehensive plans in 2004. The City of Griffin adopted the *City of Griffin 2024 Comprehensive Plan* in December 2004, and Spalding County adopted the *Spalding County 2024 Comprehensive Plan* in the same month and year. In each of these documents specific existing and future land use categories were described, and maps illustrating the existing land use conditions and the projected future land use conditions were provided.

3.13.1 Existing Land Use Analysis

A statewide land use classification system for regional and local government agencies has been established by the Georgia Department of Community Affairs. The system is based on the Standard Industrial Classification codes and consists of eight categories.[20] The *City of Griffin 2024 Comprehensive Plan* utilized the categories displayed in **Table 3.6** to describe current use of each parcel of land in 2003. The classification system utilized in the *Spalding County 2024 Comprehensive Plan* is detailed in **Table 3.7.**

For the purpose of the land use analysis and for uniformity in the graphic representations, the land use categories in the *City of Griffin 2024 Comprehensive Plan* and the *Spalding County 2024 Comprehensive Plan* were combined. Where there were differences in the nomenclature for the various land use categories, the County's nomenclature was utilized for consistency and simplifying the comparative analysis. Existing land use designations in the vicinity of The No-Action Alternative and the Preferred Build Alternative site are shown on **Figures 3.8** and **3.9**, respectively.

[20] *Spalding County 2024 Comprehensive Plan*.

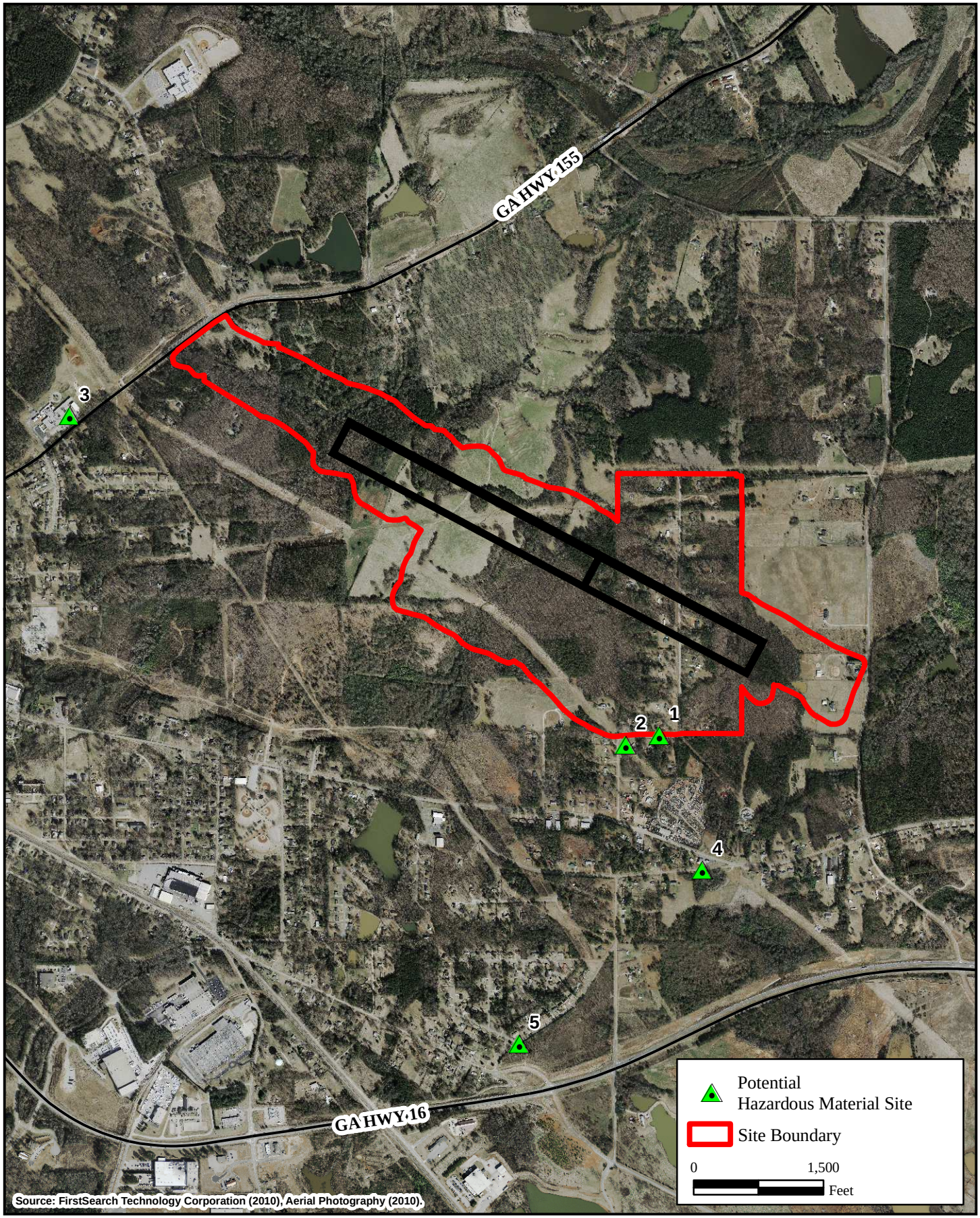

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FIGURE 3.7

HAZARDOUS MATERIAL SITES (ALTERNATIVE 3)

TABLE 3.6
EXISTING LAND USE CATEGORIES (*City of Griffin 2024 Comprehensive Plan*)

Use	Overview
Vacant / Undeveloped	Land not developed for a specific use or land that has been abandoned.
Single Family	A residential dwelling unit designed for one family.
Duplex	Any residential dwelling containing two housing units.
Multifamily	Any residential unit containing three or more dwelling units.
Commercial	All property where business and trade are conducted.
Office	Property that accommodates business concerns that do not provide a product directly to customers on the premises, or do not, as a primary activity, involve the manufacture, storage, or distribution of products.
Light Industry	Property used for warehousing, distribution, trucking and manufacturing.
Heavy Industrial	Property used for manufacturing uses that convert raw materials to finished products, the storage of large quantities of bulk materials, natural resource extraction, and any other process that could produce high levels of noise, dust, smoke, odors, or other emissions.
Public / Institutional	Areas housing local government's community facilities, general government, and institutional land uses. Examples include schools, city halls, county courthouses, landfills, health facilities, churches, libraries, and police and fire stations.
Transportation / Communications / Utilities	Areas housing uses such as power generation plants, sewage and water treatment facilities, railroad facilities, radio towers, public transit stations, telephone switching stations, and airports.
Parks/Recreation / Conservation	Areas developed or proposed to be developed for park or recreation use or are designated as open space.
Agriculture	Land used for agricultural purposes, such as cropland, livestock production, pasture, and commercial timber.

***Source*:** *City of Griffin 2024 Comprehensive Plan*. Accessed via the web at: *http://www.cityofgriffin.com/Departments/PlanningDevelopment/ComprehensivePlan.aspx*.

TABLE 3.7
EXISTING LAND USE CATEGORIES (*Spalding County 2024 Comprehensive Plan)*

Use	Overview
Vacant / Undeveloped	Land not developed for a specific use or land that has been abandoned.
Agriculture	All land used for agricultural purposes (e.g., cropland; livestock production).
Forestry	All land used for commercial timber production.
Estate Residential	Single-family residential areas with at least one acre, but less than five acres per dwelling unit.
Low-Density Residential	Single-family residential areas with at least one acre, but less than five acres per dwelling unit.
Medium-Density Residential	Single-family residential areas with less than one acre per dwelling unit.
Multifamily Residential	Multifamily residential areas.
Commercial / Retail	Property where business and trade are conducted.
Industrial	Property used for warehousing, distribution, trucking, and manufacturing.
Public/Institutional	Areas housing a local government's community facilities, general government, and institutional land uses (e.g., schools; city halls; county courthouses; landfills; health facilities; churches; libraries; police and fire stations).
Transportation / Communications / Utilities	Areas housing uses such as power generation plants, sewage and water treatment facilities, railroad facilities, radio towers, public transit stations, telephone switching stations, and airports.
Parks/Recreation / Conservation	Areas developed or proposed to be developed for park or recreation use or are designated as open space.

Source: *Spalding County 2024 Comprehensive Plan*.

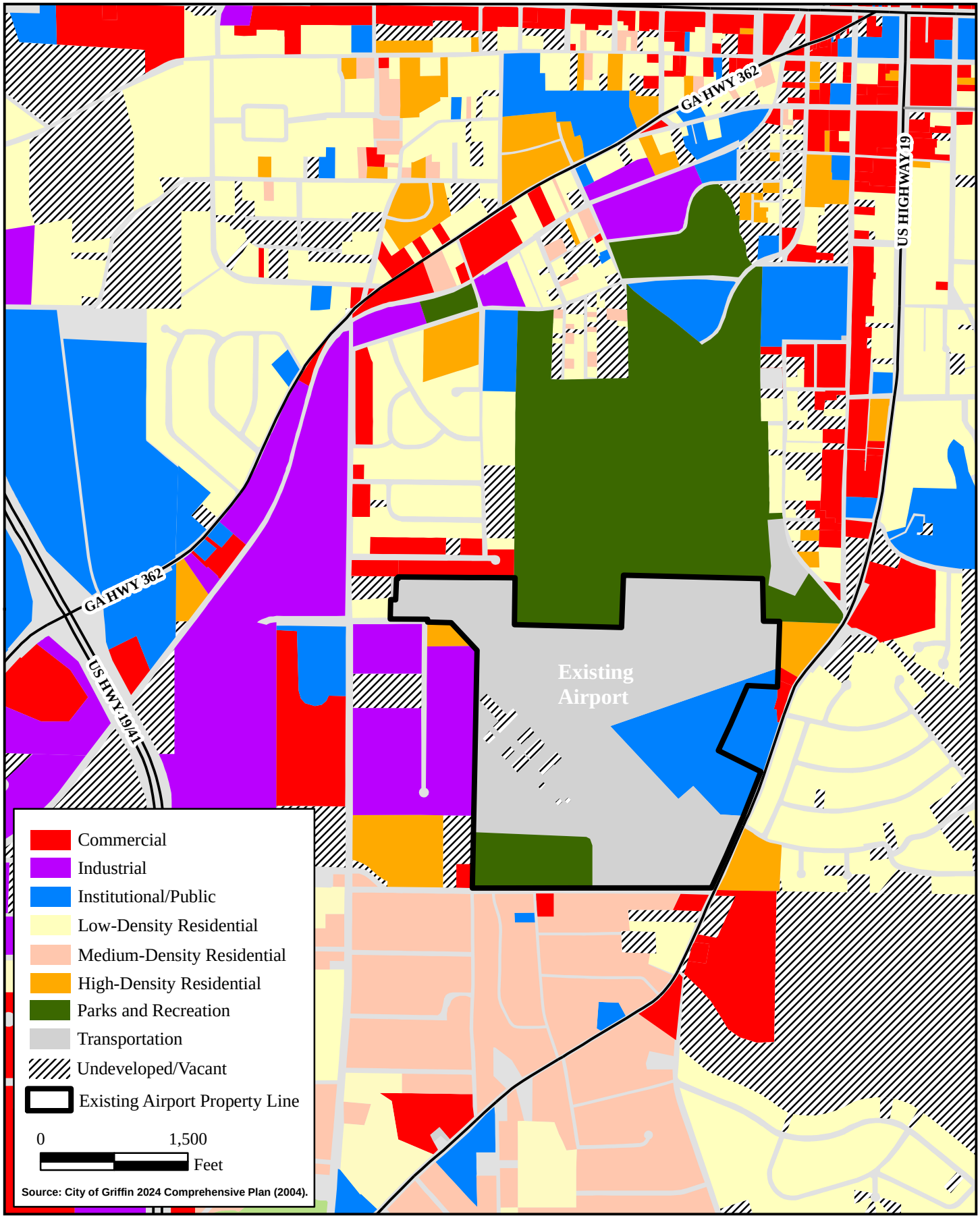

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FIGURE 3.8

EXISTING LAND USE (ALTERNATIVE 1)

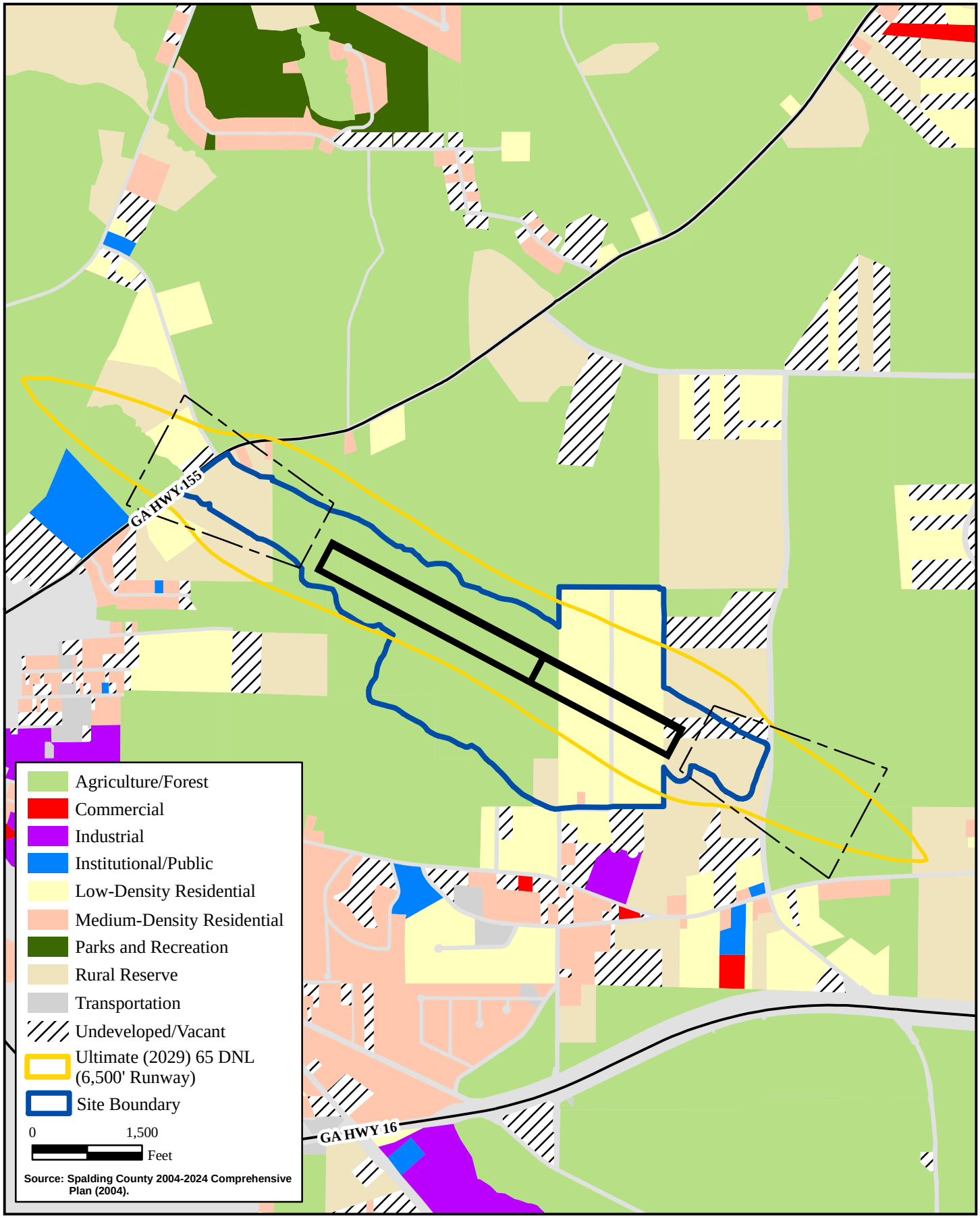

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FIGURE 3.9
EXISTING LAND USE (ALTERNATIVE 3)

The *City of Griffin 2024 Comprehensive Plan* designates transportation, public/institutional, and parkland/recreational land uses within the boundaries of the existing Airport (the site of the No-Action Alternative). The following land uses are designated in the vicinity of the existing Airport:

- **West**: primarily industrial, with commercial and institutional/public, including a large segment of low-density residential and a small section of high-density residential.
- **North:** mainly parks and recreation, with some low-density residential and institutional/public. There are a few segments of commercial in this area as well.
- **South:** primarily parks and recreation, with some medium- to high-density residential use.
- **East:** mostly institutional/public, with small pockets of high-density residential, parks and recreation, and commercial in the area.

The *Spalding County 2024 Comprehensive Plan* designates the following land uses in the vicinity of the Preferred Build Alternative site (Alternative 3):

- **West:** includes low- to medium-density residential, agriculture/forest use, some rural reserve, scattered undeveloped parcels, and one parcel designated as institutional/public use.
- **North:** mostly agriculture/forest use, with some low- to medium-density residential and a few undeveloped areas.
- **South:** mostly agricultural/forest use, with pockets of low- to medium-density residential, and a few scattered rural reserve and undeveloped areas. Small pockets of institutional/public, commercial, and industrial are also located in this area.
- **East:** mostly low-density residential and rural reserve with some undeveloped parcels and agriculture/forest use areas.

3.14 LIGHT EMISSIONS AND VISUAL EFFECTS

In accordance with the *Airport Environmental Handbook*, the sponsor of an airport development project shall "... consider the extent to which any lighting associated with an airport action will create an annoyance among people in the vicinity of the installation." It is also prudent to consider whether lighting associated with a proposed project might confuse or interfere with the vision of air traffic controllers directing aircraft in the vicinity of the airport, or with the vision of pilots on approach to an airport runway. FAA Order 1050.1E also states that consideration should be given to impacts on Section 303 lands of the DOT Act [DOT Section 4(f) lands].

Light-sensitive areas in the vicinity of an airport could include historic properties, parks, recreational areas, or residential communities. This environmental category considers the extent to which lighting associated with the Proposed Action might create an annoyance among people near the airport or lighting installation.

Existing lighting systems at the Airport include medium-intensity runway lights (MIRLs) and runway end identifier lights (REILs). As described in Chapter 1, Section 1.2 (refer to **page 1-5**), the Proposed Action includes high-intensity runway lighting (HIRL), a precision instrument approach with REILs and/or an approach lighting system, a rotating beacon, and visual glide slope indicators.

Visual, or aesthetic, effects represent the "... extent to which airport development contrasts with the existing environment, architecture, historic or cultural setting, or land use planning."[21] Evaluations of visual effects involve a degree of subjectivity, and therefore those effects can be somewhat difficult to define.

3.15 NOISE

Noise is defined as "... any sound that is undesired or interferes with one's hearing of something."[22] The FAA has a national policy that airports be constructed and operated to minimize current and future noise impacts on surrounding communities.[23] The Day-Night Average Sound Level (DNL or L_{dn}) noise metric is used to determine the cumulative aircraft noise exposure to a surrounding neighborhood. The DNL uses a 24-hour logarithmic average of noise levels in A-weighted decibels (dBA), as recommended by the FAA for evaluating aircraft noise impacts.

Noise is measured in a logarithmic scale instead of a linear scale, since human hearing has a broad range of amplitude. Noise is considered more of an annoyance at night while most people are sleeping, and to account for this, the DNL metric requires the addition of a ten decibel penalty (twice as loud) to nighttime operations taking place between the hours of 10 p.m. and 7 a.m. The DNL noise metric was developed by the USEPA and is used by the FAA, the U.S. Department of Housing and Urban Development, and other federal agencies concerned with community noise levels.

The FAA guidelines and land use compatibility with DNL sound levels (e.g., 65; 70; 75 DNL) are listed in 14 CFR Part 150, *Airport Noise Compatibility Planning*. Most land uses, except for residential and outdoor amphitheaters, are compatible with airport noise outside the 75 DNL contour. This determination is based on the assumption that in most instances a degree of noise attenuation has been incorporated into the design of structures. The 65 DNL contour is generally accepted as the threshold level at which residential land use is considered compatible. According to the FAA, a noise analysis does not need to be conducted for the proposed project if the forecasted airport operations for the time frame assessed in the NEPA document are as follows:

- There are fewer than 90,000 annual operations, or 247 average daily operations, of piston-powered aircraft (Design Groups I and II) in Approach Categories A through D that have a landing speed of less than 166 knots; or
- There are fewer than 700 annual operations, or two average daily operations, of jet-powered aircraft that occur at the Airport.[24]

Because these conditions apply to the Griffin-Spalding County Airport (with an estimated 43,099 operations per year for 2029), no noise analysis was required to be conducted for this EA. However, as discussed in Chapter 2, as part of the site selection process for a potential replacement airport, estimated future (Year 2029) noise contours were generated based on a conservative forecast of fleet mix and operational level similar to

[21] FAA, *Environmental Desk Reference*.
[22] Merriam-Webster Online Dictionary, *http://m-w.com/dictionary/noise* (April 8, 2010).
[23] 49 U.S.C. §47101(a)(2).
[24] FAA Order 1050.1E, Appendix A, paragraph 14.6a.

those of active business airports in the Atlanta Metropolitan Statistical Area.[25] The ultimate (2029) 65 DNL noise contour for the Preferred Build Alternative is depicted on **Figure 3.2** (refer to **page 3-3**).

3.16 SECTION 4(F) OF THE DEPARTMENT OF TRANSPORTATION ACT

Properties protected by Section 4(f) of the DOT Act include publicly owned park lands; recreational areas; wildlife and waterfowl refuges of national, state, or local significance; or land of a historic site of national, state, or local significance. Under Section 4(f) of the Act, properties must not be impacted by transportation projects (such as airport development) unless no prudent and feasible alternative exists and efforts to minimize impacts to the property are included.

There are four Section 4(f) resources in the vicinity of the existing Airport: the City of Griffin Golf Course and Park, the City of Griffin Park, the Airport Road Park, and the Hill-Kurtz House (see **Figure 3.1**). The golf course is located adjacent to the Airport property, just north of the existing Airport boundary. The City of Griffin Park is located within the boundary of the golf course, as well as a smaller section located northwest of the golf course. The Airport Road Park is located within the existing Airport boundary in the southwest quadrant of the property. Finally, the Hill-Kurtz House, which is currently listed on the NRHP, is located northeast of the existing Airport boundary.

In the vicinity of the Preferred Build Alternative site, there is one Section 4(f) resource and four potential Section 4(f) resources (see **Figure 3.2**). AMBUCS Park is located just south of the Preferred Build Alternative site across High Falls Road and is considered a Section 4(f)-protected resource. The four potential Section 4(f) properties are the Thomas-Melin House, a circa 1915 barn, a circa 1900 central hall house, as well as an old railroad bed (see **Section 3.6**). Each of these resources is recommended eligible for the NRHP, but none are currently listed on the register.

3.17 SOCIAL IMPACTS AND ENVIRONMENTAL JUSTICE

In accordance with 40 CFR 1508.14, NEPA documentation must address the social impacts of a proposed action. This evaluation addresses the "human" environment, or the relationships of people with their natural and physical environments, because people are typically affected by changes in these two environments.[26] E.O. 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations*, requires federal agencies to identify community issues of concern during the NEPA planning process, particularly those issues relating to decisions that may have an impact on low-income or minority populations.

DOT Order 5610.1C, *Procedures for Considering Environmental Justice Impacts*, requires that the following criteria be evaluated when the potential exists to relocate residents as a result of implementation of a proposed action:

- An estimate of the households to be displaced, including the family characteristics (e.g., minorities; income levels; tenure; the elderly; large families);

[25] LPA, *Airport Site Selection Study*.
[26] FAA, *Environmental Desk Reference*

- The potential impact on the human environment of an action that could divide or disrupt an established community (including, where pertinent, the effect of displacement on types of families and individuals affected; the effect of streets cut off; separation of residences from community facilities; and separation of residential areas);
- The potential impact on the neighborhood and housing to which individuals are likely to be relocated;
- An estimate of the businesses to be displaced, and the general effect of business dislocation on the economy of the community;
- A discussion of relocation housing in the area and the ability to provide adequate relocation housing for the types of families to be displaced;
- Results of consultations with local officials and community groups regarding the impacts to the community affected; and
- Where necessary, special relocation advisory services to be provided for the elderly, handicapped, and illiterate regarding interpretation of benefits, assistance in selecting replacement housing, and consultation with respect to acquiring, leasing, and occupying replacement housing.

In accordance with E.O. 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, proposed projects must be evaluated to determine whether there would be impacts to the environmental health or safety of children. The specific impacts would be associated with products or substances released into the environment from project construction that would be touched or ingested by children.

3.17.1 Minority and Low-Income Populations

Based on data from the U.S. Census (2006-2008 American Community Survey), Spalding County has a lower percentage of minority populations when compared to the state minority percentage, and it has a slightly higher percentage when compared to the U.S. minority percentage (**Table 3.8)**. According to those data, 35.3 percent of the Spalding County population is considered minority, versus 37.8 percent for Georgia and 25.7 percent for the U.S. African Americans make up the vast majority of the minority population, representing 32.7 percent of the overall population, while other minorities represent 2.6 percent of the overall county population (**Table 3.9**).

TABLE 3.8
SUMMARY OF INCOME AND MINORITY STATUS FOR SPALDING COUNTY, GEORGIA

Category	Spalding County	State of Georgia	United States
Median Household Income	$41,450	$50,834	$52,029
Persons Below Poverty Level	17.9%	14.7%	13.2%
Percent Minority Population [(1)]	35.3%	37.8%	25.7%

(1) Calculated using the data from Table 3.9.
Source: U.S. Census Bureau, State and County Quick Facts. Accessed on 10/20/2010 at: *http://quickfacts.census.gov*.

The percentages of minority populations in proximity to the No-Action Alternative site and the Preferred Build Alternative site are shown in **Figures 3.10** and **3.11**, respectively. These data were obtained from the 2000 U.S. Census, which provides the best available block group data. As shown, the communities adjacent to the existing Airport range from

TABLE 3.9 YEARS 2006 - 2008 (3-Year Estimate) POPULATIONS BY RACE						
Category	**Population**					
	Spalding County		**State**		**U.S.**	
	Number	**Percent**	**Number**	**Percent**	**Number**	**Percent**
White	40,740	64.7	5,911,318	62.2	223,965,009	74.3
Black / African American	20,596	32.7	2,824,572	29.7	37,131,771	12.3
Asian	57	0.1	266,911	2.8	13,164,169	4.4
American Indian/Alaskan Native	61	0.1	23,504	0.2	2,419,895	0.8
Native Hawaiian & Other Pacific Islander	0	0.0	4,614	0.0	446,164	0.1
Some Other Race	758	1.2	353,940	3.7	17,538,990	5.8
Two or More Races	783	1.2	124,395	1.3	6,571,705	2.2
Totals	**62,995**	--	**9,509,254**	--	**301,237,703**	--
Source: U.S. Census Bureau, 2006-2008 American Community Survey. Accessed on 10/20/2010 at: *http://factfinder.census.gov*.						

0.0 to 100 percent minority populations, and those near the Preferred Build Alternative site range from 0.0 to 62.9 percent minority populations.

According to information provided by the U.S. Census Bureau for the years 2006-2008, the median household income for citizens in Spalding County was approximately $41,450; which is nearly 18.5 percent lower than the corresponding median household income for the state of Georgia and 20.3 percent lower than the corresponding median household income for citizens in the U.S. (see **Table 3.8**).

Spalding County also has a slightly larger percentage of its population living below the poverty level when compared to the state and the country. With 17.9 percent of its population living below the poverty level, the percentage of Spalding County's population living under the poverty level is 3.2 percent higher than that of the state and 4.7 percent higher than that of the country as a whole (see **Table 3.8**).

According to the block group data available from the U.S. 2000 Census, most of the existing Airport site is located in an area where approximately 23.1 percent of the population is below the poverty level (**Figure 3.12**). Most of the Preferred Build Alternative site is located in an area where approximately 11.5 percent of the population is below the poverty level (**Figure 3.13**).

3.17.2 Historical Information and Growth Trends

The population of Spalding County is nearly 65,000, while the population of the city of Griffin, the county seat, is just over 23,000. Spalding County is bordered by eight counties, including Clayton, Coweta, Fayette, Henry, Butts, Lamar, Pike, and Meriwether Counties. Spalding County is also considered part of the Atlanta Metropolitan Statistical Area.[27]

The population growth trends for Spalding County and its neighboring counties between 2000 and 2009 are shown in **Table 3.10**. For that 10-year period, each of the nine counties underwent some degree of population increase, ranging from 1.1 percent growth (Meriwether) to 60.7 percent growth (Henry). With an approximate 10.6 percent increase

[27] Spalding County, Georgia (2010). Accessed via the web at: *http://www.spaldingcounty.com/facts.htm*.

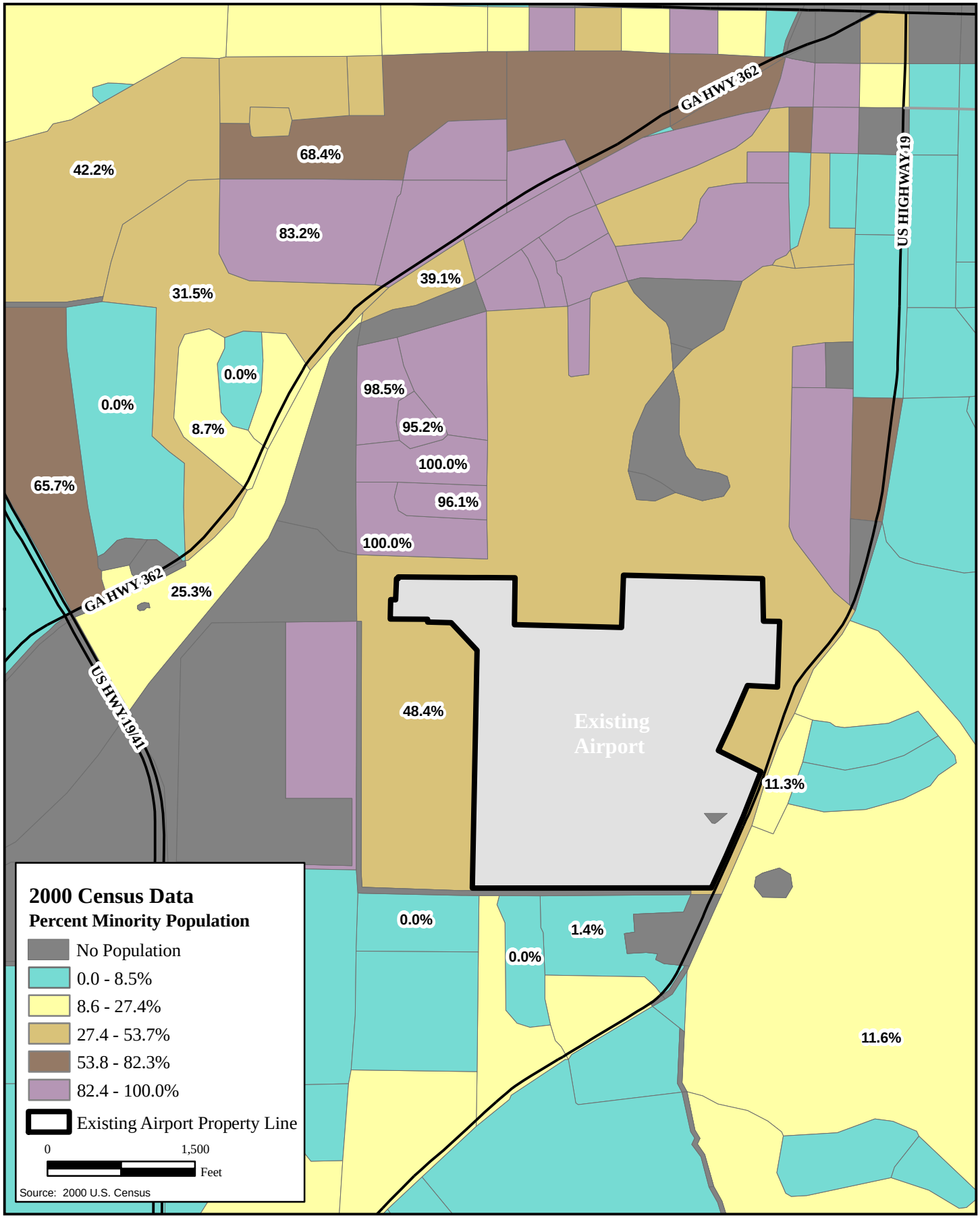

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FIGURE 3.10

MINORITY POPULATION (ALTERNATIVE 1)

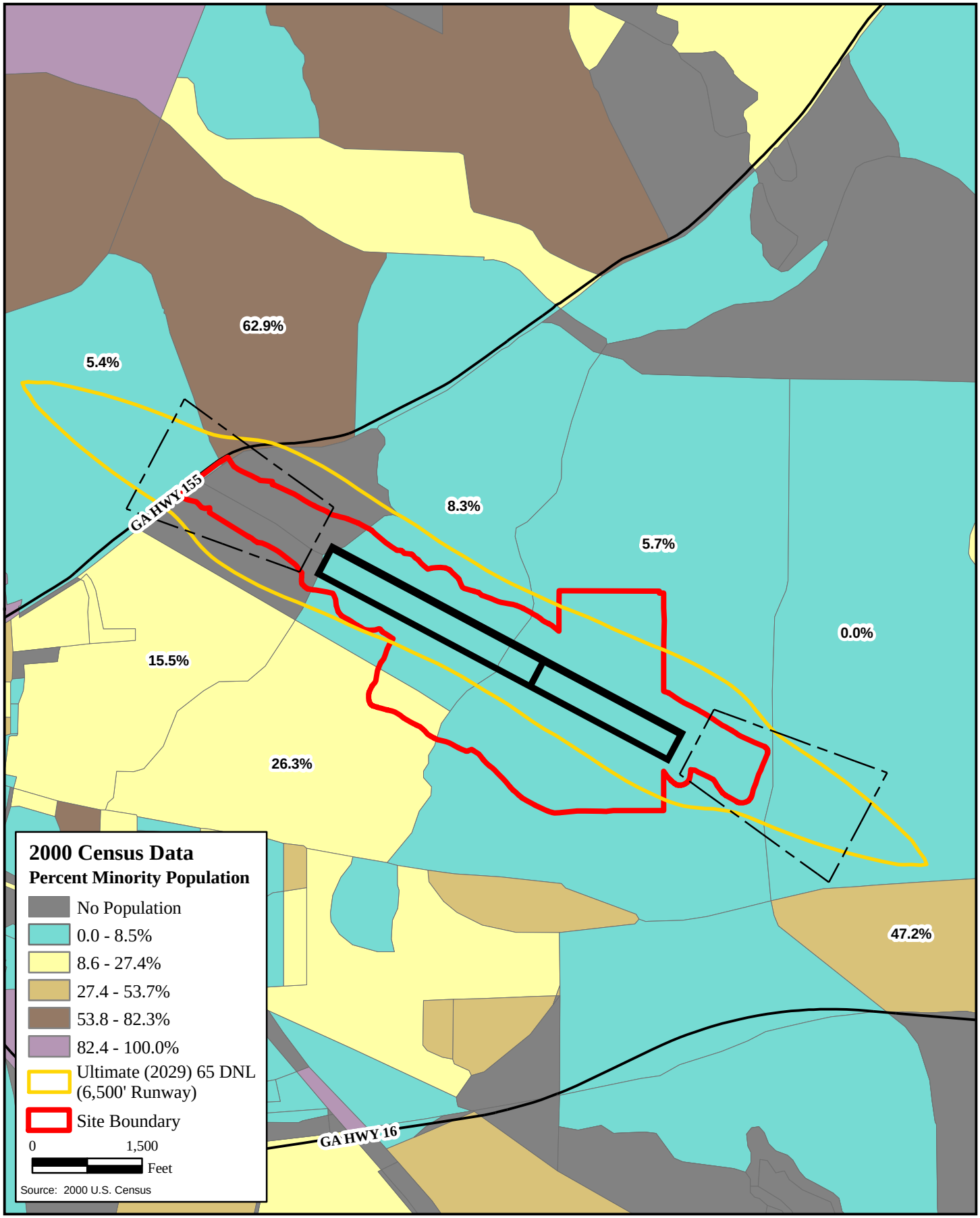

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FIGURE 3.11
MINORITY POPULATION (ALTERNATIVE 3)

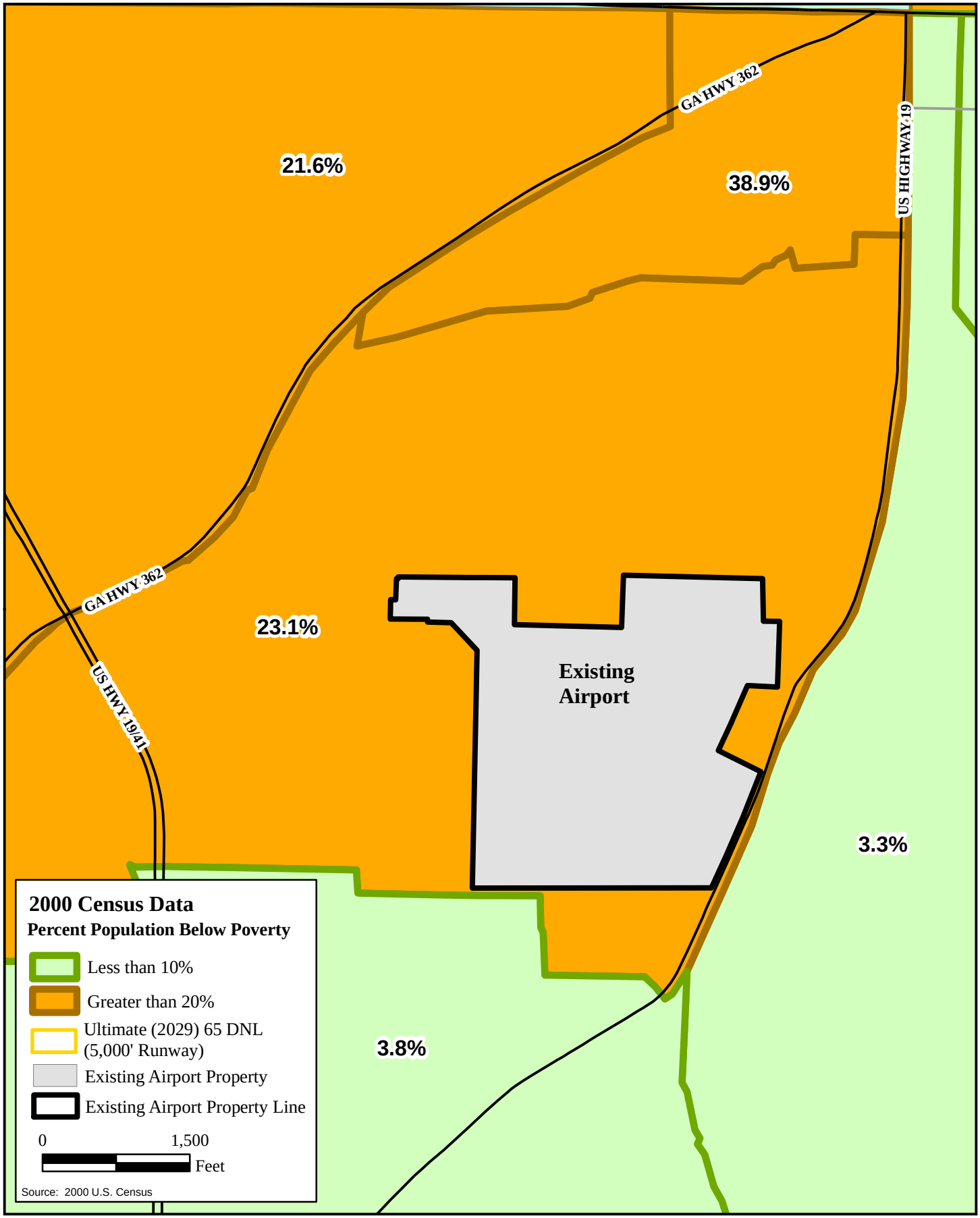

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FIGURE 3.12

PERCENT BELOW POVERTY LEVEL (ALTERNATIVE 1)

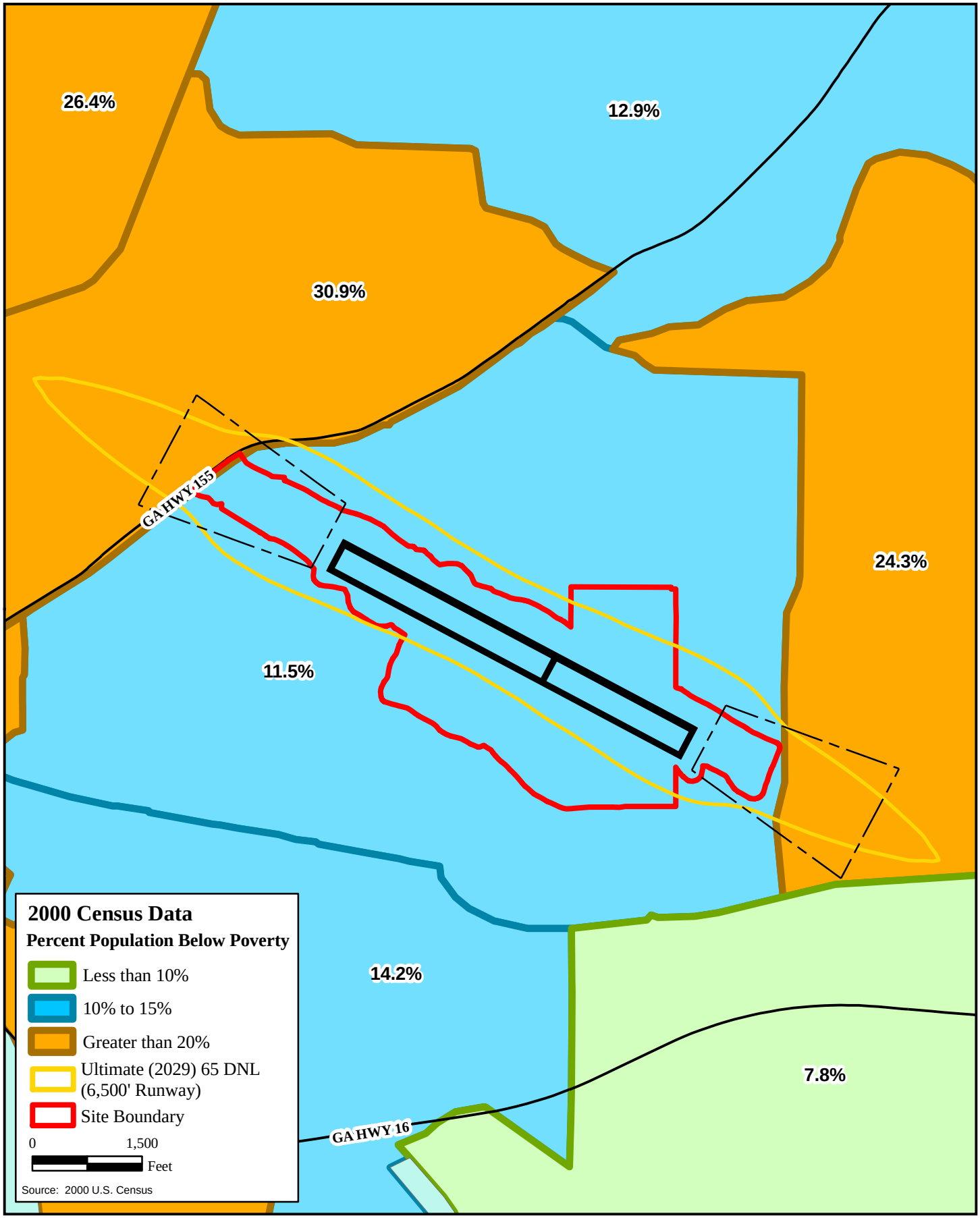

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FIGURE 3.13
PERCENT BELOW POVERTY LEVEL (ALTERNATIVE 3)

TABLE 3.10
HISTORICAL POPULATION GROWTH TRENDS, 2000 to 2009
SPALDING COUNTY, SURROUNDING COUNTIES, GEORGIA, AND THE UNITED STATES

County	Population										Growth (Percent)
	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	
Spalding	58,486	59,001	59,868	60,369	60,744	61,278	62,232	63,056	64,089	64,708	10.6
Clayton	238,383	247,251	252,560	257,983	262,316	264,866	268,907	272,705	276,009	275,772	15.7
Henry	121,572	130,460	139,800	149,461	157,954	166,966	176,995	184,902	190,529	195,370	60.7
Butts	19,737	20,364	21,232	21,816	22,026	22,453	23,101	23,644	24,388	24,392	23.6
Lamar	15,969	16,338	16,131	16,239	16,286	16,566	16,642	16,930	17,363	17,550	9.9
Pike	13,798	14,036	14,610	15,020	15,574	15,968	16,602	17,193	17,578	17,721	28.4
Meriwether	22,527	22,589	22,864	22,740	22,806	22,814	22,976	22,788	22,931	22,783	1.1
Coweta	90,148	93,765	97,424	100,684	104,496	108,841	114,324	118,964	123,416	127,111	41.0
Fayette	92,082	94,216	95,988	98,032	99,951	102,556	104,842	105,933	106,398	106,788	16.0
Georgia [(1)]	**8.23**	**8.42**	**8.60**	**8.74**	**8.91**	**9.01**	**9.33**	**9.53**	**9.70**	**9.83**	**19.4**
U.S. [(1)]	**282.17**	**285.08**	**287.80**	**290.33**	**293.05**	**295.75**	**298.59**	**301.58**	**304.37**	**307.01**	**8.8**

[(1)] Population in millions

***Source*:** U.S. Census Bureau, 2010. Accessed at: *http://www.census.gov/popest/estbygeo.html*.

in population from 2000 to 2009, Spalding County's population growth ranked sixth among the nine surrounding counties. This growth trend is about 8.8 percent lower than the overall population growth trend for Georgia, but approximately 1.8 percent higher than the population growth trend of the U.S as a whole.

3.18 SOLID WASTE

The potential for the Proposed Action to generate solid waste was examined for the No-Action Alternative and the Preferred Build Alternative. The areas of concern relative to solid waste generation include:

- The potential for long-term generation of solid waste as a result of the operation of the Airport;
- The potential for temporary generation of solid wastes due to demolition and construction activities;
- The potential for runway facilities to be operated adjacent to active landfills that accept putrifiable wastes where a bird-strike hazard may be present; and
- The Airport's ability to comply with FAA Order 5200.5A, "*Waste Disposal Sites on or near Airports*."

According to FAA Order 5200.5A, waste disposal sites that have the potential to attract birds are considered incompatible if they are located within 10,000 feet of a runway that is being used, or is planned to be used, by turbine-powered aircraft, or that are located within a 5-mile radius of a runway that attracts or sustains hazardous bird movements into or across the runways and/or approach and departure patterns of aircraft.

3.19 THREATENED AND ENDANGERED SPECIES

The *Endangered Species Act of 1973*, as amended, requires federal agencies, in consultation with and assisted by the U.S. Fish and Wildlife Service (USFWS), to ensure that their actions are not likely to jeopardize the continued existence of endangered or threatened species or result in the destruction or adverse modification of critical habitat of such species. In accordance with Section 7(c) of the Act, current documentation of federally listed threatened and endangered species and designated critical habitats that could potentially occur in the vicinity of the study areas for the Proposed Action was obtained from the USFWS.

The project study areas are located completely within Spalding County, Georgia, and none of them are located within 3 miles of a neighboring county. Therefore, only species and habitats documented to occur in Spalding County were given consideration during the February, 2010 field reconnaissance in the study areas for the No-Action Alternative and the Preferred Build Alternative.

The website of the GDNR-WRD includes a listing of Georgia Rare Species and Natural Community Data, which was consulted for information regarding known locations of special concern animals, plants, and natural communities in the vicinity of the study areas. The GDNR-WRD database lists purple bankclimber (*Elliptoideus sloatianus*), shiny-rayed pocketbook mussel (*Hamiota subangulata*), gulf moccasinshell mussel (*Medionidus penicillatus*), and oval pigtoe mussel (*Pleurobema pyriforme*) as known federally protected species in Spalding County (**Table 3.11**). The database also lists the

following state-protected species occurring in Spalding County: Altamaha shiner (*Cyprinella xaenura*), southern elktoe (*Alasmidonta triangulata*), rayed creekshell (*Anodontoides radiatus*), delicate spike (*Elliptio arctata*), and inflated spike (*Elliptio purpurella*).

TABLE 3.11
FEDERALLY PROTECTED SPECIES - SPALDING COUNTY

Species	Common Name	Federal Status
Elliptoideus sloatianus	Purple bankclimber	Threatened
Hamiota subangulata	Shinyrayed pocketbook mussel	Endangered
Medionidus penicillatus	Gulf moccasinshell mussel	Endangered
Pleurobema pyriforme	Oval pigtoe mussel	Endangered

Source: GDNR Website (*http://www.georgiawildlife.com/node/1370*), accessed August 24, 2010.

The GDNR-WRD database breaks the USGS 7.5 minute quadrangle sheets into quarters and lists species that are documented to occur in each quarter quad. The study areas for the Proposed Action are located within the Luella, Orchard Hill, and Griffin South 7.5 minute quadrangle maps. According to the GDNR-WRD database, the Altamaha shiner (*Cyprinella xaenura*) is known to occur within the Luella quadrangle; however, it is not known to occur within 3 miles of the existing Airport (the No-Action Alternative site) or the Preferred Build Alternative site. No federally or state-protected species are known to occur within either the Griffin South or Orchard Hill quadrangles.

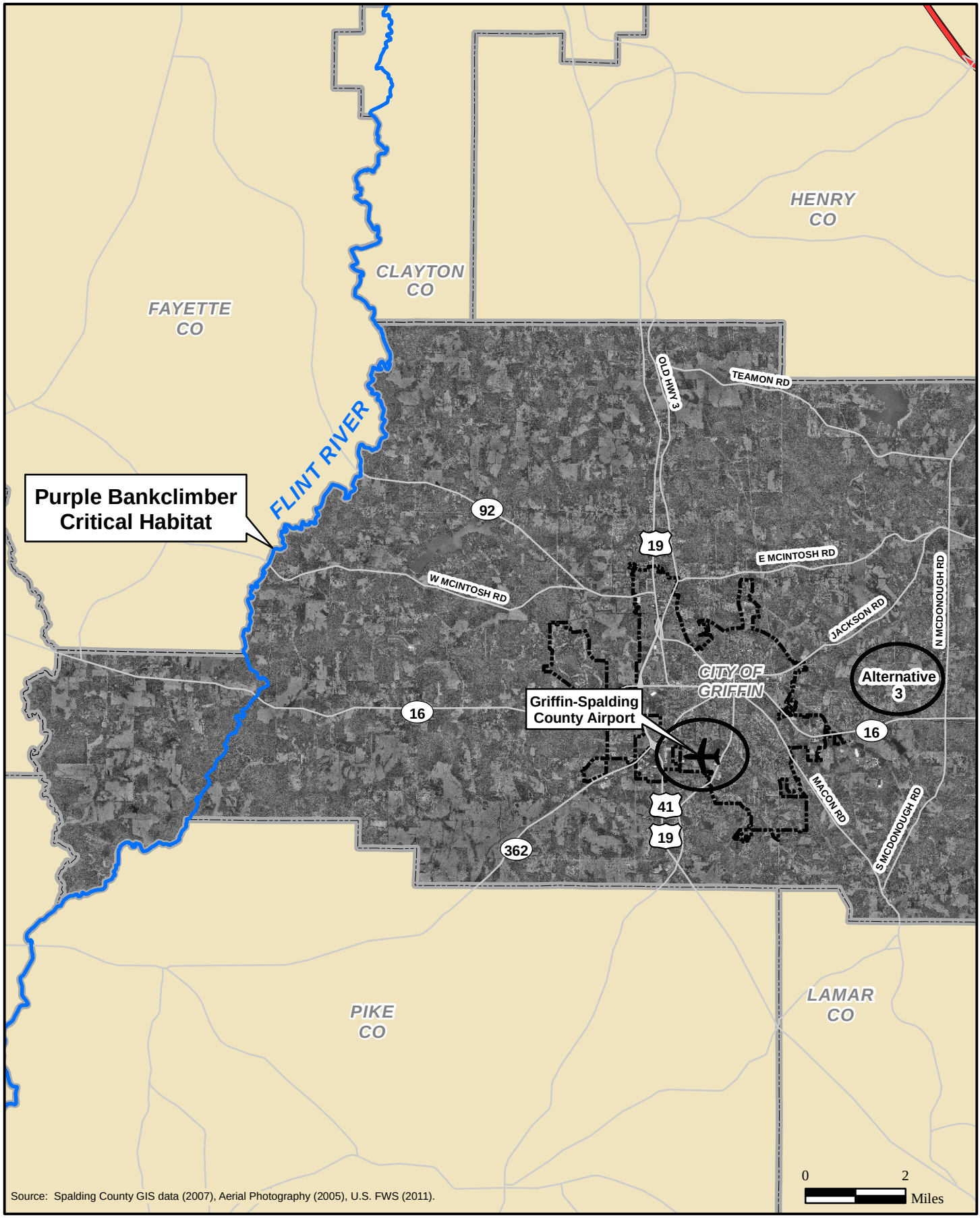
A literature search was performed for the federally listed species to determine their habitat requirements and to find descriptions of the species that would facilitate identification during the field survey. Important sources of reference information included natural resource agency data and published reports, various botanical and faunal literature, and available USFWS Recovery Plans. The federally protected species and their habitat requirements are described below.

Purple Bankclimber

The purple bankclimber is a strongly sculptured, heavy-shelled mussel.[28] It has a well-developed posterior ridge that extends from the umbos to the posterior ventral margin. The posterior slope and disk, just anterior to the posterior ridge, are sculptured with several irregular ridges that vary greatly in development. The umbos are low and extend just above the dorsal margin. This species has one pseudocardinal tooth in the right valve and two in the left. Its lateral teeth are thick and slightly curved. The nacre color near the center is whitish and becomes deep purple towards the margin.

This species is found in sand, fine gravel, or muddy/sandy substrates in large rivers or streams with moderate current in the Apalachicola-Chattahoochee-Flint (ACF) river system of Georgia, Florida, and Alabama. USFWS-designated critical habitat for the purple bankclimber is present in Spalding County (**Figure 3.14**). In Spalding County, critical habitat for the purple bankclimber occurs in the Flint River, which is located in the western part of the county from the Fayette County line to the Pike County line.

[28] NatureServe Explorer (2009). Accessed at: *www.natureserve.org*.



Source: Spalding County GIS data (2007), Aerial Photography (2005), U.S. FWS (2011).

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FIGURE 3.14

PURPLE BANKCLIMBER CRITICAL HABITAT

USFWS-designated critical habitat for the purple bankclimber is not present in the Ocmulgee watershed of Spalding County, which is located in the eastern part of the county where the study areas for the Proposed Action are located.

Shinyrayed Pocketbook Mussel

The shinyrayed pocketbook is a medium-sized freshwater mussel that reaches up to 3.3 inches in length.[29] This species has a shell with a smooth shiny surface and light yellowish-brown coloration, with bright emerald green rays that stretch the length of the shell. Older specimens are a darker brown color with less obvious rays. The shinyrayed pocketbook is known to inhabit streams ranging in size from rivers to medium sized creeks in areas of slow to moderate current. It occurs in substrates composed of clean and silty sand. The historic range of this species includes the Flint River drainage and the Apalachicola and Ochlocknee river systems in Georgia, Florida, and Alabama. The historic range of this species did not include the Ocmulgee watershed of eastern Spalding County where the study areas for the Proposed Action are located.

Gulf Moccasinshell Mussel

The gulf moccasinshell is a small freshwater mussel that has an elongate and inflated shell measuring less than 2.2 inches in length.[30]The yellowish to greenish-brown outer shell surface is marked with fine, interrupted green rays. The inner shell surface is dark purple or greenish.[31] This mussel "occurs in a wide range of habitats, including sandy areas with slight current, streams and rivers where there is a moderate current and sand and gravel substrates, and in muddy sand substrates around tree roots in medium-sized streams with moderate current. According to USFWS, this species inhabits channels of medium-sized creeks to large rivers with sand and gravel or silty sand substrates in slow to moderate currents." The historic range of this species includes the ACF river system in Georgia, Florida, and Alabama. The historic range of this species did not include the Ocmulgee watershed of Spalding County where the study areas for the Proposed Action are located.

Oval Pigtoe Mussel

The oval pigtoe is a small- to medium-sized mussel that reaches up to 2.4 inches in length.[32] The outer shell of this species is typically shiny and smooth with yellowish, chestnut, or dark brown coloration; distinct growth lines; and no rays. The oval pigtoe is known to inhabit tributaries and mainstems of rivers in slow to moderate currents. It occurs in substrates composed of silty sand, muddy sand, sand, and gravel. "Historically, the oval pigtoe mussel was one of the most common and widely distributed mussels in the ACF river system of Georgia, Florida, and Alabama. Today, it can be found within the Flint, Ochlocknee, and Chattahoochee Rivers in southwestern and central sections of

[29] Butler, Robert S. (1993). *Results of a Status Survey for Eight Freshwater Mussels Endemic to Eastern Gulf Slope Drainages of the Apalachicolan Region of Southeast Alabama, Southwest Georgia, and North Florida.* USFWS, Jacksonville, Florida.

[30] NatureServe Explorer (2009).

[31] University of Georgia – Museum of Natural History (2008). *Georgia Wildlife Web*. *Accessed* at: *http://naturalhistory.uga.edu/~GMNH/gawildlife/index.php?page=speciespages/ai_species_page&key=mpenicillatus.*

[32] *Ibid.*

Georgia."[33] The historic range of this species did not include the Ocmulgee watershed of eastern Spalding County where the study areas for the Proposed Action are located.

3.20 WATER QUALITY

National Pollutant Discharge Elimination System Permits

The 1972 amendments to the Federal Water Pollution Control Act, now known as the Clean Water Act (CWA), prohibit the discharge of any pollutant to waters of the U.S. from a point source, unless the discharge is authorized by a National Pollutant Discharge Elimination System (NPDES) permit. A NPDES permit is also required for any construction activities that disturb greater than one acre of land.

The GDNR-EPD, in compliance with NPDES regulations under the CWA, holds general permits authorizing discharges of stormwater for the following three categories of construction activities:

- Stand-alone construction activities (General Permit GAR100001)
- Infrastructure (i.e. linear) construction site (General Permit GAR100002)
- Common development construction (General Permit GAR100003)

GDNR-EPD Section 305(b)/303(d) Listing

As with many counties in Georgia, Spalding County is located within the boundaries of multiple river basins. The county is divided by two major river basins, the Ocmulgee River Basin to the east and the Flint River Basin to the west. The City of Griffin also is located along this river basin divide. The study areas for this EA are contained entirely within the Ocmulgee River Basin, which is divided into three subbasins or watersheds: the Upper Ocmulgee (HUC 03070103); the Lower Ocmulgee (HUC 03070104); and the Little Ocmulgee (HUC 03070105). The study areas for the Proposed Action are located within the Upper Ocmulgee Watershed.

Section 305(b) of the CWA requires submission to the USEPA of a biennial report that describes water quality conditions across the state. Section 303(d) of the CWA requires every state to establish requirements for pollutants in order to implement water quality standards, and to then identify waterbodies that exceed these requirements. Georgia has adopted numeric standards for toxic limits, as required by the USEPA in a 1987 amendment to the CWA. The GDNR-EPD Rules and Regulations for Water Quality Control (2001) established Water Use Classifications that include Drinking Water, Recreation, Fishing, Coastal Fishing, Wild Rivers, and Scenic Rivers.

The GDNR-EPD also has developed a priority list of waterbodies, pursuant to Section 303(d) of the CWA and in 40 CFR 130.7. Waterbodies that are targeted for water quality management action are listed on the State of Georgia Draft 2010 Integrated 305(b)/303(d) List. Listed streams appear on either the support list, which identifies streams that support their designated use classification, or they appear on the list as not supporting their designated use, which indicates that they are impaired to an extent that they no longer support their use classification.

[33] University of Georgia - Museum of Natural History (2008). *Georgia Wildlife Web* at: *http://naturalhistory.uga.edu/~GMNH/gawildlife/index.php?page=speciespages/ai_species_page&key=ppyriforme*.

The 303(d) list identifies Georgia waterbodies that do not meet State water quality standards after the application of required controls for point and nonpoint source pollutants. It also prioritizes waterbodies to which the GDNR-EPD can direct its attention when developing required controls for waterbodies that do not support their designated use, as follows:

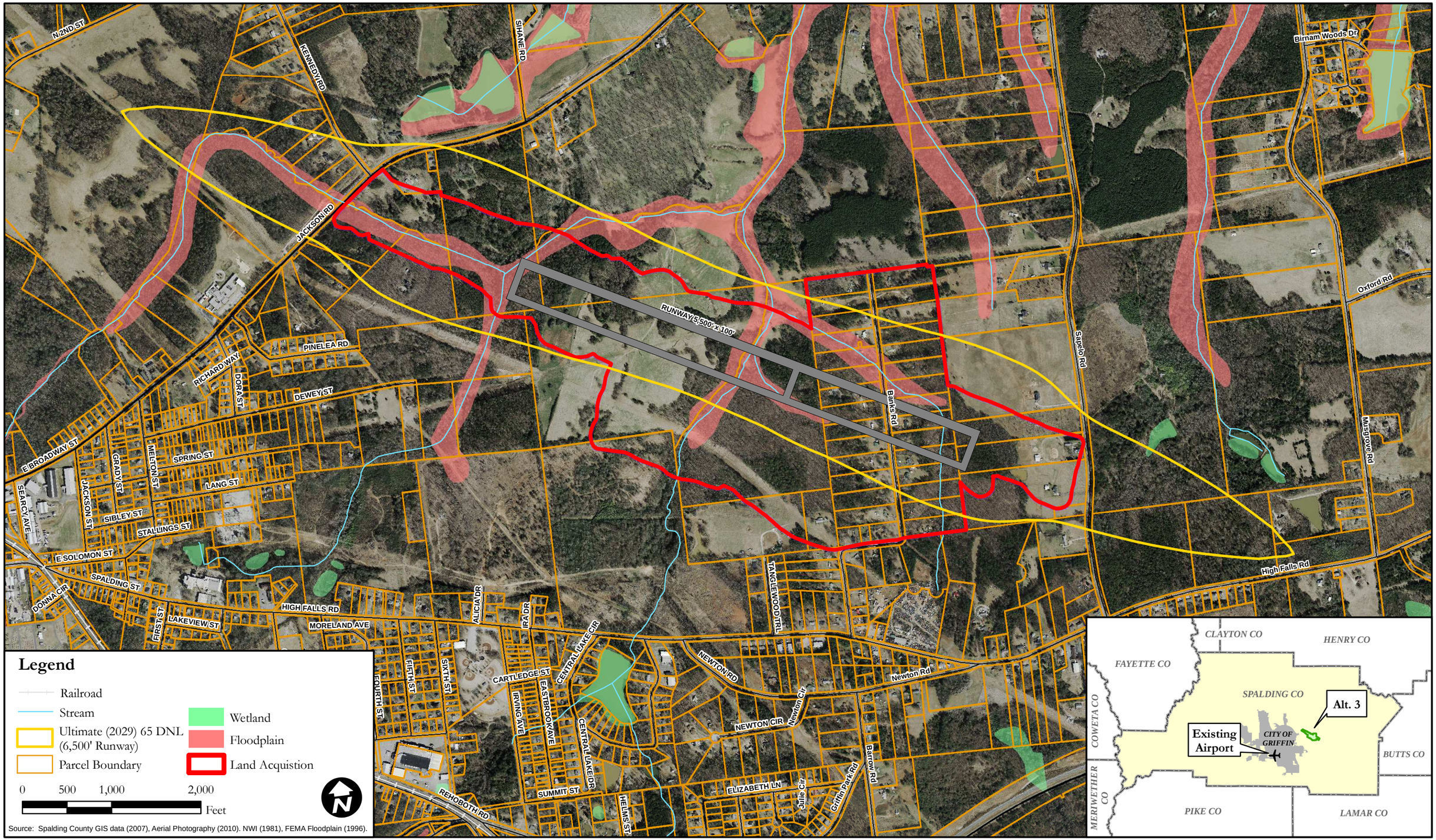
- **Priority 1** waters require actions to achieve water quality standards.
- **Priority 2** waterbodies have excess concentrations of metals from nonpoint sources and/or dissolved oxygen concentrations that do not meet water quality standards.
- **Priority 3** waterbodies are segments where urban runoff and other general nonpoint sources have resulted in water quality standards being violated for metals or for fecal coliform bacteria.

Cabin Creek and its associated tributaries are the main drainage system for the eastern portion of Griffin, including the areas encompassing the existing Airport and the Preferred Build Alternative site. Cabin Creek is listed on the GDNR-EPD Draft 2010 Integrated 305(b)/303(d) List as not supporting its designated use of Fishing, from its headwaters in the City of Griffin to the Towaliga River. Therefore, all tributaries within one mile of and flowing into this reach of Cabin Creek are also considered impaired. For Cabin Creek, three criteria were violated: biota (fish community); toxicity; and fecal coliform. Data collected for this reach of Cabin Creek resulted in a "Poor" or "Very Poor" ranking for the Fish Index of Biotic Integrity. This reach also consistently tested positive for toxicity, and more than 10 percent of the single samples exceeded the USEPA's recommended review criteria for fecal coliform of 400 per 100 milliliters. Potential causes for these violations are urban runoff and industrial facility discharges.

3.21 WETLANDS AND OTHER WATERS OF THE U.S.

E.O. 11990, *Protection of Wetlands*, mandates that each federal agency take action to minimize the destruction, loss, or degradation of wetlands and to preserve and enhance the natural values of wetlands. To comply with this E. O., wetlands within the study areas were identified (**Figure 3.15**). Potential impacts, as well as potential options for mitigation of these impacts, are addressed in Chapter 4 of this EA. The U.S. Army Corps of Engineers (USACE) at 33 CFR 328.3[b] and the USEPA at 40 CFR 230.3[t] define wetlands as areas that are: "... inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Under this definition, wetlands include open waters such as lakes and ponds, as well as swamps, marshes, bogs, and similar areas.

Wetlands are specifically protected by law because of the functions and values they provide, including **hydrology** (e.g., flood control; groundwater recharge and discharge; dissipation of erosive forces); **water quality** (e.g., removal of sediments, toxins, and nutrients); **food chain support** and **nutrient cycling** (e.g., primary production and nutrient export/utilization); **wildlife habitat** (e.g., breeding, rearing, and feeding grounds for fish and wildlife species); and **socioeconomics** (e.g., recreational, educational, aesthetic, and consumptive uses).



Source: Spalding County GIS data (2007), Aerial Photography (2010). NWI (1981), FEMA Floodplain (1996).

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FIGURE 3.15

ENVIRONMENTAL RESOURCES

Wetland Identification

USGS quadrangle maps, county soil survey maps, USFWS National Wetlands Inventory (NWI) maps, and aerial photographs of the project area were reviewed prior to beginning the wetlands reconnaissance. Field investigations were conducted in order to ground-truth the information gathered during research. Using the procedures outlined in the Corps of Engineers Wetland Delineation Manual (USACE 1987), wetlands were identified in the field on the basis of soils, hydrology, and vegetation. Resource locations and habitat descriptions were recorded as field notes, and that information was later utilized to determine the extent of resources within the boundary of each study area.

Wetland Classification

The USFWS developed a system to categorize wetlands and other waters of the U.S., such as rivers, streams, and lakes (Cowardin *et al.*, 1979). The Cowardin System has received widespread acceptance by resource and regulatory agencies for describing waters that fall within the jurisdiction and permitting authority of the USACE, under Section 404 of the CWA. The Cowardin System categorizes waters of the U.S. based on a hierarchical framework with three levels of classification: the system level; the subsystem level; and the class level. Waters of the U.S. are assigned to resource types within these three levels, based on hydrologic, geomorphologic, chemical, and biological factors.

Among the numerous resource types are palustrine systems, including freshwater wetlands dominated by trees and/or shrubs, or by persistent emergent plants, mosses, or lichens; as well as relatively small, shallow, and sparsely vegetated or unvegetated ponded areas. Three palustrine systems were identified in the project study areas: (1) palustrine forested wetlands ("swamps"); (2) palustrine emergent wetlands ("freshwater marshes"); and (3) palustrine wetlands less than 6.6 feet deep with unconsolidated bottom sediments and less than 30 percent vegetative cover ("ponds"). These systems are described below.

Palustrine Forested Wetlands - Many of the wetlands within the study areas were classified as forested wetlands, which have wetland hydrology as evidenced by soils that are saturated for much of the growing season. These wetlands were generally associated with large tributaries to rivers, especially where they joined a river's more extensive floodplain. These forests were dominated by red maple, sweet-gum, and tulip-poplar, with occasional loblolly pine. The shrub layer was dominated by tag alder and saplings of various canopy species such as water oak and black-gum. Vines were typically abundant and included yellow jessamine, muscadine, poison-ivy, wood-vamp, and several species of brier. Herbaceous plants were mostly absent, with the exception of remnants of ferns from the previous growing season – mostly cinnamon fern and netted chain fern, but also royal fern. Extensive stands of cane also were common in this community type.

Palustrine Emergent Wetlands - Palustrine emergent wetlands, commonly called freshwater marsh, also occurred within the study areas. These wetlands are non-tidal with a water level generally between a few inches to two or three feet, and with vegetation dominated by emergent grasses, sedges, and rushes. Marshes are frequently perpetuated along powerline transects and ditches as a result of maintenance mowing or brush clearing, which keeps shrubby vegetation at bay. They also occur in association

with natural disturbances, such as beaver activity. Naturally-occurring marshes are associated with bodies of water such as ponds and lakes, but also with swamps, bottomlands, and Carolina bays. Marshes identified within the study areas were dominated by woolgrass (*Scirpus cyperinus*), soft rush (*Juncus effusus*), cat-tails (*Typha latifolia*), giant beard grass (*Erianthus giganteus*), and witch-grass (*Panicum scoparium*). Evidence of ferns also was commonly seen, including remnants of cinnamon fern and netted chain fern. Woody species, mostly tag alder and black willow (*Salix nigra*), were limited to the margins of the marshes.

Palustrine Wetlands Less Than 6.6 Feet Deep With Unconsolidated Bottom Sediments and Less Than 30 Percent Vegetative Cover - Shallow freshwater wetlands with unconsolidated bottom sediments and less than 30 percent cover are typically referred to as ponds. Ponds are typically defined as relatively small (less than 20 acres) and shallow (less than 6 feet) permanent or temporary water bodies created by natural topographic features or by human or animal activities (e.g., by excavation or by alteration or surface drainage flow). Ponds identified in the study areas included both man-made impoundments and beaver ponds. Evidence of plant life observed during the field reconnaissance was limited to remnants of emergent species from the previous year along the shallow edges of the ponds, including bulrush, soft rush, cat-tails, and giant beard grass. Woody species, including alder and willow, were found along the extreme upper margins of the ponds. During the growing season, these ponds likely support submerged and floating leaved species such as water-lily, duckweeds (*Lemma* spp.; *Spirodela* spp.), alligatorweed (*Alternanthera philoxeroides*), parrot-feather (*Myriophyllum aquaticum*), and pennywort (*Hydrocotyle* sp.).

3.22 WILD AND SCENIC RIVERS

The National Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271-1287) protects rivers that are listed as significant resources for their wild, scenic, or recreational values, along with those that are under consideration for inclusion on the list. In addition, under a 1979 Presidential Directive, federal agencies are required "to take care to avoid or mitigate adverse effects on rivers identified in the Nationwide Inventory."[34] There are no federally protected wild, scenic, or recreational rivers, nor are there any rivers listed on the Nationwide River Inventory in the study area.[35] The only river listed on the National Wild and Scenic River System within Georgia is the Chattooga River, located in the northeastern corner of the state.

The State of Georgia also designates some state rivers for their cultural or natural resources value under the Georgia Scenic Rivers Act of 1969.[36] The Georgia Scenic Rivers Act is administered by the GDNR-EPD. None of the rivers comprising the Georgia Scenic River Systems are located within the study areas for The No-Action Alternative or the Preferred Build Alternative.

[34] U.S. Executive Office, "Presidential Memorandum on Wild and Scenic Rivers and National Trails," *http://ceq.hss.doe.gov/nepa/regs/scenicrivers.html* (May 15, 2009).

[35] National Park Service National Center for Recreation & Conservation, "Nationwide Rivers Inventory," *http://www.nps.gov/rtca/nri/* (January 19, 2009).

[36] American Rivers Organization, "Water Resources, Part 2, Georgia Scenic River System," *http://act.americanrivers.org/site/DocServer/wscodega.pdf?docID=804* (August 16, 2010).

CHAPTER 4. ENVIRONMENTAL CONSEQUENCES

4.1 INTRODUCTION

In accordance with the technical guidelines set forth in FAA Orders 1050.1E and 5050.4B and with CEQ regulations, this chapter describes the potential environmental impacts associated with implementing the Proposed Action. Included in the discussion of impacts are any adverse social, economic, and environmental effects that would not be avoidable should the Proposed Action be implemented, as well as the potential beneficial effects associated with the Proposed Action. The discussion also includes an assessment of the potential adverse and beneficial effects associated with the no-action alternative. The technical findings are intended to provide federal decision-makers and officials, as well as the public, with an understanding of the potential effects of the Proposed Action on the human, physical, and natural environments in the potentially affected areas.

As discussed in Chapter 1 of this EA, the purpose of the Proposed Action is to provide improvements to the Griffin-Spalding County Airport as recommended in the *Georgia Aviation Systems Plan*, by either constructing a general aviation airport at a new location that would accommodate an ultimate Level III business airport facility, or by constructing the improvements at the existing Airport, including expanding the size of the Airport to accommodate an ultimate Level III facility. The Proposed Action would meet existing FAA and GDOT facility requirements, and would accommodate future aeronautical and economic growth in Spalding County.

Two alternatives for the Proposed Action were carried forward for a full evaluation of potential environmental impacts, based on the results of the screening analysis of reasonable alternatives and in accordance with CEQ regulations, as discussed in Chapter 2 of this EA. The potential adverse and beneficial environmental impacts associated with these two alternatives, the No-Action Alternative and the Preferred Build Alternative, are summarized below and are described in greater detail in the following sections.

<u>Alternative 1 – No Action</u>

Alternative 1 would represent the taking of no action to construct the proposed airport improvements, at either the existing Airport location in the city of Griffin, or at a new location in Spalding County (see Chapter 2, **Figure 2.2**). The existing Airport has one 3,701-foot x 75-foot runway with a full-parallel taxiway on the north side and a partial parallel taxiway on the south side. The Airport is served by a non-precision Radar Navigation (RNAV) instrument approach with one-mile visibility to each runway end.

With the No-Action Alternative, there would be no project-related impacts on biotic communities, construction activities, cultural resources, cumulative or indirect effects, energy supply or natural resources, farmlands, floodplains, hazardous materials, land use compatibility, light emissions, solid waste, threatened and endangered species, water quality, or waters of the U.S. However, the existing limitations on the Airport's operational capabilities would continue to be a constraint on existing Airport patrons, as well as on the future potential for aviation-related enterprises to establish a presence in the area.

Impacts associated with the No-Action Alternative would include adverse short-term and long-term economic effects on the local community. If no action were to be taken, there would be no economic benefits to the City of Griffin or the region, and the recommendations of the *Georgia Aviation Systems Plan* would not be met. Therefore, Alternative 1 would not meet the need and purpose of the Proposed Action.

Alternative 3 - Preferred Build Alternative – New Site with 5,500-foot Runway

Alternative 3 would involve construction of a replacement airport at a site just northeast of the City of Griffin, with High Falls Road as its southern boundary and Musgrove Road as its eastern boundary; the northern and western boundaries would follow individual land parcel lines (see Chapter 2, **Figure 2.5**). The replacement airport would include a single 5,500-foot x 100-foot runway with a full parallel taxiway configured in a northwest/southeast direction, additional aircraft storage facilities, precision instrument approach with Runway End Identification Lights (REILs) and/or approach lighting system, High Intensity Runway Lights (HIRLs) and an above-ground fuel farm for Jet A and 100LL aviation gasoline, as well as a rotating beacon, Visual Glide Slope Indicators (VGSIs), and an automated weather reporting system. The existing Airport would be demobilized.

Implementation of the Preferred Build Alternative would meet the need and purpose of the Proposed Action by addressing the recommendations outlined in the *Georgia Aviation System Plan* and accommodating future aeronautical and economic growth in Spalding County. It would result in adverse impacts to the natural and social environment (e.g., impacts to biotic communities; impacts from construction activities; and impacts to farmlands, floodplains, solid waste, water quality, and waters of the U.S.). It also would have positive effects on the local economy and on land use compatibility at both the existing Airport site and the replacement airport site, which would benefit the city of Griffin and Spalding County.

4.2 AIR QUALITY

An air quality impact analysis was conducted for the Proposed Action with respect to CAA and NEPA requirements, based on the airport air emissions sources and aviation activity under the No-Action Alternative and the Preferred Build Alternative. The following sections provide a synopsis of the air quality assessment methodology, the results of the analysis, and any actions that would need to be taken in order to maintain compliance with General Conformity and Transportation Conformity requirements within the CAA.

4.2.1 Airport Emissions Sources

Emissions sources operating at the existing Airport under the No-Action Alternative would continue to include piston and commuter jet aircraft, a small fleet of ground support equipment (GSE), and fuel storage and transfer facilities. Auxiliary power unit (APU) usage would continue to be minimal due to the characteristics of the aircraft fleet currently using the Airport. Implementation of the Preferred Build Alternative would generate construction-related emissions associated with building a new general aviation facility and demobilizing the existing facility, which would involve emissions from construction equipment, asphalt paving, and the generation of fugitive dust during land

clearing and demolition activities. Additional details about these emissions sources are provided in **Table 4.1**.

TABLE 4.1
AIRPORT-RELATED SOURCES OF AIR EMISSIONS

Sources	Pollutants [(1)]	Characteristics
Aircraft and Auxiliary Power Units (APUs)	CO; Lead; NO_x; PM; SO_2; VOC	Emitted as the exhaust products of fuel combustion in aircraft engines, and in APUs providing on-board back-up power and comfort control. The quantities and types can vary based on the engine power setting and duration of operation. Emissions are generally assessed based on a typical landing/take-off cycle (i.e., taxi and delay; take-off; climb-out; approach and landing).
Ground Support Equipment (GSE)	CO; NO_x; PM; SO_2; VOC	Emitted as the exhaust products of fuel combustion from the operation of service trucks and other equipment servicing the aircraft and the airport. Emissions differ by engine type, fuel type, and activity level.
Fuel Storage and Transfer	VOC	Emissions are evaporative, resulting from vapor displacement and loss during storage and during transfer. The levels of emissions depend on the type of storage device, the type and amount of fuel stored, transfer and refueling methods, efficiency of vapor recovery, and atmospheric conditions (i.e., temperature and relative humidity).
Construction Activities	CO; NO_x; PM; SO_2; VOC	Emissions are temporary and result from construction equipment exhaust, VOC emissions from asphalt paving operations, and PM emissions due to entrainment of dust resulting from construction, demolition, and site clearing operations.

***Note*:**
[(1)] See Chapter 3, Section 3.2 – Air Quality for definitions.
***Source*:** KB Environmental Sciences, Inc., 2010.

4.2.2 Requirements under the Clean Air Act and the National Environmental Policy Act

Under the No-Action Alternative, the level of general aviation activity occurring at the Airport would remain at less than 180,000 operations per year; therefore, no operational emissions assessment is required under NEPA, pursuant to FAA Order 5050.4B. Future activity at the Airport would not be expected to increase over current levels, because the existing facility is capacity-constrained; therefore, the same level of operations assumed for the Year 2009 condition has been assumed for the Year 2029 emissions inventory. Nevertheless, because the Airport is currently situated within a USEPA air quality non-attainment area, an operational emissions inventory of the No-Action Alternative is required by the General Conformity requirements of the CAA for comparison against the projected emissions inventory of the Preferred Build Alternative.

Implementation of the Preferred Build Alternative would remove capacity constraints on future (Year 2029) aviation operations at the Airport. As a result, aircraft emissions would be expected to increase relative to those for the No-Action Alternative, based on an anticipated growth in overall aircraft operations and on the increased aircraft taxi-distances that would result from a lengthening of the runway and taxiway. Although the future-year aircraft fleet would not be expected to change over that of the existing condition, APU emissions would be expected to increase slightly due to an anticipated increase in aircraft operations. The GSE fleet and overall usage also would be assumed

to increase slightly with implementation of the Preferred Build Alternative. A Year 2029 emissions inventory has been prepared to evaluate the projected emissions increases from these sources relative to those of the No-Action Alternative, to satisfy the CAA General Conformity requirements. In addition, because the General Conformity Rule requires that all direct and indirect project emissions be assessed for proposed actions occurring in non-attainment areas, construction emissions resulting from the implementation of the Preferred Build Alternative have been quantified in emissions inventories for a construction period from 2012 to 2018. Because implementation of the Preferred Build Alternative would require the closure of Banks Road, the potential applicability of the Transportation Conformity Rule is also addressed in this analysis.

4.2.3 Emissions Inventory Methodology

The assessment of air quality impacts presented in this section has been prepared pursuant to the requirements of the General Conformity Rule of the CAA (40 CFR 93) and in accordance with the following guidance:

- FAA Order 1050.1E, Change 1 – *Environmental Impacts: Policies and Procedures*
- FAA Order 5050.4B – *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*
- FAA *Environmental Desk Reference for Airport Actions*

A Year 2009 operational emissions inventory was prepared for the No-Action Alternative (to represent both the Year 2009 condition and the Year 2029 condition). Operational emissions were calculated for the Year 2029 "build-out" year only for the Preferred Build Alternative. Each inventory was prepared using the latest version of the Emissions and Dispersion Modeling System (EDMS) version 5.1.2, which is the USEPA-approved and FAA-required computer model for assessing airport air quality impacts. The NONROAD Mobile Emissions Model and MOBILE 6.2 were also used to create an emissions inventory to be used in the air quality analysis. The following sections describe the methodology and data applied for each airport emissions source under each of the two considered alternatives: APUs; GSE; fuel storage tanks, and construction emissions.

<u>Aircraft and Auxiliary Power Units</u>

For the purposes of this analysis, the aircraft fleet mix (percentages of aircraft by aircraft type) was assumed to remain static both between alternatives and throughout time. That is, the same combinations of airframes and engines were assumed to use the airport facility with both the No-Action Alternative and the Preferred Build Alternative and between Year 2009 and Year 2029. In addition, because the existing Airport is capacity constrained, no increase in aircraft operations between Year 2009 and Year 2029 was assumed to occur under the No-Action Alternative. However, because the Airport would no longer be constrained in Year 2029 with implementation of the Preferred Build Alternative, the overall level of airport activity was assumed to increase from 32,000 annual operations in 2009 to 43,099 annual operations in 2029.

It was assumed that because the runway and taxiway lengths would increase by approximately 1,800 feet with full implementation of the Preferred Build Alternative, aircraft using the proposed Airport facility in Year 2029 would taxi an additional 1,800 feet to reach the runway end. The Preferred Build Alternative emissions inventory

projected for Year 2029 accounts for the additional distance and taxiing time. Measurements of taxiing distance were made using project plans and aerial photographs of the existing facility. Taxiing times were developed following the assumption that aircraft would traverse the required taxiway distance at a speed of 17 miles per hour, and that the same distance would be traveled for both aircraft arrivals and aircraft departures.

The aircraft fleet mix, operational levels, and taxi times entered into EDMS for each year and each considered alternative are detailed in **Table 4.2**. Because the Airport services mainly piston engine aircraft, APU usage was only considered for commuter jet operations, for which the EDMS default equipment assignments and running times per operation were assumed.

Ground Support Equipment

The existing fleet of GSE at the Airport is a small collection of gasoline-powered fuel and service trucks. Because the Airport would remain capacity constrained under the No-Action Alternative, the same fleet and level of operations were assumed to occur in the Year 2029 condition as in the Year 2009 condition. With the Preferred Build Alternative, it was assumed that the Year 2029 fleet would grow to include baggage tractor activity and that the total hours of GSE fleet operation would increase commensurately with the increase in aircraft operations. Furthermore, the GSE fleet was assumed to operate for five minutes per applicable aircraft operation. The GSE fleet was modeled in the EDMS as a population, using overall hours of operation as the metric to determine emissions. The GSE data and assumptions applied to the EDMS are presented in **Table 4.3**.

Fuel Storage Tanks

The Airport currently operates two 100 LL aviation gasoline storage tanks and one Jet A storage tank. For the purposes of this analysis, it was assumed that annual throughput in Year 2009 under the No-Action Alternative would total 60,000 gallons of aviation gasoline and 70,000 gallons of Jet A fuel. The same levels of usage were assumed for Year 2029 because there would be no increase in aircraft operations with respect to the No-Action Alternative. The Preferred Build Alternative fuel throughput in Year 2029 was scaled up according to the forecasted increase in aircraft operations. The EDMS input parameters for the fuel storage tanks are summarized by year and alternative in **Table 4.4**.

Construction Emissions

For this assessment, construction-related emissions are primarily associated with the exhaust from heavy equipment (i.e., backhoes, bulldozers, graders, etc.), delivery trucks and construction worker vehicles getting to and from the site; dust from site preparation, land clearing, material handling, equipment movement on unpaved areas, and demolition activities; and, fugitive emissions from the storage/transfer of raw materials. These emissions would be temporary in nature and generally confined to the construction site and the access/egress roadways.

Emissions from construction activities were estimated based on the projected construction activity schedule, the number of vehicles/pieces of equipment, the types of

TABLE 4.2
AIRCRAFT FLEET MIX AND OPERATIONAL LEVELS

Airframe	Engine	No-Action Alternative 2009 / 2029				Preferred Build Alternative 2029			
		Arrivals	Departures	Touch-and-Go	Taxi Time (minutes)[1]	Arrivals	Departures	Touch-and-Go	Taxi Time (minutes)[1]
Bombardier Learjet 25	CJ610-6	630	630	0	1.24	848	848	0	1.84
Cessna 206	IO-360-B	3,776	3,776	3,236	1.24	5,082	5,082	4,359	1.84
Cessna 441 Conquest II	TPE331-8	1,258	1,258	0	1.24	1,696	1,696	0	1.84
Dassault Falcon 20-E	CF700-2D	630	630	0	1.24	848	848	0	1.84
Piper PA-28 Cherokee Series	O-320	4,404	4,404	3,774	1.24	5,932	5,932	5,084	1.84
Raytheon Beech Baron 58	TIO-540-J2B2	1,258	1,258	1,078	1.24	1,696	1,696	1,452	1.84
Totals		**11,956**	**11,956**	**8,088**	**--**	**16,102**	**16,102**	**10,895**	**--**

Note:
[1] Reported taxi times are on a per operation basis.
Source: KB Environmental Sciences, Inc. and The LPA Group Incorporated, 2010.

TABLE 4.3
GROUND SERVICE EQUIPMENT FLEET MIX AND OPERATIONAL LEVELS

GSE Type	Fuel	No-Action Alternative 2009/2029		Preferred Build Alternative 2029	
		Operating Hours	Quantity	Operating Hours	Quantity
Baggage Tractor	Gasoline	0	0	2,389	1
Fuel Truck	Gasoline	1,773	3	2,389	3
Service Truck	Gasoline	1,773	1	2,389	1

Source: KB Environmental Sciences, Inc. and The LPA Group Incorporated, 2010.

TABLE 4.4
FUEL TANK PARAMETERS

Tank Type	Capacity (gallons)	Fuel	No-Action Alternative 2009/2029 Throughput (kiloliters)	Preferred Build Alternative 2029 Throughput (kiloliters)
Horizontal (7.3 x 1.6 meters)	4,000	Aviation Gasoline	56.78	76.48
Horizontal (8.1 x 2.4 meters)	10,000	Aviation Gasoline	170.34	229.43
Horizontal (9.7 x 3.0 meters)	12,000	Jet A	264.98	356.89

Source: KB Environmental Sciences, Inc. and The LPA Group Incorporated, 2010.

equipment and the types of fuel used, the vehicle and equipment utilization rates, and the year construction occurs. Data regarding the numbers of pieces and types of construction equipment to be used on the project, the deployment schedule of equipment (monthly and annually), and the approximate daily operating times (including power levels or usage factors) were estimated for each individual construction project, based on a schedule of construction activity. The construction equipment and assumptions used in the analysis are listed in **Table 4.5**.

The emission inventories for off-road (non-highway) equipment were calculated using emissions factors obtained from the USEPA's NONROAD Emissions Model (Version 2008a), and/or the USEPA's Compilation of Air Pollutant Emission Factors (AP-42), for a construction period of 2012- 2018. Emissions factors for on-road (highway) pickups, employee vehicles, and other on- road regulated vehicles were obtained from the MOBILE 6.2 motor vehicle emission model for the same construction period. Emissions model input parameters were developed to be as consistent with the applicable Georgia State Implementation Plan (SIP) and other regional air quality analyses as possible. Emissions model default parameters were assumed where these data were unavailable. To remain conservative, the highest seasonal emissions rate (i.e., summer versus winter) was selected and applied to the emissions calculations.

Emissions factors for each equipment type were applied to the anticipated equipment work output (horsepower-hours of expected equipment use). Operating times for the equipment were based on a five-day workweek and an eight-hour workday during which the equipment may be operating, unless indicated otherwise in the construction schedule. A usage factor (accounting for the percentage of daily operation) and a load factor (accounting for the average throttle setting relative to capacity) were used; that is, a usage factor of 0.75 equates to six hours of operation, and a load factor of 0.62 equates to 62 percent of capacity during operation.

For the off-road equipment, sulfur dioxide and particulate matter emissions factors, the diesel sulfur content was consistent with the assumptions data used in the Georgia SIP modeling and other regional air quality analyses. For on-road vehicles, the anticipated vehicle miles traveled (VMTs) were estimated to determine annual emissions.

TABLE 4.5
CONSTRUCTION EQUIPMENT AND ASSUMPTIONS

Off-Road Equipment	Horsepower	Hours per Day	Load Factor	Usage Factor
Articulated Truck	350	8	0.59	0.79
Asphalt Paver (CAT AP-1000B)	174	8	0.59	0.39
Asphalt Spreader (Barber-Green 270B)	187	8	0.59	0.29
Soil Compacter (CAT 815)	232	8	0.59	0.29
Backhoe (CAT 420D)	89	10	0.21	0.55
Bulldozer (CAT D-10)	580	8	0.59	0.45
Bulldozer (CAT D-8)	310	8	0.59	0.45
Bulldozer (CAT D-9)	410	8	0.59	0.45
Bulldozer (CAT D-6)	150	8	0.59	0.45
Concrete Paving Operation	500	8	0.59	0.39
Concrete Pump	200	8	0.43	0.19
Concrete Pump Drill Rig (auger cast piles)	300	8	0.43	0.22
Crane	400	8	0.43	0.48
Excavator (CAT 320)	148	8	0.59	0.53
Excavator (CAT 325)	188	8	0.59	0.53
Excavator (CAT 350)	380	8	0.59	0.53
Forest Machine (CAT 325C)	188	8	0.59	0.61
Harvesters (CAT D6 - RAKE)	150	8	0.59	0.61
Motorgrader (CAT14H)	220	10	0.59	0.46
Peterson Grinder (5710 or 6710)	1050	8	0.59	0.29
Pneumatic Roller (Ingersoll Rand)	100	10	0.59	0.37
Rubber Tire Roller (CAT PS-300)	77	8	0.59	0.37
Smooth Drum Roller (CAT563C)	150	8	0.59	0.37
Vibratory Roller (CAT CB634)	145	8	0.59	0.37
Rubber Tire Loader (CAT 950)	196	8	0.59	0.37
Rubber Tire Loader (CAT 966)	260	8	0.59	0.37
Scraper (CAT 615)	265	10	0.59	0.44
Skidder (CAT 525B)	160	8	0.59	0.29
Soil Stabilizer (CAT BM-350)	430	8	0.59	0.29
Fork Lift	60	2	0.59	0.82
Concrete Trucks	--	5.71	--	--
Dual Tandem Trucks	--	5.71	--	--
Employee Vehicles	--	0.44	--	--
Logging Trucks	--	5.71	--	--
Pickup Trucks	--	0.44	--	--
Water Trucks	--	0.44	--	--

Source: KB Environmental Sciences, Inc. and The LPA Group Incorporated, 2010.

The following equations were used to obtain annual emissions rates for off-road equipment and on-road vehicles:

*Emission Rate (tons/year) = Emission Factor (g/hp-hr) * size (hp) * 8 hours per day * Usage Factor * days/year * Load Factor * (453.59/2000 tons/g)*

*Emission Rate (tons/year) = Emission Factor (g/mile) * speed (miles/hour) * hours per day * days/year * (453.59/2000 tons/g)*

To estimate emissions associated with on-road motor vehicles, including vehicles utilized for the purposes of security, escorting and project management, and personal employee vehicles, the following assumptions were applied. Security, escorting, project management, and employee vehicles were assumed to travel 20 miles per workday at a travel speed of 45 mph. In contrast, materials transfer vehicles such as haul trucks, concrete trucks, and logging vehicles were assumed to travel 200 miles per workday at a designated speed of 35 mph. Where applicable, durations of eight hours per day of work were applied to the calculations (as shown above).

Additionally, the construction emissions inventories for fugitive dust sources were calculated using emission factors within USEPA's AP-42 and other publications. Fugitive dust emissions can result from the following activities: grading, moving soil, and digging, loading/unloading of trucks, movement of trucks on unpaved surfaces, and wind erosion of stockpiles. A fugitive dust emissions factor of 10 pounds per day per acre disturbed was used. $PM_{2.5}$ was assumed to be 10 percent of PM_{10} based on AP-42. Erosion control measures and watering programs are typically implemented to minimize these fugitive dust and particulate emissions. A dust control efficiency of 75 percent due to daily watering and other control measures was estimated based on USEPA's AP-42.

Evaporative VOC emissions associated with the application of hot mix asphalt on areas requiring paving were estimated using the raw materials quantities listed in the projected construction schedule, as well as an emission factor of 0.053 tons of VOC per acre of asphalt material laid, following the methodology outlined by the National Association of Clean Air Agencies (NACAA, formerly STAPPA-ALAPCO).

4.2.4 Emissions Inventory Results

The results of the Year 2029 operational emissions inventories for both the No-Action Alternative and the Preferred Build Alternative are presented in **Table 4.6**. As shown, facility emissions under the No-Action Alternative would amount to 394.93 tons of CO, 5.43 tons of VOC, 1.30 tons of NO_x, 0.80 tons of SO_x, and 0.04 tons of $PM_{10}/PM_{2.5}$. Facility emissions that would occur with implementation of the Preferred Build Alternative would total 538.43 tons of CO, 7.80 tons of VOC, 1.87 tons of NO_x, 1.12 tons of SO_x, 0.07 tons of PM_{10}, and 0.06 tons of $PM_{2.5}$.

The projected emissions increases from the Preferred Build Alternative relative to those with the No-Action Alternative are attributed to three main factors. First, because the Airport would not be capacity constrained with implementation of the Preferred Build Alternative, the levels of aircraft operations (and hence the levels of APU, GSE and fuel tank usage) would be higher than the levels projected for the No-Action Alternative. Second, the Airport runway and taxiways would be extended with implementation of the Preferred Build Alternative, and therefore aircraft would incur additional taxiing time to

TABLE 4.6
YEAR 2029 EMISSIONS INVENTORIES

Source Category	2029 Emissions (tons) – No-Action Alternative					
	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Aircraft						
Taxi-Out	3.96	0.36	0.02	0.02	0.00	0.00
Take-Off	49.08	0.41	0.60	0.18	0.00	0.00
Climb-Out	148.04	1.22	0.19	0.19	0.00	0.00
Approach	184.15	1.92	0.24	0.29	0.00	0.00
Taxi-In	6.57	0.40	0.03	0.03	0.00	0.00
Ground Support Equipment	3.01	0.06	0.11	0.06	0.03	0.02
Auxiliary Power Units	0.13	0.01	0.09	0.02	0.02	0.02
Fuel Storage	0.00	1.05	0.00	0.00	0.00	0.00
Totals [(1)]	**394.93**	**5.43**	**1.30**	**0.80**	**0.04**	**0.04**

Source Category	2029 Emissions (tons) – Preferred Build Alternative					
	CO	VOC	NO_x	SO_x	PM_{10}	$PM_{2.5}$
Aircraft						
Taxi-Out	7.91	0.72	0.05	0.05	0.00	0.00
Take-Off	66.09	0.55	0.81	0.25	0.00	0.00
Climb-Out	199.39	1.65	0.26	0.26	0.00	0.00
Approach	247.93	2.58	0.32	0.39	0.00	0.00
Taxi-In	11.42	0.77	0.06	0.06	0.00	0.00
Ground Support Equipment	5.51	0.12	0.24	0.10	0.04	0.04
Auxiliary Power Units	0.18	0.02	0.13	0.03	0.03	0.03
Fuel Storage	0.00	1.39	0.00	0.00	0.00	0.00
Totals[(1)]	**538.43**	**7.80**	**1.87**	**1.12**	**0.07**	**0.06**
Increase Over No-Action Alternative	**143.50**	**2.37**	**0.57**	**0.32**	**0.02**	**0.02**
De minimis Threshold[(2)]	**--**	**100**	**100**	**100**	**--**	**100**

Notes:
[(1)] Values reflect rounding.
[(2)] Under the General Conformity Rule of the CAA, de minimis thresholds (applicable to non-attainment areas) represent the maximum allowable levels of pollutants or pollutant precursors that can be generated by a project and still maintain compliance with area air quality plans. NO_x and VOC are considered O_3 precursors. GDNR-EPD has determined that only directly emitted $PM_{2.5}$ and SO_x are considered $PM_{2.5}$ precursors in the state of Georgia (*Proposed State Implementation Plan Revision for the Atlanta PM2.5 Nonattainment Area, Appendix F.1 - Insignificance of NH3, VOCs, and NOx to PM2.5 Attainment in Georgia Nonattainment Areas*, July 2008).

Source: KB Environmental Sciences, Inc., 2010.

move to and from the runway ends. Last, because the Airport would be expected to service more aircraft operations with implementation of the Preferred Build Alternative, the GSE fleet would be slightly larger than that associated with the No-Action Alternative. These differences are detailed in the air quality assessment methodology presented in Section 4.2.2 of this chapter.

The results of the construction emissions inventories for the period from 2012 through 2018 are presented in **Table 4.7**. According to these results, Year 2013 would represent the worst-case air quality construction year for all pollutants except VOC, with emissions totaling 26.37 tons of CO, 42.29 tons of NO_x, 0.08 tons of SO_2, 35.33 tons of PM_{10}, and 6.03 tons of $PM_{2.5}$. The projected worst-case emissions in 2013 are attributed to the fact that construction equipment activity would reach its peak during that timeframe.

The projected VOC emissions would peak in 2016 at 5.71 tons, due to the amount of asphalt paving that would occur during that year. However, the possibility exists that concrete could be used instead of asphalt, depending upon the cost of one versus the other while construction materials are being purchased. Using concrete instead of asphalt would reduce the amount of VOC emissions; however, asphalt paving estimates were utilized during this analysis because it has the higher emissions rate. A detailed discussion of these results with respect to the General Conformity requirements of the CAA is provided below in Section 4.2.5.

4.2.5 General Conformity Applicability Test

In NAAQS non-attainment areas, the General Conformity Rule of the CAA requires an Applicability Test comparing annual project-related emissions against de minimis thresholds established for USEPA's criteria pollutants. If annual project-related emissions exceed these thresholds, the project is considered to delay timely attainment of the NAAQS as proposed in the area's SIP; if project-related emissions are within the de minimis thresholds, the project is considered a de minimis action with respect to the SIP. The Proposed Action would occur in O_3 and $PM_{2.5}$ non-attainment areas, and the applicable de minimis thresholds are 100 tons per year of VOC, NO_x, SO_x and $PM_{2.5}$.[37]

If project-related emissions exceed the de minimis thresholds, then a Conformity Determination must be prepared. Available options to demonstrate that project emissions conform to the purpose of a SIP include showing that emissions are accommodated in a SIP emissions budget, petitioning the state air quality agency to append their emissions budgets to accommodate excess emissions, or employing mitigation measures to reduce the overall amounts of emissions.

In terms of operational emissions, the General Conformity Applicability Test is conducted using the net increase in emissions of the Preferred Build Alternative relative to those of the No-Action Alternative. As shown above in **Table 4.6**, this net increase would constitute 2.37 tons of VOC, 0.57 tons of NO_x, 0.32 tons of SO_x, and 0.02 tons of

[37] NO_x and VOC react in the presence of sunlight at ground-level to form O_3, and are thus considered O_3 precursor compounds. Additionally, in consultation with the USEPA, the GDNR-EPD has determined that the only $PM_{2.5}$ compounds applicable to conformity determinations in Georgia $PM_{2.5}$ non-attainment areas are directly emitted $PM_{2.5}$ and its precursor SO_2 (*Proposed State Implementation Plan Revision for the Atlanta $PM_{2.5}$ Nonattainment Area, Appendix F. - Insignificance of NH_3, VOCs, and NO_x to $PM_{2.5}$ Attainment in Georgia Nonattainment Areas*, July 2008).

TABLE 4.7
CONSTRUCTION PERIOD EMISSIONS INVENTORIES

Source Category	VOC Emissions (tons)								SO_2 Emissions (tons)						
	2012	2013	2014	2015	2016	2017	2018		2012	2013	2014	2015	2016	2017	2018
Off-road Equipment	1.18	3.14	2.64	0.49	0.52	0.42	0.57		0.02	0.07	0.06	0.01	0.01	0.01	0.01
On-road Equipment	0.16	0.04	0.07	0.40	0.53	0.05	0.10		0.02	0.00	0.01	0.05	0.06	0.00	0.01
Employee Vehicles	0.20	0.37	0.31	0.19	0.27	0.09	0.12		0.00	0.01	0.01	0.00	0.01	0.00	0.00
Asphalt Paving	0.00	0.00	0.00	2.88	4.38	1.17	1.74		--	--	--	--	--	--	--
Fugitive Dust	--	--	--	--	--	--	--		--	--	--	--	--	--	--
Total Emissions(1)	**1.54**	**3.56**	**3.01**	**3.96**	**5.71**	**1.74**	**2.53**		**0.04**	**0.08**	**0.07**	**0.06**	**0.08**	**0.02**	**0.03**
De minimis Thresholds(2)															
Ozone	100	100	100	100	100	100	100		--	--	--	--	--	--	--
$PM_{2.5}$	--	--	--	--	--	--	--		100	100	100	100	100	100	100

Source Category	CO Emissions (tons)								PM_{10} Emissions (tons)						
	2012	2013	2014	2015	2016	2017	2018		2012	2013	2014	2015	2016	2017	2018
Off-road Equipment	6.40	16.44	12.53	2.20	2.17	1.37	1.58		1.09	2.85	2.18	0.39	0.40	0.24	0.27
On-road Equipment	0.98	0.73	0.73	1.68	2.93	0.59	0.56		0.07	0.00	0.02	0.14	0.17	0.01	0.03
Employee Vehicles	4.60	9.19	8.07	5.46	8.13	2.83	3.74		0.01	0.02	0.02	0.01	0.02	0.01	0.01
Asphalt Paving	--	--	--	--	--	--	--		--	--	--	--	--	--	--
Fugitive Dust	--	--	--	--	--	--	--		29.75	32.45	32.45	29.75	29.75	18.93	18.93
Total Emissions1	**11.97**	**26.37**	**21.33**	**9.34**	**13.23**	**4.79**	**5.89**		**30.91**	**35.33**	**34.67**	**30.29**	**30.34**	**19.19**	**19.23**
De minimis Thresholds(2)															
Ozone	--	--	--	--	--	--	--		--	--	--	--	--	--	--
$PM_{2.5}$	--	--	--	--	--	--	--		--	--	--	--	--	--	--

Source Category	NO_x Emissions (tons)								$PM_{2.5}$ Emissions (tons)						
	2012	2013	2014	2015	2016	2017	2018		2012	2013	2014	2015	2016	2017	2018
Off-road Equipment	15.78	41.97	31.84	5.71	5.71	3.64	4.17		1.05	2.77	2.12	0.38	0.39	0.23	0.26
On-road Equipment	1.87	0.06	0.46	3.84	4.37	0.26	0.62		0.05	0.00	0.01	0.09	0.11	0.01	0.02
Employee Vehicles	0.14	0.26	0.21	0.13	0.17	0.05	0.07		0.00	0.01	0.01	0.01	0.01	0.00	0.00
Asphalt Paving	--	--	--	--	--	--	--		--	--	--	--	--	--	--
Fugitive Dust	--	--	--	--	--	--	--		2.97	3.25	3.25	2.97	2.97	1.89	1.89
Total Emissions1	**17.79**	**42.29**	**32.51**	**9.68**	**10.26**	**3.96**	**4.85**		**4.09**	**6.03**	**5.38**	**3.45**	**3.48**	**2.13**	**2.17**
De minimis Thresholds(2)															
Ozone	100	100	100	100	100	100	100		--	--	--	--	--	--	--
$PM_{2.5}$	--	--	--	--	--	--	--		100	100	100	100	100	100	100

Notes:
(1) Values reflect rounding.
(2) Under the General Conformity Rule of the CAA, de minimis thresholds (applicable to non-attainment areas) represent the maximum allowable levels of pollutants or pollutant precursors that can be generated by a project and still maintain compliance with area air quality plans. NO_x and VOC are considered O_3 precursors. GDNR-EPD has determined that only directly emitted $PM_{2.5}$ and SO_x are considered $PM_{2.5}$ precursors in the state of Georgia (*Proposed State Implementation Plan Revision for the Atlanta PM2.5 Nonattainment Area, Appendix F. - Insignificance of NH_3, VOCs, and NO_x to $PM_{2.5}$ Attainment in Georgia Nonattainment Areas*, July 2008).

Source: KB Environmental Sciences, Inc., 2010

PM_{10} and $PM_{2.5}$. Because the net increases in operational emissions are well below the respective General Conformity de minimis thresholds, implementation of the Preferred Build Alternative would be considered a de minimis action with respect to the area SIP, and therefore a Conformity Determination is not necessary.

Because construction activities associated with the implementation of the Preferred Build Alternative also would be considered project-related emissions sources with respect to the General Conformity Rule, the construction period emissions inventories summarized above in **Table 4.7** are also compared to the de minimis thresholds. As stated, the projected worst-case construction emissions would comprise 5.71 tons of VOC, 26.37 tons of CO, 42.29 tons of NO_x, 0.08 tons of SO_2, 35.33 tons of PM_{10}, and 6.03 tons of $PM_{2.5}$. Again, because these project-related emissions do not exceed any applicable de minimis threshold, implementation of the Preferred Build Alternative would be considered a de minimis action with respect to the area SIP, and therefore a Conformity Determination is not necessary.

4.2.6 Emissions Reduction Measures

Although it has been shown that implementation of the Preferred Build Alternative would comply with the General Conformity Regulations of the CAA, several emissions reduction measures exist that would improve air quality in the project area by minimizing the project's construction air "footprint". These measures are listed below:

- Reduce equipment idling times;
- Use cleaner burning or low emissions fuels in equipment;
- Encourage employee carpooling;
- Limit construction activities when atmospheric conditions are conducive to O_3 formation (i.e., "high ozone days");
- Limit construction activities during high wind events to prevent dust generation;
- Utilize warm-mix asphalt during paving operations;
- Water or apply dust suppressants to unpaved areas regularly,
- Cover materials stockpiles;
- Install pads to deter track-out as vehicles enter and leave the work site; and
- Reduce vehicle speeds on unpaved roads.

4.2.7 Transportation Conformity

As mentioned in Section 4.2.2, implementation of the Preferred Build Alternative would involve the closure of nearby Banks Road. Because the Proposed Action would occur in a non-attainment area, the road closure could be subject to the CAA's Transportation Conformity Rule, which states that Transportation Conformity is only applicable to an individual project when the FHWA or the Federal Transit Authority (FTA) considers the impacted roadway to be "regionally significant" with respect to regional transportation air quality analyses. Although coordination with the local Metropolitan Planning Organization (MPO) would be necessary to make a ruling with respect to the Transportation Conformity Rule, it is not expected that Banks Road would constitute a "regionally significant" roadway. Banks Road is a small two-lane road in poor condition that dead-ends within a nearby neighborhood that would be subject to relocation with implementation of the Preferred Build Alternative.

4.3 BIOTIC COMMUNITIES

Implementation of the No-Action Alternative would result in no impacts to biotic communities. It is anticipated that implementation of the Preferred Build Alternative would have an impact on biotic communities. These impacts would be associated with deforestation of wooded areas within the Preferred Build Alternative project tract, including the RPZs and the Object Free Areas (OFAs). Approximately 260 acres of the 320-acre site for the Preferred Build Alternative is forested land, and most of the trees within the boundary would need to be removed or topped in order to meet FAA requirements for the OFAs on the Airport property (see Chapter 3, **Figure 3.3**). Impacts to biotic communities would also be associated with the conversion of stream and wetland areas to transportation use. However, no rare or unique natural communities were observed during the field reconnaissance of the study area for the Preferred Build Alternative.

For the Preferred Build Alternative, vegetation would be removed within the limits of grading. Additional vegetation also could potentially need to be removed to allow vehicle access during the construction phase, resulting in temporary impacts. The areas cleared for temporary access would be restored to conditions suitable for their future use, and any unpaved portions of the OFA would be seeded with grasses or other low growing vegetation to prevent erosion and to minimize the risk of obstructions to aircraft.

Species that are adapted to open conditions, such as small mammals, birds, and reptiles, would be expected to utilize the open maintained areas. However, in order to help prevent unwanted predatory birds from utilizing the grassed areas as a foraging location, grass seed that is less attractive to small mammals and seed-eating birds would be used. In addition, grass would be maintained at a height that is less attractive to small mammals and grass-dwelling bird species.

4.4 COASTAL ZONE MANAGEMENT ACT AND COASTAL BARRIER RESOURCES ACT

The Georgia Coastal Management Program (GCMP) oversees activities that occur within the eleven designated coastal counties of eastern Georgia. The GCMP does not apply to Spalding County; therefore, a Coastal Zone Management Act (CZMA) Consistency Determination is not required. Likewise, the Coastal Barriers Resources Act (CBRA) is not applicable in Spalding County.

4.5 CONSTRUCTION IMPACTS

Construction activities can cause impacts resulting solely from construction, and are limited to the construction period. They are distinct in that they are temporary in nature, and their degree of severity generally diminishes as work concludes. Best Management Practices (BMPs) and other proven procedures for protecting the environment would be utilized during construction in order to minimize temporary impacts, while also maintaining compliance with all local, state, and federal ordinances and regulations.

There would be no construction impacts associated with the No-Action Alternative. The Preferred Build Alternative was evaluated to determine the potential for adverse impacts to biotic communities, air quality, ambient noise levels, and water quality during construction, as described in the following paragraphs. Construction activities at the 320-

acre site would include the clearing of approximately 260 acres of forested land, grading activities, and construction of a new airport facility. Other impacts to biotic communities resulting from construction activities would include the conversion of wetland and stream resources to transportation use. These activities would be required to conform to FAA AC 150/5370-10E, entitled "*Standards for Specifying Construction of Airports*," and specifically Item P-156, "*Temporary Air and Water Pollution, Soil Erosion, and Siltation Control*," as discussed in Sections 4.20 and 4.21.

Air quality impacts would be temporary in nature and would primarily be in the form of emissions from diesel-powered construction equipment and dust. Air pollution associated with the creation of airborne particles would be effectively controlled through the use of watering trucks and/or the application of calcium chloride, in accordance with BMPs that would be established as part of the permitting process for the project. Operation of construction equipment would not be expected to produce appreciable impacts on air quality, because those activities would be of short-term duration. Contractors are required to maintain their equipment in satisfactory condition to minimize air pollution from exhaust emissions. State and local laws regarding open burning regulations and restrictions would be followed. Any merchantable trees, either pulpwood or saw timber, would be salvaged prior to the beginning of construction.

Construction-phase noise impacts would be associated with an increase in ambient acoustic levels from the construction equipment. Vegetation removal and grading operations are the noisiest types of construction activities, with the equipment generating noise levels as high as 70 to 95 dBA within 50 feet of their operation. Residents of some homes located within close proximity to the Preferred Build Alternative site could be expected to incur short-term noise impacts during grading and vegetation removal operations. However, no long-term or significant short-term impacts to residents in these areas would be anticipated.

There would be a potential for temporary impacts on surface water quality during construction. Temporary increases in turbidity and sedimentation in drainage ditches and streams could result from erosion of disturbed areas prior to paving or the re-establishment of permanent vegetation. Erosion control devices, such as straw/hay bale barriers and silt fences, would be used to protect those surface waters from turbidity and sedimentation during those periods. In addition, efforts would be made to schedule construction operations to minimize the areas of disturbance and the duration of exposure of disturbed areas to the elements.

In summary, construction impacts associated with the Preferred Build Alternative would be temporary and localized. BMPs would be implemented in order to minimize impacts from erosion and siltation/sedimentation in surface waters during construction, as well as to reduce potential adverse impacts to local air quality resulting from emissions from construction equipment and fugitive dust. Therefore, although the potential does exist for minor and short-term construction impacts, no long term or significant impacts to the human environment or natural resources would be anticipated from those construction activities.

4.6 CULTURAL RESOURCES

Between February 12 and March 15, 2010, cultural resources surveys were conducted within the APE of the Preferred Build Alternative site by professional historians and archaeologists. Results of the survey included the identification of three previously recorded and seven previously unrecorded historic resources, as well as two previously unrecorded archaeological sites, within the APE of the Preferred Build Alternative site (see **Appendix A - Correspondence**).

4.6.1 Historic Resources

Selection of the No-Action Alternative would result in no impacts to historic resources because there would be no changes in the current conditions at the existing Airport. As discussed in Section 3.6.1, four historic properties and one historic structure identified in the APE of the Preferred Build Alternative site during the Phase 1 survey have been determined eligible or potentially eligible for listing on the NRHP. Resource 1 (the Thomas-Melin House and Farm), Resource 4.1 (a circa 1915 barn associated with Resource 4, the Hopkins House), and Resource 10 (the Griffin, Monticello, and Madison Railroad Bed) were recommended eligible; Resource 2 (the Thomas-Bennett House) was recommended potentially eligible. A fifth property, Resource 9, was initially recommended ineligible for listing on the NRHP but was subsequently determined eligible by the GDNR-HPD, as discussed below. The potential impacts to these five historic resources are discussed in the following paragraphs:

<u>Resource 1</u>

Resource 1, the 102.3-acre Thomas-Melin House and Farm, is a circa 1855 Georgian cottage located northeast of the western RPZ for the Preferred Build Alternative. A 0.43-acre portion of this property is located within the boundary of the Preferred Build Alternative site. However, no buildings, structures, objects, features, archaeological sites, or other contributing elements were identified in this area of the property. This area consists of mixed pine-hardwood forest that extends northeast well beyond the boundary of the Preferred Build Alternative site.

Implementation of the Preferred Build Alternative would require clearing of vegetation, grading, and planting of grass in the 0.43-acre portion of Resource 1 located within the Preferred Build Alternative site. The area near Resource 1 would not contain runway or taxiway areas, support buildings, or hangars. The Thomas-Melin House is located approximately 1,217 feet northeast of the Preferred Build Alternative site boundary and approximately 1,595 feet northeast of the runway location. The tenant houses on the property are located approximately 518 feet northeast of the proposed site boundary for the Preferred Build Alternative, and they are approximately 853 feet northeast of the proposed runway location. The area between the tenant houses and the proposed site boundary for the Preferred Build Alternative is a 5.8-acre densely wooded area consisting of mature, mixed deciduous and pine trees, which would shield the contributing elements of the Resource 1 property, including extant buildings, the pecan orchard, and agricultural fields, from an airport facility. In addition, the 0.43 acre portion of the Resource 1 property that lies within the proposed site boundary for the Preferred Build Alternative represents only a small fraction of the 102.3-acre property, and that area contains no contributing elements to the historic resource (see Chapter 3, **Figure 3.4**).

Approximately 6.2 acres within the Resource 1 property boundary lies within the estimated 65 DNL noise contour for the Preferred Build Alternative site. However, there are no extant buildings or structures in this area of the property. As a result of these findings, implementation of the Preferred Build Alternative would have **No Adverse Effect** on Resource 1, the Thomas-Melin House and Farm.

Resource 2

Resource 2, the Thomas-Bennett House, is potentially eligible for listing on the NRHP under Criterion D (*information potential*) based on the presence of archaeological site 9SP191 within the property boundaries of that resource (see Chapter 3, Section 3.6.1.1). The house itself has partially collapsed, and east of the house are the ruins of a barn; the property is completely abandoned and is no longer used for agricultural purposes. The potentially eligible portion of Resource 2 property (i.e., outside of Site 9SP191) is located outside of the proposed site boundary and RPZ for the Preferred Build Alternative (see Chapter 3, **Figure 3.4**). As a result, implementation of the Preferred Build Alternative would have **No Adverse Effect** on Resource 2, the Thomas-Bennet House.

Resource 4.1

Resource 4.1, a circa 1915 barn, is located outside of both the RPZ location and the estimated 65 DNL noise contour for the Preferred Build Alternative, and it is partially located within the viewshed of that alternative. Implementation of the Preferred Build Alternative would require a minimal amount of tree clearing in the area of the RPZ that would be within the viewshed of Resource 4.1. Only trees that exceed the maximum allowable height for vegetation within the RPZ would need to be removed from within the viewshed of Resource 4.1, and much of the vegetation in this area consists of grass and low underbrush. Also, the area within the portion of the Preferred Build Alternative site that is adjacent to Resource 4.1 consists of grass fields, low underbrush, and several stands of mixed hardwoods and pine trees. While some vegetation would need to be removed with implementation of the Preferred Build Alternative, the viewshed of Resource 4.1 would not change appreciably. Based on these findings, implementation of the Preferred Build Alternative would have **No Adverse Effect** on Resource 4.1, a circa 1915 barn.

Resource 9

Resource 9, a circa 1890 Central Hall house, is located approximately 1,129 feet northeast of the site boundary for the Preferred Build Alternative; it is outside the estimated 65 DNL noise contour, 2,126 feet northeast of the proposed runway location, and 650 feet north of the proposed RPZ location (see **Figure 3.4**). At present, there is a 6.4-acre wooded area between the historic resource and the proposed RPZ location, which consists of mature deciduous and pine trees; dense stands of bamboo up to 20 feet tall are also present along the northern edge of that wooded area. Additionally, between the house and the overgrown field are several large oak trees and dense stands of bamboo. The portion of the Preferred Build Alternative site nearest to Resource 9 consists of open grassy fields and two houses. This area would remain an open grassy area if the Preferred Build Alternative were to be implemented.

Implementation of the Preferred Build Alternative would require the clearing of trees that exceed the maximum allowable height requirement for an RPZ. However, the 6.4-acre

wooded area located south of Resource 9 would shield the historic resource from the proposed RPZ location. This wooded area would extend along the RPZ boundary to Sapelo Road and would partially shield the historic resource from the overall Preferred Build Alternative site. The overgrown vegetation in the former field and the stands of bamboo near the house also would shield the historic resource from Sapelo Road and the overall Preferred Build Alternative site. The distance between Resource 9 and the Preferred Build Alternative site (including the proposed runway location) also would reduce the potential visual effects to the historic resource. As a result of these findings, implementation of the Preferred Build Alternative would have **No Adverse Effect** on Resource 9, a circa 1890 Central Hall house.

Resource 10

Resource 10, the Griffin, Monticello, and Madison Railroad bed, is located approximately 66 feet to 229 feet north of the proposed RPZ location for the Preferred Build Alternative. Mature deciduous trees are growing within the boundary of this NRHP-eligible resource. North of Resource 10 and west of Kennedy Road is the maintained lawn of a residential property, and to the south is a graded lot. North of Resource 10 and east of Kennedy Road is a grassy field, and to the south are Resources 4 and 4.1.

The portion of Resource 10 immediately northwest of Kennedy Road is closest to the proposed RPZ location for the Preferred Build Alternative. However, Resource 10 defines the boundary for a tract of land that would be located outside the RPZ. As a result, no vegetation clearing or ground disturbing activity would need to take place either within the boundary of the NRHP-eligible Resource 10, or within 66 feet of that boundary. Therefore, implementation of the Preferred Build Alternative would have **No Adverse Effect** on Resource 10, the Griffin, Monticello, and Madison Railroad bed.

4.6.2 Archaeological Resources

Selection of the No-Action Alternative would result in no impacts to archaeological resources because there would be no changes in the current condition of the existing Airport. With the Preferred Build Alternative, the proposed RPZ and the estimated 65 DNL noise contour (but not the project tract boundary) would encroach on the boundary of a potentially eligible NRHP archaeological resource.

Site 9SP191

Site 9SP191, a potentially eligible NRHP archaeological resource, is a historic house site that is located within the property boundary of Resource 2, the Thomas-Bennett House (see Chapter 3, **Figure 3.4**). As discussed in Chapter 3, Section 3.6.1.1, Resource 2 is potentially eligible for listing on the NRHP based on the presence of archaeological site 9SP191 within its property boundary.

As shown in Chapter 3, **Figure 3.5**, Site 9SP191 includes areas of sparse pines and deciduous trees; however, no tree removal or other ground-disturbing activity would be required within the boundary of Site 9SP191or within a 25-foot buffer area around that site. At the start of construction activities, a fence would be erected at the outside edge of the 25-foot buffer area for Site 9SP191, to protect the site. Implementation of the Preferred Build Alternative would have **No Adverse Effect** on Site 9SP191.

4.6.3 Results of Cultural Resources Investigations

The Phase 1 Cultural Resources Survey Report was submitted to the State Historic Preservation Office (SHPO) on June 11, 2010. In a letter dated July 14, 2010, the SHPO concurred with the findings of the Cultural Resources Survey Report, except with the eligibility call made for Resource 9, the Central Hall House. This resource was determined by the SHPO to retain enough integrity to be considered eligible for the NRHP. Additional correspondence from the SHPO indicated that additional information regarding this resource could be provided in the Assessment of Effects document.

The Assessment of Effects document was submitted to the SHPO on October 8, 2010. The SHPO concurred with the results presented in the document and stated as such in a letter dated October 27, 2010 (see **Appendix A - Correspondence**). The SHPO agreed that implementation of the Proposed Action would have **No Adverse Effect** on any of the NRHP-eligible or potentially NRHP-eligible resources within the APE of the Preferred Build Alternative site.

4.7 CUMULATIVE AND INDIRECT IMPACTS

Evaluations of cumulative and indirect impacts include consideration of past, current, and reasonably foreseeable actions that have had, or may lead to, environmental changes in the vicinity of the alternatives for the Proposed Action, such as land use, socioeconomic conditions, water quality, and biotic communities. As discussed above in Section 4.1 and in Chapter 1 of this EA, the Proposed Action would provide improvements to the Griffin-Spalding County Airport at its existing location or would construct a general aviation airport at a new location, in order to accommodate an ultimate Level III business airport facility.

4.7.1 Past, Present, and Reasonably Foreseeable Future Actions

There have been no significant projects in the vicinity of the existing Airport over the past five years. There also are no ongoing projects or reasonably foreseeable projects in the area of the existing Airport. Therefore, no analysis of indirect and cumulative impacts was necessary for this area. In the vicinity of the Preferred Build Alternative site, there have been two significant roadway projects completed within the past five years; there also is an ongoing mixed-use development project in that area.

In the vicinity of the Preferred Build Alternative site, current and past changes in land use have taken place, although in a relatively moderate capacity. There have been two past projects in the area that have contributed to the loss of biotic communities, wetlands, and streams in the area, and that have had a minor impact on water quality. The widening of Jackson Road from Hill Street north to McDonough Road began in 2005 and was completed in 2008. The other previous roadway project in the vicinity of the Preferred Build Alternative site was the widening and reconstruction of State Route 16. This project began at Rehoboth Road and ended at Interstate 75 in Butts County. Construction of this widening project was completed in 2008. Both of these projects have had a minimal impact on the human and natural environment in the vicinity of the Preferred Build Alternative site.

Current land use changes and land use changes considered to be probable in the foreseeable future also must be evaluated when determining potential environmental

impacts. For instance, a 570-acre mixed-use development is underway along SR 16 just south of the Preferred Build Alternative site. The Lakes at Green Valley development will include 360 acres of industrial park space, a 15-acre retail market center, an 11-acre commercial center, a 43-acre residential town center, 30 acres of natural areas dedicated to walking trails and green space, 48 acres of lakes, and 63 acres of roads and infrastructure to connect all phases of the development. The development is being planned as including one of the first "green" industrial parks in the state of Georgia.

Although this development is not financially linked to the Airport project, its impacts are being evaluated because it is an ongoing project that is having impacts on the local environment. This project is currently in the clearing and grading phase, and according to the USACE, the project did not require a CWA Section 404 Individual Permit (see **Appendix A – Correspondence**). The development was permitted with a CWA Section 404 Nationwide 14 permit, which indicates that this project has been determined to have no significant impact on streams and wetlands in the area.

Direct impacts to farmlands would occur as a result of the Lakes at Green Valley development project (see Chapter 3, **Figure 3.9**). Approximately 23.6 percent of the soils within the boundary of the project are considered farmland of statewide importance, while approximately 19.4 percent of the soils are considered prime farmland. According to the existing land use maps in the *Spalding County Comprehensive Plan*, approximately 136 acres of the 570-acre development site are currently classified as agricultural, all of which would be converted to non-agricultural uses. Approximately 70 acres of agricultural land use would be converted with implementation of the Preferred Build Alternative (320-acre site), which when added to the 136 acres converted for the Lakes at Green Valley development, would result in a cumulative loss of 206 acres of agricultural land use.

The total acreage needed for both projects would be approximately 890 acres (320 acres for the Preferred Build Alternative plus 570 acres for the Lakes at Green Valley development). Approximately 23.1 percent of the total area for both projects is currently designated as agricultural land use, and all of it would be converted to non-agricultural uses if both projects were to be implemented. Spalding County currently contains approximately 34,337 acres of land designated as agricultural use. Implementation of these two projects would result in a loss of approximately 0.6 percent of lands designated for agricultural use in the county, which would not represent a significant cumulative impact to the total amount of farmland classified as agricultural use in Spalding County.

Impacts potentially related to an ultimate build-out of the Airport (i.e., with a 6,500-foot runway) are being evaluated because it is a reasonably foreseeable action. The potential impacts to the environment from such an action are analyzed and discussed in terms of its cumulative impacts to the environment. Impacts resulting from an ultimate build-out of the Airport would include approximately 43.5 acres of floodplain impacts, 9,810 linear feet of stream impacts, and no wetland impacts. Lands classified as prime farmlands or farmlands of statewide importance would also need to be converted as part of an ultimate Airport expansion. Approximately 239 acres of this federally protected farmland would be required as part of an ultimate Airport expansion. Approximately 46 acres of residential relocations also would be required if the Airport were to be expanded to accommodate a 6,500-foot runway.

4.7.2 Analysis of Indirect Impacts

There would be negative indirect socioeconomic impacts associated with the No-Action Alternative, because no action would be taken to improve the operational capabilities of the existing Airport. There would be no short-term boost to the local economy related to construction activities. Long-term negative impacts to the area associated with the No-Action Alternative would include no new potential for creating aviation-related employment, and the constraints on jet traffic imposed by the current runway length would limit future aviation-related economic development in the region.

Implementation of the Preferred Build Alternative would have a direct effect on land use, because construction and operation of a general aviation facility at that site would require the acquisition of land in fee and avigation easements. Conversion of the existing Airport site to other uses also would constitute an indirect impact on land use at that location. Although the City of Griffin does not have any definitive plans for the existing Airport site at this time, the site would be considered for revitalization and redevelopment by the City if the Airport were to be relocated. Possibilities for future use of the site could include the creation of a mixed-use residential and commercial district, a golf course expansion, or expansion of the adjacent park.

Implementation of the Preferred Build Alternative would not be expected to have significant negative impacts on air quality, cultural resources, energy supply or natural resources, hazardous materials sites, light emissions, noise, Section 4(f) properties, social or environmental justice issues, solid waste, or wild and scenic rivers. Therefore, no negative indirect impacts to those resources would be anticipated in association with the Preferred Build Alternative. In addition, the Preferred Build Alternative would be expected to have no negative induced impacts on the socioeconomic resources of the community; instead, positive direct, indirect, and induced effects on the community would be anticipated as a result of the increased economic activity that would be associated with the provision of improved aviation facilities at a relocated Airport.

Implementation of the Preferred Build Alternative could potentially result in indirect impacts to farmlands and to floodplains, stream resources, and wetlands. These impacts would be associated with the development, over time, of land that is either currently undeveloped or is being used for agricultural or silvicultural purposes. The extent of potential indirect impacts to floodplains, stream resources, and wetlands would not be substantial relative to the total areas of those resources present in the Upper Ocmulgee River Basin.

4.7.3 Analysis of Cumulative Impacts

The No-Action Alternative would not involve any construction activities; therefore, no short-term or long-term cumulative impacts would be associated with the No-Action Alternative. An analysis of the potential cumulative impacts to floodplains, streams, and wetlands was conducted for the Preferred Build Alternative. There would be approximately 33.5 acres of direct impacts to floodplains with the Preferred Build Alternative. There is an estimated total of approximately 264 square miles (169,062 acres) of floodplains in the Upper Ocmulgee Watershed. The loss of 33.5 acres of floodplains as a result of project implementation would represent a loss of 0.02 percent of the total amount of floodplains in the watershed. Therefore, cumulative impacts to

floodplains with implementation of the Preferred Build Alternative would not be considered significant when compared to the no-action condition (see Chapter 2, **Table 2.2**).

Selection of the No-Action Alternative would result in no direct impacts, and therefore no cumulative impacts, to the environment. With the Preferred Build Alternative, and based on the plans for the Lakes at Green Valley development to include a "green" industrial park, as well as a large amount of green space, the construction of the mixed-use development would not have a significant adverse cumulative impact on biotic communities, water quality, or waters of the U.S.

Implementation of the Preferred Build Alternative would increase the amount of impervious surface area at that site; however, no significant long-term impacts to water quality would be anticipated. The design would be required to provide for surface water retention and detention as needed to maintain the existing hydrological conditions. Post-development surface water runoff from the Preferred Build Alternative site, when added to the combined stormwater discharges from all of the NPDES-permitted facilities in the Upper Ocmulgee Watershed, would not be anticipated to create any measurable cumulative impacts to the water quality of the watershed.

Implementation of the Preferred Build Alternative would result in direct impacts to floodplains, streams, and wetlands within the Preferred Build Alternative site. Temporary and permanent impacts to those resources would be minimized, and mitigation would be provided as part of the permitting process to offset any impacts to waters of the U.S. and to state stream buffers. The potential impacts to these resources are discussed below and in **Section 4.21** of this chapter.

Cumulative impacts to floodplains, streams, and wetlands attributable to the implementation of the Preferred Build Alternative would be negligible relative to the overall areas of those resources in the watershed. The Preferred Build Alternative site is located in the Upper Ocmulgee Watershed (HUC 03070103), which contains approximately 264 square miles of floodplains (169,062 acres) and drains a land area of approximately 2,977 square miles. This watershed also contains approximately 6,649 miles (35,106,720 linear feet) of stream resources and 189 square miles (120,634 acres) of wetlands.

Floodplain impacts associated with implementation of the Preferred Build Alternative would total approximately 33.5 acres, which would represent a loss of approximately 0.02 percent of the watershed's total acreage of floodplains. Stream impacts would total approximately 7,386 linear feet, or a loss of approximately 0.02 percent of the watershed's stream resources. There would be no wetland impacts associated with the Preferred Build Alternative; therefore, there would be no cumulative impacts to wetlands within the watershed.

4.7.4 Summary of Cumulative and Indirect Impacts

With implementation of the Preferred Build Alternative, land uses in the vicinity of a replacement Airport would continue to shift to more developed uses over time, and as such, some degree of cumulative and indirect impacts would potentially occur to environmental resources in the area, including farmland, floodplains, streams, and

wetlands. Executive Order 11990 prescribes "no net loss" of wetlands, and the Section 404 process has dramatically reduced the overall rate of wetland and stream impacts in the U.S. However, despite efforts at avoidance and minimization, some future impacts to those resources would be anticipated, and those losses would be offset by the required mitigation. The control of impacts to protected resources is regulated on a case-by-case basis by state and federal agencies. The potential indirect and cumulative impacts discussed in this section associated with future projects would be evaluated in coordination with the applicable regulatory agencies.

4.8 ENERGY SUPPLY AND NATURAL RESOURCES

Energy supply requirements relate to changes in demand by stationary facilities (e.g., major airfield lighting and terminal building heating demands), which might exceed local supplies or capacities; and to those involving the increased movement of air and ground vehicles to the extent that demand exceeds energy supplies.

Selection of the No-Action Alternative would not change the energy supply requirements at the Airport. Energy supply requirements associated with the Preferred Build Alternative would consider the change in location and magnitude of the energy demand, with construction of an expanded general aviation airport at a new location and demobilization of the existing general aviation facility, as well as potential redevelopment of the existing Airport site.

The energy resources necessary to supply power for a new airfield and landside facilities at the Preferred Build Alternative site could be provided without causing a shortage to the area's energy supplies. Fuel consumption would be expected to increase slightly due to increased operations at the Airport, and larger aircraft would be able to take off with more fuel, due to the longer runway. The magnitude of these increases would not be likely to cause a fuel shortage in the local or regional areas.

For the Preferred Build Alternative, the impacts from losses of natural resources would include filling of wetlands and floodplains and piping of streams for grading the airfield, as well as the loss of trees for construction of the Airport. The amount of tree clearing would be approximately 260 acres (see Chapter 3, **Figure 3.3**). It is anticipated that any trees to be removed would be made available for recycling by a third party for a use such as lumber or firewood. Any other woody debris that would be removed during construction would be mulched and either recycled or disposed of at the nearest landfill.

4.9 FARMLANDS

Farmland soils are considered a non-renewable resource, and conversion of farmland to an airport facility would be an irreversible commitment of resources as long as that facility remains in place. No impacts to farmland soils would occur with selection of the No-Action Alternative, because there would be no change from the current conditions at the existing Airport.

Approximately 37.1 acres of land containing six NRCS prime farmland soils and approximately 55.6 acres of land containing eleven farmland soils of statewide importance were identified within the Preferred Build Alternative study area, as discussed in Chapter 3 (see **Table 3.3**). Potential impacts to those soil types would include direct impacts by conversion of the land to a use other than agriculture (e.g., land for runways

and RSAs), as well as indirect impacts, where agricultural practices would be limited by FAA regulations that prohibit the growing of crops that attract wildlife (e.g., land for RPZs).

A Farmland Conversion Impact Rating Form (AD-1006) was submitted to the NRCS in order to evaluate potential impacts to farmland resulting from construction of the Preferred Build Alternative (**Appendix A – Correspondence**). This form scores impacts to farmland based on several different criteria outlined within the FPPA. Sites that score less than 160 points are given only minimal consideration for protection under the FPPA. The NRCS provided a completed AD-1006 form on July 2, 2010. The conversion rating score for the Preferred Build Alternative totaled 126 points, which is below the established threshold for increased protection under the FPPA. Implementation of the Preferred Build Alternative would not have a significant impact on lands considered prime farmlands or farmland of statewide importance in the immediate project area.

4.10 FLOODPLAINS

There would be no impacts to floodplains associated with the No-Action Alternative, because there would be no change in current conditions at the existing Airport. As discussed in Chapter 3, Section 3.10, FEMA-designated 100-year floodplains occur in the vicinity of the Preferred Build Alternative site. The floodplains are associated with tributaries of Cabin Creek (see Chapter 3, **Figure 3.2**). The one percent annual flood (100-year flood), also known as the base flood, is the flood that has a one percent chance of being equaled or exceeded in any given year. The Base Flood Elevation is the water-surface elevation of the one percent annual chance flood. Development in a FEMA-designated 100-year floodplain is permitted by federal regulations if hydrologic and hydraulic analyses demonstrate that the development would not result in an increase of more than one foot of the base flood elevation. However, floodways must retain the ability to convey the 100-year flood by remaining unobstructed.

Implementation of the Preferred Build Alternative would result in potential impacts to approximately 33.5 acres of Zone A-designated floodplains. Zone 'A' floodplains are areas for which there have been no Base Flood Elevations determined. Therefore, it is not known at what elevation flooding would begin in the floodplains in the vicinity of the Preferred Build Alternative. Hydrologic and hydraulic analyses would be completed during the design phase to ensure that the construction of a new location airport would cause less than a one foot increase in the base flood elevation within the floodplain areas. If necessary, a No-impact Certificate or a Conditional Letter of Map Revision (CLOMR) would be obtained prior to project implementation.

4.11 HAZARDOUS MATERIALS SITES

As discussed in Chapter 3, Section 3.11, based on a regulatory list search of various hazardous material databases, eleven potential hazardous material sites were identified within 0.5 mile of the existing Airport (the study area for the No-Action Alternative). Four potential hazardous material sites were identified within 0.5 mile of the study area for Preferred Build Alternative. Although several of the sites are located in close proximity to or within the existing Airport boundaries, the No-Action Alternative would not involve any construction, land disturbance, or land acquisition. Therefore, no hazardous materials impacts would occur in association with the No-Action Alternative.

A review of the sites identified in the vicinity of the Preferred Build Alternative indicates that the closest sites involve two domestic call reports made in 2004. One report involved a release into an unnamed tributary to Cabin Creek; the other report involved a release to a well. Based on available information, neither of the two reports was confirmed. Due to the unconfirmed status and the dates of these reported releases, they would not be anticipated to pose a threat of potential hazardous material contamination.

Two other sites are located farther away from the study area for the Preferred Build Alternative, as listed in **Table 3.4** (refer to Chapter 3, **page 3-23**). These sites include Map ID 3 (a NPDES permit that was allowed to expire in 2002) and Map ID 4, which is listed on the Leaking Underground Storage Tank (LUST) database for a 1998 release with an initiated cleanup but no additional status indicated. Neither of these two sites would be anticipated to result in potential hazardous material impacts with implementation of the Preferred Build Alternative.

One additional site was reviewed relative to the Preferred Build Alternative, although it is located beyond 0.5 mile from the Preferred Build Alternative study area (see Chapter 3, **Figure 3.7**). This site, Essex Specialty Projects (Map ID 5), is listed on the GDNR-EPD Hazardous Site Inventory (HSI) database for a known groundwater release of bis (2-ethylhexyl) phthalate at levels exceeding the reportable quantity. Available information indicates that no human exposure via drinking water is suspected from the release; however, investigations regarding the necessary corrective action are underway. Because the site is located more than 0.5 mile away from the study area, it is not likely that it would affect implementation of the Preferred Build Alternative. If potentially hazardous materials or groundwater were to be encountered during construction, any contaminated soil or other hazardous materials would be tested and removed and/or treated in accordance with USEPA and GDNR-EPD requirements.

4.12 INDUCED SOCIOECONOMIC IMPACTS

Selection of the No-Action Alternative would be anticipated to result in overall negative socioeconomic impacts, because the constraints on jet traffic resulting from the current runway length would limit future aviation-related economic development in the region. Furthermore, selection of the No-Action Alternative would not result in any direct, indirect, or induced economic benefits related to construction or development of improved aviation facilities that would offset the ongoing operational expenditures at the existing Airport.

Implementation of the Preferred Build Alternative would be expected to produce direct short-term benefits to the local economy in the form of construction jobs. Purchases of locally and regionally supplied goods and services associated with construction also would be a direct benefit to the local and regional economy. Beneficial indirect socioeconomic effects also would be realized through the expenditure of wages earned by construction workers working on the proposed project, as well as by workers at companies where goods and services are purchased for the proposed project.

Development of a larger airport facility also is anticipated to increase the number of operations, which would result in an increase in the direct and indirect expenditures in the community as a result of the ripple or multiplier effect of spending. Implementation of the Preferred Build Alternative also is expected to stimulate industrial and commercial

development in the Lakes at Green Valley development, located just south of the Preferred Build Alternative site. Provision of a Level III business airport (5,500-foot runway) in such close proximity to the industrial park would be anticipated to help promote industrial and commercial development in the community. As a result, long term economic gains for both Spalding County and the city of Griffin would be anticipated as a result of implementation of the Preferred Build Alternative.

4.13 LAND USE

The *City of Griffin 2024 Comprehensive Plan* provides information regarding the future land use plans for parcels adjacent to the existing Airport (**Figure 4.1**). Maps contained in the *Spalding County 2024 Comprehensive Plan* illustrate the future land use plans for property located in the vicinity of the Preferred Build Alternative site (**Figure 4.2**). The Future Land Use categories described in the *City of Griffin 2024 Comprehensive Plan* and the *Spalding County 2024 Comprehensive Plan* are listed in **Tables 4.8 and 4.9**, respectively.

No-Action Alternative

The *City of Griffin 2024 Comprehensive Plan* designates the following future land uses in the vicinity of the existing Airport (the study area for the No-Action Alternative):

- **West:** mainly industrial, with areas of commercial, institutional/public, and medium-density residential.
- **North:** primarily parks and recreation, with some medium- to high-density residential use and institutional/public use.
- **South:** parks and recreation, commercial, and institutional/public uses are located in this area. A large section of medium-density residential is shown adjacent to the long commercial zone located along Airport Road.
- **East:** mainly institutional/public use with a large section of low-density residential located just east of Zebulon Road.

Selection of the No-Action Alternative would not result in any future land use changes in either the vicinity of the existing Airport or in the vicinity of the Preferred Build Alternative site.

Preferred Build Alternative

The following future land uses in the vicinity of the Preferred Build Alternative site boundary are designated in the *Spalding County 2024 Comprehensive Plan*:

- **West:** mainly medium-density residential, with a few institutional/public use areas.
- **North:** primarily low- to medium-density residential use.
- **South:** mostly commercial use with some low- to medium-density residential use.
- **East:** mainly low-density residential use.

If the Preferred Build Alternative were to be implemented, the future land use at the existing Airport would be significantly altered. The existing Airport would be closed, and use of the property would shift from transportation use to some other use. According to City of Griffin officials, the existing Airport property could be redeveloped as a mixed-use development that the city would like to create as part of a revitalization effort for that area. The existing Airport is surrounded by a local park (Airport Road Park & City Park), a golf course, a small commercial district, and residential development.

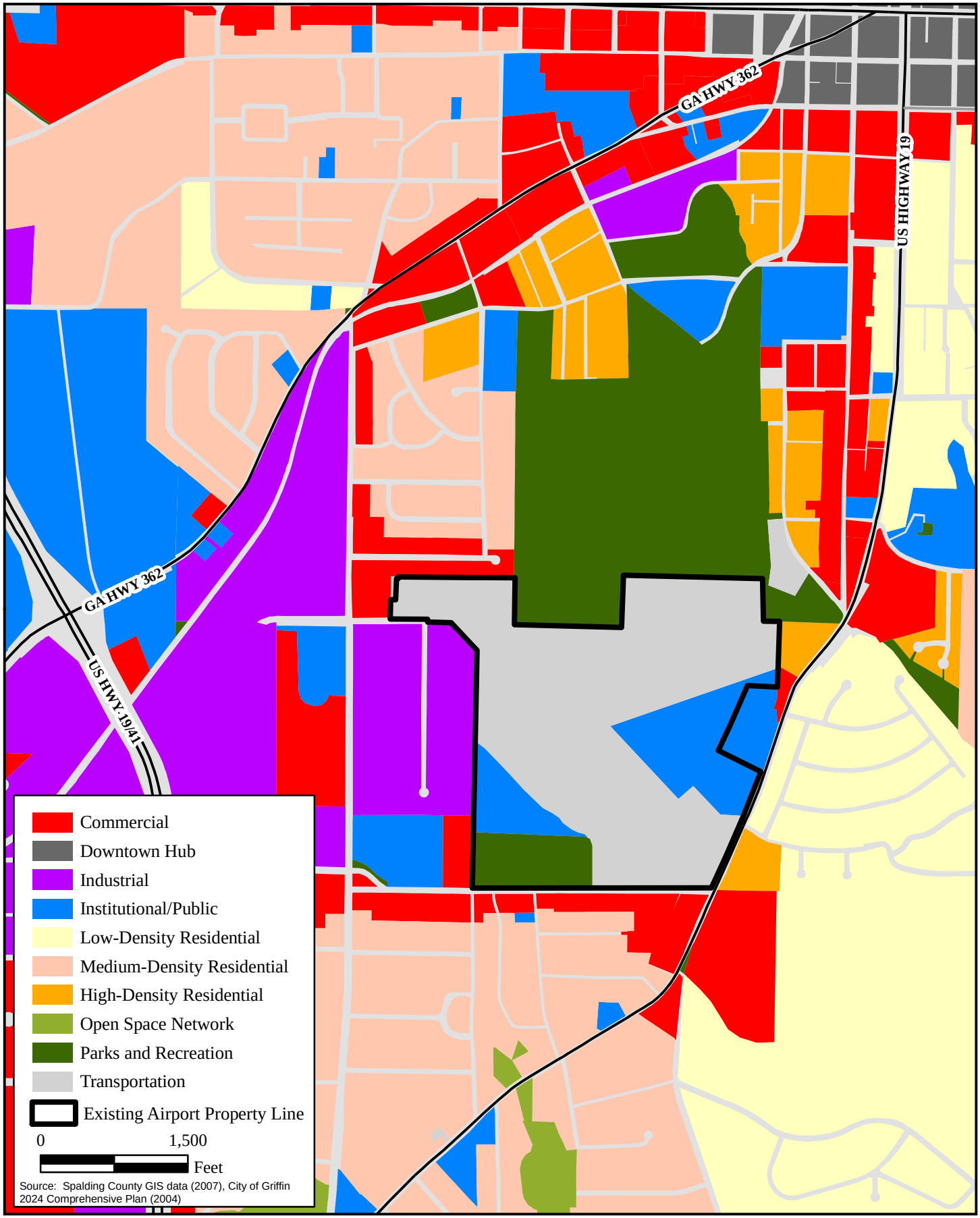

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FIGURE 4.1

FUTURE LAND USE (ALTERNATIVE 1)

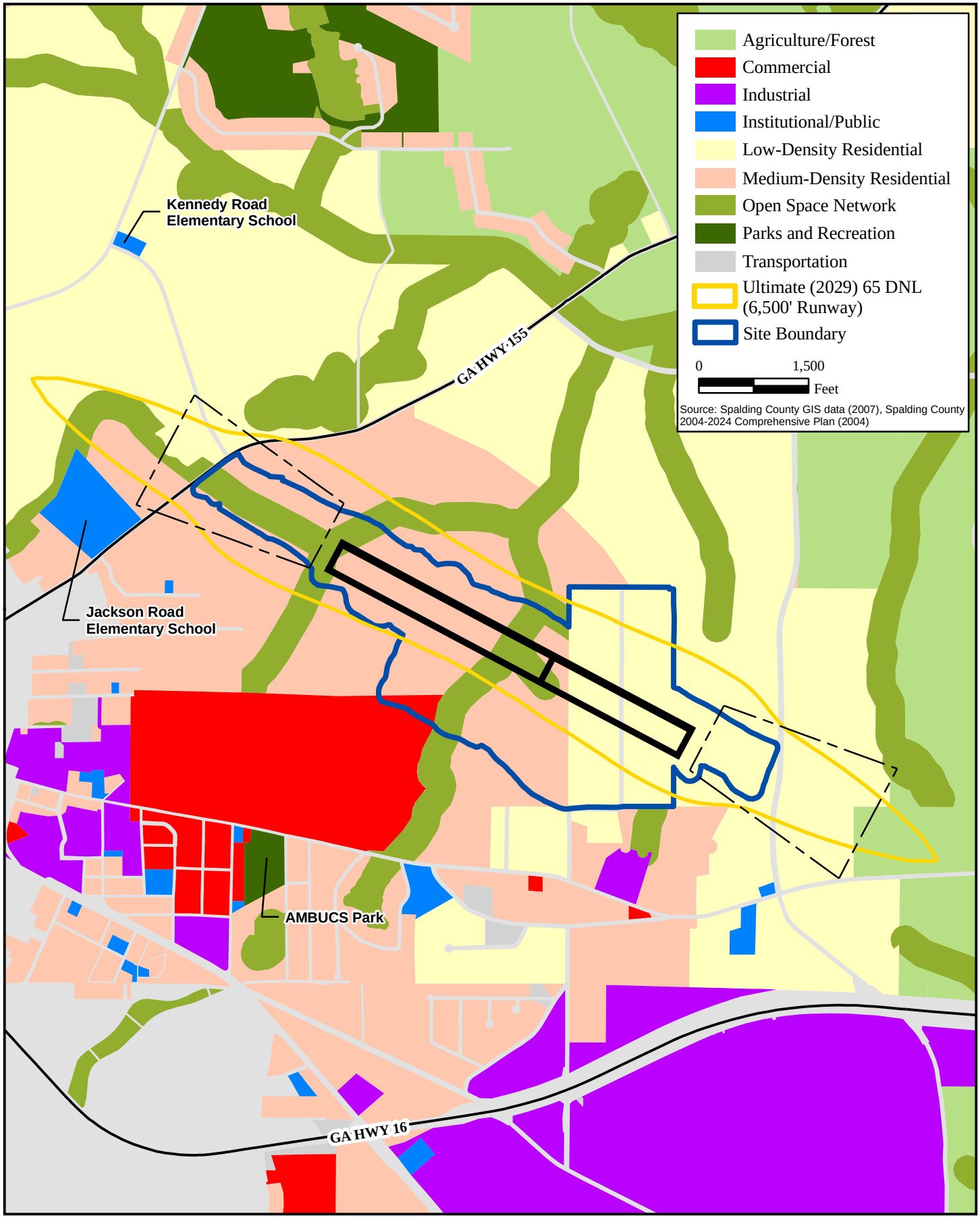

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FIGURE 4.2
FUTURE LAND USE (ALTERNATIVE 3)

TABLE 4.8
FUTURE LAND USE CATEGORIES (*City of Griffin 2024 Comprehensive Plan*)

Use	Overview
Single-Family Residential	Single-family residences developed on separate lots, often in subdivisions, primarily owner occupied. This land use is the predominant residential category in Griffin and includes various densities of single-family residences between 1 to 3 units per acre. New development in these areas would primarily be infill development, consisting of housing, churches, and parks. The city should discourage encroachment into these areas from incompatible land uses that detract from the neighborhood environment.
Medium-Density Residential	Single-family, renter occupied and owner occupied, churches, and parks. Density used for this category is no more than 8 units per acre. Appropriate open space, buffering, landscaping, pedestrian access and recreation facilities should be provided as suitable.
High-Density Residential	Apartments; condominiums, townhouses, and other attached multifamily units (renter occupied or owner occupied) with density greater than 8 units per acre, usually located near employment or commercial nodes. It is essential that these developments include proper buffering between adjacent land uses; open space, landscaping, pedestrian access and recreation facilities also should be provided for high density residential units.
Downtown Hub	Includes 20 percent residential, 20 percent commercial, 20 percent entertainment, 20 percent government, and 20 percent professional office. Desirable uses would include restaurants, specialty retail, hotels, apartments, governmental offices, low-intensity offices and appropriate parking. One of the important features of the Downtown Hub is transportation. This mixed-use activity center should be complemented with walking, biking, and transit opportunities to provide alternative modes of transportation.
Mixed-Use	Allows a combination of residential, office, retail, and parks and open space. Vertically mixed-use buildings are encouraged, such as housing or offices above ground-floor retail space. Pedestrian circulation within the development should be promoted, including sidewalks, street trees, and pedestrian amenities.
Regional Commercial	Includes all retail and commercial service activities that serve a regional market such as shopping centers, car dealerships, entertainment facilities, hotels and restaurants.
Office Professional	Includes businesses that do not provide a product directly to customers on the premises, or do not, as a primary activity, involve the manufacture, storage, or distribution of products. This category includes small single occupant structures for doctors and/or accountants, as well as larger offices with multiple tenants.
Public / Institutional	Areas housing local government's community facilities, general government, and institutional land uses. Examples include schools, city halls, county courthouses, landfills, health facilities, churches, libraries and police and fire stations.
Industrial	Areas where industry and warehouse use can be located. Primary uses in this category include manufacturing, warehousing, wholesale/distribution and assembly. Uses in this category may cause land use conflicts with neighboring uses due to noise, fumes, vibration, and other forms of pollution.

***Source*:** *City of Griffin 2024 Comprehensive Plan*.

Implementation of the Preferred Build Alternative would allow the City to change the use of the existing Airport parcel from its current transportation use to a mixed-use residential/commercial designation that is more compatible with the surrounding land uses.

The land use of approximately 51 parcels spanning approximately 320 acres within the boundary of the Preferred Build Alternative site would be changed from their current use to transportation use. Land use south of the Preferred Build Alternative site is already moving from agricultural/forest use to industrial use as a result of the Lakes at Green

TABLE 4.9
FUTURE LAND USE CATEGORIES (*Spalding County 2024 Comprehensive Plan*)

Use	Overview
Estate Residential	Single-family residential areas with at least 5 acres per unit.
Low-Density Residential	Single-family residential areas with at least 1 acre per dwelling unit, but less than 5 acres per dwelling unit.
Medium-Density Residential	Single-family residential areas with less than 1 acre per dwelling unit.
Crossroads Commercial	Commercial establishments offering a limited range of retail and service activities devoted to the everyday needs of local residents. Limitations should apply to both size and character of individual establishments.
Village Node	Includes commercial, limited residential and public/institutional land uses typically found in a small-town business district. Specifically, the types of uses that are desirable in this area would be restaurants, specialty retail, low-intensity offices, and appropriate parking. Village nodes should be friendly to pedestrians, bicycles, and golf carts.
Commercial	Property where business and trade are conducted.
Regional Commercial Center	Commercial district emphasizing regional retail and office uses. Large shopping malls and office parks are permitted.
Public / Institutional	Areas housing local government's community facilities, general government, and institutional land uses.
Industrial	Property used for warehousing, distribution, trucking, and manufacturing.
Transportation / Communications / Utilities	Areas housing infrastructure (e.g., power plants; water treatment facilities; railroad facilities; radio towers; public transit stations; airports).
Agriculture	Land used for agricultural purposes (e.g., cropland; livestock production.
Forestry	Land used for the production of commercial timber.
Open Space Network	Permanently protected open space along streams; wetlands; floodplains; also proposed greenways along abandoned railroad corridors.
Parks / Recreation / Conservation	Areas developed or proposed to be developed for park or recreation use and areas designated as open space.

Source: *Spalding County 2024 Comprehensive Plan*.

Valley development. Moving the Airport closer to the industrial portion of this development would result in combining compatible land uses (transportation use with industrial use). Land uses of other parcels adjacent to the Preferred Build Alternative site also would be expected to begin moving toward more transportation-compatible uses over time. Although there is a school in the vicinity of the Preferred Build Alternative site, it is not located along arrival or departure flight paths, and it also is located outside the 65 DNL noise contour. There would be no compatibility issue between the school and a new location airport constructed at the Preferred Build Alternative site.

Approximately 54.7 acres of open space network / wildlife corridor would be directly impacted with implementation of the Preferred Build Alternative. In addition, approximately 34.9 acres of this land use type would be indirectly impacted by the Preferred Build Alternative. The indirect impacts would be the result of fragmentation of an existing corridor that does not currently have a man-made feature dividing it into segments.

4.14 LIGHT EMISSIONS AND VISUAL EFFECTS

Airports use low-, medium-, or high-intensity lights to illuminate their runways, taxiways, and gate areas, as well as to supply the visual approach navigational aids that

are critical to the safe operation of the airport. This section assesses the impact of airport-related light emissions and the potential visual effects the various airport lighting systems may have on historic properties, recreation areas, residential communities, or other visually sensitive areas.

Selection of the No-Action Alternative would not involve the installation of any additional runway or taxiway edge light systems or any terminal/apron lighting systems. Therefore, it would not result in any additional light emissions or visual impacts to the surrounding environment.

Potential light emission and visual effects for the Preferred Build Alternative were evaluated to determine whether there is a potential for annoyance or disturbance of nearby visually sensitive areas. The two main lighting systems that would be installed at the new location airport are discussed below. Although these lighting systems do not typically create light emissions impacts, they can produce visual effects to parcels in the vicinity of the Airport or to parcels in the line of aircraft arrival or departure tracks.

4.14.1 Runway and Taxiway Edge Light Systems

Runway and taxiway edge lights are used to outline the edges of runways and taxiways during times of reduced visibility or darkness. These lights provide a clear marking of the pavement edge and type to a pilot, thereby increasing the overall safety at an airport. The runway edge lights are white, while the taxiway edge lights are blue. Runway and taxiway edge lights are located close to the pavement edges (usually within 10 feet) and are placed approximately 6 to 9 inches above the ground. There are also lights at the ends of each runway, which emit red light toward the runway to departing aircraft and emit green light away from the runway toward landing aircraft. These lights are classified according to the intensity or brightness they are capable of producing. Three intensity light categories exist: high, medium, and low. The Preferred Build Alternative would require the installation of high-intensity runway and taxiway edge lighting systems, on property not previously dedicated to airport uses.

Implementation of the Preferred Build Alternative would result in the installation of HIRLs, a precision instrument approach with REILs and/or approach lighting system, rotating beacon, and visual glide slope indicators. The HIRLs would be placed along the edge of the runway and are designed to assist pilots in identifying the edge of the surface prepared for landings and takeoffs. The design of these lighting systems does not typically result in light emission impacts to parcels off Airport property.

The REILs would be located at or near the runway threshold and would be directed at an upward angle, which would project the light patterns above any residences located northwest and southeast of the proposed Airport facility. Therefore, no significant off-airport light emission impacts are anticipated as a result of the Preferred Build Alternative.

4.14.2 Terminal and Apron Lighting Systems

Implementation of the Preferred Build Alternative would involve the installation of terminal/apron lighting systems at a new site. State Route 16 is located south of the terminal and apron areas of the Preferred Build Alternative site. The Lakes at Green Valley mixed-use development is located south of State Route 16. This development is

compatible with airport activities, and it would not be adversely affected by light emissions, nor would it sustain negative visual impacts. In addition, lighting around the terminal and apron would be shielded or directed to prevent interference with the vision of pilots in the airfield. Therefore, there would be no significant off-airport light emission impacts or visual effects to light sensitive areas due to the location of the terminal area and apron anticipated from implementation of the Preferred Build Alternative.

4.15 NOISE

According to FAA Order 1050.1E, "... no noise analysis is needed for proposals involving Design Group I and II airplanes in Approach Categories A – D operating at airports whose forecast operations in the period covered by the EA do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 jet operations (two average daily operations)." Because these conditions would apply to the Proposed Action, no noise analysis was required to be conducted for this EA.

4.16 SECTION 4(f) OF THE DEPARTMENT OF TRANSPORTATION ACT

With the No-Action Alternative, the Airport would remain at its present state, and no Section 4(f) properties would be affected. Implementation of the Preferred Build Alternative would not result in adverse impacts to any properties considered eligible or potentially eligible for the NRHP. AMBUCS Park, a locally owned and operated park, would not be impacted by the Preferred Build Alternative. There are no additional publicly owned park lands, recreational areas, or wildlife/waterfowl refuges of national, state, or local significance in the vicinity of the Preferred Build Alternative site. Therefore, no impacts to Section 4(f) properties would be anticipated as a result of implementation of the Preferred Build Alternative.

4.17 SOCIAL IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILD HEALTH AND SAFETY

4.17.1 Social Impacts

Social impacts associated with the Proposed Action were analyzed based on the potential to result in:

- Residential relocations;
- Business relocations;
- Alteration of transportation patterns;
- Disruption of planned/established communities or developments; and
- Changes in employment.

The No-Action Alternative would not involve any residential or business relocations, changes in transportation patterns, disruption to planned/established communities or developments, or changes in employment (**Table 4.10**). Acquisition of land in fee and avigation easements would be required with implementation of the Preferred Build Alternative; however, the design concept would be developed with the intent to avoid or minimize impacts to any residential or commercial properties, keep changes in traffic patterns to a minimum, and reduce disruptions to planned/established communities or developments.

TABLE 4.10 SUMMARY OF SOCIAL IMPACTS, GRIFFIN-SPALDING COUNTY AIRPORT		
Potential Impact	**No-Action Alternative**	**Preferred Build Alternative**
Residential Relocations	0	41
Business Relocations	0	0
Alteration of Transportation Patterns	No	Yes
Disruption of Planned / Established Communities	No	No
Changes in Employment	No	Yes (Positive)
Source: *The LPA Group Incorporated, 2010.*		

Implementation of the Preferred Build Alternative would be expected to lead to an increase in employment opportunities for local citizens. With the establishment of a larger Airport that would support increased aviation activity, additional workers would be necessary to operate and maintain the facility. Future planning and design development for the Preferred Build Alternative would be implemented in accordance with the requirements of the Department of Transportation (DOT) Order 5610.C, *Procedures for Considering Environmental Impacts*. DOT Order 5610.C requires that the following criteria be evaluated when the potential exists to relocate residents as a result of implementation of a proposed action:

- An estimate of the households to be displaced, including the family characteristics (e.g. minorities, income levels, tenure, the elderly, large families);
- Potential impacts on the human environment of an action that could divide or disrupt an established community, including, where pertinent, the effect of displacement on types of families and individuals affected, effect on street closures, separation of residences from community facilities, and separation of residential areas;
- Potential impacts on the neighborhood and housing to which relocation is likely to take place;
- An estimate of the businesses to be displaced and the general effect of business relocation on the economy of the community;
- A discussion of relocation housing in the area and the ability to provide adequate relocation housing for the types of families to be displaced;
- Results of consultations with local officials and community groups regarding the impacts to the community affected; and
- Where necessary, special relocation advisory services to be provided for the elderly, disabled, and illiterate regarding interpretation of benefits, assistance in selecting replacement housing, and consultation with respect to acquiring leasing, and occupying replacement housing.

Implementation of the Preferred Build Alternative would result in approximately 41 residential relocations and no business relocations. The majority of the relocations for the Preferred Build Alternative would include a population where only 11.5 percent of the residents are living below the poverty level, and only 5.7 percent of the population is considered minority. Nearly the entire community along Banks Road would require relocation as that roadway would be shut down as a result of implementation of the Preferred Build Alternative.

A majority of the population within the Preferred Build Alternative site boundary own their homes (85 percent to 90 percent), while a small portion of the site extends into a portion of the population where approximately 73 percent of the population rent their place of residence (**Figure 4.3**). Based on a review of the aerial photography, it appears that the portion of the Preferred Build Alternative site within the 27 percent homeowner block group would not impact any structures potentially housing tenants or homeowners. It is anticipated that the proposed project would result in minor impacts on tenants in Spalding County.

The population of elderly within the Preferred Build Alternative site range from 8 to 17 percent. Avigation easements and the 2029 DNL noise contour extend into a block group where approximately 22 percent of the population is 65 or older (**Figure 4.4**). It is anticipated that implementation of the Preferred Build Alternative would not result in disproportionate impacts to elderly residents of Spalding County.

The boundary of the Preferred Build Alternative also is within a block group that contains zero percent non-English speaking residents (**Figure 4.5**). Avigation easements and the estimated 65 DNL noise contour for 2029 extend into block groups where approximately 4 percent of the population is non-English speaking. It is anticipated that implementation of the Preferred Build Alternative would not result in disproportionate impacts to non-English speaking residents of Spalding County.

There are similar neighborhoods inside the city of Griffin as well as outside the city limits available for families to relocate into. There are also several apartment complexes with vacancy available to families. All relocations would be completed in compliance with the *Uniform Relocation and Real Property Acquisition Policies Act*, 49 CFR Part 24, and FAA Order 5100.37. If needed, special assistance would be granted for the elderly, disabled, or illiterate so that they are sure to take full advantage of all of their benefits during the relocation process and so they are sure to select appropriate replacement housing.

4.17.2 Environmental Justice

Impacts to environmental justice communities were evaluated to determine whether there would be a disproportionate adverse impact to minority or low-income populations or households associated with a selection of the No-Action Alternative or the Preferred Build Alternative. Potential impacts to environmental justice communities could involve a disproportionate number of relocations to one particular group, the separation of closely knit communities, an increase in health and safety risks to one particular group, or potential annoyance factors such as noise impacts.

<u>Impacts to Minority Populations</u>

According to the block group data available from the 2000 U.S. Census, there is a wide variety of populations in the vicinity of the existing Airport. Communities in the area vary in their makeup in terms of the percentage of the population considered to be minority. The populations in these communities range anywhere from 0.0 percent minority to 100 percent minority (see Chapter 3, **Figure 3.10**).

Selection of the No-Action Alternative would not result in any direct impacts to communities in the area of any demographic category, as there would be no construction

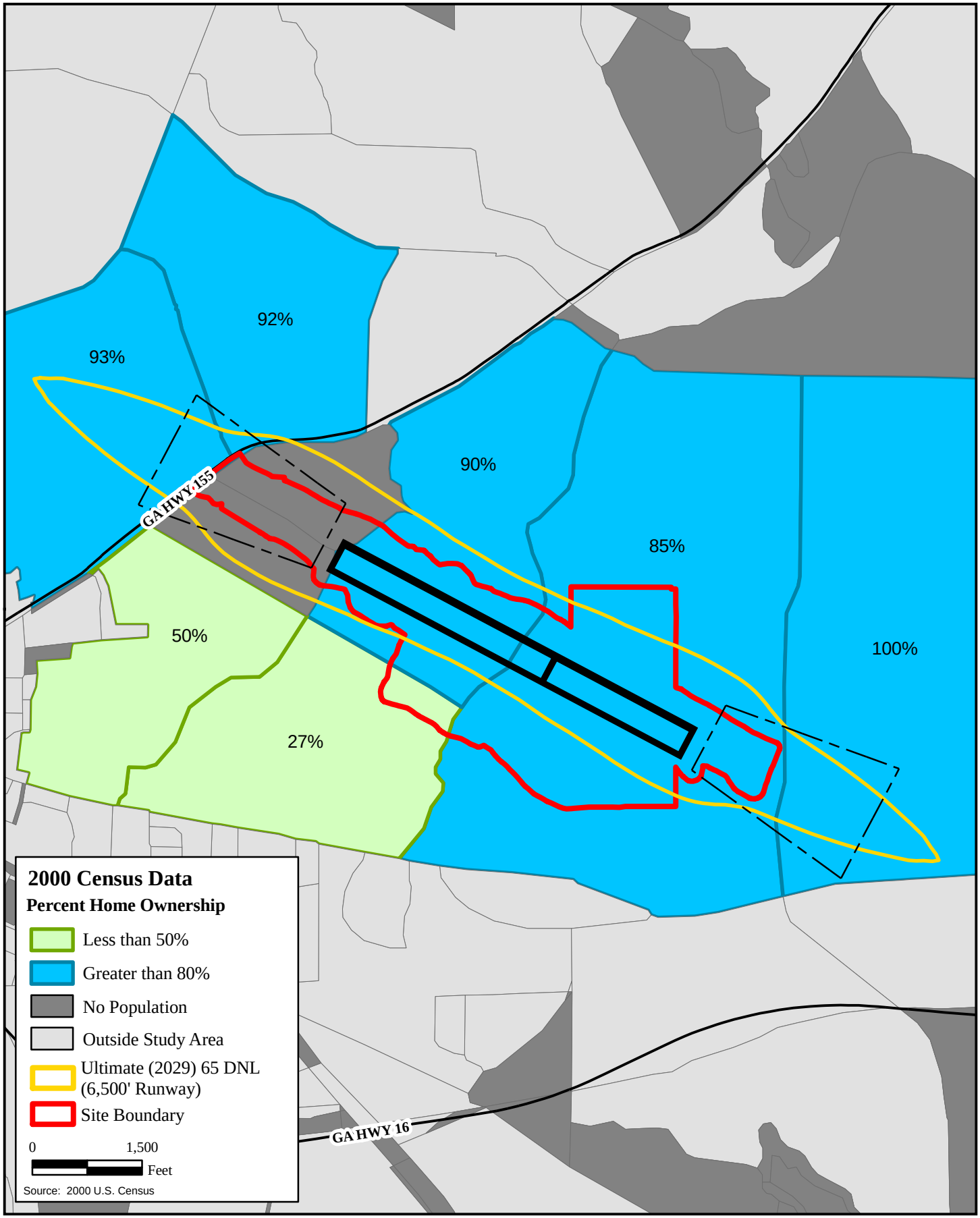

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FIGURE 4.3
PERCENT HOME OWNERSHIP (ALTERNATIVE 3)

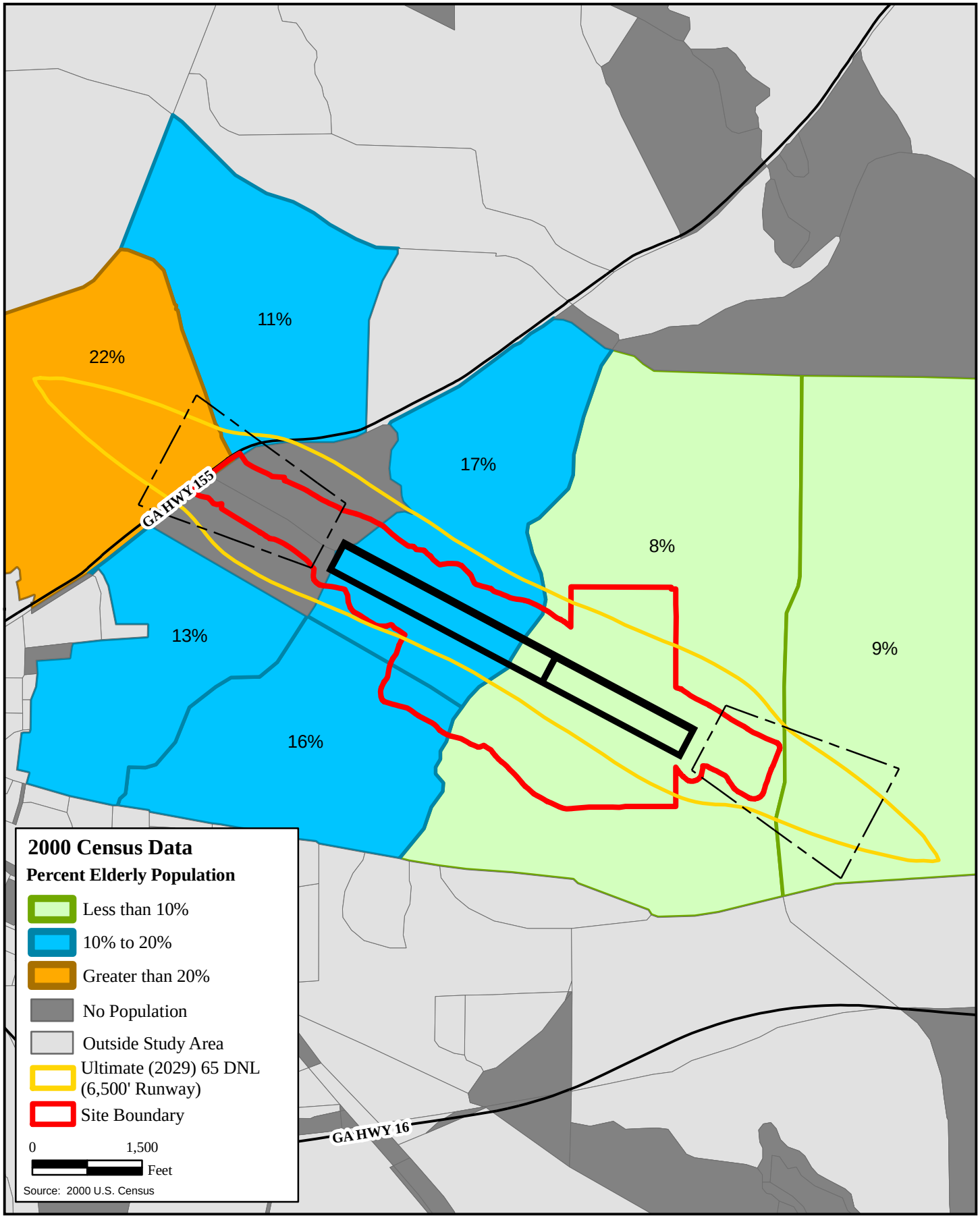

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FIGURE 4.4
PERCENT ELDERLY POPULATION (ALTERNATIVE 3)

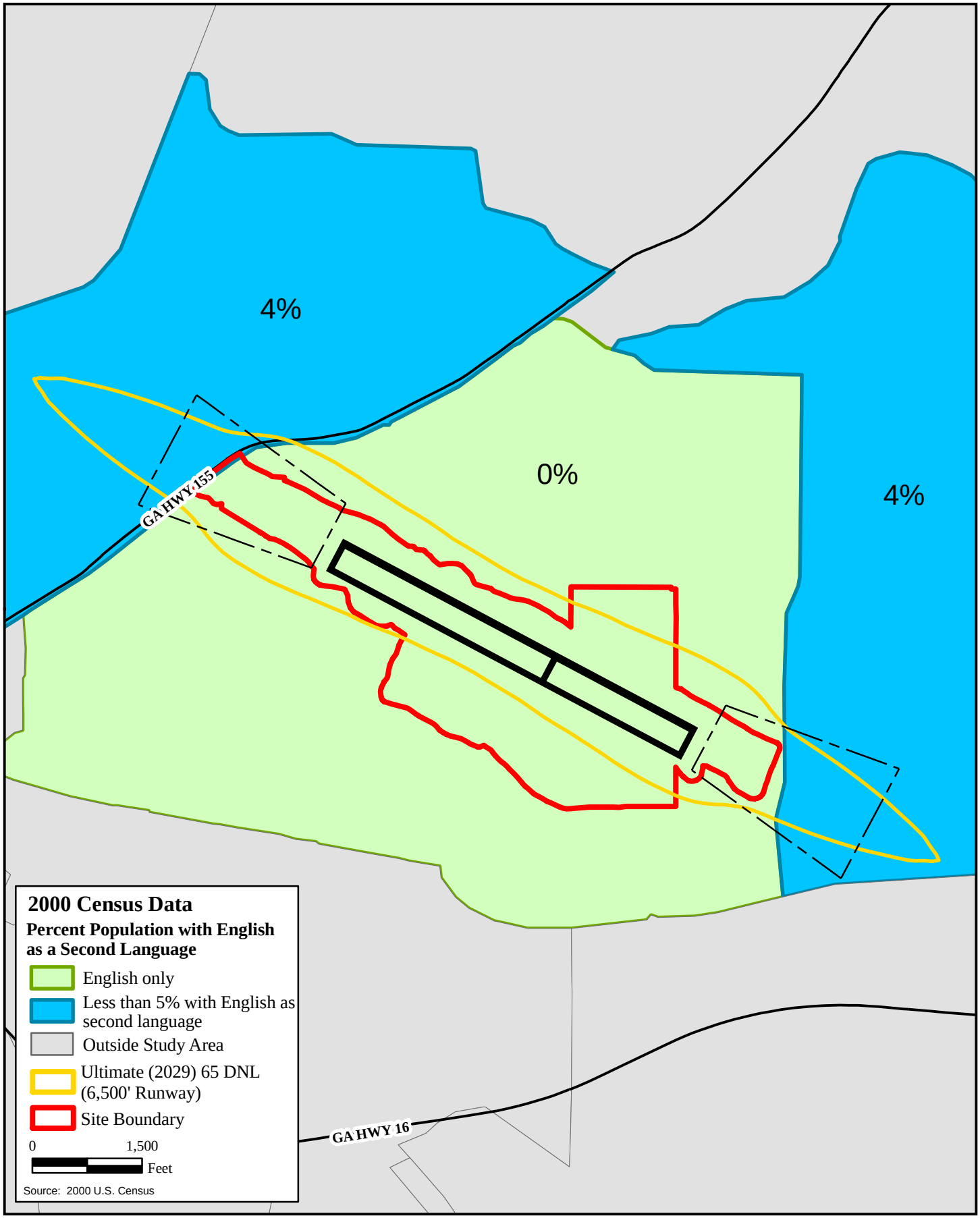

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FIGURE 4.5
ENGLISH AS A SECOND LANGUAGE (ALTERNATIVE 3)

or land acquisition, and thus no relocations would be required. However, selection of this alternative would potentially have negative indirect effects on the communities in the area of the existing Airport site (see **Section 4.7.2;** refer to **page 4-21**). If no action were to be taken, the city of Griffin would not be able to move forward with a possible revitalization/redevelopment program that could potentially benefit all of the communities in the area. For example, the City would not be able to expand the adjacent park onto the existing Airport property, nor would it be able to use the space for development of a mixed-use commercial/residential district.

The communities in the vicinity of the Preferred Build Alternative site are less diverse than those in the area of the existing Airport. Communities in this part of Spalding County range from 0.0 percent minority to 62.9 percent minority. However, the majority of the right-of-way required for construction of a new-location Airport would be contained on property that is occupied by a community that is less than 8.3 percent minority (see Chapter 3, **Figure 3.11**). In addition, only a very small portion (4.95 acres) of the community containing 62.9 percent minority would be located within the conservative 65 DNL noise contour estimated for this alternative.

Impacts to Populations Below Poverty Level

According to data provided by the 2000 U.S. Census, the existing Airport site is surrounded by differing populations in terms of the percentage of families living below the poverty level. The population in the Block Group that is located north, northeast, and southwest of the No-Action Alternative site is one in which approximately 23.1 percent of the households are living below the poverty level (see Chapter 3, **Figure 3.12**). In contrast, the population to the east contains approximately 3.3 percent of households living under the poverty level, and the population to the south contains approximately 3.8 percent of households living under the poverty level. Selection of the No-Action Alternative would not result in direct impacts to these populations, as there would be no relocations, no alterations of transportation patterns, no disruption of planned/established communities, and no changes in employment. However, potential beneficial indirect effects to these communities would not be possible with selection of this alternative, as redevelopment of the existing Airport site would not take place.

Populations in the vicinity of the Preferred Build Alternative site range from 7.8 percent of households living below the poverty level to 30.9 percent of families living below the poverty level (see Chapter 3, **Figure 3.13**). All right-of-way acquisition would be required from the population with approximately 11.5 percent of the population living below the poverty level. Property within the population with the largest percentage of households living under the poverty level, 30.9 percent, would only be needed for avigation easements required for the RPZ that extends across SR 155. Homeowners in this area and in the area southeast of the Preferred Build Alternative site (24.3 percent below poverty level) may also experience some impacts related to noise. Appropriate noise abatement mitigation or another form of compensation would be offered to families that could potentially be subject to significant noise impacts.

4.17.3 Child Health and Safety

Pursuant to Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, Federal agencies are directed, as appropriate and consistent with

the agency's mission, to make it a high priority to identify and assess environmental health risks and safety risks disproportionately affecting children. Agencies are encouraged to participate in implementation of the Order by ensuring their policies, programs, activities, and standards address disproportionate risks to children resulting from environmental health risks or safety risks. Selection of the No-Action Alternative would not result in an increase of risk to the health and safety of children in the vicinity of the existing Airport, as there would be no change to the current configuration and condition of the facility.

The nearest school or daycare center relative to the Preferred Build Alternative site is the Jackson Road Elementary School, located at 1233 Jackson Road (approximately 0.6 mile west of the runway end, and not along the estimated flight arrival and departure tracks). The Kennedy Road Middle School is also located nearby, at 280 Kennedy Road (approximately 0.8 mile northeast of the runway end; also not in line of the estimated arrival or departure flight patterns for the Preferred Build Alternative). Therefore, no direct or indirect effects on the health and safety of children would be anticipated from implementation of the Preferred Build Alternative.

4.18 SOLID WASTE IMPACTS

There would be no development associated with the No-Action Alternative; no construction activities would occur, and therefore no demolition debris would be generated. Selection of the No-Action Alternative also would not result in an encroachment within 10,000 feet of the Butts County Landfill as regulated by FAA Order 5200.5A.

Implementation of the Preferred Build Alternative would result in the generation of solid waste in the short term. All earthwork materials (soil) would be expected to remain on site. Any trees removed would be made available for recycling by a third party for a use such as lumber or firewood, and other vegetation that would be removed during construction would be mulched and recycled or disposed of at the nearest landfill. The Butts County Landfill is located approximately 14 miles east of the Preferred Build Alternative site and has adequate storage capacity to accept any solid waste materials that may be generated during construction activities. Implementation of the Preferred Build Alternative would not result in encroachment within 10,000 feet of the Butts County Landfill as regulated by FAA Order 5200.5A.

4.19 THREATENED AND ENDANGERED SPECIES

The No-Action Alternative would not provide for the construction of airport improvements; therefore, selection of the No-Action Alternative would have **No Effect** on federally or state-protected species or their habitat. The GDNR-WRD, Georgia Natural Heritage Program website lists the federally threatened purple bankclimber and the federally endangered shinyrayed pocketbook, gulf moccasinshell mussel, and oval pigtoe mussel as species that are known to occur in Spalding County. All four of these species are known to occur in the western portion of the county, within the Upper Flint River Watershed (HUC 03130005). This watershed is primarily drained by the Flint River, which eventually flows into the Gulf of Mexico. The Preferred Build Alternative is located completely within the Upper Ocmulgee Watershed (03070103), which is primarily drained by the Ocmulgee and Little Ocmulgee Rivers. These two rivers join to

form the Altamaha River, which eventually flows into the Atlantic Ocean. Field investigations did not reveal the presence of suitable habitat for any of the federally list species.

Based on a review of the GDNR-WRD database, the results of literature research, and the February 2010 field reconnaissance, there are no known occurrences or habitats of federally protected animal species, plant species, or special concern natural communities within the study area for the Preferred Build Alternative. Coordination with the GDNR-WRD confirmed that there are no known occurrences of federally or state-protected species within the limits of the Preferred Build Alternative site (see **Appendix A - Correspondence**). Therefore, implementation of the Preferred Build Alternative would have **No Effect** on threatened and endangered species or their habitat.

USFWS-designated critical habitat for the purple bankclimber also is present in Spalding County. The entire reach of the Flint River within Spalding County is USFWS-designated critical habitat and is located approximately 12 miles west of the Preferred Build Alternative site. Therefore, implementation of Preferred Build Alternative would have **No Effect** on critical habitat for the purple bankclimber.

4.20 WATER QUALITY

Development activities involving stormwater, wastewater, and water supply are regulated in accordance with applicable Spalding County ordinances and with state and federal regulations, some of which are administered by Spalding County. State laws pertaining to soils and water resources include the *Georgia Water Quality Control Act*, as revised in 2010; the *Georgia Planning Act of 1989*; and the *Georgia Erosion and Sedimentation Control Act of 1975*, as amended.

Selection of the No-Action Alternative would have no impacts on water quality, because no construction activities would take place. Implementation of the Preferred Build Alternative would potentially impact water quality because it would disturb approximately 320 acres of uplands (260 acres forested) and up to 7,386 linear feet of stream resources (see Section 4.21, below). Based on the field surveys, no wetland resources would be disturbed within the Preferred Build Alternative site. As part of the design development, hydrologic studies would be conducted to determine the size and location of stormwater retention and/or detention basins that would be needed to control the additional runoff from cleared and paved areas at the Preferred Build Alternative site.

There would be a potential for temporary impacts on water quality during clearing and grading activities at the Preferred Build Alternative site. To minimize turbidity and sedimentation impacts, as well as potential pollution impacts from the use of construction equipment, the contractor would be required to implement BMPs, as described further below.

Implementation of the Preferred Build Alternative would be classified as an infrastructure project under Georgia's NPDES General Permit (GAR 100002); therefore, a Notice of Intent (NOI) to disturb greater than one acre of land would be submitted to the GDNR-EPD prior to beginning land clearing/grading activities. Also in accordance with NPDES regulations, an *Erosion, Sedimentation, and Pollution Control Plan* would be prepared and submitted in conjunction with the NOI. This plan would outline the BMPs to be

implemented during construction to control erosion, sedimentation, and other potential pollutants from entering surface waters. Components of this plan would include the following:

- Several temporary sedimentation basins would be constructed in upland areas around the construction site, designed to trap suspended sediment and provide a controlled release point for the treated stormwater from the construction site to onsite streams.
- Silt fencing would be installed around the construction limits.
- Clearing and grading activities would be staged such that the entire site would not be disturbed at the same time. This would allow for seeding and stabilization of disturbed areas prior to carrying out additional clearing/grading actions.

Minimization of impacts would be achieved by implementation of the various temporary and permanent erosion and sediment control devices in accordance with FAA Advisory Circular 150/5370-10E, entitled *Standards for Specifying Construction of Airports*.

Cabin Creek and its associated tributaries comprise the main drainage system for the Preferred Build Alternative site, which is located within the Ocmulgee River Basin.[38] Cabin Creek is listed on the GDNR-EPD Draft 2010 Integrated 305(b)/303(d) List as not supporting its designated use of Fishing, from its headwaters in the city of Griffin to the Towaliga River. Therefore, all tributaries within one mile and flowing into this reach of Cabin Creek are also considered impaired. Consequently, during construction a replacement Airport at the Preferred Build Alternative site, the contractor would be responsible for implementing an additional four of a possible twenty listed BMPs to help reduce erosion, sedimentation, and the introduction of other pollutants into any water located in the vicinity of the impaired streams.

Implementation of the Preferred Build Alternative also would require a CWA Section 401 Water Quality Certification from the GDNR-EPD for authorization of a discharge to waters of the U.S. This certification involves a review of the proposed project and an evaluation of its potential impacts to water quality. The review is performed to ensure that any discharge into jurisdictional waters is permitted in accordance with State water quality standards. The application for a CWA Section 401 Water Quality Certificate is filed jointly with the CWA Section 404 permit application sent to the USACE, as discussed below in Section 4.21.

4.21 WETLANDS AND OTHER WATERS OF THE U.S.

No wetlands or other waters of the U.S. would be impacted with selection of the No-Action Alternative, because no construction activities would take place; no placement of fill material or dredging would be necessary within the boundary of any wetlands or other waters of the U.S. The study area for the Preferred Build Alternative does not include any areas designated by the USFWS National Wetlands Inventory as wetlands. However, several tributaries of Cabin Creek would be impacted with implementation of the Preferred Build Alternative. Based on a conceptual design and on preliminary investigations, it is estimated that no jurisdictional wetlands would be impacted, and conservatively estimated that that approximately 7,386 linear feet of jurisdictional

[38] GDNR-EPD (2003). *Ocmulgee River Basin Management Plan 2003.*

streams would be impacted as a result of filling or piping during construction at the Preferred Build Alternative site.

Avoidance and Minimization

Total avoidance of impacts to stream resources would not be possible with implementation of the Preferred Build Alternative, for the following reasons: (1) the abundance and widespread distribution of streams and associated riparian areas within the proposed project area; (2) the large impact area that is required for the construction of an airport; and (3) the linear nature of an Airport project, which tends to limit the flexibility of design.

While impacts to streams would not be completely avoided, practicable measures to minimize impacts would be utilized during the preliminary design phase of the project. Every consideration would be given to developing a design that would reduce potential impacts to the greatest extent possible, as long as the project design would remain consistent with engineering standards and FAA safety requirements. Reducing the fill footprint through the use of 2:1 fill slopes in areas that are adjacent to streams could potentially be used to reduce impacts to streams and riparian areas. Slope modifications could potentially apply to the construction of the runway, taxiways, and OFAs.

As discussed above in Section 4.20, to minimize temporary construction impacts on water quality in the affected streams, the contractor would be required to implement BMPs as outlined in FAA AC 150/5370-10E, *Standards for Specifying Construction of Airports*, specifically Item P-156, *Temporary Air and Water Pollution, Soil Erosion, and Siltation Control*. Control measures, such as the installation and maintenance of hay bale barriers, silt fencing, and sedimentation basins, as well as the seeding of slopes in disturbed areas, would be required throughout the construction period until the establishment of a permanent vegetative cover in any unpaved areas.

Compensation

A CWA Section 404 permit and a CWA Section 401 water quality certification would be required for authorization of unavoidable impacts to waters of the U.S., and for impacts greater than 0.1 acre or 100 linear feet of stream, compensatory mitigation would be required. The approach Preferred by regulatory agencies is for the project sponsor to purchase mitigation credits from one or more USACE-approved mitigation banks. Onsite stream mitigation would not be practicable according to FAA policy, as stated in AC 150/5200-33A, *Hazardous Wildlife Attractants on or Near Airports*, which discourages the creation or enhancement of wildlife attractants on airport properties, because such areas tend to attract waterfowl and other wildlife and can increase the potential for bird and other wildlife strikes with aircraft.

Wetland and stream delineations would need to be completed for the Preferred Build Alternative site. The impacts discussed in this document are a conservative (worst-case) estimate of the actual impacts that would potentially result from implementation of the Preferred Build Alternative, because the detailed design has not been completed. During the design and permitting phase of the project, the USACE would need to approve the wetland and stream resource delineations. Once approved, the surveyed resource boundaries would be used in conjunction with the engineering design to determine the

precise extent of the impacts associated with the proposed project, and this information would be utilized in the preparation of a CWA Section 404 permit application to be submitted to the USACE.

Guidelines set forth in the USACE Savannah District's Standard Operating Procedure (SOP) for determining wetland and stream mitigation requirements would be followed to determine how many mitigation credits would be necessary to offset impacts to waters of the U.S. associated with implementation of the Preferred Build Alternative. As noted above, compensatory mitigation is required for any project having more than 0.1 acre of wetland impacts or more than 100 linear feet of stream impacts. A USACE-approved mitigation bank in the Upper Ocmulgee River Watershed (HUC 03070103) would be utilized as the primary source for mitigation credits, based on credit availability. As part of the CWA Section 404 permit application process, the USACE would be provided with wetland and stream Standard Operating Procedures (SOP) worksheets and a mitigation plan. The mitigation plan would include the names of any mitigation banks proposed to provide the credits. The mitigation credit purchase would be finalized after the USACE has issued the CWA Section 404 permit and has given its approval of the mitigation plan, as described below.

Permits

It is anticipated that a Section 404 Individual Permit from the USACE would be required to authorize the stream impacts associated with the implementation of the Preferred Build Alternative. The extent of impacts to waters of the U.S. for the Preferred Build Alternative would exceed the threshold for a Nationwide 14 Permit, which applies to linear transportation projects (including airports). Applications for Individual Permits require a full public interest review. A public notice is issued, and comments received during the public notice period are evaluated to determine whether the project is consistent with the public interest. The time required for processing an Individual Permit is typically 9 to 12 months. As noted above, the application to the USACE for a CWA Section 404 Permit constitutes a joint application to the GDNR-EPD for a CWA Section 401 Water Quality Certificate. The Water Quality Certificate is issued based on EPD's concurrence that the proposed project would be implemented in a manner that is sufficient to protect water quality in the surrounding resource areas.

State and County Ordinances

The *Georgia Erosion and Sedimentation Control Act of 1975* requires that a 25-foot buffer be preserved around all waters of the state of Georgia, including perennial streams and intermittent streams.[39] Implementation of the Preferred Build Alternative would result in unavoidable impacts to the regulated buffers of state waters; therefore, a Stream Buffer Variance from the GDNR-EPD would be required.

4.22 WILD AND SCENIC RIVERS

There are no designated Wild and Scenic Rivers located in Spalding County. Therefore, no impacts to these resources would be anticipated in association with either the No-Action Alternative or the Preferred Build Alternative.

[39] *Official Code of Georgia Annotated* (*O.C.G.A.*) 12-7-6-(15).

4.23 SUMMARY OF ENVIRONMENTAL CONSEQUENCES

TABLE 4.12
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS

Environmental Category	No-Action Alternative	Preferred Build Alternative
Air Quality	No Impacts	Minor Impacts
Biotic Communities	No Impacts	Impacts
Coastal Barrier Resources Act	No Impacts	No Impacts
Coastal Zone Management Act	No Impacts	No Impacts
Construction Impacts	No Impacts	Temporary Impacts
Cultural / Historical Resources	No Impacts	No Impacts
Cumulative / Indirect Impacts	No Impacts	Minor Impacts / Impacts
Energy Supply / Natural Resources	No Impacts	Minor Impacts
Farmland	No Impacts	Minor Impacts
Floodplains	No Impacts	Impacts
Hazardous Materials Sites	No Impacts	No Impacts
Induced Socioeconomics	Impacts (Negative)	Impacts (Positive)
Land Use	No Impacts	Impacts
Light Emissions	No Impacts	Minor Impacts
Noise	No Impacts	Minor Impacts
DOT Act Section 4(f) / 303(c)	No Impacts	No Impacts
Social Impacts & Environmental Justice	No Impacts	No Impacts
Solid Waste	No Impacts	Minor Impacts
Threatened & Endangered Species	No Impacts	No Impacts
Water Quality	No Impacts	Minor Impacts
Waters of the U.S. (Streams / Wetlands)	No Impacts	Impacts / No Impacts
Wild and Scenic Rivers	No Impacts	None

CHAPTER 5. AGENCY COORDINATION AND PUBLIC INVOLVEMENT

5.1 AGENCY COORDINATION

The environmental evaluation process for the proposed replacement of to the Griffin-Spalding County Airport has been undertaken in coordination with various federal, state, regional, and local governmental bodies. Documentation of the coordination efforts associated with the proposed project is provided in **Appendix A**.

Early coordination letters were sent to each of the following agencies as notification of the ongoing EA and to gather resource information as it pertains to the Proposed Action:

- Georgia Department of Natural Resources – Environmental Protection Division
  - Air Quality Branch
  - Watershed Protection Branch
- Georgia Department of Natural Resources – Historic Preservation Division
- Georgia Department of Natural Resources – Wildlife Resources Division
- Georgia Forestry Commission – District 4
- U.S. Army Corps of Engineers – Savannah District
- U.S. Department of Agriculture – Natural Resources Conservation Service
- U.S. Department of Homeland Security – Federal Emergency Management Agency
- U.S. Department of Housing and Urban Development
- U.S. Department of the Interior – National Park Service
- U.S. Environmental Protection Agency – Region 4
- U.S. Fish and Wildlife Service – Southeast Region
- U.S. Geological Survey – Southeast Region

5.2 PUBLIC INVOLVEMENT ACTIVITIES

During the site selection study, three public information meetings were held at the Griffin Superior Court House located at 100 South Hill Street, Griffin, GA 30223. The first meeting was held on October 16, 2007 to provide citizens and public officials with progress being made during Phase I of the site selection study. The second meeting was held on December 8, 2008 as Phase II of the site selection study was coming to an end and the number of available sites for relocating the Airport had been significantly reduced. At a third public information meeting held on July 16, 2009, citizens and public officials were presented with a final analysis of the Airport Site Selection Study and were notified that the project was moving forward to the environmental phase.

5.3 NOTICE OF OPPORTUNITY FOR PUBLIC HEARING

A Notice of Opportunity for Public Hearing was issued by the city of Griffin and Spalding County once the Draft EA was approved by GDOT (**Appendix C – Public Involvement Advertisements**). The Notice of Opportunity was published two times in the legal organ of Spalding County, the *Griffin Daily News*. The first notice was published on May 27, 2011, and the second advertisement was run on June 3, 2011. No

requests for a public hearing were received by either the City of Griffin or Spalding County during the 30-day public review and comment period.

5.4 NOTICE OF AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT

The City of Griffin and Spalding County have prepared this EA for the proposed replacement of the Griffin-Spalding County Airport in accordance with the provisions of NEPA, the Airports and Airway Safety, Capacity, Noise Improvement, and Intermodal Transportation Act of 1992, and FAA requirements. A Notice of Availability of the EA to the public as an opportunity to review and comment on the document was issued by the City of Griffin and Spalding County once the Draft EA was approved by GDOT. The Notice of Availability was advertised in conjunction with the Notice of Opportunity for Public Hearing and was run in the *Griffin Daily News* on May 27, 2011 and June 3, 2011 (see **Appendix C**).

The Draft EA was made available to the public for review and comment for 30 days after the Notice of Availability and the Notice of Opportunity for Public Hearing were issued. Persons desiring to review the Draft EA were able to do so during normal working hours at the following locations:

Flint River Regional Library 800 Memorial Drive Griffin, GA 30223	City of Griffin – Office of Planning and Zoning 100 South Hill Street Griffin, GA 30223	Spalding County Community Development Department 119 E Solomon Street – Suite 203 Griffin, GA 30224

5.5 COMMENTS FROM AGENCIES, MUNICIPALITIES, AND ORGANIZATIONS

A copy of the approved Draft EA was provided to each of the resource agencies mentioned above (see **Section 5.1 Agency Coordination**). Written comments on the Draft EA from agencies, municipalities, and organizations on the Draft EA were accepted during the agency review process (**Appendix D – Agency Comments & Responses**).

The Georgia State Clearinghouse (Clearinghouse) received comments from three different agencies during the agency review and comment period. In addition, four comments solicited by the Three Rivers Regional Commission (Commission) were also provided to the Clearinghouse. Of the seven comments on the Draft EA submitted to the Clearinghouse, six were in favor of the Proposed Action.

The Three Rivers Regional Commission solicited comments from 30 different local government entities in the vicinity of the Proposed Action. Four comments were returned to the Commission, and three were in favor of the proposal. The one comment against the Proposed Action was provided by the Henry County Board of Commissioners, which stated that the proposal should not be recommended for further development.

The details provided by the Henry County Board of Commissioners stated that Henry County is in the process of purchasing the Tara Field Airport from Clayton County and has plans to extend the runway and improve the airside facilities at Tara Field to accommodate the aviation demand in the area. Henry County stated that it believes that development of a new general aviation airport in Spalding County would be a duplication

of effort and funding, and that the current level of aviation activity would not support both airports.

The USACE responded to the request for comments in a letter dated September 26, 2011, in which it recommended that a jurisdictional determination of all waters of the U.S. be performed within the various proposed project sites (see **Appendix D**). "A jurisdictional determination would involve delineating aquatic areas, including wetlands, to assist with determining which project alternative would result in the avoidance and/or minimization of all fill activities within waters of the U.S."[40] The letter also mentions that the proposed project alternative sites do not encroach upon any known protected mitigation areas.

The U.S. EPA concurred with the findings of the Draft EA in an email dated June 3, 2011 (see **Appendix D**). In the message, the EPA says, "…we concur with your selection of Alternative 3 to be carried forward. From our evaluation, it appears that most of the major issues (e.g. noise, wetlands, water/air quality, and environmental justice) are adequately addressed."[41] The message also suggests that the Airport sponsor enter into consultation with state and federal resource agencies at this point in the environmental process, rather than waiting until the permitting phase of the project begins. This would help to resolve any potential issues during the NEPA process and avoid potential problems during the permitting phase of the project. Finally, the U.S. EPA recommended that the construction plans include Best Management Practices to be used during construction to prevent fugitive dust, noise, and extended idling of equipment, and that all construction activities should minimize sediment runoff, turbidity, and impacts to aquatic life through the use of well-designed containment methods.

5.6 PUBLIC COMMENTS AND RESPONSES

Although no requests for a public hearing were received during the 30-day public review and comment period, GDOT elected to hold a public hearing due to the significance of the Proposed Action. Advertisements for the public hearing were run in the *Griffin Daily News* on September 9, 2011 and September 16, 2011 (see **Appendix C**). The meeting was held on September 20, 2011 from 4:00 to 7:00 PM at the Griffin Regional Welcome Center located at 143 N. Hill Street in Griffin, GA. City and County representatives at the meeting included the Mayor of Griffin, Hon. Joanne Todd; Spalding County Commissioner Eddie Freeman; Griffin City Commissioner Chairman, Carl Pruett; Griffin City Commissioner Richard Morrow; Griffin City Manager Kenny Smith; Airport Director, Robert Mohl, and Griffin Planning and Development Director, Frederick Gardiner (**Appendix E – Public Comments & Responses**).

A handout package was provided to each of the 53 individuals who attended the public hearing, and each attendee was asked to provide their contact information to add to the public record. The handout package included a welcome letter from the Griffin-Spalding County Airport, a Need & Purpose Statement, a review of the alternatives analysis, an environmental statement, a location map, a comment card, and drawings displaying the existing airport layout and the proposed layout of the Preferred Build Alternative (see **Appendix E**). Nineteen comments were received during the meeting. Seventeen of the

[40] Correspondence with USACE dated September 26, 2011.
[41] Correspondence with U.S. EPA dated June 3, 2011.

comments taken at the meeting were in favor of the Proposed Action, one comment was uncommitted, and one citizen expressed opposition to the project. Six additional comments were received by Airport Director, Robert Mohl, during the 10-day public comment period. Four of these comments were in favor of the Proposed Action, while the other two individuals expressed conditional support of the proposal.

Citizens commenting in favor of the Proposed Action were nearly unanimous in expressing their reasons for providing support: economic development and employment opportunities for Spalding County and the City of Griffin. In addition, many of those in favor of relocating the existing airport acknowledged the social and environmental constraints surrounding the existing facility and the need to move the airport to an area with less residential development and more available space for expansion.

The citizen who commented against the project did not provide a specific reason, but stated that none of his questions were answered by the representatives at the meeting. The person citizen who was uncommitted did not identify the reason for the indecision. One of the two citizens who expressed conditional support stated that the Preferred Build Alternative location would better served being used as a water reserve reservoir for the City of Griffin. The other person expressing conditional support of the project stated that the proposed location appears to be positioned in a wetland and that the airport should be constructed on higher ground. That individual also mentioned that there is a radio transmission tower that is too close to the proposed location.

Appendix A

Agency Correspondence

THE LPA GROUP INCORPORATED
Transportation Consultants

A Unit of Michael Baker Corporation

December 17, 2009

TO: Mr. Heinz Mueller, NEPA Coordinator
U.S. EPA – Region 4
61 Forsyth Street, SW
Atlanta, GA 30303

RE: Proposed Improvements to or Replacement of the Griffin-Spalding County Airport – ENVIRONMENTAL ASSESSMENT

Dear Mr. Mueller:

THE LPA GROUP INC. has been retained by the **Griffin-Spalding Airport Advisory Committee** to conduct an Environmental Assessment (EA) for the proposed improvements to or relocation of the **Griffin-Spalding County Airport (Figure 1)**, in accordance with the National Environmental Policy Act, Federal Aviation Administration (FAA) Order 1050.1E, FAA Order 5050.4A, and other applicable Federal and State regulations. The result of this process will be the formal submittal of a Final EA document to the Georgia Department of Transportation (GDOT) to facilitate the issuance of a written finding.

The EA will evaluate the potential economic and environmental impacts of four potential project alternatives. The four alternatives are listed below:

- Alternative 1 – No Build (see **Figure 1**)
- Alternative 2A – Improvements to the existing airport including a 1,299-foot runway extension that would provide a 5,000-foot runway and full parallel taxiway to meet Level II General Aviation requirements (**Figure 2**);
- Alternative 2B – Improvements to the existing airport including a 1,799-foot runway extension that would provide a 5,500-foot runway and full parallel taxiway to meet Level III General Aviation requirements (**Figure 3**).
- Alternative 3 (*Preferred Alternative*) – Construction of a replacement Level III General Aviation airport on a new location site just east of the City of Griffin (**Figure 4**). This new facility would have a 5,500-foot runway with a full parallel taxiway. This site encompasses approximately 320 acres and would potentially impact 51 parcels.
- Alternative 4 – Construction of a replacement Level III General Aviation airport on a new location site located in the northeast portion of Spalding County (**Figure 5**). The new facility would have a 5,500-foot runway with a full parallel taxiway. This site encompasses approximately 444 acres and would potentially impact 85 parcels.

3595 ENGINEERING DRIVE ■ NORCROSS, GEORGIA 30092 ■ 770-263-9118 ■ FAX 770-263-9145
Offices in all Major U.S. Cities

The following table provides a breakdown of the ranking system for General Aviation airports as they are classified in the Georgia Aviation System Plan (2003):

TABLE 1
Georgia Aviation System Plan Airport Levels

Airport Level	Description
Level I	Minimum Standard General Aviation Airport
Level II	Business Airport of Local Impact
Level III	Business Airport of Regional Impact

Source: Georgia Aviation System Plan, 2003.

Provision of the improvements to the existing Airport would meet current requirements for a Level II airport. Construction of a replacement General Aviation facility would meet the requirements for a Level III airport. Construction of these facility improvements is deemed critical to the growth local and regional business communities, as well as filling the needs of an underserved region of the state in terms of general aviation, as identified by the Georgia Aviation System Plan (2003).

The enclosed Figures 1 – 5 illustrate the primary study areas for each potential project site location. We are requesting resource information from your office as it relates to the proposed action, along with identification of any areas of special concern. Any information your office can provide will be useful in accurately assessing the environment surrounding each potential project site, developing project alternatives, and evaluating potential environmental impacts. During the next several weeks, representatives from LPA may be contacting you directly in an effort to gather inventory data.

Your comments and resource information relevant to this project are very important to the evaluation of potential effects of this project. Please submit your comments by January 21, 2010. If you have any questions, please contact me at (770) 263-9118 or pfcondit@lpagroup.com.

Sincerely,

Paul F. Condit

THE LPA GROUP INCORPORATED

Paul F. Condit
Environmental Planner II

Attachments:
Figures 1 – 5

CONTACT LIST
GRIFFIN-SPALDING COUNTY AIRPORT – PROPOSED IMPROVEMENTS TO OR REPLACEMENT OF THE GENERAL AVIATION AIRPORT

Mr. Heinz Mueller, NEPA Coordinator
U.S. EPA – Region 4
61 Forsyth Street, SW
Atlanta, GA 30303

William Straw, Environmental Officer
FEMA – Region IV
3003 Chamblee-Tucker Road
Atlanta, Georgia 30341

Ms. Sandy Tucker, Field Supervisor
U.S. Fish & Wildlife Service
105 Westpark Drive
Westpark Center, Suite D
Athens, Georgia 30606

Regional Director
National Park Service
Suite 6R10, Bldg. 1924
100 Alabama Street
Atlanta, GA 30303

Ms. Linda Poythress, Supervisor
Atlanta Regional Office
U.S. Department of Housing and Urban Development
Five Points Plaza Building
40 Marietta Street
Atlanta, GA 30303

Mr. James E. Tillman, Sr.
Natural Resources Conservation Service
Stephens Federal Building
355 East Hancock Avenue, MS#200
Athens, GA 30601-2769

Mr. Joseph Rivera, Project Manager
USACOE - Piedmont Branch
1590 Adamson Parkway, Suite 200
Morrow, Georgia 30260-1777

Ms. Elizabeth Shirk
Georgia Department of Natural Resources
Historic Preservation Division
34 Peachtree Street, NW, Suite 1600
Atlanta, GA 30303-2316

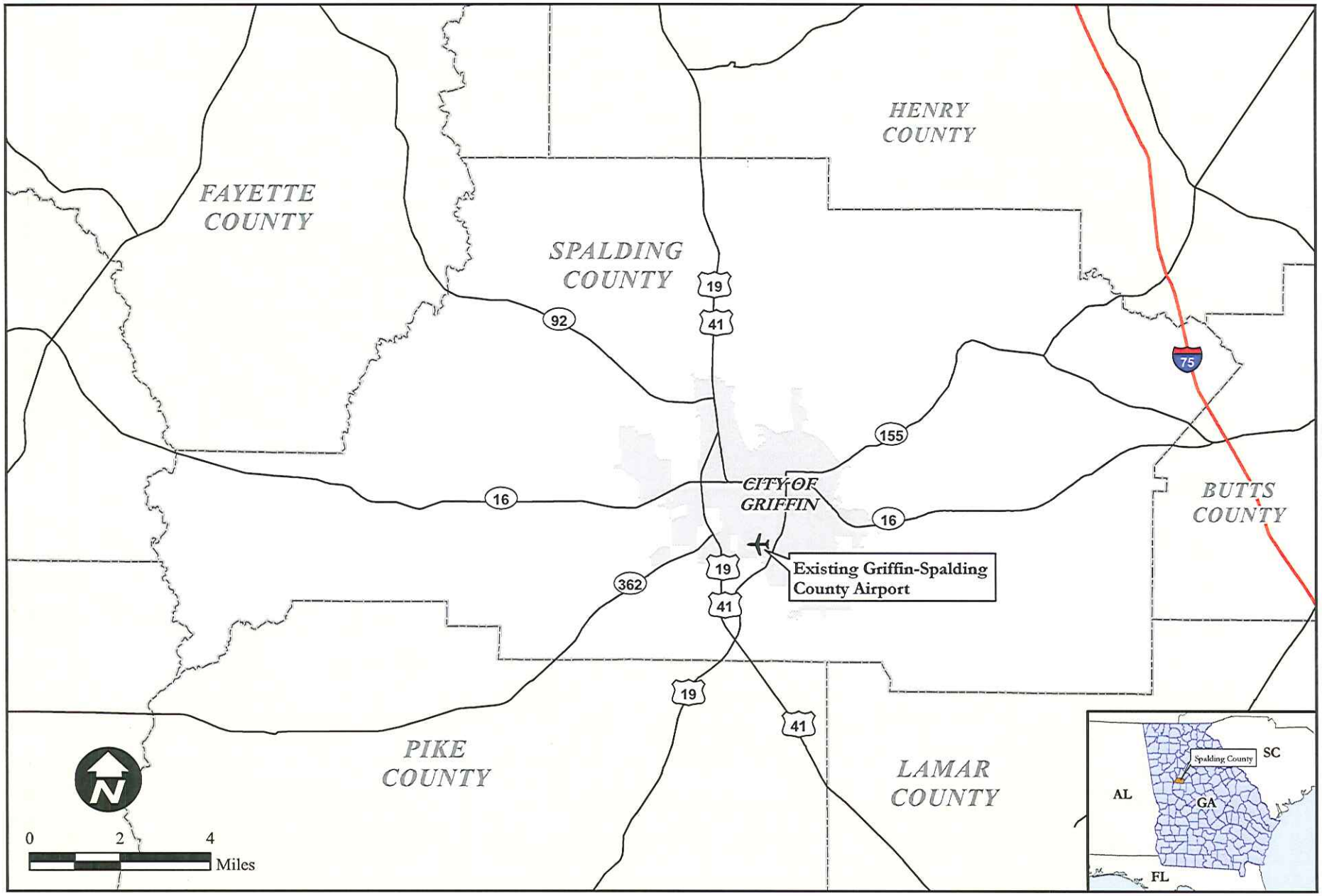
Ms. Katrina Morris
Environmental Review Coordinator
Georgia Department of Natural Resources
Wildlife Resources Division
2065 U.S. Hwy 278 SE
Social Circle, GA 30025-4743

Ms. Linda MacGregor, Branch Chief
Georgia Department of Natural Resources
Environmental Protection Division
Watershed Protection Branch
4220 International Parkway, Suite 101
Atlanta, GA 30354-3902

Mr. James A. Capp
Georgia Department of Natural Resources
Environmental Protection Division
Air Quality Branch
4244 International Parkway, Suite 120
Atlanta, GA 30354-3906

Mr. Jeff Sibley, District Forester
Georgia Forestry Commission – District 4
187 Corinth Road
Newnan, GA 30263

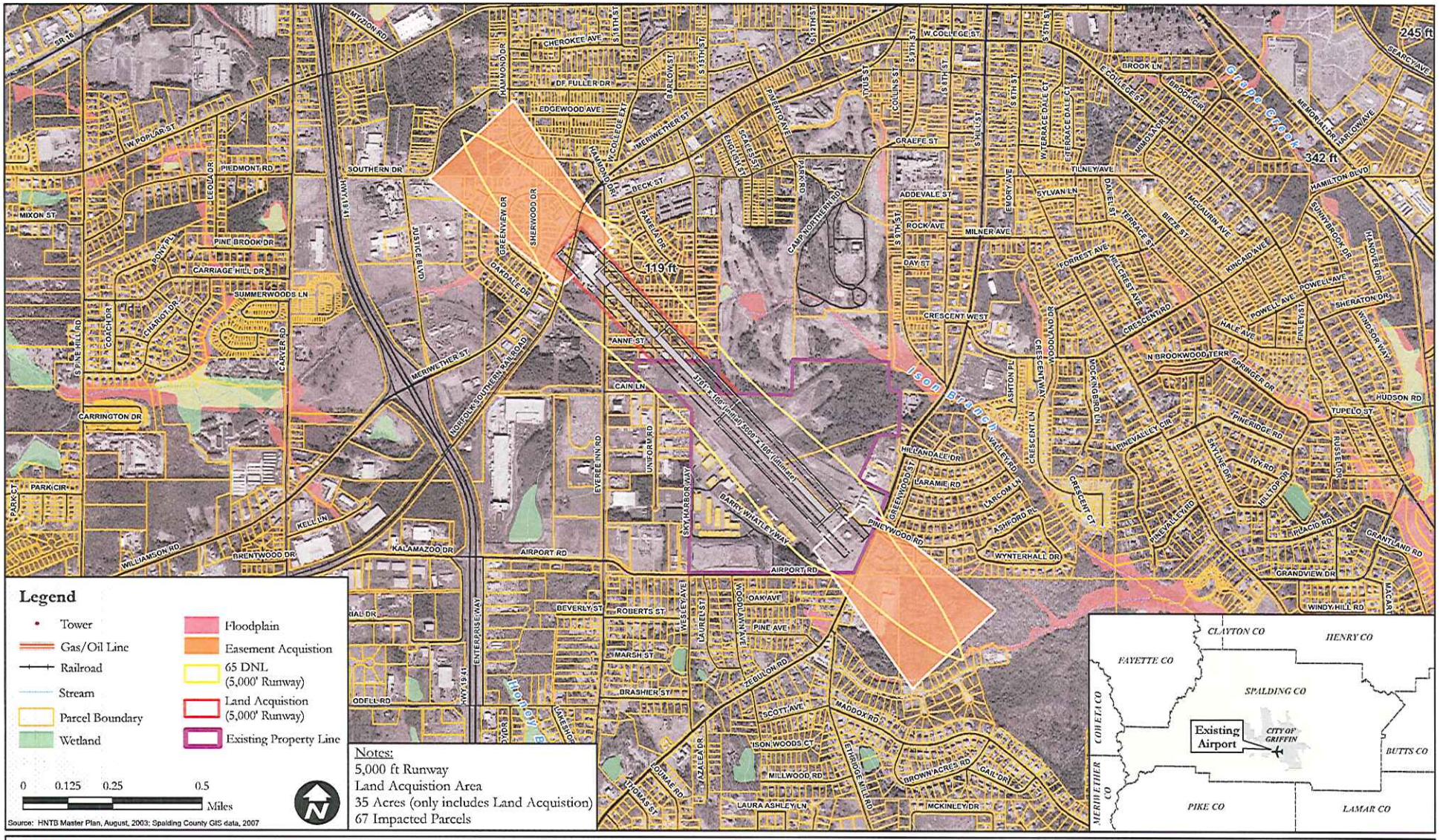
Mr. Jess Weaver, Regional Executive
U.S. Geological Survey – Southeast Region
3850 Holcomb Bridge Road, Suite 160
Norcross, GA 30092



GRIFFIN-SPALDING COUNTY AIRPORT

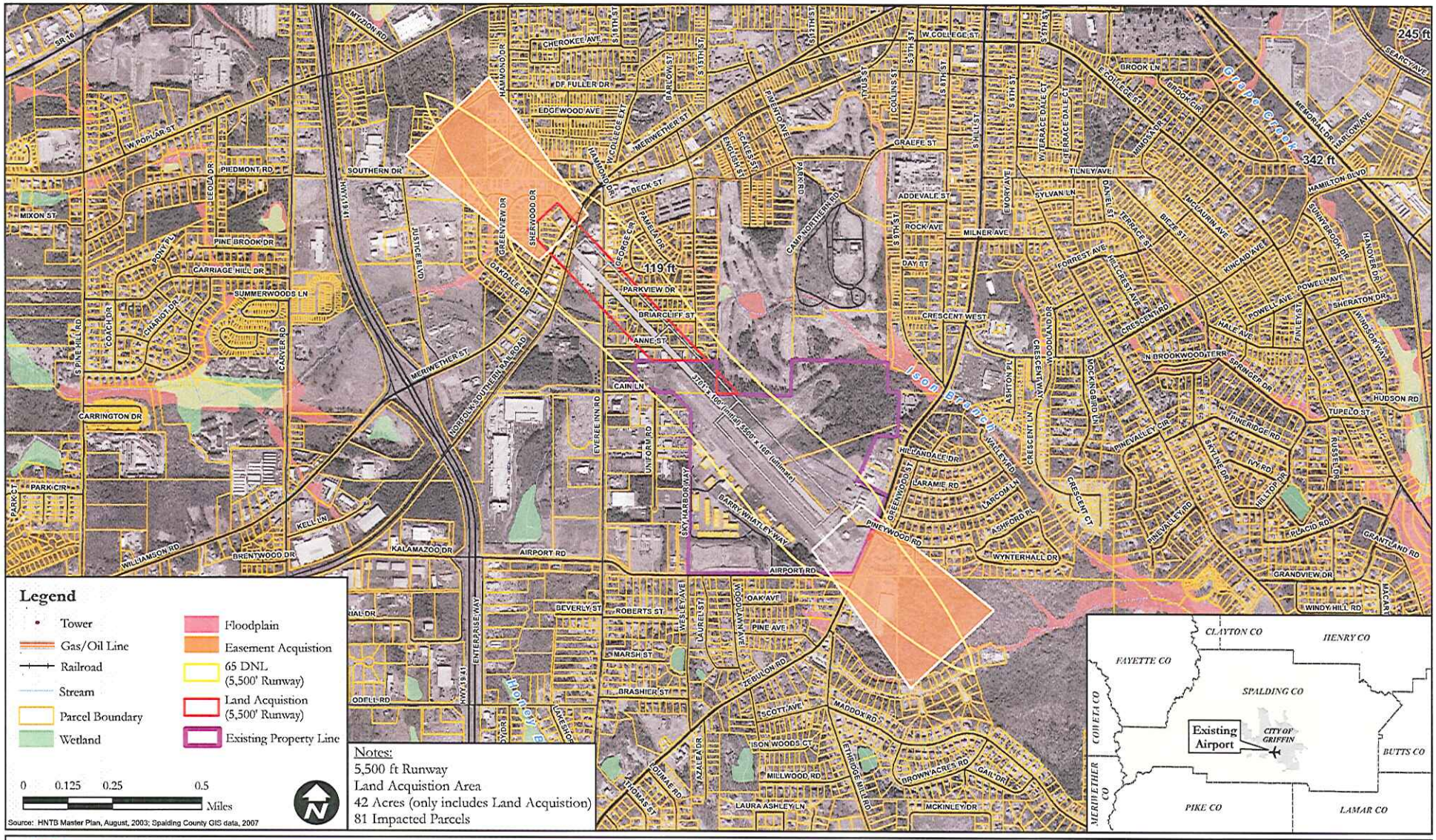
FIGURE 1

LOCATION MAP



GRIFFIN-SPALDING COUNTY AIRPORT

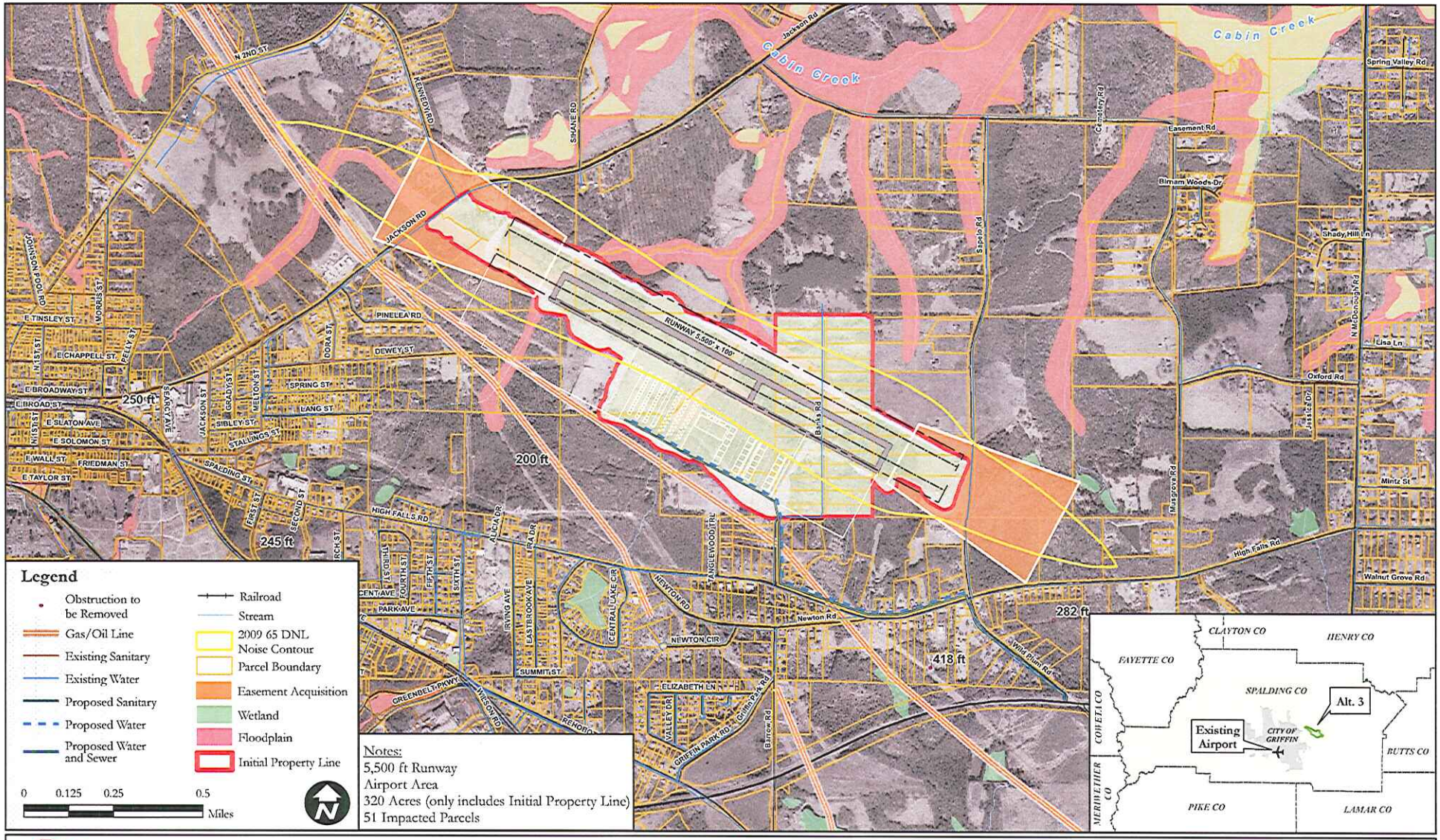
FIGURE 2
ALTERNATIVE 2A



GRIFFIN-SPALDING COUNTY AIRPORT

FIGURE 3

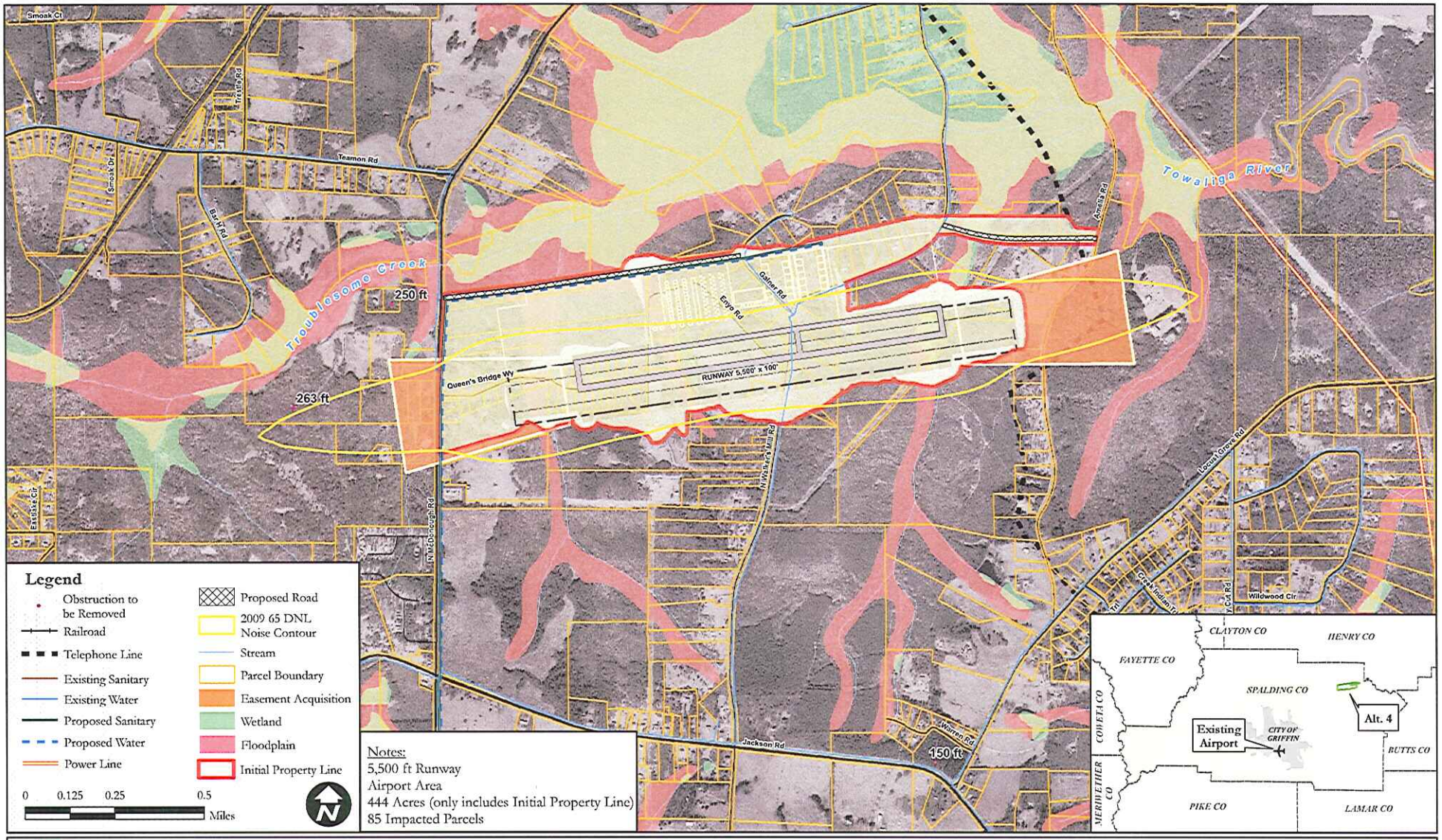
ALTERNATIVE 2B



GRIFFIN-SPALDING COUNTY AIRPORT

FIGURE 4

ALTERNATIVE 3



GRIFFIN-SPALDING COUNTY AIRPORT

FIGURE 5

ALTERNATIVE 4

GEORGIA
DEPARTMENT OF NATURAL RESOURCES
HISTORIC PRESERVATION DIVISION

CHRIS CLARK
COMMISSIONER

DR. DAVID CRASS
ACTING DIVISION DIRECTOR

January 6, 2010

Paul F. Condit
Environmental Planner
The LPA Group Incorporated
3595 Engineering Drive
Norcross, Gerogia 30092
pfcondit@lpagroup.com

RE: Improve or Replace Griffin-Spalding County Airport
Spalding County, Georgia
HP-091223-002

Dear Mr. Condit:

The Historic Preservation Division (HPD) has received initial information concerning the above referenced project. Our comments are offered to assist the Federal Aviation Administration (FAA) and their applicants in complying with the provisions of Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA).

Thank you for notifying us of this federal undertaking. We look forward to receiving Section 106 compliance documentation from you when it becomes available. Please note that if the FAA intends to use National Environmental Policy Act (NEPA) documentation and procedures to comply with Section 106 of the NHPA in lieu of the procedures set forth in 36 CFR Part 800.3 through 800.6, the FAA must notify HPD and the Advisory Council on Historic Preservation in advance, pursuant to 36 CFR Part 800.8(c).

For information pertaining to historic properties in the subject area of potential effect, please see our website under "Historic Resources" for information concerning the multiple file sources available for research in our office. Please refer to project number **HP-091223-002** in future correspondence concerning this undertaking. If we may be of further assistance, please do not hesitate to contact me at (404) 463-6687, or Michelle Volkema, Environmental Review Specialist, at (404) 651-6546.

Sincerely,

Elizabeth Shirk

Elizabeth Shirk
Environmental Review Coordinator

ES:mav

cc: Lynne Miller, Three Rivers RC

GEORGIA
DEPARTMENT OF NATURAL RESOURCES
HISTORIC PRESERVATION DIVISION

CHRIS CLARK
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

July 14, 2010

Paul F. Condit, Sr.
Environmental Planner II
The LPA Group Incorporated
3595 Engineering Drive
Norcross, Georgia 30092
pfcondit@lpagroup.com

RE: Improve or Replace Griffin-Spalding County Airport
Spalding County, Georgia
HP-091223-002

Dear Mr. Condit:

The Historic Preservation Division (HPD) has reviewed the draft report entitled *Phase I Cultural Resources Survey of the Preferred Build Alternative Site for the Proposed Griffin-Spalding County Airport, Spalding County, Georgia* prepared by Brockington and dated June 2010. Our comments are offered to assist the Federal Aviation Administration (FAA) and its applicants in complying with the provisions of Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA).

Based on the information contained in the survey report, HPD concurs with the finding that archaeological site 9SP190 should be considered not eligible for inclusion in the National Register of Historic Places (NRHP). HPD also concurs that archaeological site 9SP191 may be eligible for inclusion in the NRHP and will require additional investigation in the form of Phase II testing to assess NRHP eligibility if avoidance is not possible. Regarding historic structures, HPD concurs that the following should be considered NRHP-eligible: Resource 1 (Thomas-Melin House and Farm), Resource 4.1 (Circa 1915 Barn) and Resource 10 (remnant railbed section of the historic Griffin, Monticello and Madison Railroad). However, HPD does not concur with the eligibility finding for Resource 9 (Central Hall House). In our opinion, Resource 9 retains enough integrity to be considered eligible for the NRHP. Please determine an appropriate boundary for this property.

We look forward to receiving an assessment of effects document when available. Please refer to project number **HP-091223-002** in any future correspondence regarding this undertaking. If we may be of further assistance, please do not hesitate to contact Bob Entorf, Review Archaeologist, at (404) 651-6433, or Elizabeth Shirk, Environmental Review Coordinator, at (404) 651-6624.

Sincerely,

Karen Anderson-Cordova

Karen Anderson-Córdova
Program Manager
Environmental Review and Preservation Planning

KAC/ECS

cc: Lynne Miller, Three Rivers RC

GEORGIA
DEPARTMENT OF NATURAL RESOURCES
HISTORIC PRESERVATION DIVISION

CHRIS CLARK
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

October 27, 2010

Paul F. Condit, Sr.
Environmental Planner II
The LPA Group Incorporated
3595 Engineering Drive
Norcross, Georgia 30092
pfcondit@lpagroup.com

RE: Improve or Replace Griffin-Spalding County Airport
Spalding County, Georgia
HP-091223-002

Dear Mr. Condit:

The Historic Preservation Division (HPD) has reviewed the information submitted concerning the above referenced project. Our comments are offered to assist the Federal Aviation Administration (FAA) and its applicants in complying with the provisions of Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA).

Based on the information provided, HPD concurs that there would be no effect to archaeological site 9SP191 provided no land disturbance takes place on the site, the site is bounded by a 25-foot buffer zone, and the site is fenced during construction. In addition, as previously stated, HPD concurs that the following resources should be considered eligible for inclusion in the National Register of Historic Places (NRHP) under Criterion C:

- Resource 1 – Thomas-Melin House and Farm
- Resource 4.1 – Circa 1915 Barn
- Resource 9 – Central Hall House
- Resource 10 – Railbed section remnant of the historic Griffin, Monticello, and Madison Railroad

Furthermore, HPD concurs that, as proposed, the project will have **no adverse effect** on historic properties within its area of potential effects (APE).

Please refer to project number **HP-091223-002** in any future correspondence regarding this project. If we may be of further assistance, please do not hesitate to contact Bob Entorf, Review Archaeologist, at (404) 651-6433, or Elizabeth Shirk, Environmental Review Coordinator, at (404) 651-6624.

Sincerely,

Karen Anderson-Córdova
Program Manager
Environmental Review & Preservation Planning

KAC: mn

cc: Lynne Miller, Three Rivers RC

United States Department of Agriculture

NRCS

Natural Resources Conservation Service
355 East Hancock Avenue
Athens, GA 30601

January 12, 2010

Mr. Paul F. Condit
The LPA Group Inc.
3595 Engineering Drive
Norcross, Georgia 30339

Re: Proposed Improvements to or Replacement of the Griffin-Spalding County Airport

Dear Mr. Condit:

This letter in reference to your request for comments and resource information relevant to the project listed above. The following outlines our concerns with the proposed project with regards to farmland protection, and Natural Resources Conservation Service (NRCS) watershed dams and project easements.

Farmland Protection

The Farmland Protection Policy Act (FPPA) is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not water or urban built-up land. It should be noted that the FPPA does not authorize the Federal Government to regulate the use of private or nonfederal land or, in any way, affect the property rights of owners.

NRCS uses a Land Evaluation and Site Assessment (LESA) system to establish a farmland conversion impact rating score on proposed sites of federally funded and assisted projects. This score is used as an indicator for the project sponsor to consider alternative sites if the potential adverse impacts on the farmland exceed the recommended allowable level. It is our understanding that the proposed project involves Federal funds or assistance, and would be subject to this assessment. As proposed in your request Alternatives 1, 2A and 2B are completely contained within 2000 U.S. Bureau Census Urban Area. You need take no further action for FPPA purposes for these alternates. There are Prime and Statewide Important farmland soils in the proposed project areas alternatives 3 and 4 and the FPPA rule is in effect and a Farmland Conversion Impact Rating form (AD-1006) or (CPA-106) will be required for land conversion in these project areas. Please contact Jim Lathem, Resource Soil Scientist, NRCS in Athens, for assistance with the AD-1006.

NRCS Watershed Dams

More than 50 years ago, the U.S. Department of Agriculture was authorized by Congress to help local communities with flood control and watershed protection through the Watershed Program (PL-534 Flood Control Act of 1944 and PL-566 Watershed Protection and Flood Prevention Act). As a result, local communities, with NRCS assistance, have constructed over 11,000 dams in 47 states since 1948. These dams were originally constructed for protection of farmlands from flooding impacts. In 2000, PL-566 was amended to provide NRCS authorization to assist communities with rehabilitation of their aging dams. The legislation authorizes NRCS to work with local communities and watershed project sponsors to address public health and safety concerns and potential environmental impacts of aging dams.

We have reviewed our records and have determined that there are no NRCS Watershed dams downstream or in the vicinity of this project.

NRCS Easements

NRCS easements relate to our Wetland Reserve Program and the Farm and Ranch Land Protection Program. We have reviewed our records and have determined that there are no such easements within the vicinity of the proposed project that would be impacted.

Sincerely,

JAMES E. TILLMAN, SR.
State Conservationist

Enclosures

cc: Shaun Ford, District Conservationist, NRCS, McDonough, Georgia
Dan Wallace, State Resource Inventory Coordinator, Athens, Georgia

United States Department of Agriculture

NRCS

Natural Resources Conservation Service
355 East Hancock Avenue, MS 211
Athens, GA 30601

July 2, 2010

Paul F. Condit, Sr.
The LPA Group Inc.
3595 Engineering Drive
Norcross, Georgia 30092

Re: Griffin-Spalding Airport

Dear Mr. Condit:

This letter is in response to your request for a Farmland Conversion Impact Rating for the above stated project.

Attached you will find a completed NRCS-CPA 1006 form evaluating the project as requested.

Please call me with any questions or comments at 706-546-2039. The Natural Resources Conservation Service looks forward to serving you on future projects. For any future projects, 1 (one) copy of the AD-1006 form and attachments is sufficient to submit.

Respectfully,

Jim

Jim Lathem
Resource Soil Scientist

Cc: Edward Ealy
Shaun Ford

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 6/4/10
Name Of Project Griffin-Spalding County Airport	Federal Agency Involved Federal Aviation Administration
Proposed Land Use Transportation (Aviation)	County And State Spalding County, Georgia
PART II *(To be completed by NRCS)*	Date Request Received By NRCS

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply -- do not complete additional parts of this form).*	Yes ☑ No ☐	Acres Irrigated 16	Average Farm Size 76
Major Crop(s) Soybeans	Farmable Land In Govt. Jurisdiction Acres: %	Amount Of Farmland As Defined in FPPA Acres: %	
Name Of Land Evaluation System Used LESA	Name Of Local Site Assessment System —	Date Land Evaluation Returned By NRCS 7-2-10	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	320.0			
B. Total Acres To Be Converted Indirectly	0.0			
C. Total Acres In Site	320.0	0.0	0.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	32			
B. Total Acres Statewide And Local Important Farmland	38			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.1183			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	90			
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	~~0~~ 40	0	0	0

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points	Site A	Site B	Site C	Site D
1. Area In Nonurban Use	15	14			
2. Perimeter In Nonurban Use	10	10			
3. Percent Of Site Being Farmed	20	8			
4. Protection Provided By State And Local Government	20	0			
5. Distance From Urban Builtup Area	0	0			
6. Distance To Urban Support Services	0	0			
7. Size Of Present Farm Unit Compared To Average	10	7			
8. Creation Of Nonfarmable Farmland	25	25			
9. Availability Of Farm Support Services	5	5			
10. On-Farm Investments	20	12			
11. Effects Of Conversion On Farm Support Services	25	0			
12. Compatibility With Existing Agricultural Use	10	5			
TOTAL SITE ASSESSMENT POINTS	160	86	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	0	0	0	0
Total Site Assessment *(From Part VI above or a local site assessment)*	160	86	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	86	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

(See Instructions on reverse side)

Form AD-1006 (10-83)

This form was electronically produced by National Production Services Staff

Georgia Department of Natural Resources
Environmental Protection Division, Watershed Protection Branch
4220 International Parkway, Suite 101, Atlanta, Georgia 30354
Linda MacGregor, P.E., Branch Chief
404/675-6232
FAX: 404/675-6245

Reply To:
NonPoint Source Program
404/675-6240

January 19, 2010

Mr. Paul F. Condit
The LPA Group, Inc.
3595 Engineering Drive
Norcross, Georgia 30092

RE: Environmental Assessment
Griffin – Spalding County Airport
Spalding County

Dear Mr. Condit:

This letter is in response to your request for comments on the possible impacts of the proposed airport project.

This project, if it disturbs one acre or more, will be permitted under the NPDES General Storm Water Construction Permit. Part 4 of the Permit requires the submittal of the Erosion, Sedimentation and Pollution Control Plan to EPD's Watershed Protection Branch for a state waters review to determine if a stream buffer variance is needed for the project. Information and applicable forms for the stream buffer variance and the NPDES Construction Permit can be found on our website at www.gaepd.org.

Should the Corps of Engineers determine that an individual Section 404 Permit is required for the project, a Section 401 Water Quality Certification should concurrently be sought from the Georgia Environmental Protection Division.

If you have questions about any of the State requirements, please contact Ms. Jan Sammons, Manager of my Erosion and Sedimentation Control Unit, at 404/675-6240.

Sincerely,

Lawrence W. Hedges

Lawrence W. Hedges
Program Manager
NonPoint Source Program

LWH/jsj

United States Department of the Interior

Fish and Wildlife Service
105 West Park Drive, Suite D
Athens, Georgia 30606
Phone: (706) 613-9493
Fax: (706) 613-6059

West Georgia Sub-Office
Post Office Box 52560
Fort Benning, Georgia 31995-2560
Phone: (706) 544-6428
Fax: (706) 544-6419

Coastal Sub-Office
4980 Wildlife Drive
Townsend, Georgia 31331
Phone: (912) 832-8739
Fax: (912) 832-8744

JAN 20 2010

Paul F. Condit
The LPA Group Incorporated
3595 Engineering Drive
Norcross, Georgia 30092

Re: FWS Log # 2010-CPA-0363

Dear Mr. Condit:

The Service has received your December 17, 2009, letter requesting comments and resource information relevant to an Environmental Assessment (EA) you are conducting for the proposed improvements to or relocation of the Griffin-Spalding County Airport.

We are providing a list of the federally endangered (E) and threatened (T) species which potentially occur in Spalding County for your use. Species list by county for the state of Georgia can be found at http://www.fws.gov/athens/endangered.html if you need information on additional counties in the future. The Service recommends surveys be conducted by comparing habitat requirements for listed species with available habitat types at the project site. Field surveys for the species should be performed if habitat requirements overlap with that available at the project site. Surveys for protected plant species must be conducted by a qualified biologist during the flowering or fruiting period(s) of the species. We also recommend you contact the Georgia Department of Natural Resources (GADNR) Natural Heritage Program at (770) 918-6411 concerning known populations of Federal and/or State endangered or threatened species, and other sensitive species within the above mentioned county. Please notify this office with the results of any surveys for the attached list of species.

Your interest in ensuring the protection of endangered and threatened species and our nation's valuable resources is appreciated. If you have further questions or require additional information, please contact Beau Dudley of the West Georgia Sub Office at (706) 544-6253.

Sincerely,

Sandra S. Tucker
Field Supervisor

cc: file, USFWS, West GA Office

Listed Species in Spalding County (updated May 2004)				
Species	Federal Status	State Status	Habitat	Threats
Bird				
Bald eagle *Haliaeetus leucocephalus*	T	E	Inland waterways and estuarine areas in Georgia.	Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.
Invertebrate				
Oval pigtoe mussel *Pleurobema pyriforme*	E	E	River tributaries and main channels in slow to moderate currents over silty sand, muddy sand, sand, and gravel substrates	Habitat modification, sedimentation, and water quality degradation
Shiny-rayed pocketbook mussel *Hamiota subangulata*	E	E	Medium creeks to the mainstems of rivers with slow to moderate currents over sandy substrates and associated with rock or clay	Habitat modification, sedimentation, and water quality degradation
Fish				
Altamaha shiner *Cyprinella xaenura*	No Federal Status	E	Upper Altamaha River drainage of north Georgia; Inhabit small tributaries and rivers. Most often found in small pools with rocky to sandy substrates	Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality
Highscale shiner *Notropis hypsilepis*	No Federal Status	T	Blackwater and brownwater streams	

GEORGIA
DEPARTMENT OF NATURAL RESOURCES

WILDLIFE RESOURCES DIVISION

CHRIS CLARK
COMMISSIONER

DAN FORSTER
DIRECTOR

January 20, 2010

Paul Condit
Environmental Planner II
The LPA Group, Inc.
3595 Engineering Drive
Norcross, GA 30092

Subject: Known occurrences of natural communities, plants and animals of highest priority conservation status on or near Proposed Improvements or Replacement of the Griffin-Spalding County Airport, Spalding County, Georgia

Dear Mr. Condit:

This is in response to your request of December 17, 2009. According to our records, within a three-mile radius of the project areas there are the following Natural Heritage Database occurrences:

Alternative 2 - Existing Airport Expansion (-84.27494, 33.22641; NAD27):
Eurybia avita (Alexander Rock Aster) approx. 2.0 mi. SW of site
Potato Creek [High Priority Stream] approx. 2.5 mi. SE of site

Alternative 3 (-84.22271, 33.25260; NAD27):
Buck Creek [High Priority Stream] approx. 1.5 mi. SE of site

Alternative 4 (-84.17358, 33.30664; NAD27):
GA *Cyprinella xaenura* (Altamaha Shiner) approx. 1.0 mi. NE of site

* Entries above proceeded by "US" indicates species with federal status in Georgia (Protected or Candidate). Species that are federally protected in Georgia are also state protected; "GA" indicates Georgia protected species.

Recommendations:

We have no records of high priority species or habitats within the project areas. Before any projects are completed we recommend conducting through surveys for species and habitats of concern. Alternative 2 would provide the least amount of new development for this project. Whenever possible we recommend renovation and expansion of existing sites over projects that

NONGAME CONSERVATION SECTION
2065 U.S. HIGHWAY 278 S.E. | SOCIAL CIRCLE, GEORGIA 30025-4743
770.918.6411 or 706.557.3032 | FAX 706.557.3033 | WWW.GEORGIAWILDLIFE.COM

build structures in new locations. If a new location is necessary, Alternative 3 requires less land disturbance may be preferable over alternative 4.

We are concerned about stream habitats that could be impacted by construction activities. In order to protect aquatic habitats and water quality, we recommend that all machinery be kept out of creeks during construction. We urge you to use stringent erosion control practices during construction activities. Further, we strongly advocate leaving vegetation intact within 100 feet of creeks, which will reduce inputs of sediments, assist with maintaining riverbank integrity, and provide shade and habitat for aquatic species. We realize that some trees may have to be removed, but recommend that shrubs and ground vegetation be left in place.

Please be aware that this project occurs near Potato and Buck Creeks, both high priority stream. As part of an effort to develop a comprehensive wildlife conservation strategy for the state of Georgia, the Wildlife Resources division has developed and mapped a list of streams that are important to the protection or restoration of rare aquatic species and aquatic communities. High priority waters and their surrounding watersheds are a high priority for a broad array of conservation activities, but do not receive any additional legal protections. We now have GIS ESRI shapefiles of GA high priority waters available on our website (http://www.georgiawildlife.com/content/displaycontent.asp?txtDocument=89&txtPage=13). Please contact the Georgia Natural Heritage Program if you would like additional information on high priority waters.

Data Available on the Nongame Conservation Section Website

By visiting the Nongame Conservation Section Website you can view the highest priority species and natural community information by Quarter Quad, County and HUC8 Watershed. To access this information, please visit our GA Rare Species and Natural Community Information page at: http://georgiawildlife.dnr.state.ga.us/content/displaycontent.asp?txtDocument=89

An ESRI shape file of our highest priority species and natural community data by quarter quad and county is also available. It can be downloaded from: http://georgiawildlife.dnr.state.ga.us/assets/documents/gnhp/gnhpds.zip

Disclaimer:

Please keep in mind the limitations of our database. The data collected by the Nongame Conservation Section comes from a variety of sources, including museum and herbarium records, literature, and reports from individuals and organizations, as well as field surveys by our staff biologists. In most cases the information is not the result of a recent on-site survey by our staff. Many areas of Georgia have never been surveyed thoroughly. Therefore, the Nongame Conservation Section can only occasionally provide definitive information on the presence or absence of rare species on a given site. Our files are updated constantly as new information is received. **Thus, information provided by our program represents the existing data in our files at the time of the request and should not be considered a final statement on the species or area under consideration.**

If you know of populations of highest priority species that are not in our database, please fill out the appropriate data collection form and send it to our office. Forms can be obtained through our web site (http://www.georgiawildlife.com) or by contacting our office. If I can be of further assistance, please let me know.

Sincerely,

Katrina Morris
Environmental Review Coordinator

Henry County Water & Sewerage Authority

Engineering Department
100 Westridge Industrial Boulevard McDonough, Georgia 30253
(770) 914-3688 (770) 914-3359 Fax

March 2, 2010

Mr. Robert Mohl
Airport Manager
Griffin Spalding Airport
1035 South Hill Street
Griffin, Georgia 30224

Subject: Proposed Griffin-Spalding County Airport

Dear Mr. Mohl:

In response to your notice of the Griffin-Spalding County Airport Commission's (GSCAC) evaluation of potential airport sites, the Henry County Water & Sewerage Authority (HCWSA) would like to express our concerns regarding one of the alternative sites. Specifically, we are concerned with Alternative Site No. 7.

The HCWSA operates three water supply reservoirs in the vicinity of the GSCAC Site No. 7. In addition, the land immediately to the north of the site contains protected wetland habitat conservation area owned by the HCWSA. Therefore, potential environmental implications of a 913-acre airport adjacent to the water supply reservoirs and conservation lands we believe are not in the best interest of HCWSA or the citizens of Henry County.

Our primary concerns regarding the airport adjacent to HCWSA properties pertain to stormwater management and water quality. The HCWSA is concerned that the potential of hydrocarbon pollutants from an airport to the drinking water supply is high. In addition, the amount of impervious surfaces on the airport will require increased durations of high flows to prevent damage of the receiving streams (i.e., mitigation areas) below the airport. Therefore, the increased duration of the stormwater runoff from the airport facilities will negatively affect water quality and habitat in the HCWSA conservation lands.

For the reasons mentioned above, we respectfully ask the GSCAC to abandon their consideration for use of Site No. 7 as a potential airport location. If you have further questions regarding our properties in the vicinity of the proposed airport locations, please do not hesitate to contact us (770) 957-6659.

Sincerely,

Lindy Farmer, Jr.
Henry County Water & Sewerage Authority

cc: Gary Mayo, Deputy Manager
Tony Carnell, P.E., Division Manager-Engineering

DEPARTMENT OF THE ARMY
SAVANNAH DISTRICT, CORPS OF ENGINEERS
PIEDMONT BRANCH
1590 ADAMSON PARKWAY, SUITE 200
MORROW, GEORGIA 30260-1777

REPLY TO
ATTENTION OF:

March 24, 2010

Regulatory Division
SAS-2009-01402

The LPA Group Incorporated
Transportation Consultants
Attention: Mr. Paul Condit
3595 Engineering Drive
Norcross, Georgia 30092

Dear Mr. Condit:

I refer to your letter, dated December 17, 2009, requesting comments concerning the Griffin-Spalding Airport Advisory Committee's proposal to improve or relocate the Griffin-Spalding County Airport. The coordinates to the site are at latitude 33° 13' 40.08" north and longitude 84° 16' 31.91" west. The airport facility is located generally east of Martin Luther King, Jr. Parkway and north of Airport Road, in Griffin, Spalding County, Georgia. This file has been assigned project number SAS-2009-01402 and it is important that you refer to this number in any future correspondence concerning this matter.

Based on the information provided, I would recommend that a jurisdictional determination of the proposed project sites is performed to identify all waters of the US within the project limits. A jurisdictional determination would involve delineating aquatic areas, including wetlands, within the project area. Performing a jurisdictional determination to identify all jurisdictional waters of the US determines which of the various proposed areas being reviewed would result in the avoidance and/or minimization of all fill activity being proposed.

It is necessary for us to determine if there are any jurisdictional wetlands or other waters of the US within the proposed limits of the project site. The placement of dredged or fill material into any waterways and/or their adjacent wetlands or mechanized land clearing of those wetlands could require prior Department of the Army authorization pursuant to Section 404 of the Clean Water Act (33 USC 1344).

Therefore, we recommend that you hire an environmental consulting firm to delineate the wetlands on your property. Their contact information can be found in the yellow pages of your local phone book, underneath the section titled "Environmental Consultants" or "Environmental and Ecological Services."

If the proposed project would result in cumulative impacts to waters of the US which are less than one-half acre wetlands and/or 300 linear feet of stream channel, the project may qualify for a Nationwide Permit. Impacts to wetlands and streams that exceed one-half acre of wetlands and/or 300 linear feet of stream would require submittal of a Standard Individual Permit application.

The US Army Corps of Engineers has been charged by Congress, under Section 404 of the Clean Water Act (33 U.S.C. 1344), with the responsibility to regulate all fill activities performed in the waters of the United States. The placement of fill material in wetlands and/or streams without prior approval constitutes a violation of Section 404. The performance of unauthorized work may subject you to civil and/or criminal prosecution. Civil fines of up to **$10,000** per day or violation and criminal fines of up to **$50,000** per day of violation may be assessed, along with imprisonment. Injunctive relief, including restoration of any disturbed area may also be required.

If you have any questions pertaining to this matter, please call Mr. Joseph Rivera, Regulatory Specialist, of the Piedmont Branch at (678) 422-6571.

Sincerely,

Alan J. Miller
Chief, Permits Section
Piedmont Branch

Enclosures

Georgia Department of Natural Resources

Environmental Protection Division • Air Protection Branch
4244 International Parkway • Suite 120 • Atlanta • Georgia 30354
404/363-7000 • Fax: 404/363-7100
Chris Clark, Commissioner
F. Allen Barnes, Director

JUL 1 6 2010

Mr. Paul Condit
The LPA Group Incorporated
3595 Engineering Drive
Norcross, GA 30092

Re: Environmental Assessment for Griffin-Spalding County Airport Improvements/Replacement

Dear Mr. Condit:

The Air Protection Branch of EPD has received your letter dated December 17, 2009, pertaining to the above-named project to be located in Spalding County. Thank you for your communication.

A Federal action, other than an action supported by FHWA or FTA, located in a National Ambient Air Quality Standard nonattainment or maintenance area is subject to the requirements of 40CFR93 Subpart B (General Conformity). Spalding County is currently included in an area designated nonattainment for both the 8-hour ozone and annual PM2.5 standards. For further information pertaining to nonattainment and maintenance areas in Georgia, refer to the Environmental Protection Division's web site (http://www.georgiaepd.org).

The General Conformity regulations require a Federal action (project) to conform to the state implementation plan (SIP) for attainment of each relevant air quality standard. If General Conformity does apply to the referenced project, the supporting agency is required to perform a conformity determination with respect to the SIP. A conformity determination is not required for an action that is shown to be "presumed to conform" or for an action whose projected annual emissions are shown to be below the applicable de minimus threshold(s).

Please address future communications related to this project directly to the office of the Georgia State Clearinghouse:

Barbara Jackson phone 404-656-3855
Georgia State Clearing House
270 Washington Street, SW, Eighth Floor
Atlanta, GA 30334

Please contact Terri Hamby at 404-363-7098 or terri.hamby@dnr.state.ga.us if you have any questions regarding this matter.

Bert Pearce

Bert Pearce
Environmental Engineer
Planning and Support

c: General Conformity File

CHAPTER 6. LIST OF DOCUMENT PREPARERS

6.1 THE LPA GROUP INCORPORATED
(*A Unit of Michael Baker Corporation*)

I. B. (Skip) Johnson	Director of Environmental Planning and Principal in Charge
Michael Reiter, P.E.	Engineering Manager
Mary Best, Ph.D.	Environmental Manager
Paul Condit, Sr.	Environmental Planner II
Laura Stevens	Environmental Planner
David Grigg	GIS Coordinator
Danielle Cupido	GIS Analyst
James Duguay	Sr. Aviation Planner
Amanda Hill	Aviation Planner
Jennifer Aulick, P.E.	Aviation Engineer

6.2 SUBCONSULTANTS

Brockington & Associates	Cultural Resources Special Studies
KB Environmental Sciences, Inc.	Air Quality Special Studies

Appendix B

Hazardous Materials Regulatory Database Report

FirstSearch Technology Corporation

Environmental FirstSearch™ Report

Target Property:

GRIFFIN GA 30223

Job Number: 07190010

PREPARED FOR:

08-18-10

Tel: (781) 551-0470

Fax: (781) 551-0471

Environmental FirstSearch is a registered trademark of FirstSearch Technology Corporation. All rights reserved.

Environmental FirstSearch
Search Summary Report

Target Site:

GRIFFIN GA 30223

FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2>	ZIP	TOTALS
NPL	Y	08-01-10	1.00	0	0	0	0	0	0	0
NPL Delisted	Y	08-02-10	0.50	0	0	0	0	0	0	0
CERCLIS	Y	07-02-10	0.50	0	0	0	0	0	1	1
NFRAP	Y	07-02-10	0.50	0	0	0	0	0	0	0
RCRA COR ACT	Y	07-14-10	1.00	0	0	0	0	0	0	0
RCRA TSD	Y	07-14-10	0.50	0	0	0	0	0	0	0
RCRA GEN	Y	07-14-10	0.25	1	8	0	0	0	0	9
Federal Brownfield	Y	07-06-10	0.50	0	0	0	0	0	0	0
ERNS	Y	07-23-10	0.12	1	0	0	0	0	0	1
Tribal Lands	Y	12-01-05	1.00	0	0	0	0	0	1	1
State/Tribal Sites	Y	07-01-10	1.00	0	1	0	0	2	0	3
State Spills 90	Y	03-27-10	0.12	3	3	0	0	0	1	7
State/Tribal SWL	Y	03-01-10	0.50	0	0	0	0	0	5	5
State/Tribal LUST	Y	05-01-10	0.50	0	6	2	0	0	3	11
State/Tribal UST/AST	Y	07-23-09	0.25	3	16	3	0	0	3	25
State/Tribal EC	Y	NA	0.25	0	0	0	0	0	0	0
State/Tribal IC	Y	NA	0.25	0	0	0	0	0	0	0
State/Tribal VCP	Y	06-16-10	0.50	0	0	0	0	0	0	0
State/Tribal Brownfields	Y	05-20-10	0.50	0	0	0	0	0	0	0
Federal IC/EC	Y	06-02-10	0.50	0	0	0	0	0	0	0
-TOTALS-				8	34	5	0	2	14	63

Notice of Disclaimer

Due to the limitations, constraints, and inaccuracies and incompleteness of government information and computer mapping data currently available to FirstSearch Technology Corp., certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in FirstSearch Technology Corp.'s databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

Waiver of Liability

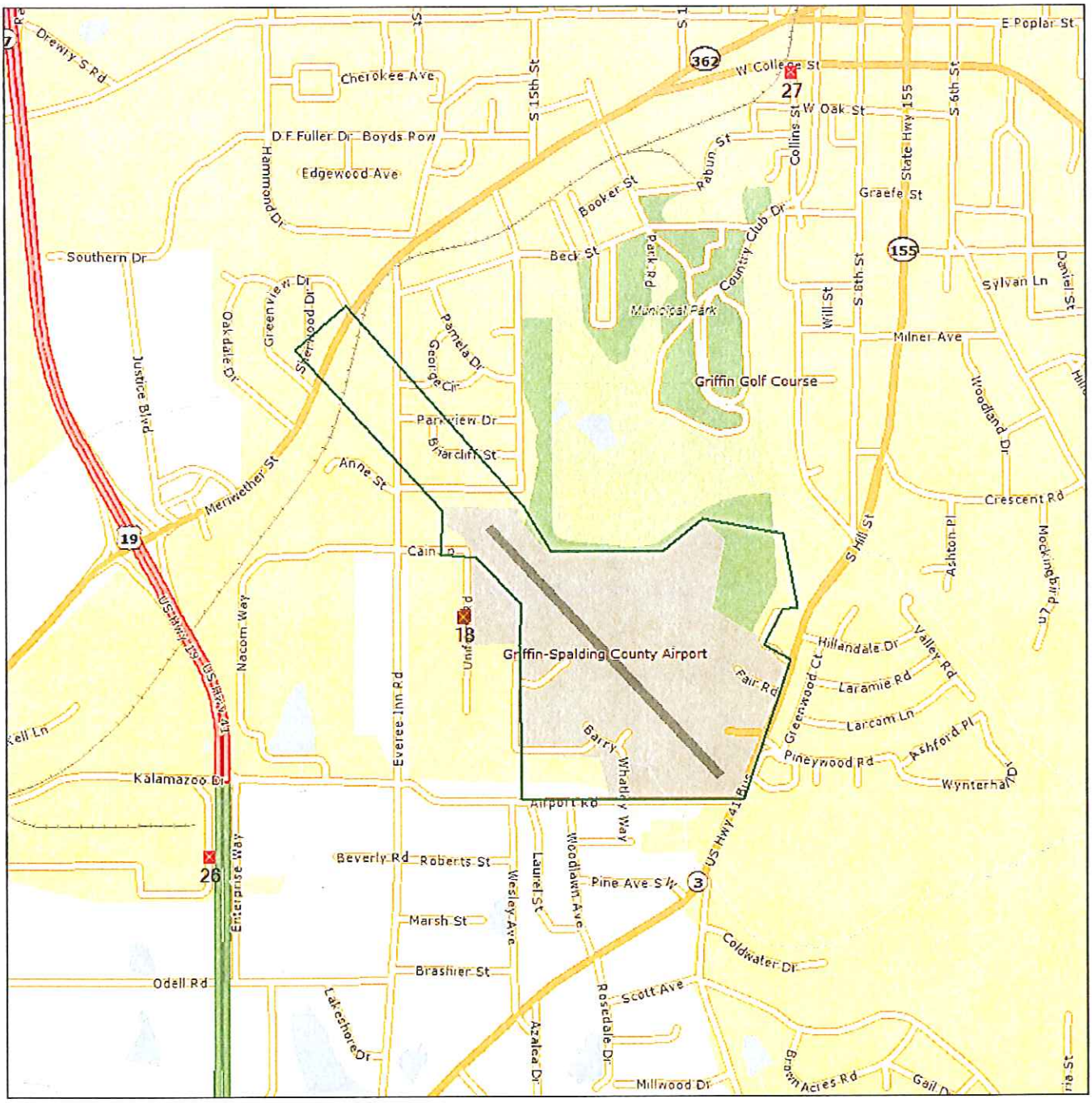
Although FirstSearch Technology Corp. uses its best efforts to research the actual location of each site, FirstSearch Technology Corp. does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of FirstSearch Technology Corp.'s services proceeding are signifying an understanding of FirstSeaarch Technology Corp.'s searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

Environmental FirstSearch

1 Mile Radius from Area

ASTM Map: NPL, RCRACOR, STATE Sites

, GRIFFIN GA 30223



Source: Tele Atlas

Area Polygon .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

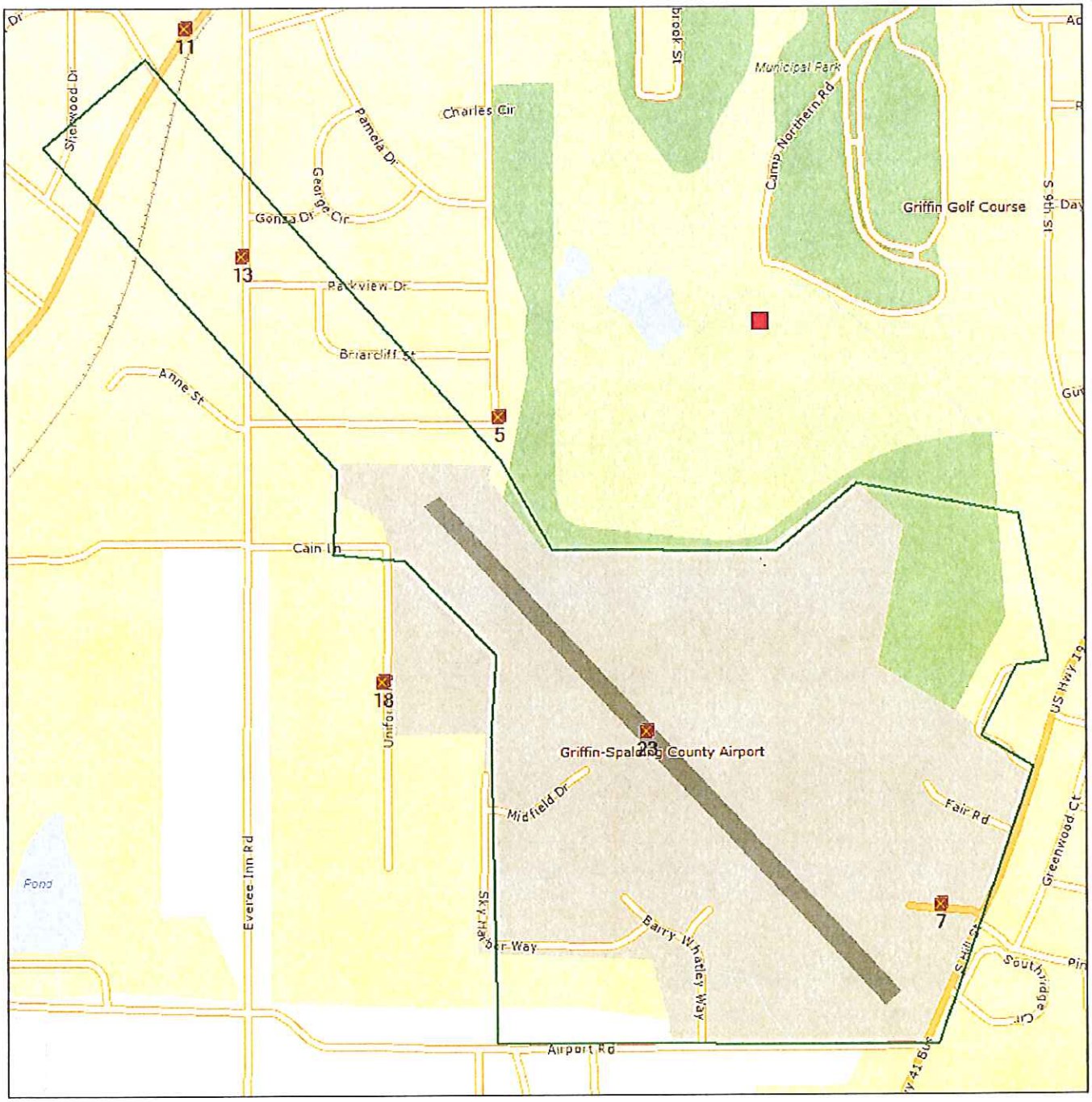
Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius

Environmental FirstSearch

.5 Mile Radius from Area

ASTM Map: CERCLIS, RCRATSD, LUST, SWL

, GRIFFIN GA 30223



Source: Tele Atlas

Area Polygon .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

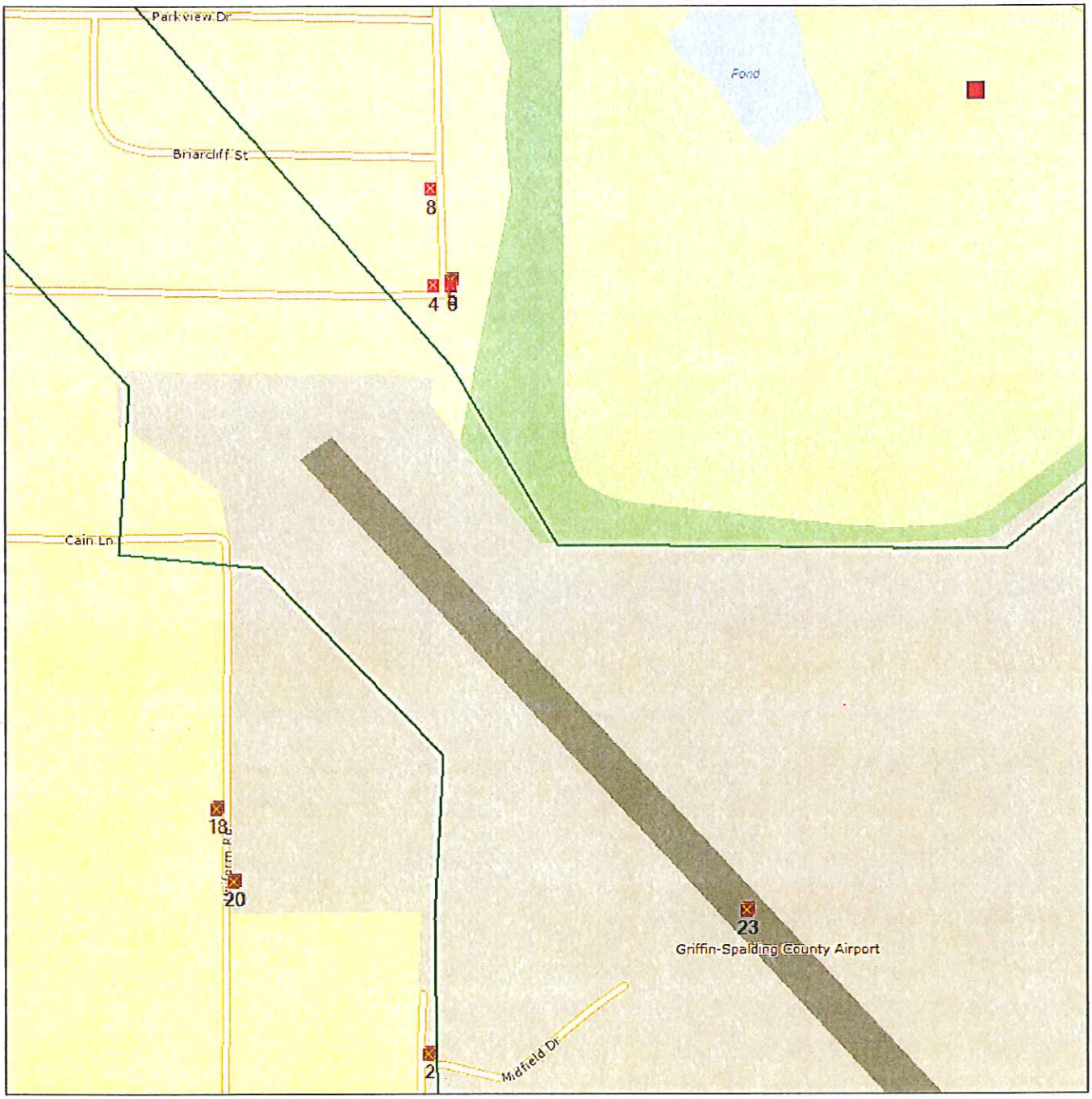
Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius

Environmental FirstSearch

.25 Mile Radius from Area

ASTM Map: RCRAGEN, ERNS, UST, FED IC/EC, METH LABS

, GRIFFIN GA 30223



Source: Tele Atlas

Area Polygon .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

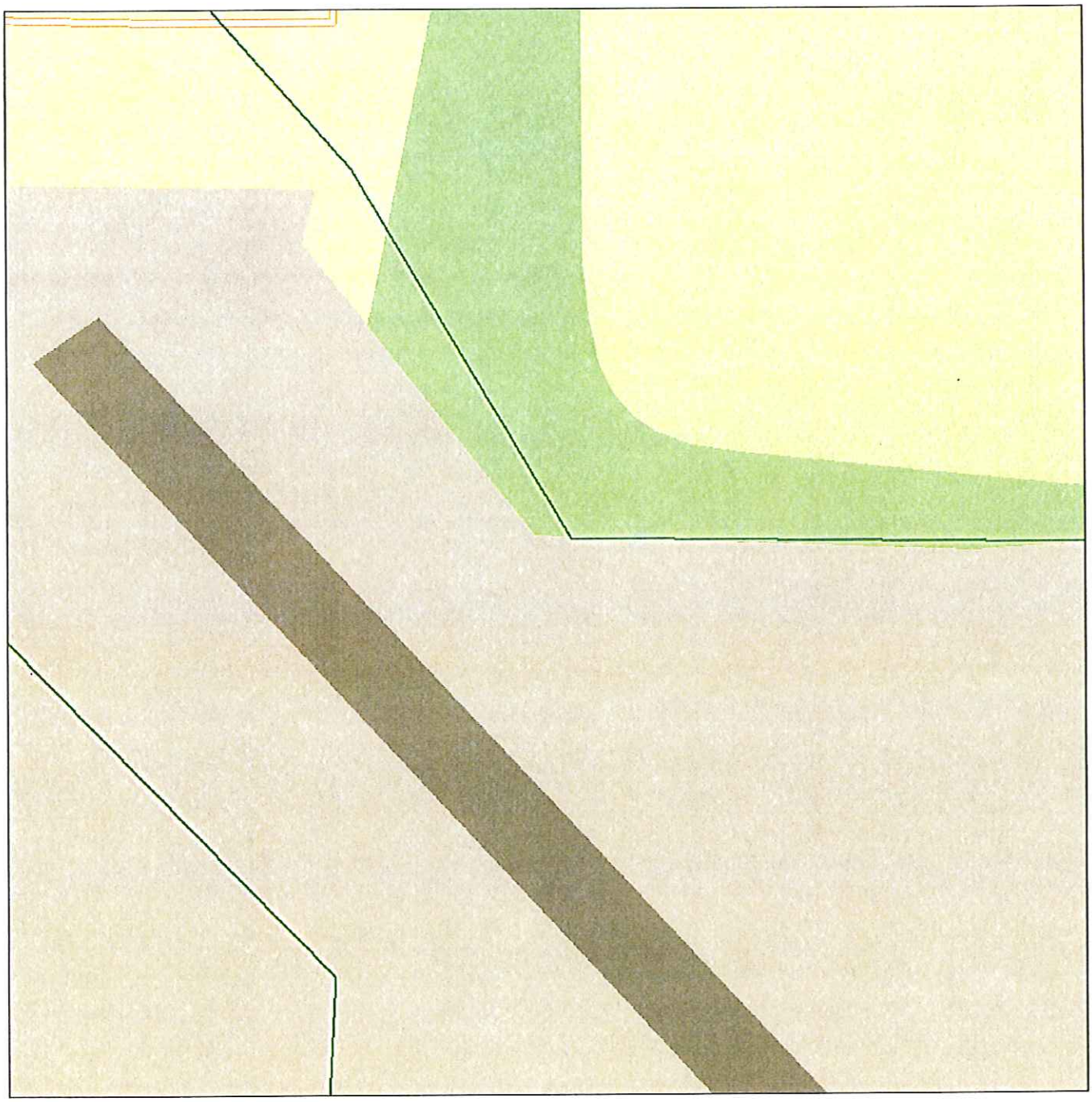
Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius

Environmental FirstSearch

.12 Mile Radius from Area

Non-ASTM Map: Spills 90

, GRIFFIN GA 30223



Source: Tele Atlas

Area Polygon .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

National Historic Sites and Landmark Sites .....

Black Rings Represent 1/4 Mile Radius; Red Ring Represents 500 ft. Radius

FirstSearch Technology Corporation

Environmental FirstSearch™ Report

Target Property:

114 TANGLEWOOD TRL

GRIFFIN GA 30223

Job Number: 07190010

PREPARED FOR:

FirstSearch Technology

PO Box 481805

Charlotte, NC 28269

08-18-10

Tel: (407) 265-8900 *Fax: (407) 265-8904*

Environmental FirstSearch is a registered trademark of FirstSearch Technology Corporation. All rights reserved.

Environmental FirstSearch
Search Summary Report

Target Site: 114 TANGLEWOOD TRL
GRIFFIN GA 30223

FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2>	ZIP	TOTALS
NPL	Y	08-01-10	1.00	0	0	0	0	0	0	0
NPL Delisted	Y	08-02-10	0.50	0	0	0	0	-	0	0
CERCLIS	Y	07-02-10	0.50	0	0	0	0	-	1	1
NFRAP	Y	07-02-10	0.50	0	0	0	0	-	0	0
RCRA COR ACT	Y	07-14-10	1.00	0	0	0	0	0	1	1
RCRA TSD	Y	07-14-10	0.50	0	0	0	0	-	0	0
RCRA GEN	Y	07-14-10	0.25	0	0	0	-	-	0	0
RCRA NLR	Y	07-14-10	0.25	0	0	0	-	-	0	0
Federal Brownfield	Y	07-06-10	0.50	0	0	0	0	-	0	0
ERNS	Y	07-23-10	0.15	0	0	0	-	-	0	0
Tribal Lands	Y	12-01-05	1.00	0	0	0	0	0	2	2
State/Tribal Sites	Y	07-01-10	1.00	0	0	0	0	1	0	1
State Spills 90	Y	03-27-10	0.25	1	1	0	-	-	1	3
State/Tribal SWL	Y	03-01-10	0.50	0	0	0	0	-	7	7
State/Tribal LUST	Y	05-01-10	0.50	0	0	0	1	-	5	6
State/Tribal UST/AST	Y	07-23-09	0.25	0	0	0	-	-	0	0
State/Tribal EC	Y	NA	0.50	0	0	0	0	-	0	0
State/Tribal IC	Y	NA	0.25	0	0	0	-	-	0	0
State/Tribal VCP	Y	06-16-10	0.50	0	0	0	0	-	0	0
State/Tribal Brownfields	Y	05-20-10	0.50	0	0	0	0	-	0	0
NPDES	Y	07-16-10	0.25	0	0	1	-	-	0	1
Federal Other	Y	01-01-09	0.25	0	0	0	-	-	0	0
State Other	Y	07-01-10	0.25	0	0	0	-	-	0	0
Federal IC/EC	Y	06-02-10	0.50	0	0	0	0	-	0	0
Dry Cleaners	Y	09-01-05	0.25	0	0	0	-	-	0	0
Meth Labs	Y	05-07-10	0.25	0	0	0	-	-	0	0
- TOTALS -				1	1	1	1	1	17	22

Notice of Disclaimer

Due to the limitations, constraints, inaccuracies and incompleteness of government information and computer mapping data currently available to FirstSearch Technology Corp., certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in FirstSearch Technology Corp.'s databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

Waiver of Liability

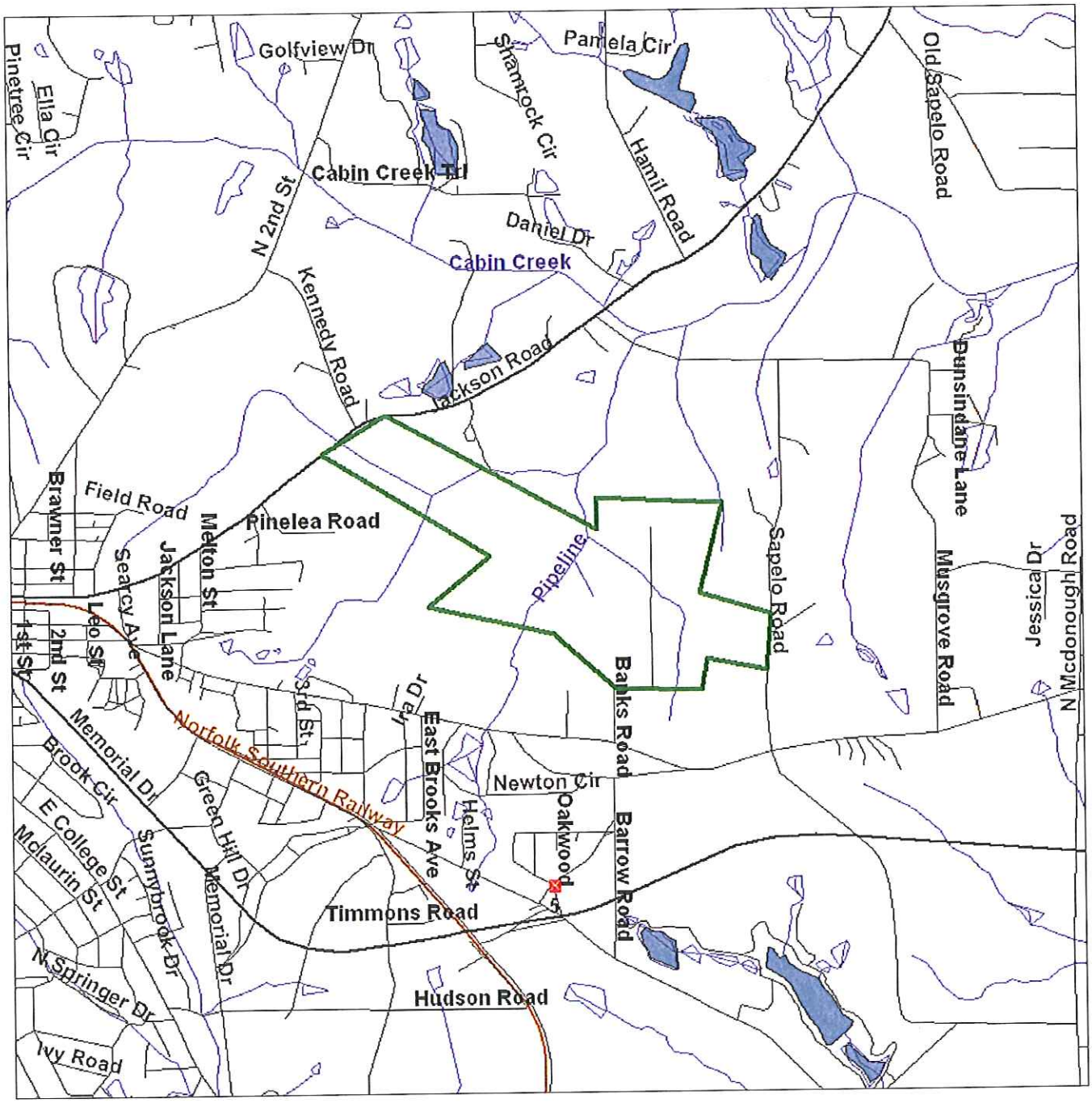
Although FirstSearch Technology Corp. uses its best efforts to research the actual location of each site, FirstSearch Technology Corp. does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of FirstSearch Technology Corp.'s services proceeding are signifying an understanding of FirstSearch Technology Corp.'s searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

Environmental FirstSearch

1 Mile Radius from Area

ASTM Map: NPL, RCRACOR, STATE Sites

114 TANGLEWOOD TRL, GRIFFIN GA 30223



Source: 2005 U.S. Census TIGER Files

Area Polygon .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

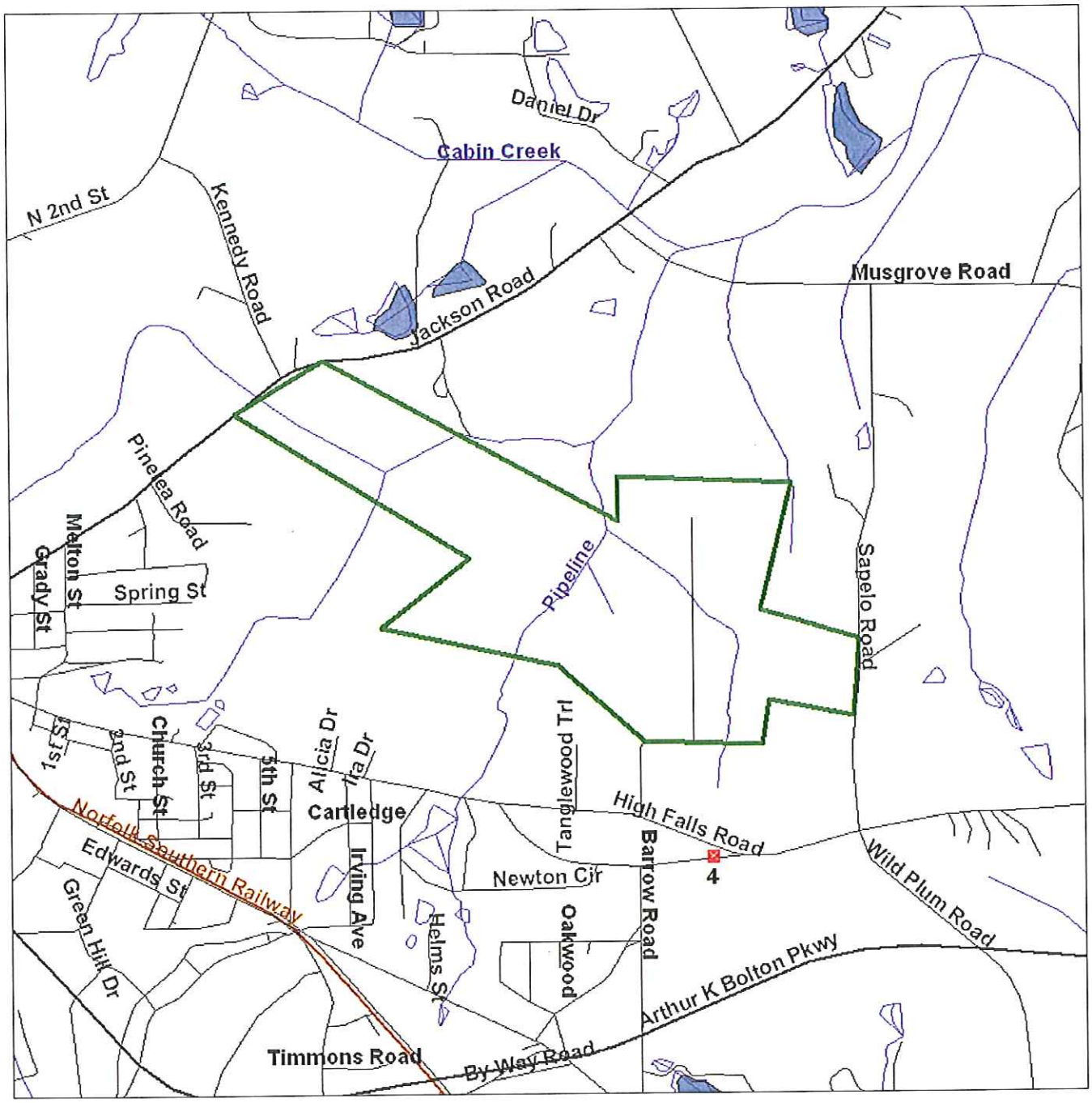
Railroads .....

Environmental FirstSearch

.5 Mile Radius from Area

ASTM Map: CERCLIS, RCRATSD, LUST, SWL

114 TANGLEWOOD TRL, GRIFFIN GA 30223



Source: 2005 U.S. Census TIGER Files

Area Polygon .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

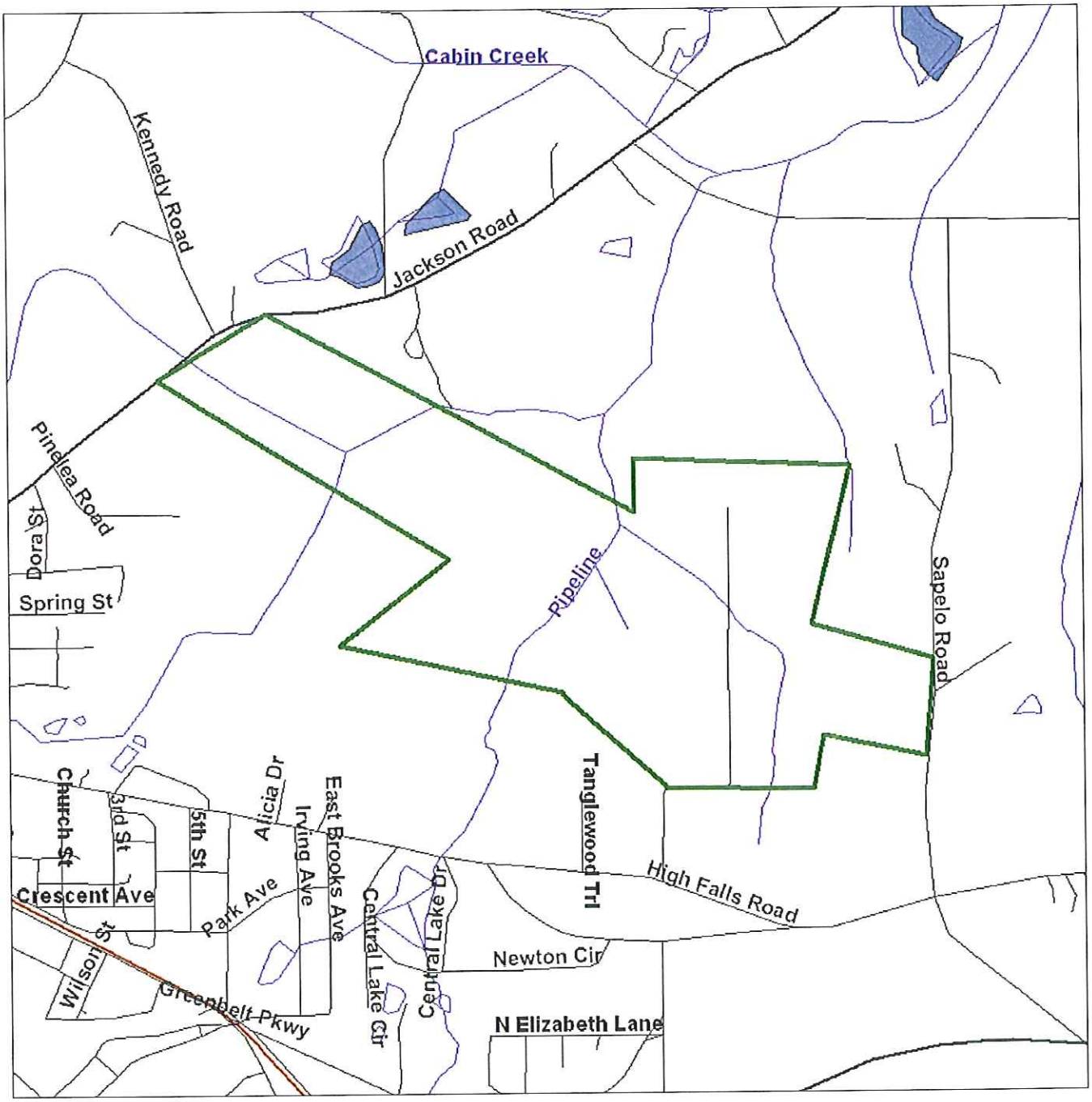
Railroads .....

Environmental FirstSearch

.25 Mile Radius from Area

ASTM Map: RCRAGEN, ERNS, UST, FED IC/EC, METH LABS

114 TANGLEWOOD TRL, GRIFFIN GA 30223



Source: 2005 U.S. Census TIGER Files

Area Polygon .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

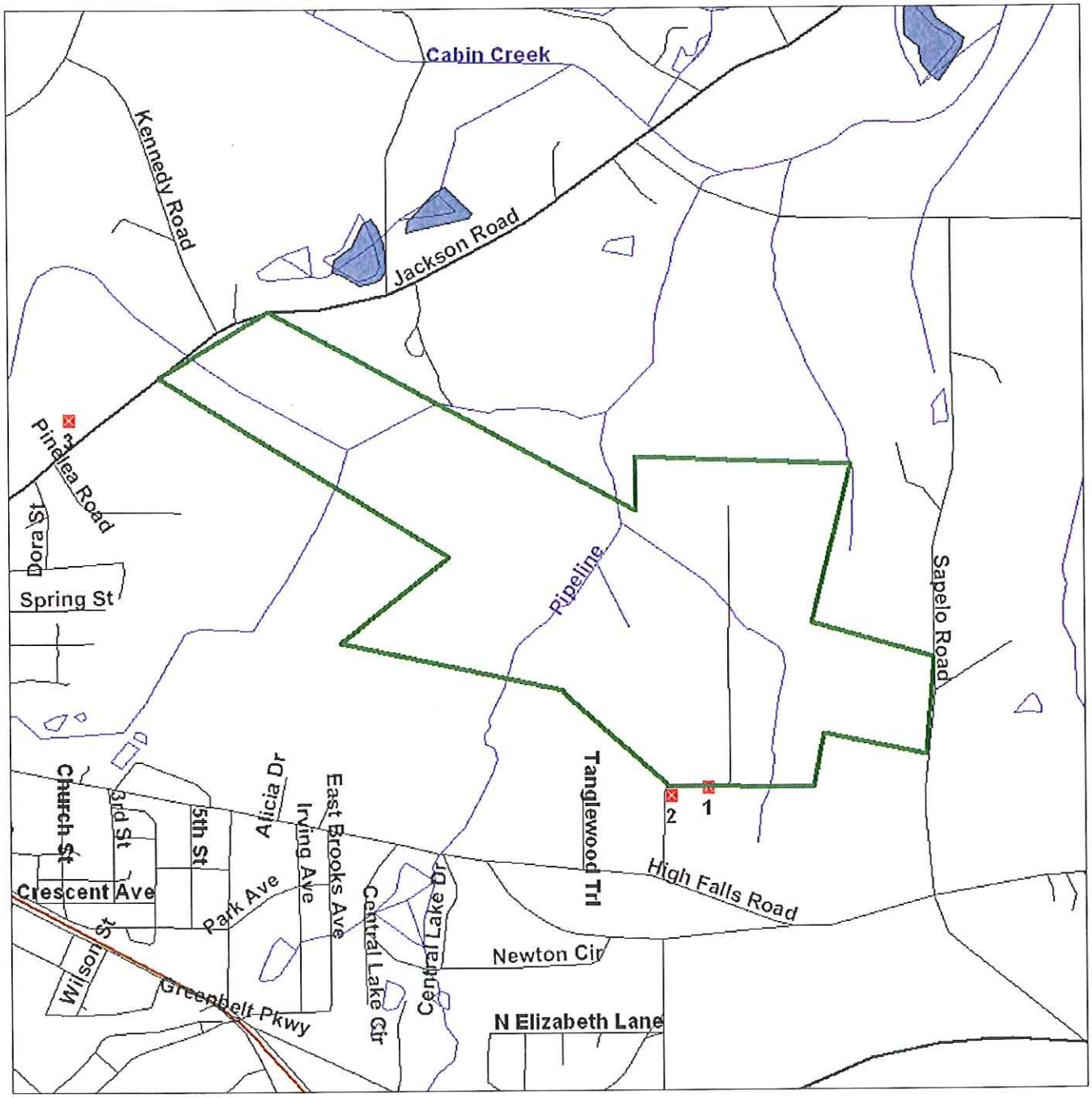
Railroads .....

Environmental FirstSearch

.25 Mile Radius from Area

Non-ASTM Map: NPDES, Spills 90

114 TANGLEWOOD TRL, GRIFFIN GA 30223



Source: 2005 U.S. Census TIGER Files

Area Polygon .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

National Historic Sites and Landmark Sites .....

Railroads .....

Appendix C

Public Involvement Advertisements

NTY, a political
State of Georgia,

Rights in Property
Lot 76 of the 2nd
y Monroe County
inty, Georgia, Lo-
National Bank of
ylvia W. Hollums,
ier of Spalding
l and Spalding
Sewerage Facili-

N FILE NO.

ove named Con-
and all other per-
unknown claiming
er, interest, owner-
or demand in and
inafter described,
tenants, lessees,
holders, owners
s and easements
d under the prop-
this action are
, pursuant to
rough 32-3-20, as

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rem against the
er described was
on the 20 day of
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d Declaration of
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be condemned to
ereby vesting title
asement rights, in
a political subdivi-
Georgia.
notified that the
as deposited with
Superior Court of
the amount of
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pensation due for
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ler possession of
ghts to Spalding
han five (5) days
e filing of the Dec-

of the owners, or
a claim against or
operty described
satisfied with the
compensation as
eclaration of Tak-
in the registry of
erson or persons,
all have the right,

11-0845L

Notice of Availability of the Draft Environmental Assessment for the Proposed Replacement of, or Improvements to, the Griffin-Spalding County Airport & Notice of Opportunity for Public Hearing

Availability of the Environmental Assessment – The City of Griffin and Spalding County are announcing the availability and opportunity for public review and comment on a Draft Environmental Assessment (EA) that examines the impacts of a proposal to replace or improve the Griffin-Spalding County Airport. The City of Griffin and Spalding County are required under the provisions of the National Environmental Policy Act of 1969, the Airport and Airway Safety and Capacity Expansion Acts of 1987, and Federal Aviation Administration requirements to prepare an EA for the proposed project. Consultants, acting on behalf of the City of Griffin and Spalding County, have prepared a Draft EA describing the environmental impacts that the proposed project would be expected to have on environmental resources in the area. The document will be available for public review beginning on May 30, 2011. Comments on the Draft EA will be accepted for a 30-day comment period ending on July 1, 2011. Any person desiring to review the Draft EA during the 30-day review and comment period may do so at the city's website (http://www.cityofgriffin.com) or during normal working hours at the following locations:

Flint River Regional Library800 Memorial DriveGriffin, GA 30223

City of Griffin – Office of Planning and Zoning100 South Hill StreetGriffin, GA 30223

Griffin Regional Welcome Center143 N Hill StreetGriffin, GA 30223

Spalding County Community Development Department119 E Solomon Street – Suite 203Griffin, GA 30224

Request for Public Hearing – The City of Griffin and Spalding County may hold a Public Hearing for the Draft Environmental Assessment if sufficient interest is expressed by the community. Requests to hold a Public Hearing should be made by July 1, 2011, to the City of Griffin. If requests for a Public Hearing are received by the City, the Georgia Department of Transportation (GDOT) will be contacted to determine if the level of interest warrants a Public Hearing for the project. If GDOT determines that a Public Hearing is required, a Public Notice will be advertised that states the date, time, and location of the Public Hearing.

If you have any questions or would like to provide comments on the Draft EA, please contact:

Mr. Frederick Gardiner, Director
City of Griffin – Office of Planning and Development
Email: fgardiner@cityofgriffin.com
Office: 770-233-4130
Fax: (770) 233-2915
May 27 & June 3, 2011.

11-0846L

Griffin, GA 30223
770-467-4340
May 6, 13, 20 & 27,

11-0673L

NOTICE
GEORGIA, SPAL
PROBATE COURT
TO: WHOM IT MAY
James David May
tioned to be appoir
of the estate of
Mays, deceased,
The petitioner has
waiver of bond an
tain powers conta
53-12-261. All inter
hereby notified to
said petition shoul
All objections to the
in writing, setting f
of any such objecti
filed, with the cou
June 6, 2011. All
tions must be sigr
tary public or befor
clerk, and filing fe
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tions, unless you qu
indigent party. Con
personnel at
address/telephone
required amount of
objections are filed,
scheduled at a late
jections are filed, th
granted without a h
DeWitt W. Simonto
PROBATE JUDGE
By: Jan Hunt
PROBATE/DEPUT
132 E. Solomon St.
Griffin, GA 30223
770-467-4340
May 6, 13, 20, & 27

11-0693L

NOTICE
GEORGIA, SPAL
PROBATE COURT
TO: Whom It May C
The petition of E
Reeves, for a Yea
the estate of F
Reeves, deceased
(surviving spouse),
filed, all interest
hereby notified to s
they have, on or
2011, why said pe
be granted. All obje
tion must be in wri
the grounds of any
and must be filed
time stated in the
tence. All pleading
be signed before a
before a probate c
ing fees must be te
pleadings/objectic
qualify to file as a
Contact probate c
the following ad
number for the rec
filing fees. If any ob
a hearing will be sc
date. If no objectic
petition may be g
hearing. DEWITT
JR., Judge By: /S/
BATE/DEPUTY C
Solomon Street
30223 (770) 467
TURNER

0980 Miscellaneous

11-0832L

PUBLIC NOTICE
The Federal Emergency Management Agency (FEMA) hereby gives notice to the public of its intent to reimburse eligible applicants for eligible costs to repair or replace facilities damaged by the severe storms, tornadoes, straight line winds, and associated flooding occurring April 27 to 28, 2011. This notice applies to the Public Assistance (PA), Individual Assistance (IA), and Hazard Mitigation Grant (HMGP) programs implemented under the authority of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. 5121-5207.
Under a major disaster declaration FEMA-DR-1973-GA signed by the President on April 30, 2011 and amended May 2, May 3, and May 8, 2011, the following counties have been designated adversely affected by the disaster and eligible for IA: Bartow, Catoosa, Cherokee, Coweta, Dade, Floyd, Gordon, Greene, Habersham, Harris, Heard, Lamar, Lumpkin, Meriwether, Monroe, Morgan, Newton, Pickens, Polk, Rabun, Spalding, Troup, Upson, Walker, and White Counties, and for PA: Bartow, Catoosa, Cherokee, Coweta, Dade, Floyd, Gordon, Greene, Harris, Heard, Jasper, Lamar, Lumpkin, Meriwether, Monroe, Morgan, Newton, Pickens, Polk, Rabun, Spalding, Troup, Walker and White Counties. Additional counties may be designated at a later date without further public notice. The Hazard Mitigation Grant Program (HMGP) is available statewide. This public notice concerns activities that may affect historic properties, activities that are located in or affect wetland areas or the 100-year floodplain, and critical actions within the 500-year floodplain. Such activities may adversely affect the historic property and floodplain or wetland, or may result in continuing vulnerability to flood damage.
Presidential Executive Orders 11988 and 11990 require that all federal actions in or affecting the floodplain or wetlands be reviewed for opportunities to relocate and evaluated for social, economic, historical, environmental, legal, and safety considerations. Where there is no opportunity to relocate, FEMA is required to undertake a detailed review to determine what measures may be taken to minimize future damages. The public is invited to participate in the process of identifying alternatives and analyzing their impacts.
FEMA has determined that for certain types of facilities there are normally no alternatives to restoration in the floodplain or wetland. These are facilities that meet all of the following criteria: 1) FEMA's estimate of the cost of repairs is less than 50% of the cost to replace the entire facility and is less than $100,000; 2) the facility is not located in a floodway; 3) the facility has not sustained major structural damage in a previous Presidentially declared flooding disaster or emergency; and 4) the facility is not critical (e.g., the facility is not a hospital, generating plant, emergency operations center, or a facility that contains dangerous materials). FEMA intends to provide assistance for the restoration of these facilities to their pre-disaster condition, except that certain measures to mitigate the effect of future flooding or other hazards may be included in the work. For example, a bridge or culvert restoration may include a larger waterway opening to decrease the risk of future washouts. For routine activities, this will be the only public notice provided. Other activities and those involving facilities that do not meet the four criteria are required to undergo more detailed review, including study of alternate locations. Subsequent public notices regarding such projects will be published if necessary, as more specific information becomes available.
In many cases, an applicant may have started facility restoration before federal involvement. Even if the facility must undergo detailed review and analysis of alternate locations, FEMA will fund eligible restoration at the original location if the facility is functionally dependent on its floodplain location (e.g., bridges and flood control facilities), or the project facilitates an open space use, or the facility is an integral part of a larger network that is impractical or uneconomical to relocate, such as a road. In such cases, FEMA must also examine the possible effects of not restoring the facility, minimizing floodplain or wetland impacts, and determining both that an overriding public need for the facility clearly outweighs the Executive Order requirements to avoid the floodplain or wetland, and that the site is the only practicable alternative. The State of Georgia and local officials will confirm to FEMA that proposed actions comply with all applicable state and local floodplain management and wetland protection requirements.
FEMA intends to provide IA program funding for disaster-related emergency housing. These actions may adversely affect a floodplain or wetland, or may result in continuing vulnerability to floods. These actions may include repair, restoration, or construction of housing or private bridges, purchase and placement of travel trailers or manufactured housing units, or repair of structures as minimum protective measures. This will be the only public notice concerning these actions.
FEMA also intends to provide HMGP funding to the State of Georgia to mitigate future disaster damages. These projects may include construction of new facilities, modification of existing, undamaged facilities, relocation of facilities out of floodplains, demolition of structures, or other types of projects to mitigate future disaster damages. In the course of developing project proposals, subsequent public notices will be published if necessary as more specific information becomes available.
The National Historic Preservation Act requires federal agencies to take into account the effect of their undertakings on historic properties. Those actions or activities affecting buildings, structures, districts or objects 50 years or older or that affect archeological sites or undisturbed ground will require further review to determine if the property is eligible for listing in the National Register of Historic Places (Register). If the property is determined to be eligible for the Register and FEMA's undertaking will adversely affect it, FEMA will provide additional public notices. For historic properties not adversely affected by FEMA's undertaking, this will be the only public notice.
As noted, this may be the only public notice regarding the above-described actions under the PA, IA, and HMGP programs. Interested persons may obtain information about these actions or a specific project by writing to the Federal Emergency Management Agency, Attn: DR-1973-GA, 3003 Chamblee Tucker Road, Atlanta, GA 30341. Comments should be sent in writing to the above address within 15 days of the date of this notice.
May 27, 2011.

11-0823L

IN THE SUPERIOR COURT OF
SPALDING COUNTY
STATE OF GEORGIA
PATRICIA ANN HUNT CRUZAN,
Plaintiff
v.
MERRITT BRUCE CRUZAN,
Defendant.
Civil Case No.: 11-V-442-WFS
NOTICE FOR SERVICE BY PUBLICATION
Service by Publication Ordered on April 21, 2011.
TO: Merritt B. Cruzan
The above-styled action to obtain a legal divorce was filed by Patricia Cruzan on March 10, 2011. By Order dated April 21, 2011 this Court ordered that service of process upon you be had by publication, all as provided by law, You are hereby required to file with the Clerk of this Court and to serve upon Plaintiff's attorney, Craig A. Call, Post Office Box 11047, Savannah, Georgia 31412, an answer to Plaintiff's Complaint within sixty (60) days from the date of the Order for service by publication as set forth above.
WITNESS the Honorable W. Fletcher Sams, Spalding County Superior Court Judge.
This 12th day of May, 2011.
/s/ Debbie L. Brooks
Deputy Clerk
Spalding County Superior Court
May 20, 27 & June 3, 10, 2011.

11-0720L

IN THE SUPERIOR COURT OF
SPALDING COUNTY
STATE OF GEORGIA
ROBERT F. BODKIN II
Plaintiff,
V.
BERTHA M. BODKIN
DEFENDANT.
CIVIL ACTION FILE NO. 11V-599
NOTICE OF PUBLICATION
TO: Bertha M. Bodkin
Lemont Furnace, PA
You are hereby notified that the above-styled action seeking divorce was filed against you in said Court on March 30, 2011, and that by reason of an Order for Service of Summons by Publication entered by the Court on April 29, 2011, you are hereby commanded and required to file with the Clerk of said Court and serve upon Nicholas S. Granade, Plaintiff's attorney, whose address is: 1115 Zebulon Road, Griffin, Georgia 30224, an Answer to the Complaint within 60 days of March 30, 2011.WITNESS the Honorable Judge of said Court.
This is the ___ day of _____, 2011.
Spalding County Superior Court Clerk
Prepared and Presented by:
Nicholas S. Granade
State Bar No. 649048
Attorney for Paintiff
State Bar No. 940354
1115 Zebulon Road
Griffin, Georgia 30224
(770)-227-5390
(770)-227-5394 fax
May 6, 13, 20, & 27, 2011.

11-0834L

IN THE SUPERIOR COURT OF
SPALDING COUNTY
STATE OF GEORGIA
SPALDING COUNTY, a political subdivision of the State of Georgia,
Condemnor
vs.
Certain Easement Rights in Property Located in Land Lot 76 of the 2nd District of originally Monroe County now Spalding County, Georgia, Loren E. Guild, First National Bank of Griffin, Georgia, Sylvia W. Hollums, Tax Commissioner of Spalding County, Georgia and Spalding County Water and Sewerage Facilities Authority.
Condemnees
CIVIL ACTION FILE NO. 11V-916-TRH
CITATIONThe above named Condemnees, and any and all other persons known and unknown claiming any right, title power, interest, ownership, equity, claim or demand in and to the lands hereinafter described, and all occupants, tenants, lessees, licensees and all holders, owners and users of ways and easements in, across, over and under the property affected by this action are hereby notified, pursuant to O.C.G.A. 32-3-4 through 32-3-20, as follows:
That the above-styled case, being a condemnation in rem against the property hereinafter described was filed in this Court on the 20 day of May, 2011, and along with the Petition was filed a duly authorized and properly executed Declaration of Taking declaring the need for certain easement rights to be condemned to public purposes, thereby vesting title to the described easement rights, in Spalding County, a political subdivision of the State of Georgia.
You are further notified that the Spalding County has deposited with the Clerk of the Superior Court of Spalding County the amount of $500.00 as its estimate of the just and adequate compensation due for the property rights acquired and any damages done,to the property described herein. Any and all persons who may have a claim or interest in and to the property or the funds paid into Court by the Condemnor are hereby required to make known their claims to the Court. In accordance with the provisions of the law of this State, the Condemnor has prayed to the Court for immediate possession of the easement rights acquired by the Declaration of Taking, and all persons having interest in or claim against the property described herein are required by the Order of the Superior Court of Spalding County to surrender possession of the easement rights to Spalding County no later than five (5) days from the date of the filing of the Declaration of Taking.
If the owner, or any of the owners, or any person have a claim against or interest in the property described herein shall be dissatisfied with the just and adequate compensation as estimated in the Declaration of Taking and deposited in the registry of the Court, such person or persons, or any of them, shall have the right, at any time subsequent to the filing of the Declaration of Taking and payment into the registry of the Court of the estimate of just and adequate compensation but not later than thirty (30) days following the date of service as provided for in O.C.G.A. 32-3-6 through 32-3-20, to file with the Court a Notice of Appeal, the same to be in writing and made a part of the record in these proceedings.
The affected property. and easement rights are describe in the plat of survey which is attached as Exhibit "A" to the Petition for Condemnation in Rem and incorporated by reference herein.
This 20th day of May, 2011.
By: Debbie L. Brooks
Deputy Clerk, Superior Court of Spalding County
May 27 & June 3, 2011.

11-0812L

Notice of PUBLIC AUCTION for non payment of storage at GENERAL STORAGE, 1125 Memorial Dr., Griffin, Georgia on SATURDAY, May 28th at 12:00 NOON. Household goods and/or personal effects belonging to the following will be sold:
Julius King, Unit B227, Dresser, Nightstand, Mattress
Anthony Berry, Unit B297, Desk, Couch, Clothes, Pictures
Rashunde Henley, Unit D548, Boxes, Table, Chairs, Washer, Dryer
Chaketa Maddox, Unit D558, Desk, Totes, Boxes, Bags
Wanda Mallory, Unit D568, Boxes, Christmas Items, Clothes
Mary Fletcher, Unit D618, Couch, Mattress, Dresser, Boxes
Bobby Jones, Unit F719, Clothes, Bags, Misc. Furniture
Belton Plowden, Units F740, F750, Furniture, Misc. Household items
Janice Pless, Units B286, B220, Clothes, Boxes, Misc. Furniture
OWNER RETAINS THE RIGHT TO BID
May 13, 20, & 27, 2011.

11-0738L

IN THE SUPERIOR COURT OF SPALDING COUNTY, STATE OF GEORGIA, CIVIL ACTION FILE NO.: 11A6, In re: M.R.S., a minor child born on 2/7/2006. TO: PUTATIVE FATHER, STEPHEN MICHAEL ANDERSON, AND ALL UNKNOWN, UNNAMED BIOLOGICAL FATHERS: By order of the Court, you are hereby notified that on March 30, 2011, a Petition was filed in the Superior Court of Spalding County, seeking to terminate your parental rights in and to the above-listed minor child: to wit, M.R.S., a female child, born February 07, 2006. Said child born to STEPHANIE DANIELLE MCGEHEE, (maiden name-STEPHANIE DANIELLE SNEAD), who currently resides at 114 Mobley Street, Griffin, Spalding County, Georgia 30223. Be further advised that you will lose all rights to the child, and will receive no further notice nor be entitled to object to the adoption of said child unless you appear and show cause why your parental rights to the child sought to be placed for adoption should not be terminated and the adoption granted. Be further advised that the Court has entered an Order setting a hearing on the Motion to Terminate Parental Rights and on the Petition for Adoption for the 17th day of June, 2011, at 8:30 o'clock A.M., in the chambers of the Honorable Christopher Edwards, Judge, Third Floor, Superior Court of Spalding County, Griffin, Georgia. Be further advised that you will lose all rights to the minor child and will receive no further notice of nor be entitled to object to the adoption of said children, unless within thirty (30) days of the date of this notice you file (1) petition to legitimate the child pursuant to O.C.G.A. 19-7- 22 and (2) a notice of the filing of the petition to legitimate with the Court in which this Motion for Termination of Parental Rights and Petition for Adoption is pending and with the counsel for Petitioner: Rhonda Bender Kreuziger, The Kreuziger Law Firm, P.C., 320 W. Lanier Ave., Suite 125, Fayetteville, GA 30214, (770)626-5450.
May 13, 20, & 27, 2011.

11-0845L

Notice of Availability of the Draft Environmental Assessment for the Proposed Replacement of, or Improvements to, the Griffin-Spalding County Airport & Notice of Opportunity for Public Hearing
Availability of the Environmental Assessment – The City of Griffin and Spalding County are announcing the availability and opportunity for public review and comment on a Draft Environmental Assessment (EA) that examines the impacts of a proposal to replace or improve the Griffin-Spalding County Airport. The City of Griffin and Spalding County are required under the provisions of the National Environmental Policy Act of 1969, the Airport and Airway Safety and Capacity Expansion Acts of 1987, and Federal Aviation Administration requirements to prepare an EA for the proposed project. Consultants, acting on behalf of the City of Griffin and Spalding County, have prepared a Draft EA describing the environmental impacts that the proposed project would be expected to have on environmental resources in the area. The document will be available for public review beginning on May 30, 2011. Comments on the Draft EA will be accepted for a 30-day comment period ending on July 1, 2011. Any person desiring to review the Draft EA during the 30-day review and comment period may do so at the city's website (http://www.cityofgriffin.com) or during normal working hours at the following locations:
Flint River Regional Library800 Memorial DriveGriffin, GA 30223
City of Griffin – Office of Planning and Zoning100 South Hill StreetGriffin, GA 30223
Griffin Regional Welcome Center143 N Hill StreetGriffin, GA 30223
Spalding County Community Development Department119 E Solomon Street – Suite 203Griffin, GA 30224
Request for Public Hearing – The City of Griffin and Spalding County may hold a Public Hearing for the Draft Environmental Assessment if sufficient interest is expressed by the community. Requests to hold a Public Hearing should be made by July 1, 2011, to the City of Griffin. If requests for a Public Hearing are received by the City, the Georgia Department of Transportation (GDOT) will be contacted to determine if the level of interest warrants a Public Hearing for the project. If GDOT determines that a Public Hearing is required, a Public Notice will be advertised that states the date, time, and location of the Public Hearing.
If you have any questions or would like to provide comments on the Draft EA, please contact:
Mr. Frederick Gardiner, Director
City of Griffin – Office of Planning and Development
Email: fgardiner@cityofgriffin.com
Office: 770-233-4130
Fax: (770) 233-2915
May 27 & June 3, 2011.

11-0846L

NOTICE OF SALE OF ABANDONED MOTOR VEHICLE
STATE OF GEORGIA
COUNTY OF SPALDING
Pursuant to O.C.G.A. 11-1-201 (31.1), the undersigned will sell at public outcry to the highest bidder for cash, the following described abandoned motor vehicle on which the undersigned holds a lien:
VIN# 1HGCB72614A035549
YEAR: 1990
MAKE: Honda
MODEL: Accord
Said public sale will be held on May 4, 2011, between 9am-10am at 1524 Old Atlanta Road, Griffin, Spalding County, Georgia.
This 25th day of May, 2011.
Watson Performance
1524 Old Atlanta Road
Griffin, GA 30223
770-467-8060
May 27 & June 3, 2011.

0980 Miscellaneous

11-0830L

TRADENAME REGISTRATION
Pursuant to the pertinent laws of Georgia, notice is hereby given that **Law Offices of G. Alan Dodson, LLC**, 100 South Hill Street, Suite 405 Griffin, GA 30223, is doing business at 100 South Hill Street Griffin, Georgia, under the trade name and style of **"Law Offices of G. Alan Dodson"**, and that the nature of the business to be conducted is a law office; and the verified statement of Trade Name Registration has been filed with the Clerk of Superior Court of Spalding County, Georgia, all as required be law.
This May 16, 2011.
LAW OFFICES OF G. ALAN DODSON
100 South Hill Street, Suite 405
Griffin, Georgia 30223
May 27 & June 3, 2011.

11-0847L

NOTICE OF SALE OF ABANDONED MOTOR VEHICLE
STATE OF GEORGIA
COUNTY OF SPALDING
Pursuant to O.C.G.A. 11-1-201 (31.1), the undersigned will sell at public outcry to the highest bidder for cash, the following described abandoned motor vehicle on which the undersigned holds a lien:
VIN# 1FTDF15N6MNA39923
YEAR: 1991
MAKE: Ford
MODEL: F-150
Said public sale will be held on May 4, 2011, between 9am-10am at 1524 Old Atlanta Road, Griffin, Spalding County, Georgia.
This 24th day of May, 2011.
Watson Performance
1524 Old Atlanta Road
Griffin, GA 30223
770-467-8060
May 27 & June 3, 2011.

0985 Probate Notices

11-0659L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: WHOM IT MAY CONCERN
The petition of TOMASA ELLEMA PALMER for a year's support from the estate of MELVIN WAYNE PALMER, deceased, for decedent's surviving spouse having been duly filed, all interested parties are hereby notified to show cause, if any they have, on or before June 6, 2011, why said petition should not be granted.
All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed before the time stated in the preceding sentence. All objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. DeWitt W. Simonton, Jr.
PROBATE JUDGE
By: Jan Hunt
PROBATE/DEPUTY CLERK
132 East Solomon Street
Griffin, GA 30223
770-467-4340
May 6, 13, 20, & 27, 2011.

11-0673L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: WHOM IT MAY CONCERN
James David Mays, Jr. has petitioned to be appointed Administrator of the estate of Melba Duncan Mays, deceased, of said County. The petitioner has also applied for waiver of bond and/or grant of certain powers contained in O.C.G.A. 53-12-261. All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed, with the court on or before June 6, 2011. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DeWitt W. Simonton, Jr.
PROBATE JUDGE
By: Jan Hunt
PROBATE/DEPUTY CLERK
132 E. Solomon St.
Griffin, GA 30223
770-467-4340
May 6, 13, 20, & 27, 2011.

11-0693L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: Whom It May Concern
The petition of Elizabeth Vining Reeves, for a Year's Support from the estate of Patrick Thomas Reeves, deceased, for decedent's (surviving spouse), having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before June 6, 2011, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. DEWITT W. SIMONTON, JR., Judge By: /S/ JAN HUNT, PROBATE/DEPUTY CLERK 132 East Solomon Street Griffin, Georgia 30223 (770) 467-4340 A. REID TURNER, IIIATTORNEY AT LAWP.O. BOX 932GRIFFIN, GA 30224May 6, 13, 20, & 27, 2011.

11-0696L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of **Benjamin Myles Smith,** deceased
All creditors of the Estate of **Benjamin Myles Smith** late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned **Nancy Kilgore Smith.**
This 2nd day of May, 2011.
Nancy Kilgore Smith
Executor of the Estate of
Benjamin Myles Smith
May 6, 13, 20, & 27, 2011.

0985 Probate Notices

11-0697L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of **Delta Helen Lowry,** deceased
All creditors of the Estate of **Delta Helen Lowry Ies** late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned **Kenneth Hubert Lowry.**
This 2nd day of May, 2011.
Kenneth Hubert Lowry
Executor of the Estate of
Delta Helen Lowry
May 6, 13, 20, & 27, 2011.

11-0698L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of **Joyce Heck Thomas,** deceased
All creditors of the Estate of **Joyce Heck Thomas** late of said County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned **Executor.**
This 2nd day of May, 2011.
Frank Asbell Thomas, Jr.
Executor of the Estate of
Joyce Heck Thomas
Suite 500
2870 Peachtree Road NW
Atlanta, GA 30305-2918
404-231-9111
May 6, 13, 20, & 27, 2011.

11-0699L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: All heirs at law and other interested parties
The petition of Claudine Crawley Adams, for a Year's Support from the estate of James Adams, deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before June 6, 2011, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. DEWITT W. SIMONTON, JR., Probate Judge By: /S/ JAN HUNT, CLERK OF THE PROBATE COURT132 East Solomon Street Griffin, Georgia 30223 (770) 467-4340 May 6, 13, 20, & 27, 2011.

11-0700L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of **Faye McCall Boles,** deceased
All creditors of the Estate of **Faye McCall Boles** late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned **James S. Boles.**
This 28th day of April, 2011.
James S. Boles
Executor of the Estate of
Faye McCall Boles
May 6, 13, 20, & 27, 2011.

11-0815L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: ALL HEIRS AT LAW OF FREDRICK J. VELDHUIS
The petition of JACQUELINE K. VELDHUIS for a year's support from the estate of FREDRICK J. VELDHUIS, deceased, for decedent's surviving spouse having been duly filed, all interested parties are hereby notified to show cause, if any they have, on or before June 6, 2011, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed before the time stated in the preceding sentence. All objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. DeWitt W. Simonton, Judge. Spalding County Courthouse, Griffin, Ga. By: Clerk, Probate Court, Jan Hunt Telephone: 770/467-4340 Beck, Owen & Murray Attorneys
May 13,20, 27, &June 3,2011.

11-0816L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of **Barbara Laird McKinley,** deceased
All creditors of the Estate of **Barbara Laird McKinley** late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned **Stephen Quinn Sanford.**
This 9th day of May, 2011.
Stephen Quinn Sanford
Executor of the Estate of
Barbara Laird McKinley
May 13, 20, 27, & June 3, 2011.

11-0817L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: Whom It May Concern
The petition of Tammy P. Alexander, for a Year's Support from the estate of Gilbert Blake Alexander, III, deceased, for decedent's (surviving spouse), having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before June 6, 2011, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. DEWITT W. SIMONTON, JR., Judge By: /S/ JAN HUNT, PROBATE/DEPUTY CLERK 132 East Solomon Street Griffin, Georgia 30223 (770) 467-4340 A. REID TURNER, IIIATTORNEY AT LAWP.O. BOX 932GRIFFIN, GA 30224May 13, 20, & 27, 2011.

0985 Probate Notices

11-0822L

GEORGIA SPALDING COUNTY
NOTICE TO DEBTORS AND CREDITORS
All creditors of the estate of **MILLIE ANN HUGGINS DIOTTE,** of Spalding County, Georgia are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned.
This the 16th day of May, 2011
/S/
MARCEL ARMOND DIOTTE
Executor
EUGENE W. DABBS IV
Attorney for Executor
P.O. Box 60
Griffin, Georgia 30224
(770) 229-1234
May 20, 27 & June 3, 10, 2011.

11-0848L

NOTICE
PROBATE COURT OF SPALDING COUNTY
RE: PETITION OF BILLY F. CHANCE TO PROBATE IN SOLEMN FORM THE WILL OF MALENE S. CHANCE, DECEASED, UPON WHICH AN ORDER FOR SERVICE WAS GRANTED BY THIS COURT ON MAY 25, 2011.
TO: **JASON FREDERICK CHANCE** all interested parties and all and singular the heirs of said decedent, and to whom it may concern:
This is to notify you to file objection, if there is any, to the above referenced petition, in this Court on or before July 5, 2011.
BE NOTIFIED FURTHER: All objections to the petition must be in writing, setting forth the grounds of any such objections. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleading/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DeWitt W. Simonton, Jr.
PROBATE JUDGE
By: Pat D. Wilkerson
CLERK OF THE PROBATE COURT
132 East Solomon St.
Griffin, GA 30223
770-467-4340
May 27, & June 3, 10, 17, 2011

0995 Notice of Seizure

11-0827L

OFFICE OF THE DISTRICT ATTORNEY
GRIFFIN JUDICIAL CIRCUIT
SCOTT L. BALLARD, DISTRICT ATTORNEY
NOTICE OF SEIZURE TO PERSONAL PROPERTY
VALUED AT LESS THAN $25,000
RE: One 2005 BMW, Vin.#WBAGL63535DP75082, Tag No. EDOU06, Black in Color
Defendant IN REM
Pursuant to O.C.G.A. Sec. 16-13-49, any party claiming an interest in the above referenced property is hereby notified that on the 14th day of April, 2011, said property was seized by the below referenced agency in Spalding County, Georgia.Conduct giving rise to seizure was as follows: Violation of O.C.G.A. Sec. 16-13-30; Sale of Cocaine.
Seizing Agency: Griffin Police Department
Location: 133 E. Taylor Street, Griffin, Spalding County, Georgia
Date: April 14, 2011
You are further notified that you may file a claim as required by O.C.G.A. 16-13-49(n) within thirty (30) days of second publication of this notice of seizure by sending a claim to the seizing law enforcement agency and to the district attorney by certified mail, return receipt requested.
This 12th day of May, 2011.
Scott Ballard
District Attorney
Benjamin D. Coker
Assistant District Attorney
Office of District Attorney
P. O. Box 1551
Griffin, Ga. 30224
(770) 467-4310
S/A Tishe Dyer
Griffin Police Department
868 West Poplar Street
Griffin, GA 30224
May 20, 27, & June 3, 2011.

11-0828L

OFFICE OF THE DISTRICT ATTORNEY
GRIFFIN JUDICIAL CIRCUIT
SCOTT L. BALLARD, DISTRICT ATTORNEY
NOTICE OF SEIZURE TO PERSONAL PROPERTY
VALUED AT LESS THAN $25,000
RE: One 2004 Dodge 1500 Hemi Sport, Tag No. 9610AAP, Vin.# 1D7HA18D74J230458, Black in Color
Defendant IN REM
Pursuant to O.C.G.A. Sec. 16-13-49, any party claiming an interest in the above referenced property is hereby notified that on the 20th day of April, 2011, said property was seized by the below referenced agency in Spalding County, Georgia.Conduct giving rise to seizure was as follows: Violation of O.C.G.A. Sec. 16-13-30; Possession of Methamphetamine.
Seizing Agency: Griffin Police Department
Location: Tower Street @ Spring Valley, Griffin, Spalding County, Georgia
Date: April 20, 2011
You are further notified that you may file a claim as required by O.C.G.A. 16-13-49(n) within thirty (30) days of second publication of this notice of seizure by sending a claim to the seizing law enforcement agency and to the district attorney by certified mail, return receipt requested.
This 12th day of May, 2011.
Scott Ballard
District Attorney
Benjamin D. Coker
Assistant District Attorney
Office of District Attorney
P. O. Box 1551
Griffin, Ga. 30224
(770) 467-4310
S/A Tishe Dyer
Griffin Police Department
868 West Poplar Street
Griffin, GA 30224
May 20, 27 & June 3, 2011.

2000 SPECIAL OCCASIONS

0980 Miscellaneous

11-0811L

CASE # 11-S-0172
CONSTABLES SALE
GEORGIA, SPALDING COUNTY
THERE WILL BE SOLD ON JUNE 7, 2011, AT PUBLIC OUT CRY AT THE SPALDING COUNTY COURTHOUSE TO THE HIGHEST BIDDER FOR CASH AT 10:00 A.M. THE FOLLOWING DESCRIBED PROPERTY:
2004 Ford F-150 Pick Up Truck
Tag# ALU 6393
VIN# 1FTPW12524KB46292
PROPERTY LEVIED ON AS PROPERTY OF WILLIE MAE EVANS TO SATISFY A FIFA ISSUED FROM THE MAGISTRATE COURT OF SPALDING COUNTY IN FAVOR OF LEON ANDREWS, JR. WRITTEN NOTICE GIVEN TO DEFENDANT AS REQUIRED BY LAW.
THIS 5 DAY OF MAY, 2011.
/S/ WYATT H. DAVIS
CONSTABLE, SPALDING COUNTY, GEORGIA
May 13, 20, 27, & June 3, 2011.

11-0830L

TRADENAME REGISTRATION
Pursuant to the pertinent laws of Georgia, notice is hereby given that **Law Offices of G. Alan Dodson, LLC.**, 100 South Hill Street, Suite 405 Griffin, GA 30223, is doing business at 100 South Hill Street Griffin, Georgia, under the trade name and style of **"Law Offices of G. Alan Dodson"**, and that the nature of the business to be conducted is a law office; and the verified statement of Trade Name Registration has been filed with the Clerk of Superior Court of Spalding County, Georgia, all as required be law.
This May 16, 2011.
LAW OFFICES OF G. ALAN DODSON
100 South Hill Street, Suite 405
Griffin, Georgia 30223
May 27 & June 3, 2011.

11-0831L

APPLICATION TO REGISTER A BUSINESS TO BE CONDUCTED UNDER TRADE NAME, PARTNERSHIP OR OTHERS
STATE OF GEORGIA
COUNTY OF SPALDING.
The undersigned does hereby certify that Life Radio Ministries, Inc. conducting a business as Radio Station WWVV in the City of Griffin County of Spalding in the State of Georgia, under the name of NewLife FM and that the nature of the business is Radio Broadcasting Station and that the names and addresses of the persons, firms or partnerships owning and carrying on said trade or business are Joseph C. Emert NewLife FM 100 S Hill Street, Ste 100 Griffin, GA 30223
/S/ Joseph Emert, Pres.
Signature - Title
Subscribed and sworn to before me this 19th day of May, 2011
/S/ Annie F. Starks
Notary Public
Filed in office, this 19th day of May, 2011
/S/ Marcia L. Norris
Clerk Superior Court, Spalding County, GA.
May 27 & June 3, 2011.

11-0834L

IN THE SUPERIOR COURT OF SPALDING COUNTY
STATE OF GEORGIA
SPALDING COUNTY, a political subdivision of the State of Georgia,
Condemnor
vs.
Certain Easement Rights in Property Located in Land Lot 76 of the 2nd District of originally Monroe County now Spalding County, Georgia, Loren E. Guild, First National Bank of Griffin, Georgia, Sylvia W. Hollums, Tax Commissioner of Spalding County, Georgia and Spalding County Water and Sewerage Facilities Authority,
Condemnees
CIVIL ACTION FILE NO. 11V-916-TRH
CITATIONThe above named Condemnees, and any and all other persons known and unknown claiming any right, title power, interest, ownership, equity, claim or demand in and to the lands hereinafter described, and all occupants, tenants, lessees, licensees and all holders, owners and users of ways and easements in, across, over and under the property affected by this action are hereby notified, pursuant to O.C.G.A. 32-3-4 through 32-3-20, as follows:
That the above-styled case, being a condemnation in rem against the property hereinafter described was filed in this Court on the 20 day of May, 2011, and along with the Petition was filed a duly authorized and properly executed Declaration of Taking declaring the need for certain easement rights to be condemned to public purposes, thereby vesting title to the described easement rights, in Spalding County, a political subdivision of the State of Georgia.
You are further notified that the Spalding County has deposited with the Clerk of the Superior Court of Spalding County the amount of $500.00 as its estimate of the just and adequate compensation due for the property rights acquired and any damages done,to the property described herein. Any and all persons who may have a claim or interest in and to the property or the funds paid into Court by the Condemnor are hereby required to make known their claims to the Court. In accordance with the provisions of the law of this State, the Condemnor has prayed to the Court for immediate possession of the easement rights acquired by the Declaration of Taking, and all persons having interest in or claim against the property described herein are required by the Order of the Superior Court of Spalding County to surrender possession of the easement rights to Spalding County no later than five (5) days from the date of the filing of the Declaration of Taking.
If the owner, or any of the owners, or any person, have a claim against or interest in the property described herein shall be dissatisfied with the just and adequate compensation as estimated in the Declaration of Taking and deposited in the registry of the Court, such person or persons, or any of them, shall have the right, at any time subsequent to the filing of the Declaration of Taking and payment into the registry of the Court of the estimate of just and adequate compensation but not later than thirty (30) days following the date of service as provided for in O.C.G.A. 32-3-8 through 32-3-20, to file with the Court a Notice of Appeal, the same to be in writing and made a part of the record in these proceedings.
The affected property. and easement rights are describe in the plat of survey which is attached as Exhibit "A" to the Petition for Condemnation in Rem and incorporated by reference herein.
This 20th day of May, 2011.
By: Debbie L. Brooks
Deputy Clerk, Superior Court of Spalding County
May 27 & June 3, 2011

0980 Miscellaneous

11-0845L

Notice of Availability of the Draft Environmental Assessment for the Proposed Replacement of, or Improvements to, the Griffin-Spalding County Airport & Notice of Opportunity for Public Hearing
Availability of the Environmental Assessment – The City of Griffin and Spalding County are announcing the availability and opportunity for public review and comment on a Draft Environmental Assessment (EA) that examines the impacts of a proposal to replace or improve the Griffin-Spalding County Airport. The City of Griffin and Spalding County are required under the provisions of the National Environmental Policy Act of 1969, the Airport and Airway Safety and Capacity Expansion Acts of 1987, and Federal Aviation Administration requirements to prepare an EA for the proposed project. Consultants, acting on behalf of the City of Griffin and Spalding County, have prepared a Draft EA describing the environmental impacts that the proposed project would be expected to have on environmental resources in the area. The document will be available for public review beginning on May 30, 2011. Comments on the Draft EA will be accepted for a 30-day comment period ending on July 1, 2011. Any person desiring to review the Draft EA during the 30-day review and comment period may do so at the city's website (http://www.cityofgriffin.com) or during normal working hours at the following locations:
Flint River Regional Library800 Memorial DriveGriffin, GA 30223
City of Griffin – Office of Planning and Zoning100 South Hill StreetGriffin, GA 30223
Griffin Regional Welcome Center143 N Hill StreetGriffin, GA 30223
Spalding County Community Development Department119 E Solomon Street – Suite 203Griffin, GA 30224
Request for Public Hearing – The City of Griffin and Spalding County may hold a Public Hearing for the Draft Environmental Assessment if sufficient interest is expressed by the community. Requests to hold a Public Hearing should be made by July 1, 2011, to the City of Griffin. If requests for a Public Hearing are received by the City, the Georgia Department of Transportation (GDOT) will be contacted to determine if the level of interest warrants a Public Hearing for the project. If GDOT determines that a Public Hearing is required, a Public Notice will be advertised that states the date, time, and location of the Public Hearing.
If you have any questions or would like to provide comments on the Draft EA, please contact:
Mr. Frederick Gardiner, Director
City of Griffin – Office of Planning and Development
Email: fgardiner@cityofgriffin.com
Office: 770-233-4130
Fax: (770) 233-2915
May 27 & June 3, 2011.

11-0846L

NOTICE OF SALE OF ABANDONED MOTOR VEHICLE
STATE OF GEORGIA
COUNTY OF SPALDING
Pursuant to O.C.G.A. 11-1-201 (31.1), the undersigned will sell at public outcry to the highest bidder for cash, the following described abandoned motor vehicle on which the undersigned holds a lien:
VIN# 1HGCB7261 4A035549
YEAR: 1990
MAKE: Honda
MODEL: Accord
Said public sale will be held on May 4, 2011, between 9am-10am at 1524 Old Atlanta Road, Griffin, Spalding County, Georgia.
This 25th day of May, 2011.
Watson Performance
1524 Old Atlanta Road
Griffin, GA 30223
770-467-8060
May 27 & June 3, 2011.

11-0847L

NOTICE OF SALE OF ABANDONED MOTOR VEHICLE
STATE OF GEORGIA
COUNTY OF SPALDING
Pursuant to O.C.G.A. 11-1-201 (31.1), the undersigned will sell at public outcry to the highest bidder for cash, the following described abandoned motor vehicle on which the undersigned holds a lien:
VIN# 1FTDF15N6MNA39923
YEAR: 1991
MAKE: Ford
MODEL: F-150
Said public sale will be held on May 4, 2011, between 9am-10am at 1524 Old Atlanta Road, Griffin, Spalding County, Georgia.
This 24th day of May, 2011.
Watson Performance
1524 Old Atlanta Road
Griffin, GA 30223
770-467-8060
May 27 & June 3, 2011.

11-0851L

NOTICE TO THE PUBLIC
YOU ARE HEREBY NOTIFIED that on June 13, 2011, at 9:00 o'clock a.m. at the Spalding County Courthouse, 132 East Solomon Street, Griffin, Georgia 30223, a Presiding Judge of the Superior Court of Spalding County will hear the case of **STATE OF GEORGIA vs. GRIFFIN-SPALDING COUNTY DEVELOPMENT AUTHORITY and CATERPILLAR INC.**, Civil Action File No. 11V-934 in the Superior Court of Spalding County, the same being a proceeding to confirm and validate a Taxable Revenue Bond (Caterpillar Inc. Project), Series 2011 (the "Bond"), in a maximum principal amount of $120,000,000, to be issued by the Griffin-Spalding County Development Authority (the "Issuer") pursuant to the terms of a resolution adopted by the Issuer in order to promote and expand for the public good and welfare, industry and employment opportunities within Spalding County. The Bond is to be issued for the purpose of acquiring new and used trade fixtures, furnishings and equipment (the "**Project**") for an existing facility located in Spalding County, which is owned by Caterpillar Inc. (the "**Company**"). Such new and used trade fixtures, furnishings and equipment are to be leased to the Company for use by the Company in its manufacturing business, in such proceeding, the Court will also (a) hear and determine the validity of instruments relating to and providing security for the Bond, and (b) hear and determine such other questions of law and fact pertaining to the right of the Issuer to issue the Bond and to provide the security therefor. The Bond shall be a special and limited obligation of the Issuer, payable from funds provided by the Company or its successors, shall not be payable from taxes or other public funds, and **no performance audit or performance review shall be conducted with respect to such bond issue**. Any citizen of the State of Georgia residing in Spalding County, or any other person wherever residing who has a right to object, may intervene and become a party to these proceedings.
Clerk, Superior Court, Spalding County, Georgia
June 3 & 10, 2011

0980 Miscellaneous

11-0865L

IN THE SUPERIOR COURT OF SPALDING COUNTY
STATE OF GEORGIA
PATRICIA DAVIS
Plaintiff,
vs.
HENRY DAVIS
Defendant.
CIVIL ACTION FILE NUMBER: 11V-932 TRH
NOTICE OF PUBLICATION
TO: HENRY DAVIS
By Order of the court for service by publication, date May 25, 2011, you are hereby notified that on the 25th day of May, 2011, PATRICIA DAVIS filed suit against you for divorce. You are required to file with the clerk of the Superior Court, and to serve upon Plaintiff's attorney, LISA L. CARTER, 3302 McGinnis Ferry Road, Suite 101, Suwanee, GA 30224, an Answer in writing within sixty (60) days of May 25, 2011.
Witness, the Honorable Tommy R. Hankinson, Judge, of Spalding County Superior Court.
This 25th day of May, 2011.
Debbie L. Brooks
Deputy - Clerk, Superior Court, Spalding County
June 3, 10, 17, & 24, 2011

11-0867L

Notice of PUBLIC AUCTION for non payment of storage at GENERAL STORAGE, 1125 Memorial Dr., Griffin, Georgia on SATURDAY, June 25th at 12:00 NOON. Household goods and/or personal effects belonging to the following will be sold:
Africa Huston, Unit D555, Chairs, Tables, Misc Household Items
Evelyn Huston, Unit B215, Bags of clothes, Boxes
Joy Wisener, Unit B245, Microwave, Vacuum, Boxes
Evolution Motors, Unit B330, Compressor, Boxes, Files
Dexter Mangham, Unit C16, T.V., Dryer, Freezer, Dresser
Yolanda Fletcher, Unit C417, Chair, Refrigerator, Chair, Boxes
Gilberto Colon, Unit E506, Toys, Furniture, Tools
Jana Ramsdell, Unit D525, Misc Furniture, Washer, Totes
Michael Jones, Unit D538, Boxes, Cedar Wardrobe, Vacuum
Timothy Morris, Unit D566, Mattress, Chair, Misc. Personal Items
Thomas Hale, Unit D608, Paint, ShopVac, Misc. Business Items
Lawrence Lewis, Unit F772, Christmas Items, Totes, Stroller
Thomas Baynham, Unit F815, Files, Boxes
Dianthia Ross, Unit C413, Refrigerator, Dryer, Picture, Mattress
OWNER RETAINS THE RIGHT TO BID
May 13, 20, & 27, 2011.

11-0868L

IN THE JUVENILE COURT OF SPALDING COUNTY
STATE OF GEORGIA
IN THE INTEREST OF:
R.S., a minor male child born on 12/31/1997
Case Nos.: 126-10J-1544; 126-11J-428, 429
TO: Jennifer Stinnett, biological mother, David, Un/u and John Doe, putative biological fathers
A hearing concerning a judicial review was held on December 20, 2010, and a Provisional Judicial Review Order was filed with the Court on January 25, 2011. A hearing concerning a judicial review was held on May 26, 2011, and a Petition for Deprivation (renewal) was scheduled to be heard on that same date, but was continued to Thursday, July 28, 2011 at 9:00 a.m., due to service not being perfected on the biological mother. Said hearings were brought by the Georgia Department of Human Services acting through the Spalding County Department of Family and Children Services based upon the alleged deprivation of the above named Child in the Juvenile Court of Spalding County, Georgia. Free copies of said pleadings can be obtained from the Clerk of the Juvenile Court of Spalding County, Georgia, whose office is located at 429 E. Solomon Street, Griffin, Georgia 30223.
By reason of an order for service of summons by publication entered on the 27th day of May, 2011, you are hereby commanded to file with the Clerk of the Juvenile Court of Spalding County, Georgia and serve upon Tammy M. Griner, Special Assistant Attorney General, P. O. Box 319, Griffin, Georgia 30224 an answer to said pleadings within sixty (60) days of the date of said order for service by publication.You are further required to lay any and all business aside and to be and appear before the Juvenile Court of Spalding County, Georgia at 9:00 o'clock a.m. on Thursday, July 28, 2011, then and there to make a defense and to show cause why said Child should not be dealt with according to the provisions of the Juvenile Court Code of Georgia by reason of an order for service of summons by publication.
WITNESS THE HONORABLE BEN J. MILLER, JR., Judge, this 27th day of May, 2011.
Syble M. Jones
Clerk, Juvenile Court, Spalding County, Georgia
Tammy M. Griner
Special Assistant Attorney General
Tammy M. Griner, Attorney at Law, P.C.
Georgia Bar No. 312720
Post Office Box 319
Griffin, Georgia 30224
(770) 567-5507
June 3, 10, 17, & 24, 2011.

11-0876L

NOTICE OF ABANDONED MOTOR VEHICLE
RE: 1995 Toyota Avalon
Mfr ID No.: 4T1GB10E9SU056701
License No.: N/A
Color: Red
Body Style: 4 door
To: Whom It May Concern
The above automobile is located at 1719 Hwy 16 West Griffin, GA, in possession of Zero's Automotive Service, Inc. Attempts to located the owner have been unsuccessful. The vehicle is deemed abandoned under O.C.G.A. 40-11-2 and will be disposed of if not redeemed. This notice is given pursuant to Georgia law.
June 3 & 10, 2011.

11-0877L

NOTICE OF ABANDONED MOTOR VEHICLE
RE: 1999 Ford Escort
Mfr ID No.: 1FAFP10P7XW124921
License No.: 17810 QG
Color: Blue
Body Style: 4 door
To:
The above automobile is located at 1719 Hwy 16 West Griffin, GA 30223, in possession of Zero's Automotive Service, Inc. Attempts to located the owner have been unsuccessful. The vehicle is deemed abandoned under O.C.G.A. 40-11-2 and will be disposed of if not redeemed. This notice is given pursuant to Georgia law.
June 3 & 10, 2011

0985 Probate Notices

11-0815L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: ALL HEIRS AT LAW OF FREDRICK J. VELDHUIS
The petition of JACQUELINE K. VELDHUIS for a year's support from the estate of FREDRICK J. VELDHUIS, deceased, for decedent's surviving spouse having been duly filed, all interested parties are hereby notified to show cause, if any they have, on or before June 6, 2011, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed before the time stated in the preceding sentence. All objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. DeWitt W. Simonton, Judge. Spalding County Courthouse, Griffin, Ga. By: Clerk, Probate Court, Jan Hunt Telephone: 770/467-4340 Beck, Owen & Murray Attorneys
May 13,20, 27, &June 3,2011.

11-0816L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of **Barbara Laird McKinley**, deceased
All creditors of the Estate of **Barbara Laird McKinley** late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned **Stephen Quinn Sanford.**
This 9th day of May, 2011.
Stephen Quinn Sanford
Executor of the Estate of
Barbara Laird McKinley
May 13, 20, 27, & June 3, 2011.

11-0817L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: Whom It May Concern
The petition of Tammy P. Alexander, for a Year's Support from the estate of Gilbert Blake Alexander, III, deceased, for decedent's (surviving spouse), having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before June 6, 2011, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. DEWITT W. SIMONTON, JR., Judge By: /S/ JAN HUNT, PROBATE/DEPUTY CLERK 132 East Solomon Street Griffin, Georgia 30223 (770) 467-4340 A. REID TURNER, III/ATTORNEY AT LAWP.O. BOX 932GRIFFIN, GA 30224May 13, 20, 27, & June 3, 2011.

11-0822L

GEORGIA SPALDING COUNTY
NOTICE TO DEBTORS AND CREDITORS
All creditors of the estate of **MILLIE ANN HUGGINS DIOTTE,** of Spalding County, Georgia are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned.
This the 16th day of May, 2011
/S/
MARCEL ARMOND DIOTTE
Executor
EUGENE W. DABBS IV
Attorney for Executor
P.O. Box 60
Griffin, Georgia 30224
(770) 229-1234
May 20, 27 & June 3, 10, 2011.

11-0833L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: WHOM IT MAY CONCERN:
The petition of Glenda C. Oakley, for a year's support from the estate of Morris Edward Oakley, Sr., deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before July 5, 2011, why said petition should not be granted.
All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/ objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/ telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
Dewitt W. Simonton, Jr. Probate Judge, By: Jan Hunt; Probate/Deputy Clerk
Spalding County Probate Court 132 E. Solomon Street Griffin Ga 30223
770-467-4340
June 3, 10, 17, & 24, 2011.

11-0848L

NOTICE
PROBATE COURT OF SPALDING COUNTY
RE: PETITION OF BILLY F. CHANCE TO PROBATE IN SOLEMN FORM THE WILL OF MALENE S. CHANCE, DECEASED, UPON WHICH AN ORDER FOR SERVICE WAS GRANTED BY THIS COURT ON MAY 25, 2011.
TO: **JASON FREDERICK CHANCE**
all interested parties and all and singular the heirs of said decedent, and to whom it may concern:
This is to notify you to file objection, if there is any, to the above referenced petition, in this Court on or before July 5, 2011.
BE NOTIFIED FURTHER: All objections to the petition must be in writing, setting forth the grounds of any such objections. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleading/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following

0985 Probate Notices

address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DeWitt W. Simonton, Jr.
PROBATE JUDGE
By: Pat D. Wilkerson
CLERK OF THE PROBATE COURT
132 East Solomon St.
Griffin, GA 30223
770-467-4340
May 27, & June 3, 10, 17, 2011

11-0849L

NOTICE
GEORGIA, **SPALDING** COUNTY
PROBATE COURT
TO: **All Interested Parties**
The petition of **Shirley Ann McCrary Cooley**, for a Year's Support from the estate of **James Richard Cooley**, deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before July 5, 2011, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. DEWITT W. SIMONTON, JR., Probate Judge By: CLERK OF THE PROBATE COURT132 East Solomon Street Griffin, Georgia 30223 (770) 467-4340 June 3, 10, 17, & 24, 2011.

11-0850L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of **Edith Marie Ellis** deceased
All creditors of the Estate of **Edith Marie Ellis** late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned **Shannon Marie Savage.**
This 26th day of April, 2011.
Shannon Marie Savage
Executor of the Estate of
Edith Marie Ellis
June 3, 10, 17, & 24, 2011.

11-0860L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: Whom It May Concern
Ferencia H. Mathis has petitioned to be appointed Administrator of the estate of Joe Lee Mathis, deceased, of said County. (The petitioner has also applied for waiver of bond and grant of certain powers contained in O.C.G.A. 53-12-232.) All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the court on or before July 5, 2011. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DeWitt W. Simonton, Jr.
PROBATE JUDGE
By: Jan Hunt
PROBATE/DEPUTY CLERK
132 E. Solomon St.
Griffin, GA 30223
770-467-4340
June 3, 10, 17, & 24, 2011.

11-0861L

NOTICE TO DEBTORS AND CREDITORS
All creditors of the estate of JOHN M. DUPREE, late, of Spalding County, Georgia, are hereby notified to render in their demands to the undersigned according to law; and all persons indebted to said estate are required to make immediate payment to the undersigned.
This 27th day of May, 2011.
Ann D. Turner, Executrix
A Reid Turner III
Attorney At Law
P.O. Box 932
Griffin, GA 30224
770-228-9600
June 3, 10, 17, & 24, 2011.

11-0862L

NOTICE TO DEBTORS AND CREDITORS
GEORGIA, SPALDING COUNTY
All creditors of the Estate of MARY PAPILLO VETERE, late of said County, are hereby notified to render in their claims or demands to the undersigned, according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned.
This May 23, 2011.
LOUIS PETER VETERE, as Executor
Beck Owen & Murray
Attorneys, Griffin, GA
June 3, 10, 17 & 24, 2011.

11-0863L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: ALL INTERESTED PARTIES
Kenneth Dewayne Brazier has petitioned to be appointed Administrator of the estate of **Faye Elaine Brazier,** deceased, of said County. The Petitioner has also applied for waiver of bond and the grant of certain powers contained in O.C.G.A. Section 53-12-261. All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the court on or before **July 5, 2011.** All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DEWITT W. SIMONTON, JR., Judge
By: /S/
JAN HUNT, Probate Clerk
132 West Solomon Street
Griffin, Georgia 30223
(770)467-4340
June 3, 10, 17, & 24, 2011

0985 Probate Notices

11-0864L

NOTICE
GEORGIA, **SPALDING** COUNTY
PROBATE COURT
TO: **All Interested Parties**
The petition of **William David Coleman**, for a Year's Support from the estate of **Janet Lynn Middleton Coleman**, deceased, for decedent's surviving spouse, having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before July 5, 2011, why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing. DEWITT W. SIMONTON, JR., Probate Judge By: CLERK OF THE PROBATE COURT132 East Solomon Street Griffin, Georgia 30223 (770) 467-4340 June 3, 10, 17, & 24, 2011.

11-0866L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: WHOM IT MAY CONCERN
Sharon Byrd & Ricky Byrd, Sr. has petitioned to be appointed Administrator of the estate of **Matthew Joseph Byrd,** deceased, of said County. The Petitioner has also applied for waiver of bond and the grant of certain powers contained in O.C.G.A. Section 53-12-261. All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the court on or before **July 5, 2011.** All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DEWITT W. SIMONTON, JR., Judge
By: /S/
JAN HUNT, Probate Clerk
132 E. Solomon Street
Griffin, Georgia 30223
(770)467-4340
June 3, 10,17,&24, 2011.

0995 Notice of Seizure

11-0827L

OFFICE OF THE DISTRICT ATTORNEY
GRIFFIN JUDICIAL CIRCUIT
SCOTT L. BALLARD, DISTRICT ATTORNEY
NOTICE OF SEIZURE TO PERSONAL PROPERTY
VALUED AT LESS THAN $25,000
RE: One 2005 BMW, Vin:#WBAGL63535DP75092, Tag No. EDOU06, Black In Color
Defendant IN REM
Pursuant to O.C.G.A. Sec. 16-13-49, any party claiming an interest in the above referenced property is hereby notified that on the 14th day of April, 2011, said property was seized by the below referenced agency in Spalding County, Georgia.Conduct giving rise to seizure was as follows: Violation of O.C.G.A. Sec. 16-13-30; Sale of Cocaine.
Seizing Agency: Griffin Police Department
Location: 133 E. Taylor Street, Griffin, Spalding County, Georgia
Date: April 14, 2011
You are further notified that you may file a claim as required by O.C.G.A. 16-13-49(n) within thirty (30) days of second publication of this notice of seizure by sending a claim to the seizing law enforcement agency and to the district attorney by certified mail, return receipt requested.
This 12th day of May, 2011.
Scott Ballard
District Attorney
Benjamin D. Coker
Assistant District Attorney
Office of District Attorney
P. O. Box 1551
Griffin, Ga. 30224
(770) 467-4310
S/A Tishe Dyer
Griffin Police Department
868 West Poplar Street
Griffin, GA 30224
May 20, 27, & June 3, 2011.

11-0828L

OFFICE OF THE DISTRICT ATTORNEY
GRIFFIN JUDICIAL CIRCUIT
SCOTT L. BALLARD, DISTRICT ATTORNEY
NOTICE OF SEIZURE TO PERSONAL PROPERTY
VALUED AT LESS THAN $25,000
RE: One 2004 Dodge 1500 Hemi Sport, Tag No. 9610AAP, Vin.# 1D7HA18D74J230458, Black in Color
Defendant IN REM
Pursuant to O.C.G.A. Sec. 16-13-49, any party claiming an interest in the above referenced property is hereby notified that on the 20th day of April, 2011, said property was seized by the below referenced agency in Spalding County, Georgia.Conduct giving rise to seizure was as follows: Violation of O.C.G.A. Sec. 16-13-30; Possession of Methamphetamine.
Seizing Agency: Griffin Police Department
Location: Tower Street @ Spring Valley, Griffin, Spalding County, Georgia
Date: April 20, 2011
You are further notified that you may file a claim as required by O.C.G.A. 16-13-49(n) within thirty (30) days of second publication of this notice of seizure by sending a claim to the seizing law enforcement agency and to the district attorney by certified mail, return receipt requested.
This 12th day of May, 2011.
Scott Ballard
District Attorney
Benjamin D. Coker
Assistant District Attorney
Office of District Attorney
P. O. Box 1551
Griffin, Ga. 30224
(770) 467-4310
S/A Tishe Dyer
Griffin Police Department
868 West Poplar Street
Griffin, GA 30224
May 20, 27 & June 3, 2011.

2000 SPECIAL OCCASIONS

at 1509 Kalamazoo Dr. Griffin, Georgia
This 2nd day of September, 2011.
The Financial Integrity Group
Patricia Whittelsey
3200 High Falls Rd.
Griffin, GA 30224
September 9 & 16, 2011.

11-1367L

NOTICE OF SALE OF ABANDONED MOTOR VEHICLE
STATE OF GEORGIA
COUNTY OF SPALDING
Pursuant to O.C.G.A. 11-1-201 (31.1), the undersigned will sell at public outcry to the highest bidder for cash, the following described abandoned motor vehicles on which the undersigned holds a lien:
VIN#: 1HTMMAAM04H593379
Year: 2004
Make: INTL
Model: 4000 Series 43 TK
Said public sale will be held on 16, September, 2011, at Mobile Automotive Truck and Trailer between the hours of 10:00 A.M. and 4:00 P.M., at 1509 Kalamazoo Dr. Griffin, Georgia
This 2nd day of September, 2011.
The Financial Integrity Group
Patricia Whittelsey
3200 High Falls Rd.
Griffin, GA 30224
September 9 & 16, 2011.

11-1372L

IN THE SUPERIOR COURT OF SPALDING COUNTY
STATE OF GEORGIA
BRIAN NEWMAN, Plaintiff
vs.
REBECCA BROWN NEWMAN, Defendant
CIVIL ACTION FILE NO. 11v-1370
NOTICE OF HEARING
TO: Rebecca Brown Newman
You are hereby placed on notice that the Plaintiff has filed his complaint for divorce on August 5, 2011, and an order for publication was entered on August 18, 2011, and you are hereby commanded to file with the clerk of Superior Court an answer to this complaint and serve an answer upon the plaintiff's attorney, Thomas E. Baynham, III at P.O. Box 1632, Griffin, Georgia 30224 within 60 days of the order for publication.
By order of the Honorable Robert M. Crawford.
Clerk, Spalding Superior Court
September 9, 16, 23, & 30, 2011.

11-1373L

NOTICE OF PUBLIC AUCTION SALE AT USA RENT-A-SPACE, 1408 BOWLING LANE, GRIFFIN, GA., OF VARIOUS HOUSEHOLD AND MISCELLANEOUS ITEMS, PURSUANT TO GA. SELF-STORAGE FACILITIES ACT, FOR NON-PAYMENT OF RENT BY:
Macharanda Tally 014
Veronica Jackson 102
Cassandra Dewberry 187
Kay Harper 049
Candace Askin 124
Brian Faucett 225
CONTENTS WILL BE SOLD "AS IS" TO THE HIGHEST BIDDER. DATE OF SALE: September 17th, AT 11:00 AM
USA RESERVES THE RIGHT TO REFUSE ANY BID OR WITHDRAW ANY UNIT FROM SALE.
September 9 & 16, 2011.

WITNESS THE HONORABLE BEN J. MILLER, JR., Judge, this 2nd day of September, 2011.
Karen Weldon
Deputy Clerk, Juvenile Court, Spalding County, Georgia
Tammy M. Griner
Special Assistant Attorney General
Tammy M. Griner, Attorney at Law, P.C.
Georgia Bar No. 312720
Post Office Box 319
Griffin, Georgia 30224
(770) 567-5507
September 9, 16, 23, & 30, 2011.

11-1381L

City of Griffin and Spalding County to Hold a Public Hearing Open House on the Draft Envrionmental Assessment
Prepared for the Proposed Replacement of the Griffin-Spalding County Airport Project
On Tuesday, September 20, 2011 at the Griffin Regional Welcome Center located at 143 N. Hill Street in Griffin, Georgia, the City of Griffin and Spalding County will hold a Public Hearing Open House concerning the recently approved Draft Environmental Assessment (DEA) that was prepared for the proposed replacement of the Griffin-Spalding County Airport project.
The purpose of this Public Hearing Open House is to provide the public with an opportunity to view the proposed project concept and have their questions answered by city and county representatives. This meeting will also provide citizens with another opportunity to review and comment on the approved DEA. The DEA can be viewed in person at the three locations listed below. It can also be viewed on the city's website at www.cityofgriffin.com, as well as the county's website at www.spaldingcounty.com. The Public Hearing Open House will be conducted between the hours of 4:00 p.m. and 7:00 p.m. The meeting will be informal, and the public is invited to attend anytime during these hours. There will be no formal presentation, and written statements will be accepted at the meeting and during the 10-day comment period following the hearing. Responses to comments will be included in the Final Environmental Assessment document, along with a response to the comments received. The comment period will close on September 30, 2011, and written statements may be submitted to any of the following representatives:
Frederick Gardiner, Director
City of Griffin – Office of Planning and Development
100 S. Hill Street
Griffin, GA 30223
Email: fgardiner@cityofgriffin.com
Office: (770) 233-4130
Spalding County Community Development Director
119 E. Solomon Street
Griffin, GA 30224
Email: info@spaldingcounty.com
Office: (770) 467-4220
Robert Mohl, Airport Manager
Griffin-Spalding County Airport
1035 S. Hill Street
Griffin, GA 30224
Email: Rmohl@cityofgriffin.com
Office: (770) 227-2928 ext. 4
September 9 & 16, 2011.

GEORGIA, SPALDING COUNTY PROBATE COURT
TO: WHOM IT MAY CONCERN
Michael E. Bell has petitioned to be appointed Administrator of the estate of JAMES EUGENE BURFORD, deceased, of said County. The petitioner has also applied for waiver of bond and/or grant of certain powers contained in O.C.G.A. 53-12-261. All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed, with the court on or before October 3, 2011. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DeWitt W. Simonton, Jr.
PROBATE JUDGE
By: Jan Hunt
PROBATE/DEPUTY CLERK
132 E. Solomon St.
Griffin, GA 30223
770-467-4340
September 2, 9, 16 & 23, 2011.

11-1267L

NOTICE
GEORGIA, SPALDING COUNTY PROBATE COURT
TO: Whom It May Concern
The petition of ROBERT A. BAKER, for a Year's Support from the estate of ROSALIE JEAN BAKER, deceased, for decedent's (surviving spouse), having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before October 3, 2011, why said petition should not be granted.
All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DEWITT W. SIMONTON, JR., Judge
By: /S/ JAN HUNT, PROBATE/DEPUTY CLERK
132 East Solomon Street
Griffin, Georgia 30223
(770) 467-4340
September 2, 9, 16, & 23, 2011.

11-1271L

NOTICE TO DEBTORS AND CREDITORS
All creditors of the estate of HILDRED THIGPEN, late, of Spalding County, Georgia, are hereby notified to render in their demands to the undersigned according to law; and all persons indebted to said estate are required to make immediate pay-

0980 Miscellaneous

11-1287L

UNITS TO BE SOLD MATHIS SELF STORAGE 111 PATTERSON RD. GRIFFIN GA 30223 770-228-2975

If the units are not paid in full by 8-31-11, the contents will be put in a salvage barn and sold piece by piece. WE RESERVE THE RIGHT TO REFUSE ANY OFFER.
34E Jason Williams
90 Stacey Williams
105 Evelyn White
105A Lewis Lockett
131,166 Stacy Jinks
September 2 & 9, 2011

11-1265L

IN THE SUPERIOR COURT OF SPALDING COUNTY
STATE OF GEORGIA
HOLLY B. MURRAY,
Plaintiff
vs.
JOHN EVERETT HENDERSON,
and all persons
Unknown who claim or might claim adversely to Plaintiff's title to property at 1103 Skyline Drive, Griffin, Georgia
CIVIL ACTION NO. 11V-682 (H)
PUBLICATION
TO: JOHN EVERETTE HENDERSON and all persons unknown who claim or might claim adversely to Plaintiff's title to property at 1103 Skyline Drive, Griffin, Georgia.
You are hereby notified that the above-styled action seeking to establish title to the below described property against all the world was filed on the 14th day of April, 2011, in the Superior Court of Spalding County, Griffin Judicial Circuit, and that by reason of order for service by publication entered by said court on the 12th day of August, 2011, you are hereby commanded to be and appear at said court withing 30 days of the date of the order for service by publication to answer said petition and file pleadings before the court.
WITNESS the Honorable Robert M. Crawford, Judge of said Court.
This 18th day of Aug. 2011.
/S/ Debbie L. Brooks
Deputy-Clerk of Court
August 26 & September 2, 9, 16, 2011.

11-1347L

IN THE JUVENILE COURT OF SPALDING COUNTY
STATE OF GEORGIA
IN THE INTEREST OF:
L.G., a minor male child born on 09/03/95 Case No.: 126-10J-1607
Cynthia Gregg, biological mother
TO: Jamal Duffey and/or John Doe A, putative biological fathers
A hearing concerning a judicial review was held on January 27, 2011, and a Provisional Judicial Review Order was filed with the Court on February 8, 2011. Said hearing was brought by the Georgia Department of Human Services acting through the Spalding County Department of Family and Children Services based upon the alleged deprivation of the above named Child in the Juvenile Court of Spalding County, Georgia.
A free copy of said pleading can be obtained from the Clerk of the Juvenile Court of Spalding County, Georgia, whose office is located at 429 E. Solomon Street, Griffin, Georgia 30223.
By reason of an order for service of summons by publication entered on the 30th day of August, 2011, you are hereby commanded to file with the Clerk of the Juvenile Court of Spalding County, Georgia and serve upon Tammy M. Griner, Special Assistant Attorney General, P. O. Box 319, Griffin, Georgia 30224 an answer to said pleading within sixty (60) days of the date of said order for service by publication.
You are further required to lay any and all business aside and to be and appear before the Juvenile Court of Spalding County, Georgia at 9:00 o'clock a.m. on Wednesday, November 23, 2011, then and there to make a defense and to show cause why said Child should not be dealt with according to the provisions of the Juvenile Court Code of Georgia by reason of an order for service of summons by publication.
WITNESS THE HONORABLE BEN J. MILLER, JR., Judge, this 30th day of August, 2011.
Karen Weldon
Deputy Clerk, Juvenile Court, Spalding County, Georgia
Tammy M. Griner
Special Assistant Attorney General
Tammy M. Griner, Attorney at Law, P.C.
Georgia Bar No. 312720
P. O. Box 319
Griffin, Georgia 30224
(770) 567-5507
September 9, 16, 23, & 30, 2011.

11-1353L

IN THE JUVENILE COURT OF SPALDING COUNTY
STATE OF GEORGIA
IN THE INTEREST OF:
A.B., a minor male child born on 01/03/2007
Case Nos.: 126-11J-037, 038
TO: Chantrell Barkley, biological mother and John Doe, putative biological father
A hearing concerning a Motion to Transfer Custody to Relative Pursuant to O.C.G.A. 15-11-58(i) and the Department's Request to Change the Permanency Plan to Non-reunification/Live with Fit and Willing Relatives was held on February 24, 2011, and a Provisional Order Changing Permanency Plan to Non-reunification/Live with Fit and Willing Relatives, Transferring Custody to Relative Until the Age of 18 Pursuant to O.C.G.A.15-11-58(i), & Closing Department's File was filed with the Court on March 16, 2011. Said hearing was brought by the Georgia Department of Human Services acting through the Spalding County Department of Family and Children Services based upon the alleged deprivation of the above named Child in the Juvenile Court of Spalding County, Georgia. A free copy of said pleading can be obtained from the Clerk of the Juvenile Court of Spalding County, Georgia, whose office is located at 429 E. Solomon Street, Griffin, Georgia 30223.
By reason of an order for service of summons by publication entered on the 31st day of August, 2011, you are hereby commanded to file with the Clerk of the Juvenile Court of Spalding County, Georgia and serve upon Tammy M. Griner, Special Assistant Attorney General, P. O. Box 319, Griffin, Georgia 30224 an answer to said pleading within sixty (60) days of the date of said order for service by publication.
You are further required to lay any and all business aside and to be and appear before the Juvenile Court of Spalding County, Georgia at 9:00 o'clock a.m. on Monday, November 21, 2011, then and there to make a defense and to show cause why said Child should not be dealt with according to the provisions of the Juvenile Court Code of Georgia by reason of an order for service of summons by publication.
WITNESS THE HONORABLE BEN J. MILLER, JR., Judge, this 31st day of August, 2011.
Karen Weldon
Deputy Clerk, Juvenile Court, Spalding County, Georgia
Tammy M. Griner
Special Assistant Attorney General
Tammy M. Griner, Attorney at Law, P.C.
Georgia Bar No. 312720
Post Office Box 319
Griffin, Georgia 30224
(770) 567-5507
September 9, 16, 23, & 30, 2011.

11-1277L

IN THE STATE COURT OF SPALDING COUNTY
STATE OF GEORGIA
CAPITOL MATERIALS, INCORPORATED,
Plaintiff,
vs.
CHARLES E. MCDANIEL d/b/a SOUTHERN BUILT CONSTRUCTION SERVICES
Defendant.
CIVIL ACTION FILE NO. 11SV-87
NOTICE OF PUBLICATION
TO: CHARLES E. MCDANIEL
117 Bobolink Dr.
Griffin, Georgia 30224
CHARLES E. MCDANIEL
P.O. Box 442
Orchard Hill, GA 30266-0442
By Order for service by publication dated 8-22, 2011 you are hereby notified that on March 16, 2011, Capitol Materials, Incorporated filed suit against you regarding your account and personal guaranty.
YOU ARE COMMANDED to file with the Clerk of the State Court, and serve upon Plaintiff's attorney, Benjamin M. Rachelson, Rachelson & White, P.C., Three Ravinia Drive, Suite 1875, Atlanta, Georgia 30346, an answer in writing within sixty (60) days of the date of the Order for service by publication.
WITNESS, the Honorable Sidney R. Esary, Judge of this State Court.
This 22nd day of August, 2011.
/S/ Debbie L. Brooks
Deputy Clerk, State Court
FOR: Marcia L. Norris
132 East Solomon St.
Griffin, GA 30223
August 26 & September 2, 9, 16, 2011.

11-1364L

Storage Village Griffin will hold a public sale to enforce a lien imposed on said property, as described below, pursuant to the Georgia Self Storage Facility Act, Georgia Code 10-4-210 and 10-4-215, at 9:30 AM on Saturday, September 24, 2011, at Storage Village Griffin, 749 Carver Road, Griffin, Georgia, 30224.
Management reserves the right to withdraw any unit from sale. Registered or motor vehicles are sold "As Is/Parts Only," no titles or registration.
Tenant Name, Unit #, Stored Items
Anana Andrews, 1003, Household Goods, Furniture, Boxes
Keisha Thomas, 1105, 1117, Household Goods, Furniture, Boxes
Cedric Watkins, 1107, Household Goods, Furniture, Boxes
Tonja Williams, 1124, Boxes, TV, Printers
Derric Hatthaway, 814, Household Goods, Furniture, Boxes
September 9 & 16, 2011.

11-1366L

NOTICE OF SALE OF ABANDONED MOTOR VEHICLE
STATE OF GEORGIA
COUNTY OF SPALDING
Pursuant to O.C.G.A. 11-1-201 (31.1), the undersigned will sell at public outcry to the highest bidder for cash, the following described abandoned motor vehicles on which the undersigned holds a lien:
VIN#: 1HTMMAAM84H596563
Year: 2004
Make: INTL
Model: 4000 Series 43 TK
Said public sale will be held on 16, September, 2011, at Mobile Automotive Truck and Trailer between the hours of 10:00 A.M. and 4:00 P.M., at 1509 Kalamazoo Dr. Griffin, Georgia
This 2nd day of September, 2011.
The Financial Integrity Group
Patricia Whittelsey
3200 High Falls Rd.
Griffin, GA 30224
September 9 & 16, 2011.

11-1367L

NOTICE OF SALE OF ABANDONED MOTOR VEHICLE
STATE OF GEORGIA
COUNTY OF SPALDING
Pursuant to O.C.G.A. 11-1-201 (31.1), the undersigned will sell at public outcry to the highest bidder for cash, the following described abandoned motor vehicles on which the undersigned holds a lien:
VIN#: 1HTMMAAM04H593379
Year: 2004
Make: INTL
Model: 4000 Series 43 TK
Said public sale will be held on 16, September, 2011, at Mobile Automotive Truck and Trailer between the hours of 10:00 A.M. and 4:00 P.M., at 1509 Kalamazoo Dr. Griffin, Georgia
This 2nd day of September, 2011.
The Financial Integrity Group
Patricia Whittelsey
3200 High Falls Rd.
Griffin, GA 30224
September 9 & 16, 2011.

11-1372L

IN THE SUPERIOR COURT OF SPALDING COUNTY
STATE OF GEORGIA
BRIAN NEWMAN, Plaintiff
vs.
REBECCA BROWN NEWMAN, Defendant
CIVIL ACTION FILE NO. 11v-1370
NOTICE OF HEARING
TO: Rebecca Brown Newman
You are hereby placed on notice that the Plaintiff has filed his complaint for divorce on August 5, 2011, and an order for publication was entered on August 18, 2011, and you are hereby commanded to file with the clerk of Superior Court an answer to this complaint and serve an answer upon the plaintiff's attorney, Thomas E. Baynham, III at P.O. Box 1632, Griffin, Georgia 30224 within 60 days of the order for publication.
By order of the Honorable Robert M. Crawford.
Clerk, Spalding Superior Court
September 9, 16, 23, & 30, 2011.

11-1373L

NOTICE OF PUBLIC AUCTION SALE AT USA RENT-A-SPACE, 1408 BOWLING LANE, GRIFFIN, GA., OF VARIOUS HOUSEHOLD AND MISCELLANEOUS ITEMS, PURSUANT TO GA. SELF-STORAGE FACILITIES ACT. FOR NON-PAYMENT OF RENT BY:
Macharanda Tally 014
Veronica Jackson 102
Cassandra Dewberry 187
Kay Harper 049
Candace Askin 124
Brian Faucett 225
CONTENTS WILL BE SOLD "AS IS" TO THE HIGHEST BIDDER. DATE OF SALE: September 17th, AT 11:00 AM
USA RESERVES THE RIGHT TO REFUSE ANY BID OR WITHDRAW ANY UNIT FROM SALE.
September 9 & 16, 2011.

11-1377L

IN THE SUPERIOR COURT OF SPALDING COUNTY
STATE OF GEORGIA
IN RE: Arlette Yaeli Martinez-Marin
Petitioner: Lazaro Martinez-Miranda, as next friend and legal guardian
Civil Action File No. 11-V-1051
NOTICE OF CORRECTION OF BIRTH CERTIFICATE
PLEASE TAKE NOTICE that on the 16 day of June, 2011, Arlette Yaeli Martinez-Marin, by and through her parent and legal guardian Lazaro Martinez-Miranda, filed a Petition in the Superior Court of Spalding County, Georgia, seeking to correct the following errors on her birth certificate.
20. Mother's State or County of Birth: Changed to Mexico from Hidalgo.
28. Father's middle name: Changed to BLANK from Martinez.
29. Father's last name: Changed to Martinez-Miranda from Miranda.
Any interested or affected party has the right to appear and file objections. At the expiration of thirty (30) days from filing of the Petition, upon proof of publication, and if no objection is filed, the Court shall proceed to hear and determine all matters raised by said Petition.
/S/ Dwayne Singleton
State Bar No. 649048
Attorney for Petitioner
Singleton & Singleton
1115 Zebulon Road
Griffin, Georgia 30224
770-227-5300
September 9, 16, 23, & 30, 2011.

11-1378L

IN THE JUVENILE COURT OF SPALDING COUNTY
STATE OF GEORGIA
IN THE INTEREST OF:
N.J., a minor female child born on 09/26/2009
Case Nos.: 145-10J-383 (Upson), 126-10J-1519, 126-11J-321, 828, 829 (Spalding)
Shanita Jenkins, biological mother
TO: Michael Henderson and John Doe, putative biological fathers
A hearing concerning a deprivation petition was held on December 20, 2010, and a Provisional Consent Order Adjudicating Child Deprived & Awarding Temporary Custody to DFCS was filed with the Court on January 31, 2011. A hearing concerning a judicial review was held on April 21, 2011, and a Provisional Judicial Review Order was filed with the Court on May 24, 2011. Said hearings were brought by the Georgia Department of Human Services acting through the Spalding County Department of Family and Children Services based upon the alleged deprivation of the above named Child in the Juvenile Court of Spalding County, Georgia. Hearings concerning a motion for extension of custody and a judicial review will be held on September 29, 2011. Free copies of said pleadings can be obtained from the Clerk of the Juvenile Court of Spalding County, Georgia, whose office is located at 429 E. Solomon Street, Griffin, Georgia 30223.
By reason of an order for service of summons by publication entered on the 2nd day of September, 2011, you are hereby commanded to file with the Clerk of the Juvenile Court of Spalding County, Georgia and serve upon Tammy M. Griner, Special Assistant Attorney General, P. O. Box 319, Griffin, Georgia 30224 an answer to said pleadings within sixty (60) days of the date of said order for service by publication.
You are further required to lay any and all business aside and to be and appear before the Juvenile Court of Spalding County, Georgia at 9:00 o'clock a.m. on Wednesday, November 23, 2011, then and there to make a defense and to show cause why said Child should not be dealt with according to the provisions of the Juvenile Court Code of Georgia by reason of an order for service of summons by publication.
WITNESS THE HONORABLE BEN J. MILLER, JR., Judge, this 2nd day of September, 2011.
Karen Weldon
Deputy Clerk, Juvenile Court, Spalding County, Georgia
Tammy M. Griner
Special Assistant Attorney General
Tammy M. Griner, Attorney at Law, P.C.
Georgia Bar No. 312720
Post Office Box 319
Griffin, Georgia 30224
(770) 567-5507
September 9, 16, 23, & 30, 2011.

11-1381L

City of Griffin and Spalding County to Hold a Public Hearing Open House on the Draft Envrionmental Assessment
Prepared for the Proposed Replacement of the Griffin-Spalding County Airport Project
On Tuesday, September 20, 2011 at the Griffin Regional Welcome Center located at 143 N. Hill Street in Griffin, Georgia, the City of Griffin and Spalding County will hold a Public Hearing Open House concerning the recently approved Draft Environmental Assessment (DEA) that was prepared for the proposed replacement of the Griffin-Spalding County Airport project.
The purpose of this Public Hearing Open House is to provide the public with an opportunity to view the proposed project concept and have their questions answered by city and county representatives. This meeting will also provide citizens with another opportunity to review and comment on the approved DEA. The DEA can be viewed in person at the three locations listed below. It can also be viewed on the city's website at www.cityofgriffin.com, as well as the county's website at www.spaldingcounty.com. The Public Hearing Open House will be conducted between the hours of 4:00 p.m. and 7:00 p.m. The meeting will be informal, and the public is invited to attend anytime during these hours. There will be no formal presentation, and written statements will be accepted at the meeting and during the 10-day comment period following the hearing. Responses to comments will be included in the Final Environmental Assessment document, along with a response to the comments received. The comment period will close on September 30, 2011, and written statements may be submitted to any of the following representatives:
Frederick Gardiner, Director
City of Griffin – Office of Planning and Development
100 S. Hill Street
Griffin, GA 30223
Email: fgardiner@cityofgriffin.com
Office: (770) 233-4130
Spalding County Community Development Director
119 E. Solomon Street
Griffin, GA 30224
Email: info@spaldingcounty.com
Office: (770) 467-4220
Robert Mohl, Airport Manager
Griffin-Spalding County Airport
1035 S. Hill Street
Griffin, GA 30224
Email: Rmohl@cityofgriffin.com
Office: (770) 227-2928 ext. 4
September 9 & 16, 2011.

0980 Miscellaneous

11-1365L

Storage Village Griffin II, LLC will hold a public sale to enforce a lien imposed on said property, as described below, pursuant to the Georgia Self Storage Facility Act, Georgia Code 10-4-210 to 10-4-215, at 11:00 AM on Saturday, September 24, 2011, at Storage Village Griffin II, LLC, 2976 North Expressway, Griffin, Georgia 30223.
Management reserves the right to withdraw any unit from sale. Registered or motor vehicles are sold "As Is / Parts Only", no titles or registration.
Tenant Name, Unit #, Stored Items
Rufus Davis Jr, 811, Household Goods, Furniture, Boxes
Phyllis Barkley, A0009, Furniture
Jolanda Berry, A0031, Household Goods, Furniture
Jonathan Tanner, B0065, Household Goods, Furniture, Boxes
Kenneth Mundy, B0078, Household Goods, Boxes
Roddy Calicott, C0099, Household Goods, Furniture, Boxes
Chris Bates, D0151, Household Goods
Derrick Benton, E0182, Furniture
Justin McGee, E0188, Household Goods, Furniture, Boxes
Michael Lawrence, F0194, Household Goods, Furniture
September 9 & 16, 2011.

11-1382L

Spalding County Farm Bureau Annual Membership Meeting
We would like to invite all members of the Spalding County Farm Bureau to our annual meeting. The meeting is scheduled for Monday, October 3rd at 7:00 pm at the Georgia Experiment Station's Stuckey Auditorium. Food (Chili with all the fixings), Fun and Entertainment for only $3 per person, kids 6 and under are free. Reservations are limited to the first 200 members to sign up. Registration forms are available at the county office (1716 Hwy 16 West) or by calling 770-228-2341.
September 9, 2011

0985 Probate Notices

11-1256L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of **Betty Jean Ross**, deceased
All creditors of the Estate of **Betty Jean Ross**, late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned **James F. Ross.**
This 1st day of August, 2011.
James F. Ross
Administrator of the Estate of
Betty Jean Ross
August 19, 26 & September 2, 9, 2011.

11-1264L

NOTICE OF DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of **Jackie Roberta Spruce Prince**, deceased
All creditors of the Estate of **Jackie Roberta Spruce Prince**, late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned **Randy Prince.**
This 16th day of August, 2011.
Randy Prince
Executor of the Estate of
Jackie Roberta Spruce Prince
August 26 & September 2, 9, 16, 2011.

11-1266L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: WHOM IT MAY CONCERN
Michael E. Bell has petitioned to be appointed Administrator of the estate of JAMES EUGENE BURFORD, deceased, of said County. The petitioner has also applied for waiver of bond and/or grant of certain powers contained in O.C.G.A. 53-12-261. All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed, with the court on or before October 3, 2011. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DeWitt W. Simonton, Jr.
PROBATE JUDGE
By: Jan Hunt
PROBATE/DEPUTY CLERK
132 E. Solomon St.
Griffin, GA 30223
770-467-4340
September 2, 9, 16 & 23, 2011.

11-1267L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: Whom It May Concern
The petition of ROBERT A. BAKER, for a Year's Support from the estate of ROSALIE JEAN BAKER, deceased, for decedent's (surviving spouse), having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before October 3, 2011, why said petition should not be granted.
All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DEWITT W. SIMONTON, JR., Judge
By: /S/ JAN HUNT, PROBATE/DEPUTY CLERK
132 East Solomon Street
Griffin, Georgia 30223
(770) 467-4340
September 2, 9, 16, & 23, 2011.

11-1271L

NOTICE TO DEBTORS AND CREDITORS
All creditors of the estate of HILDRED THIGPEN, late, of Spalding County, Georgia, are hereby notified to render in their demands to the undersigned according to law; and all persons indebted to said estate are required to make immediate payment to the undersigned.
This 24th day of August, 2011.
Louise Thigpen, Executrix
A Reid Turner III
Attorney At Law
P.O. Box 932
Griffin, GA 30224
770-228-9600
August 26 & September 2, 9, 16, 2011.

0985 Probate Notices

11-1286L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of **William Edward Phillips**, deceased
All creditors of the Estate of **William Edward Phillips**, late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned **Lisa Carol Amey.**
This 26th day of August, 2011.
Lisa Carol Amey
Executor of the Estate of
William Edward Phillips
September 2, 9, 16, & 23, 2011.

11-1300L

NOTICE
(For Discharge Solely from Office)
PROBATE COURT OF SPALDING COUNTY
Re: PETITION OF BETTY JEAN MANN, FOR DISCHARGE FROM OFFICE AS EXECUTRIX OF THE ESTATE OF SAMUEL C. MANN, DECEASED
TO: WHOM IT MAY CONCERN
This is to notify you to file objection, if there is any, to the above referenced petition, in this Court on or before **October 3, 2011.** All objections to this petition must be in writing, setting forth the grounds of any such objections. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
Dewitt W. Simonton, Jr.
PROBATE JUDGE
By: /S/ JAN HUNT
PROBATE CLERK/DEPUTY CLERK
132 E. Solomon St.
Griffin, GA 30223
770-467-4340
September 9, 2011.

11-1301L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: WHOM IT MAY CONCERN
Frank Edward Eubanks, Jr. has petitioned to be appointed Administrator of the estate of Nellie Ruth Eubanks, deceased, of said County. (The petitioner has also applied for waiver of bond and/or grant of certain powers contained in O.C.G.A. 53-12-261.) All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed, with the court on or before October 3, 2011. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DeWitt W. Simonton, Jr.
PROBATE JUDGE
By: Jan Hunt
PROBATE/DEPUTY CLERK
132 E. Solomon St.
Griffin, GA 30223
770-467-4340
September 2, 9, 16 & 23, 2011.

11-1302L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: WHOM IT MAY CONCERN
Frank Edward Eubanks, Jr. has petitioned to be appointed Administrator of the estate of Frank Edward Eubanks, deceased, of said County. (The petitioner has also applied for waiver of bond and/or grant of certain powers contained in O.C.G.A. 53-12-261.) All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed, with the court on or before October 3, 2011. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DeWitt W. Simonton, Jr.
PROBATE JUDGE
By: Jan Hunt
PROBATE/DEPUTY CLERK
132 E. Solomon St.
Griffin, GA 30223
770-467-4340
September 2, 9, 16 & 23, 2011.

11-1314L

NOTICE TO DEBTORS AND CREDITORS
All creditors of the estate of **Terry Eugene Norman** late of Spalding County, deceased, are hereby notified to render in their names to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment.
This 30th day of August, 2011.
James Dewey Norman, Administrator
P.O. Box 262
Marble Falls, TX 78654
September 2, 9, 16, & 23, 2011.

11-1368L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: Whom It May Concern
The petition of Margaret S. Hos, for a Year's Support from the estate of Paul C. Hos, deceased, for decedent's surviving spouse, having been duly filed all interested persons are hereby notified to show cause, if any they have, on or before October 3, 2011, why said petition should not be granted.
All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DeWitt W. Simonton, Jr.
PROBATE JUDGE
By: Jan Hunt
PROBATE/DEPUTY CLERK
132 E. Solomon St.
Griffin, GA 30223
770-467-4340
September 9, 16, 23, & 30, 2011

0985 Probate Notices

11-1369L

GEORGIA SPALDING COUNTY
NOTICE TO DEBTORS AND CREDITORS
All creditors of the estate of **R. C. SHEFFIELD,** of Spalding County, Georgia are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned.
This the 7th day of September, 2011
/S/
SHIRLEY JEANETTE SHEFFIELD
Executrix

EUGENE W. DABBS IV
Attorney for Executrix
P.O. Box 60
Griffin, Georgia 30224
(770) 229-1234
September 9, 16, 23, & 30, 2011.

11-1370L

NOTICE TO DEBTORS AND CREDITORS
GEORGIA
SPALDING COUNTY
IN RE: ESTATE OF LEILA BARNES CHEATHAM
All creditors of the estate of Leila Barnes Cheatham, deceased, late of Spalding County, are hereby notified to render an account of their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned.
This 6th day of September, 2011.
/s/
J. Henry Cheatham, III,
James Gilliam Cheatham, and
Leila Grantland Cheatham Von Stein,
Co-Executors of the Estate of
Leila Barnes Cheatham, Deceased
NEWTON & HOWELL, P.C.
1272 E. Solomon Street
P O Box 551
Griffin, GA 30224
September 9, 16, 23, & 30, 2011

11-1371L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of James DeWitt Stewart, Sr., deceased
All creditors of the Estate of James DeWitt Stewart, Sr., late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned Janice R. Stewart.
This 6th day of September, 2011.
Janice R. Stewart, Administrator
of the Estate of
James DeWitt Stewart Sr.
839 Manley Rd.
Griffin, GA 30223
September 9, 16, 23, & 30, 2011

11-1374L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
In Re: Estate of Evelyn S. Crowe, deceased
All creditors of the Estate of Evelyn S. Crowe, late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned Janet Cutcher.
This 2nd day of September, 2011.
/S/ Janet D. Cutcher
Executrix of the Estate of
Evelyn S. Crowe
908 Oak Regency Lane
Brandon, Florida 33511
Attorney: Patrick M. Shepherd
P.O. Box 767
Griffin, Georgia 30224
(770)229-1882
September 9, 16, 23, & 30, 2011.

11-1375L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
In Re: Estate of Zenobia Kinnebrew, deceased
All creditors of the Estate of Zenobia Kinnebrew, late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned Marion Gerald Hood and Valerie Trice Scott.
This 6th day of September, 2011.
Marion Gerald Hood and Valerie Trice Scott
Co-Administrator of the Estate of
Zenobia Kinnebrew
1695 Adams Drive
Atlanta, GA 30311 and
92 Pamela Circle
Griffin, GA 30223
September 9, 16, 23, & 30, 2011.

11-1376L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: WHOM IT MAY CONCERN
Margaret Miller-Fuller has petitioned to be appointed Administrator of the estate of Columbus Fuller, deceased, of said County. The petitioner has also applied for waiver of bond and/or grant of certain powers contained in O.C.G.A. 53-12-261. All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed, with the court on or before October 3, 2011. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DeWitt W. Simonton, Jr.
PROBATE JUDGE
By: Jan Hunt
PROBATE/DEPUTY CLERK
132 E. Solomon St.
Griffin, GA 30223
770-467-4340
September 9, 16, 23, & 30, 2011

HOME SERVICE

2000 SPECIAL OCCASIONS

0980 Miscellaneous

11-1277L

IN THE STATE COURT OF SPALDING COUNTY
STATE OF GEORGIA
CAPITOL MATERIALS, INCORPORATED,
Plaintiff,
vs.
CHARLES E. MCDANIEL d/b/a SOUTHERN BUILT CONSTRUCTION SERVICES
Defendant.
CIVIL ACTION FILE NO. 11SV-87
NOTICE OF PUBLICATION
TO: CHARLES E. MCDANIEL
117 Bobolink Dr.
Griffin, Georgia 30224
CHARLES E. MCDANIEL
P.O. Box 442
Orchard Hill, GA 30266-0442
By Order for service by publication dated 8-22, 2011 you are hereby notified that on March 16, 2011, Capitol Materials, Incorporated filed suit against you regarding your account and personal guaranty.
YOU ARE COMMANDED to file with the Clerk of the State Court, and serve upon Plaintiff's attorney, Benjamin M. Rachelson, Rachelson & White, P.C., Three Ravinia Drive, Suite 1675, Atlanta, Georgia 30346, an answer in writing within sixty (60) days of the date of the Order for service by publication.
WITNESS, the Honorable Sidney R. Esary, Judge of this State Court.
This 22nd day of August, 2011.
/S/ Debbie L. Brooks
Deputy Clerk, State Court
FOR: Marcia L. Norris
132 East Solomon St.
Griffin, GA 30223
August 26 & September 2, 9, 16, 2011.

11-1364L

Storage Village Griffin will hold a public sale to enforce a lien imposed on said property, as described below, pursuant to the Georgia Self Storage Facility Act, Georgia Code 10-4-210 and 10-4-215, at 9:30 AM on Saturday, September 24, 2011, at Storage Village Griffin, 749 Carver Road, Griffin, Georgia, 30224.
Management reserves the right to withdraw any unit from sale. Registered or motor vehicles are sold "As Is/Parts Only," no titles or registration.
Tenant Name, Unit #, Stored Items
Anana Andrews, 1003, Household Goods, Furniture, Boxes
Keisha Thomas, 1105, 1117, Household Goods, Furniture, Boxes
Cedric Watkins, 1107, Household Goods, Furniture, Boxes
Tonja Williams, 1124, Boxes, TV, Printers
Derric Hatthaway, 814, Household Goods, Furniture, Boxes
September 9 & 16, 2011.

11-1365L

Storage Village Griffin II, LLC will hold a public sale to enforce a lien imposed on said property, as described below, pursuant to the Georgia Self Storage Facility Act, Georgia Code 10-4-210 to 10-4-215, at 11:00 AM on Saturday, September 24, 2011, at Storage Village Griffin II, LLC, 2976 North Expressway, Griffin, Georgia 30223.
Management reserves the right to withdraw any unit from sale. Registered or motor vehicles are sold "As Is / Parts Only", no titles or registration.
Tenant Name, Unit #, Stored Items
Rufus Davis Jr, 811, Household Goods, Furniture, Boxes
Phyllis Barkley, A0009, Furniture
Jolanda Berry, A0031, Household Goods, Furniture
Jonathan Tanner, B0065, Household Goods, Furniture, Boxes
Kenneth Mundy, B0078, Household Goods, Boxes
Chris Bates, D0151, Household Goods
Derrick Benton, E0182, Furniture
Justin McGee, E0188, Household Goods, Furniture, Boxes
Michael Lawrence, F0194, Household Goods, Furniture
September 9 & 16, 2011.

11-1366L

NOTICE OF SALE OF ABANDONED MOTOR VEHICLE
STATE OF GEORGIA
COUNTY OF SPALDING
Pursuant to O.C.G.A. 11-1-201 (31.1), the undersigned will sell at public outcry to the highest bidder for cash, the following described abandoned motor vehicles on which the undersigned holds a lien:
VIN#: 1HTMMAAM84H596563
Year: 2004
Make: INTL
Model: 4000 Series 43 TK
Said public sale will be held on 16, September, 2011, at Mobile Automotive Truck and Trailer between the hours of 10:00 A.M. and 4:00 P.M., at 1509 Kalamazoo Dr. Griffin, Georgia
This 2nd day of September, 2011.
The Financial Integrity Group
Patricia Whittelsey
3200 High Falls Rd.
Griffin, GA 30224
September 9 & 16, 2011.

11-1367L

NOTICE OF SALE OF ABANDONED MOTOR VEHICLE
STATE OF GEORGIA
COUNTY OF SPALDING
Pursuant to O.C.G.A. 11-1-201 (31.1), the undersigned will sell at public outcry to the highest bidder for cash, the following described abandoned motor vehicles on which the undersigned holds a lien:
VIN#: 1HTMMAAM04H593379
Year: 2004
Make: INTL
Model: 4000 Series 43 TK
Said public sale will be held on 16, September, 2011, at Mobile Automotive Truck and Trailer between the hours of 10:00 A.M. and 4:00 P.M., at 1509 Kalamazoo Dr. Griffin, Georgia
This 2nd day of September, 2011.
The Financial Integrity Group
Patricia Whittelsey
3200 High Falls Rd.
Griffin, GA 30224
September 9 & 16, 2011.

11-1373L

NOTICE OF PUBLIC AUCTION SALE AT USA RENT-A-SPACE, 1408 BOWLING LANE, GRIFFIN, GA., OF VARIOUS HOUSEHOLD AND MISCELLANEOUS ITEMS, PURSUANT TO GA. SELF-STORAGE FACILITIES ACT, FOR NON-PAYMENT OF RENT BY:
Macharanda Tally 014
Veronica Jackson 102
Cassandra Dewberry 187
Kay Harper 049
Candace Askin 124
Brian Faucett 225
CONTENTS WILL BE SOLD "AS IS" TO THE HIGHEST BIDDER, DATE OF SALE: September 17th, AT 11:00 AM
USA RESERVES THE RIGHT TO REFUSE ANY BID OR WITHDRAW ANY UNIT FROM SALE.
September 9 & 16, 2011.

11-1377L

IN THE SUPERIOR COURT OF SPALDING COUNTY
STATE OF GEORGIA
IN RE: Arlette Yaeli Martinez-Marin
Petitioner: Lazaro Martinez-Miranda, as next friend and legal guardian
Civil Action File No. 11-V-1051
NOTICE OF CORRECTION OF BIRTH CERTIFICATE
PLEASE TAKE NOTICE that on the 16 day of June, 2011, Arlette Yaeli Martinez-Marin, by and through her parent and legal guardian Lazaro Martinez-Miranda, filed a Petition in the Superior Court of Spalding County, Georgia, seeking to correct the following errors on her birth certificate.
20. Mother's State or County of Birth: Changed to Mexico from Hidalgo.
28. Father's middle name: Changed to BLANK from Martinez.
29. Father's last name: Changed to Martinez-Miranda from Miranda.
Any interested or affected party has the right to appear and file objections. At the expiration of thirty (30) days from filing of the Petition, upon proof of publication, and if no objection is filed, the Court shall proceed to hear and determine all matters raised by said Petition.
/S/ Dwayne Singleton
State Bar No. 649048
Attorney for Petitioner
Singleton & Singleton
1115 Zebulon Road
Griffin, Georgia 30224
770-227-5300
September 9, 16, 23, & 30, 2011.

11-1378L

IN THE JUVENILE COURT OF SPALDING COUNTY
STATE OF GEORGIA
IN THE INTEREST OF:
N.J., a minor female child born on 09/26/2009
Case Nos.: 145-10J-383 (Upson), 126-10J-1519, 126-11J-321, 828, 829 (Spalding)
Shanita Jenkins, biological mother
TO: Michael Henderson and John Doe, putative biological fathers
A hearing concerning a deprivation petition was held on December 20, 2010, and a Provisional Consent Order Adjudicating Child Deprived & Awarding Temporary Custody to DFCS was filed with this Court on January 31, 2011. A hearing concerning a judicial review was held on April 21, 2011, and a Provisional Judicial Review Order was filed with the Court on May 24, 2011. Said hearings were brought by the Georgia Department of Human Services acting through the Spalding County Department of Family and Children Services based upon the alleged deprivation of the above named Child in the Juvenile Court of Spalding County, Georgia. Hearings concerning a motion for extension of custody and a judicial review will be held on September 29, 2011. Free copies of said pleadings can be obtained from the Clerk of the Juvenile Court of Spalding County, Georgia, whose office is located at 429 E. Solomon Street, Griffin, Georgia 30223.
By reason of an order for service of summons by publication entered on the 2nd day of September, 2011, you are hereby commanded to file with the Clerk of the Juvenile Court of Spalding County, Georgia and serve upon Tammy M. Griner, Special Assistant Attorney General, P. O. Box 319, Griffin, Georgia 30224 an answer to said pleadings within sixty (60) days of the date of said order for service by publication.
You are further required to lay any and all business aside and to be and appear before the Juvenile Court of Spalding County, Georgia at 9:00 o'clock a.m. on Wednesday, November 23, 2011, then and there to make a defense and to show cause why said Child should not be dealt with according to the provisions of the Juvenile Court Code of Georgia by reason of an order for service of summons by publication.
WITNESS THE HONORABLE BEN J. MILLER, JR., Judge, this 2nd day of September, 2011.
Karen Weldon
Deputy Clerk, Juvenile Court, Spalding County, Georgia
Tammy M. Griner
Special Assistant Attorney General
Tammy M. Griner, Attorney at Law, P.C.
Georgia Bar No. 312720
Post Office Box 319
Griffin, Georgia 30224
(770) 567-5507
September 9, 16, 23, & 30, 2011.

11-1381L

City of Griffin and Spalding County to Hold a Public Hearing Open House on the Draft Envriornmental Assessment
Prepared for the Proposed Replacement of the Griffin-Spalding County Airport Project
On Tuesday, September 20, 2011 at the Griffin Regional Welcome Center located at 143 N. Hill Street in Griffin, Georgia, the City of Griffin and Spalding County will hold a Public Hearing Open House concerning the recently approved Draft Environmental Assessment (DEA) that was prepared for the proposed replacement of the Griffin-Spalding County Airport project.
The purpose of this Public Hearing Open House is to provide the public with an opportunity to view the proposed project concept and have their questions answered by city and county representatives. This meeting will also provide citizens with another opportunity to review and comment on the approved DEA. The DEA can be viewed in person at the three locations listed below. It can also be viewed on the city's website at www.cityofgriffin.com, as well as the county's website at www.spaldingcounty.com. The Public Hearing Open House will be conducted between the hours of 4:00 p.m. and 7:00 p.m. The meeting will be informal, and the public is invited to attend anytime during these hours. There will be no formal presentation, and written statements will be accepted at the meeting and during the 10-day comment period following the hearing. Responses to comments will be included in the Final Environmental Assessment document, along with a response to the comments received. The comment period will close on September 30, 2011, and written statements may be submitted to any of the following representatives:
Frederick Gardiner, Director
City of Griffin – Office of Planning and Development
100 S. Hill Street
Griffin, GA 30223
Email: fgardiner@cityofgriffin.com
Office: (770) 233-4130
Spalding County Community Development Director
119 E. Solomon Street
Griffin, GA 30224
Email: info@spaldingcounty.com
Office: (770) 467-4220
Robert Mohl, Airport Manager
Griffin-Spalding County Airport
1035 S. Hill Street
Griffin, GA 30224
Email: Rmohl@cityofgriffin.com
Office: (770) 227-2928 ext. 4
September 9 & 16, 2011.

11-1372L

IN THE SUPERIOR COURT OF SPALDING COUNTY
STATE OF GEORGIA
BRIAN NEWMAN, Plaintiff
vs.
REBECCA BROWN NEWMAN, Defendant
CIVIL ACTION FILE NO. 11v-1370
NOTICE OF HEARING
TO: Rebecca Brown Newman
You are hereby placed on notice that the Plaintiff has filed his complaint for divorce on August 5, 2011, and an order for publication was entered on August 16, 2011, and you are hereby commanded to file with the clerk of Superior Court an answer to this complaint and serve an answer upon the plaintiff's attorney, Thomas E. Baynham, III at P.O. Box 1632, Griffin, Georgia 30224 within 60 days of the order for publication.
By order of the Honorable Robert M. Crawford.
Clerk, Spalding Superior Court
September 9, 16, 23, & 30, 2011.

11-1383L

Notice of PUBLIC AUCTION for non payment of storage at GENERAL STORAGE, 1125 Memorial Dr., Griffin, Georgia on SATURDAY, September 24th at 12:00 NOON. Household goods and/or personal effects belonging to the following will be sold:
Felisha Chambley, A132, Refrigerator, Mattress, Misc. Household Items
Ruthie Stewart, B216, Boxes, Clothes, Rug
Dianthia Ross, C413, Refrigerator, Dryer, Mattress, Boxes
Nancy Gaston, B218, Bedroom Suite, Treadmill, Boxes
Larry Blackburn, B233, Boxes, Clothes, Toys
Frances Hardins, B250, Misc. Furniture, Bags, Boxes
Belton Plowden, F740, Misc. Furniture, Rug, Bags
Janice Piess, B286, Bedroom Suite, clothes, boxes, printer
Donnie Jones, B314, Shop Vac, Table, Chairs, Christmas Decor
Zachery Gilbert, B263, T.V., Boxes, Bags
Tray Harris, F572, Household goods, Furniture
Amber Wallace, B317, Fans, Clothes, Misc. Household
Jillian Beecher, C419, Gun Cab, Washer, dryer, Misc. Household Items
Tommie Jones, C441, Lawn Mower, Tools, Furniture
Michael Jones, D538, Boxes, Furniture, Misc. Household Items
Africa Huston, D555, Furniture, Boxes, Misc. Household Items
Chaketa Maddox, D558, Totes, Lamps, Desk
Tendra Davis/Tray Harris, D572, Misc. furniture, Mirror, Boxes
Robert Wynn, D611, Entertainment Center, TV
Gilberto Colon, E506, Toy, Furniture, Misc. Household Items
Wanda Mallory, D568, Boxes
OWNER RETAINS THE RIGHT TO BID
September 16 & 23, 2011.

11-1384L

NOTICE OF ABANDONED MOTOR VEHICLE
RE: 2004 Dodge Truck
VIN# 1D7HU18D945612234
License No. BCV1715
To Whom It May Concern:
The above vehicle was abandoned at 1524 Old Atlanta Rd. Griffin, GA. It is presently at 1524 Old Atlanta Road Griffin, GA in possession of Watson's Performance. Attempts to locate owner have been unsuccessful. The vehicle is deemed abandoned under the O.C.G.A. 40-11-2 and will be disposed of it not redeemed. This notice is given pursuant to Georgia law.
September 16 & 23, 2011

11-1388L

NOTICE OF SALE OF ABANDONED MOTOR VEHICLE
STATE OF GEORGIA
COUNTY OF SPALDING
Pursuant to O.C.G.A. 11-1-201 (31.1), the undersigned will sell at public outcry to the highest bidder for cash, the following described abandoned motor vehicle on which the undersigned holds a lien:
VIN# JS1GR7HA5Y2103564
YEAR: 2000
MAKE: Suzuki
MODEL: GSXR750
Said public sale will be held on September 24, 2011, between 9am-10am at 1524 Old Atlanta Road, Griffin, Spalding County, Georgia.
This 5th day of September, 2011.
Watson Performance
1524 Old Atlanta Road
Griffin, GA 30223
770-467-8060
September 16 & 23, 2011.

11-1389L

IN THE SUPERIOR COURT OF SPALDING COUNTY
STATE OF GEORGIA
THE BANK OF GEORGIA
Plaintiff,
vs.
GRIFFINITE PARTNERS, LLC, C. RICHARD MORROW, JR., AND MICHAEL H. JACKSON,
Defendants.
CIVIL ACTION NO. 10V-1895
SUMMONS
TO: MICHAEL H. JACKSON, Defendant Named Above:
You are hereby notified that the above-styled action seeking a money judgement was filed against you in said Court on August 3, 2010 and that by reason of an order for service of summons by publication entered by the court on August 30, 2011, you are hereby commanded and required to file with the clerk of said court and serve upon Peter A. Durham, plaintiff's attorney, whose address is 10 Brown Street, Newnan, Georgia 30263, an answer to the complaint within sixty (60) days of the date of the order for service by publication.
Witness the Honorable W. Fletcher Sams, Judge of said Court.
This 7th day of September, 2011.
/S/ Debbie L. Brooks
Deputy Clerk, Spalding Superior Court
September 16, 23, 30, & October 7, 2011.

11-1390L

NOTICE OF ABANDONED MOTOR VEHICLE
RE: 2002 FORD ESCORT
VIN# 3FAFP11372R203092
License No. BPV6124
Color: BLACK
To Whom It May Concern:
The above vehicle was abandoned at 1524 Old Atlanta Rd. Griffin, GA. It is presently at 1524 Old Atlanta Road Griffin, GA in possession of Watson's Performance. Attempts to locate owner have been unsuccessful. The vehicle is deemed abandoned under the O.C.G.A. 40-11-2 and will be disposed of it not redeemed. This notice is given pursuant to Georgia law.
September 16 & 23, 2011

11-1391L

IN THE SUPERIOR COURT OF SPALDING COUNTY
STATE OF GEORGIA
Veronica Seay, Plaintiff
CIVIL ACTION NO. 11V-1428
TO: Dwight Dyon Seay
121 N. Stewart Lane
Griffin, GA 30224
NOTICE OF PUBLICATION
By order for service by publication dated the 12th day of Sept., 2011, you are hereby notified that on the 18th day of Aug., 2011, Veronica Seay filed suit against you for Divorce.
You are required to file with the Clerk of the Superior Court, and serve upon plaintiff's attorney, Pro Se Veronica Seay, 137 Lakeshore Court, McDonough, GA 30252 an answer in writing within sixty (60) days of the date of the order for publication.
WITNESS, the Honorable Tommy R. Hankinson Judge of this Superior Court. This the 12th day of Sept., 2011.
/S/ Debbie L. Brook
Deputy Clerk, Superior Court
September 16, 23, 30, & October 7, 2011.

11-1392L

Notice of public auction sale at Ameristor Self Storage, 999 North Hill Street, Griffin, GA., of various household and miscellaneous items, pursuant to GA self-storage facilities act, for non-payment of rent by location 999 North Hill Street, Griffin, GA 30223:
Laquinta Spikes
John Hollis
Andrea Bland
Andrea Bland
Renetter Spikes
Monika Stone
Anita Rice
Tracy Millier
Monika Stone
Jakerra Josie
Chris Paradis
Quinilly Brownlee
Keyanika Henley
Melody Jones-Buckner
Norman Robinson
Willie Dorsey
Contents will be sold "AS IS" to the highest bidder. Date of sale: October 1st, at 10:00 AM
Ameristor reserves the right to refuse any bid or withdraw any unit from sale.
September 16 & 23, 2011.

0985 Probate Notices

11-1264L

NOTICE OF DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of **Jackie Roberta Spruce Prince**, deceased
All creditors of the Estate of **Jackie Roberta Spruce Prince**, late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned **Randy Prince.**
This 16th day of August, 2011.
Randy Prince
Executor of the Estate of
Jackie Roberta Spruce Prince
August 26 & September 2, 9, 16, 2011.

11-1266L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: WHOM IT MAY CONCERN
Michael E. Bell has petitioned to be appointed Administrator of the estate of JAMES EUGENE BURFORD, deceased, of said County. The petitioner has also applied for waiver of bond and/or grant of certain powers contained in O.C.G.A. 53-12-261. All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed, with the court on or before October 3, 2011. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DeWitt W. Simonton, Jr.
PROBATE JUDGE
By: Jan Hunt
PROBATE/DEPUTY CLERK
132 E. Solomon St.
Griffin, GA 30223
770-467-4340
September 2, 9, 16 & 23, 2011.

11-1267L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: Whom It May Concern
The petition of ROBERT A. BAKER, for a Year's Support from the estate of ROSALIE JEAN BAKER, deceased, for decedent's (surviving spouse), having been duly filed, all interested persons are hereby notified to show cause, if any they have, on or before October 3, 2011, why said petition should not be granted.
All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DEWITT W. SIMONTON, JR., Judge
By: /S/ JAN HUNT, PROBATE/DEPUTY CLERK
132 East Solomon Street
Griffin, Georgia 30223
(770) 467-4340
September 2, 9, 16, & 23, 2011.

11-1271L

NOTICE TO DEBTORS AND CREDITORS
All creditors of the estate of HILDRED THIGPEN, late, of Spalding County, Georgia, are hereby notified to render in their demands to the undersigned according to law; and all persons indebted to said estate are required to make immediate payment to the undersigned.
This 24th day of August, 2011.
Louise Thigpen, Executrix
A Reid Turner III
Attorney At Law
P.O. Box 932
Griffin, GA 30224
770-228-9600
August 26 & September 2, 9, 16, 2011.

0985 Probate Notices

11-1286L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of **William Edward Phillips**, deceased
All creditors of the Estate of **William Edward Phillips**, late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned **Lisa Carol Amey.**
This 26th day of August, 2011.
Lisa Carol Amey
Executor of the Estate of
William Edward Phillips
September 2, 9, 16, & 23, 2011.

11-1301L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: WHOM IT MAY CONCERN
Frank Edward Eubanks, Jr. has petitioned to be appointed Administrator of the estate of Nellie Ruth Eubanks, deceased, of said County. (The petitioner has also applied for waiver of bond and/or grant of certain powers contained in O.C.G.A. 53-12-261.) All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed, with the court on or before October 3, 2011. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DeWitt W. Simonton, Jr.
PROBATE JUDGE
By: Jan Hunt
PROBATE/DEPUTY CLERK
132 E. Solomon St.
Griffin, GA 30223
770-467-4340
September 2, 9, 16 & 23, 2011.

11-1302L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: WHOM IT MAY CONCERN
Frank Edward Eubanks, Jr. has petitioned to be appointed Administrator of the estate of Frank Edward Eubanks, deceased, of said County. (The petitioner has also applied for waiver of bond and/or grant of certain powers contained in O.C.G.A. 53-12-261.) All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed, with the court on or before October 3, 2011. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DeWitt W. Simonton, Jr.
PROBATE JUDGE
By: Jan Hunt
PROBATE/DEPUTY CLERK
132 E. Solomon St.
Griffin, GA 30223
770-467-4340
September 2, 9, 16 & 23, 2011.

11-1314L

NOTICE TO DEBTORS AND CREDITORS
All creditors of the estate of **Terry Eugene Norman** late of Spalding County, deceased, are hereby notified to render in their names to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment.
This 30th day of August, 2011.
James Dewey Norman, Administrator
P. O. Box 262
Marble Falls, TX 78654
September 2, 9, 16, & 23, 2011.

11-1368L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: Whom It May Concern
The petition of Margaret S. Hos, for a Year's Support from the estate of Paul C. Hos, deceased, for decedent's surviving spouse, having been duly filed all interested persons are hereby notified to show cause, if any they have, on or before October 3, 2011, why said petition should not be granted.
All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed on or before the time stated in the preceding sentence. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DEWITT W. SIMONTON, JR., PROBATE JUDGE
By: /S/ JAN HUNT, PROBATE/DEPUTY CLERK
132 East Solomon Street
Griffin, Georgia 30223
(770) 467-4340
September 9, 16, 23, & 30, 2011.

11-1370L

NOTICE TO DEBTORS AND CREDITORS
GEORGIA
SPALDING COUNTY
IN RE: ESTATE OF LEILA BARNES CHEATHAM
All creditors of the estate of Leila Barnes Cheatham, deceased, late of Spalding County, are hereby notified to render an account of their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned.
This 6th day of September, 2011.
/s/
J. Henry Cheatham, III,
James Gilliam Cheatham, and
Leila Grantland Cheatham Von Stein,
Co-Executors of the Estate of
Leila Barnes Cheatham, Deceased
NEWTON & HOWELL, P.C.
1272 E. Solomon Street
P O Box 551
Griffin, GA 30224
September 9, 16, 23, & 30, 2011

0985 Probate Notices

11-1369L

GEORGIA SPALDING COUNTY
NOTICE TO DEBTORS AND CREDITORS
All creditors of the estate of **R. C. SHEFFIELD,** of Spalding County, Georgia are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned.
This the 7th day of September, 2011
/S/
SHIRLEY JEANETTE SHEFFIELD

Executrix

EUGENE W. DABBS IV
Attorney for Executrix

P.O. Box 60
Griffin, Georgia 30224
(770) 229-1234
September 9, 16, 23, & 30, 2011.

11-1371L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of James DeWitt Stewart, Sr., deceased
All creditors of the Estate of James DeWitt Stewart, Sr., late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned Janice R. Stewart.
This 6th day of September, 2011.
Janice R. Stewart, Administrator
of the Estate of
James DeWitt Stewart Sr.
839 Manley Rd.
Griffin, GA 30223
September 9, 16, 23, & 30, 2011

11-1374L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
In Re: Estate of Evelyn S. Crowe, deceased
All creditors of the Estate of Evelyn S. Crowe, late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned Janet Cutcher.
This 2nd day of September, 2011.
/S/ Janet D. Cutcher
Executrix of the Estate of
Evelyn S. Crowe
908 Oak Regency Lane
Brandon, Florida 33511
Attorney: Patrick M. Shepherd
P.O. Box 767
Griffin, Georgia 30224
(770)229-1882
September 9, 16, 23, & 30, 2011.

11-1375L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
In Re: Estate of Zenobia Kinnebrew, deceased
All creditors of the Estate of Zenobia Kinnebrew, late of Spalding County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned Marion Gerald Hood and Valerie Trice Scott.
This 6th day of September, 2011.
Marion Gerald Hood and Valerie Trice Scott
Co-Administrator of the Estate of
Zenobia Kinnebrew
1695 Adams Drive
Atlanta, GA 30311 and
92 Pamela Circle
Griffin, GA 30223
September 9, 16, 23, & 30, 2011.

11-1376L

NOTICE
GEORGIA, SPALDING COUNTY
PROBATE COURT
TO: WHOM IT MAY CONCERN
Margaret Miller-Fuller has petitioned to be appointed Administrator of the estate of Columbus Fuller, deceased, of said County. The petitioner has also applied for waiver of bond and/or grant of certain powers contained in O.C.G.A. 53-12-261. All interested parties are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed, with the court on or before October 3, 2011. All pleadings/objections must be signed before a notary public or before a probate court clerk, and filing fees must be tendered with your pleadings/objections, unless you qualify to file as an indigent party. Contact probate court personnel at the following address/telephone number for the required amount of filing fees. If any objections are filed, a hearing will be scheduled at a later date. If no objections are filed, the petition may be granted without a hearing.
DeWitt W. Simonton, Jr.
PROBATE JUDGE
By: Jan Hunt
PROBATE/DEPUTY CLERK
132 E. Solomon St.
Griffin, GA 30223
770-467-4340
September 9, 16, 23, & 30, 2011

11-1385L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of **Robert Lee Warr,** deceased
All creditors of the Estate of **Robert Lee Warr,** late of said County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned **Mandy Leigh Warr.**
This 8th day of September, 2011.
Mandy Leigh Warr
Administrator of the Estate of
Robert Lee Warr
Address: 360 Smoak Road
Griffin, GA 30223
September 16, 23, 30, & October 7, 2011.

11-1386L

NOTICE TO DEBTORS AND CREDITORS
SPALDING COUNTY
STATE OF GEORGIA
IN RE: Estate of **Marco Tulio Fonseca, deceased**
All creditors of the Estate of **Marco Tulio Fonseca,** late of said County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to the undersigned **Terry Lee Fonseca.**
This 9th day of September, 2011.
Terry Lee Fonseca
Executor of the Estate of
Marco Tulio Fonseca
Address: 827 Maple Dr.
Griffin, GA 30224
September 16, 23, 30, & October 7, 2011.

HOME SERVICE

2000 SPECIAL OCCASIONS

Appendix D

Agency Comments & Responses

GEORGIA STATE CLEARINGHOUSE MEMORANDUM
EXECUTIVE ORDER 12372 REVIEW PROCESS

TO: Paul Condit, Sr.
The LPA Group Inc.
3595 Engineering Drive
Norcross, GA 30092

FROM: Barbara Jackson

DATE: 5/17/2011

APPLICANT: City of Griffin-Spalding County, GA

PROJECT: Draft EA: Proposed Replacement of or Improvements to Griffin-Spalding County Airport

CFDA #:

STATE ID: GA110517001

FEDERAL ID:

Material related to the above project was received by the Georgia State Clearinghouse on 5/17/2011. The review has been initiated and every effort is being made to ensure prompt action. The project will be reviewed for its consistency with goals, policies, plans, objectives, programs, environmental impact, criteria for Developments of Regional Impact (DRI) or inconsistencies with federal executive orders, acts and/or rules and regulations, and if applicable, with budgetary restraints.

The initial review process should be completed by 6/15/2011 (*approximately*). If the Clearinghouse has not contacted you by that date, please call (404) 656-3855, and we will check into the delay. We appreciate your cooperation on this matter.

When emailing or calling about this project, please reference the State Application Identifier number shown above. If you have any questions regarding this project, please contact us at the above number.

Form SC-1
Aug. 2010

OFFICE OF PLANNING AND BUDGET

Nathan Deal
Governor

Debbie Dlugolenski
Director

GEORGIA STATE CLEARINGHOUSE MEMORANDUM
EXECUTIVE ORDER 12372 REVIEW PROCESS

TO: Paul Condit, Sr.
The LPA Group Inc.

FROM: Barbara Jackson BJ
Georgia State Clearinghouse

DATE: 6/8/2011

APPLICANT: City of Griffin-Spalding County, GA

PROJECT: Draft EA: Proposed Replacement of or Improvements to Griffin-Spalding County Airport

STATE ID: GA110517001

The applicant/sponsor indicated that they already coordinated directly with the following reviewing agencies: DNR's Environmental Protection Division; DNR's Wildlife Resources Division; DNR's Historic Preservation Division.

Provided that there is continued coordination on this project and any future issues and/or concerns are addressed satisfactorily, the State level review of the above-referenced proposal has been completed, and the proposal found to be consistent with those state or regional goals, policies, plans, fiscal resources, criteria for Developments of Regional Impact (DRI), environmental impacts, federal executive orders, acts and/or rules and regulations with which the state is concerned.

/bj
Enc.: Three Rivers RC, June 7, 2011
GA DOT, May 18, 2011
DCA, June 8, 2011

Form NCC
Oct. 2008

ThreeRivers
REGIONAL COMMISSION

TIM LASSETTER, Chairman
LANIER E. BOATWRIGHT, Executive Director

www.threeriversrc.com

COUNTIES SERVED: Butts, Carroll, Coweta, Heard, Lamar, Meriwether, Pike, Spalding, Troup, and Upson

June 7, 2011

Ms. Barbara Jackson
Georgia State Clearinghouse
270 Washington Street, SW, Eighth Floor
Atlanta, GA 30334

RE: Executive Order 12372 Review
Applicant: City of Griffin-Spalding County, GA
Project: Draft EA: Proposed Replacement of or Improvements to Griffin-Spalding County Airport
State ID: GA110517001

Dear Ms. Jackson:

Please find the enclosed Form SC-3 for the above referenced project. We mailed thirty (30) packets and received three (3) responses back. We have included copies of the responses as well as a copy of the mailing list for your records.

Sincerely,

Jan Edens
Secretary

JE

RECEIVED
JUN 07 2011
GEORGIA
STATE CLEARINGHOUSE

120 North Hill Street • P.O. Box 818
Griffin, GA 30224
Tel: (678) 692-0510 • Fax: (678) 692-0513

13273 GA Highway 34 East • P.O. Box 1600
Franklin, GA 30217
Tel: (706) 675-6721 • Fax: (706) 675-0448

GEORGIA STATE CLEARINGHOUSE MEMORANDUM
EXECUTIVE ORDER 12372 REVIEW PROCESS

TO: Barbara Jackson
Georgia State Clearinghouse
270 Washington Street, SW, Eighth Floor
Atlanta, Georgia 30334

FROM: MS. JANET EDENS
THREE RIVERS RC

APPLICANT: City of Griffin-Spalding County, GA

PROJECT: Draft EA: Proposed Replacement of or Improvements to Griffin-Spalding County Airport

STATE ID: GA110517001

FEDERAL ID:

DATE: June 7, 2011

☒ This project is considered to be consistent with those state or regional goals, policies, plans, fiscal resources, criteria for developments of regional impact, environmental impacts, federal executive orders, acts and/or rules and regulations with which this organization is concerned.

This project is not consistent with:

☐ The goals, plans, policies, or fiscal resources with which this organization is concerned. (Line through inappropriate word or words and prepare a statement that explains the rationale for the inconsistency. (Additional pages may be used for outlining the inconsistencies. Be sure to put the GA State ID number on all pages).

☐ The criteria for developments of regional impact, federal executive orders, acts and/or rules and regulations administered by your agency. Negative environmental impacts or provision for protection of the environment should be pointed out. (Additional pages may be used for outlining the inconsistencies. Be sure to put the GA State ID number on all pages).

☐ This project does not impact upon the activities of the organization.

NOTE: Should you decide to FAX this form (and any attached pages), it is not necessary to mail the originals to us. [770-344-3568]

Form SC-3
Aug. 2010

RECEIVED
JUN 07 2011
GEORGIA
STATE CLEARINGHOUSE

DATE: June 3, 2011

TO: Lanier E. Boatwright, Executive Director
Three Rivers Regional Commission
P. O. Box 818
Griffin, GA 30224

FROM:
Name: Mr. Robert Tolleson, Planning Director
Title: Coweta County Planning Department
Agency: 22 East Broad Street
Newnan, GA 30263

SUBJECT: Executive Order 12372 Review

APPLICANT: City of Griffin-Spalding County, GA

PROJECT: Draft EA: Proposed Replacement of or Improvements to Griffin-Spalding County Airport

STATE ID: GA110517001

This proposal is considered to be consistent with those Areawide (goals), (policies), (objectives), (plans), (programs), and (fiscal resources) with which this organization is concerned. (Line through inappropriate word(s)).

This proposal is recommended for further development with the following recommendations for strengthening the project (additional pages may be used for outlining the recommendations).

This proposal is not recommended for further development (accompanied by detailed comments which explain the Division's rationale for this decision).

RECEIVED
JUN 07 2011
GEORGIA
STATE CLEARINGHOUSE

DATE: 5/24/11

RECEIVED
MAY 25 2011
By

TO: Lanier E. Boatwright, Executive Director
Three Rivers Regional Commission
P. O. Box 818
Griffin, GA 30224

FROM:
Name: Mr. Ralph Nix, Executive Director
Title: Middle Georgia RC
Agency: 175 Emery Hwy., Suite C
Macon, GA 31217

SUBJECT: Executive Order 12372 Review

APPLICANT: City of Griffin-Spalding County, GA

PROJECT: Draft EA: Proposed Replacement of or Improvements to Griffin-Spalding County Airport

STATE ID: GA110517001

X This proposal is considered to be consistent with those Areawide (goals), (policies), (objectives), (plans), (programs), and (fiscal resources) with which this organization is concerned. (Line through inappropriate word(s)).

Concur

This proposal is recommended for further development with the following recommendations for strengthening the project (additional pages may be used for outlining the recommendations).

This proposal is not recommended for further development (accompanied by detailed comments which explain the Division's rationale for this decision).

RECEIVED
JUN 07 2011
GEORGIA
STATE CLEARINGHOUSE

DATE:

RECEIVED
JUN - 3 2011
By

TO: Lanier E. Boatwright, Executive Director
Three Rivers Regional Commission
P. O. Box 818
Griffin, GA 30224

FROM:
Name: The Honorable Elizabeth Mathis, Chairperson
Title: Henry County Board of Commissioners
Agency: 140 Henry Parkway
McDonough, GA 30253

SUBJECT: Executive Order 12372 Review

APPLICANT: City of Griffin-Spalding County, GA

PROJECT: Draft EA: Proposed Replacement of or Improvements to Griffin-Spalding County Airport

STATE ID: GA110517001

This proposal is considered to be consistent with those Areawide (goals), (policies), (objectives), (plans), (programs), and (fiscal resources) with which this organization is concerned. (Line through inappropriate word(s)).

This proposal is recommended for further development with the following recommendations for strengthening the project (additional pages may be used for outlining the recommendations).

This proposal is not recommended for further development (accompanied by detailed comments which explain the Division's rationale for this decision).

Please see attached...

RECEIVED
JUN 07 2011
GEORGIA
STATE CLEARINGHOUSE

Henry County B.O.C.
GA110517001

June 2, 2011

On behalf of the Henry County Board of Commissioners, I write in response to the *Proposed Replacement of or Improvements to Griffin-Spaiding County Airport.* As a county government sharing a contiguous boundary with Spalding and also currently involved with potential airport/aviation development within Henry (Tara Field), we have a very real concern with the duplicative nature of these two potential improvement projects in such close proximity where limited fiscal resources could never cover the cost of both projects.

We are currently finalizing negotiations to purchase Tara Field from Clayton County. Our plans are to make the runway and navaid improvements which Clayton never had the economic incentive to follow through with since the airport was located in Henry and any resulting development would benefit our tax digest and not theirs. Runway extension and a precision instrument approach is planned which could reach an expenditure of up to $12 million and is supported by FAA and GDOT. The planned Alternative 3 for Griffin-Spalding would clearly be a duplication of effort and funding and the current level of aviation activity would not support both airports.

Although we believe the continued pursuit of both projects is not feasible, we see great potential for a joint effort. The proximity of Tara to Spalding, the developable acreage surrounding the airport, the fact it sits next to a very cooperative neighbor, Atlanta Motor Speedway, which is the region's biggest economic engine and the fact we have expressed support from FAA and GDOT for projected improvements all bode well for a combined Henry-Griffin-Spalding effort at Tara Field. The key, fundamental elements are already in existence and years could be saved over the development of an entirely new facility. We are open to discussion with Griffin-Spalding officials at any time to begin working on a plan of joint development and usage.

Submitted by: Butch Sanders
Henry County Manager

RECEIVED
JUN 07 2011
GEORGIA
STATE CLEARINGHOUSE

The Honorable Roger McDaniel, Chairman
Butts County Board of Commissioners
625 West Third Street, Suite 4
Jackson, GA 30233

The Honorable Harvey Norris
Mayor of the City of Flovilla
308 Heard Street
Flovilla, GA 30216-2523

The Honorable Charles J. Brown
Mayor of the City of Jackson
P. O. Box 838
Jackson, GA 30233

The Honorable Kenneth A. Rooks
Mayor of the City of Jenkinsburg
211 Maple Drive
Jenkinsburg, GA 30234-0099

The Honorable Rodney Brooks, Chairman
Coweta County Board of Commissioners
22 East Broad Street
Newnan, GA 30263

The Honorable Robert Belisle
Mayor of the City of Senoia
P. O. Box 310
Senoia, GA 30276

The Honorable Wendell Staley
Mayor of the Town of Sharpsburg
P. O. Box 397
Sharpsburg, GA 30277

The Honorable Alan Starr
Mayor of the Town of Turin
P. O. Box 86
Turin, GA 30289

The Honorable Jay Matthews, Chairman
Lamar County Board of Commissioners
408 Thomaston Street, Suite E
Barnesville, GA 30204

The Honorable James R. Matthews, Jr.
Chairman of the Town of Aldora
P. O. Drawer 158
Barnesville, GA 30204-0158

The Honorable Peter L. Banks
Mayor of the City of Barnesville
109 Forsyth Street
Barnesville, GA 30204-1499

The Honorable Joe Bostwick
Mayor of the City of Milner
P. O. Box 99
Milner, GA 30257

The Honorable Douglas Mangham, Chairman
Pike County Board of Commissioners
P. O. Box 377
Zebulon, GA 30295

The Honorable Eddie L. Freeman, Chairman
Spalding County Board of Commissioners
P. O. Box 1087
Griffin, GA 30224

The Honorable James Morgan
Mayor of the City of Orchard Hill
P. O. Box 448
Orchard Hill, GA 30266

The Honorable Jerry Miller
Mayor of the City of Sunny Side
P. O. Box 100
Sunny Side, GA 30284

The Honorable Eldrin Bell, Chairman
Clayton County Board of Commissioners
112 Smith Street
Jonesboro, GA 30236

The Honorable Herbert E. Frady, Chairman
Fayette County Board of Commissioners
140 Stonewall Avenue West, Suite 100
Fayetteville, GA 30214

The Honorable Elizabeth Mathis, Chairperson
Henry County Board of Commissioners
140 Henry Parkway
McDonough, GA 30253

Mr. Chick Krautler, Director
Atlanta Regional Commission
40 Courtland Street, N.E.
Atlanta, GA 30303

Mr. Billy Singley, Director
Butts County Community Services Depart.
625 West Third Street, Suite 4
Jackson, GA 30233

The Honorable James A. Vaughn, Chairman
Monroe County Board of Commissioners
P. O. Box 189
Forsyth, GA 31029

Mr. Ralph Nix, Executive Director
Middle Georgia RC
175 Emery Hwy., Suite C
Macon, GA 31217

Mr. Robert Tolleson, Planning Director
Coweta County Planning Department
22 East Broad Street
Newnan, GA 30263

Mr. Dan Gunter, Director
Lamar County Planning Department
408 Thomaston Street, Suite E
Barnesville, GA 30204

Mr. David Allen, Director
Pike County Community Development Dept.
P. O. Box 377
Zebulon, GA 30295

Mr. Charles Taylor, Director
Spalding County Community
Development Dept.
119 E. Solomon St., Suite 203
Griffin, GA 30224

Mr. Eric Lacefield, Director
Clayton County Comm. Dev. Dept.
P. K. Dixon Bldg, Annex 2
121 S. McDonough St.
Jonesboro, GA 30236

Mr. Joe Scarborough, Acting Dept. Head
Fayette County Comm. Development Dept.
140 Stonewall Ave., W., Suite 201
Fayetteville, GA 30214

Henry County Planning Department
140 Henry Parkway
McDonough, GA 30253

STAPLES
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Étiquette de format 25 mm x 67 mm compatible avec Avery ®5160/8160

RECEIVED
JUN 07 2011
GEORGIA
STATE CLEARINGHOUSE

GEORGIA STATE CLEARINGHOUSE MEMORANDUM
EXECUTIVE ORDER 12372 REVIEW PROCESS

TO: Barbara Jackson
Georgia State Clearinghouse
270 Washington Street, SW, Eighth Floor
Atlanta, Georgia 30334

FROM: AVIATION PROGRAMS
GEORGIA DOT

APPLICANT: City of Griffin-Spalding County, GA

PROJECT: Draft EA: Proposed Replacement of or Improvements to Griffin-Spalding County Airport

STATE ID: GA110517001

FEDERAL ID:

DATE: 5/18/2011

☐ This project is considered to be consistent with those state or regional goals, policies, plans, fiscal resources, criteria for developments of regional impact, environmental impacts, federal executive orders, acts and/or rules and regulations with which this organization is concerned.

This project is not consistent with:

☐ The goals, plans, policies, or fiscal resources with which this organization is concerned. (Line through inappropriate word or words and prepare a statement that explains the rationale for the inconsistency. (Additional pages may be used for outlining the inconsistencies. Be sure to put the GA State ID number on all pages).

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☐ This project does not impact upon the activities of the organization.

NOTE: Should you decide to FAX this form (and any attached pages), it is not necessary to mail the originals to us. [770-344-3568]

Form SC-3
Aug. 2010

RECEIVED
MAY 18 2011
GEORGIA
STATE CLEARINGHOUSE

GEORGIA STATE CLEARINGHOUSE MEMORANDUM
EXECUTIVE ORDER 12372 REVIEW PROCESS

TO: Barbara Jackson
Georgia State Clearinghouse
270 Washington Street, SW, Eighth Floor
Atlanta, Georgia 30334

FROM: MS. ROBIN CHATMON
GA DEPT. OF COMMUNITY AFFAIRS

APPLICANT: City of Griffin-Spalding County, GA

PROJECT: Draft EA: Proposed Replacement of or Improvements to Griffin-Spalding County Airport

STATE ID: GA110517001

FEDERAL ID:

DATE: 6-8-11

☑ This project is considered to be consistent with those state or regional goals, policies, plans, fiscal resources, criteria for developments of regional impact, environmental impacts, federal executive orders, acts and/or rules and regulations with which this organization is concerned.

This project is not consistent with:

☐ The goals, plans, policies, or fiscal resources with which this organization is concerned. (Line through inappropriate word or words and prepare a statement that explains the rationale for the inconsistency. (Additional pages may be used for outlining the inconsistencies. Be sure to put the GA State ID number on all pages).

☐ The criteria for developments of regional impact, federal executive orders, acts and/or rules and regulations administered by your agency. Negative environmental impacts or provision for protection of the environment should be pointed out. (Additional pages may be used for outlining the inconsistencies. Be sure to put the GA State ID number on all pages).

☐ This project does not impact upon the activities of the organization.

NOTE: Should you decide to FAX this form (and any attached pages), it is <u>not</u> necessary to mail the originals to us. [770-344-3568]

RECEIVED
JUN 08 2011
GEORGIA
STATE CLEARINGHOUSE

Form SC-3
Aug. 2010

OFFICE OF PLANNING AND BUDGET

Nathan Deal
Governor

Debbie Dlugolenski Alford
Director

GEORGIA STATE CLEARINGHOUSE MEMORANDUM
EXECUTIVE ORDER 12372 REVIEW PROCESS

TO: Paul Condit, Sr.
The LPA Group Inc.

FROM: Barbara Jackson BJ
Georgia State Clearinghouse

DATE: June 14, 2011

SUBJECT: GA110517001 -- City of Griffin-Spalding County, GA
Draft EA: Proposed Replacement of or Improvements to Griffin-Spalding County Airport

Attached comment sheet was received from Three Rivers Regional Commission after they submitted review comments to Clearinghouse which we attached to a close out memo sent to you on June 8, 2011. Please place with the other comments received from Three Rivers RC. We will retain a copy with our files also.

Thank you.

/bj
Attachment

AN EQUAL OPPORTUNITY EMPLOYER
Office: 404-656-3855 270 Washington Street, S.W., Atlanta, Georgia 30334 **Fax: 770-344-3568**

DATE:

RECEIVED
JUN 13 2011
By

TO: Lanier E. Boatwright, Executive Director
Three Rivers Regional Commission
P. O. Box 818
Griffin, GA 30224

FROM:
Name: The Honorable Roger McDaniel, Chairman
Title: Butts County Board of Commissioners
Agency: 625 West Third Street, Suite 4
Jackson, GA 30233

SUBJECT: Executive Order 12372 Review

APPLICANT: City of Griffin-Spalding County, GA

PROJECT: Draft EA: Proposed Replacement of or Improvements to Griffin-Spalding County Airport

STATE ID: GA110517001

This proposal is considered to be consistent with those Areawide (goals), (policies), (objectives), (plans), (programs), and (fiscal resources) with which this organization is concerned. (Line through inappropriate word(s)).

Butts Co. supports this effort

This proposal is recommended for further development with the following recommendations for strengthening the project (additional pages may be used for outlining the recommendations).

This proposal is not recommended for further development (accompanied by detailed comments which explain the Division's rationale for this decision).

RECEIVED
JUN 13 2011
GEORGIA
STATE CLEARINGHOUSE

DEPARTMENT OF THE ARMY
SAVANNAH DISTRICT, CORPS OF ENGINEERS
1590 ADAMSON PARKWAY, SUITE 200
MORROW, GEORGIA 30260-1777

REPLY TO
ATTENTION OF:

September 26, 2011

Regulatory Division
SAS-2009-01402

The LPA Group Incorporated
Attention: Mr. Paul F. Condit, Sr.
3595 Engineering Drive
Norcross, Georgia 30092

Dear Mr. Condit:

I refer to your submittal, dated December 17, 2009, which includes an environmental assessment and requests comments concerning the proposed replacement or improvements to the Griffin-Spalding County Airport. The airport facility is located generally east of Martin Luther King, Jr. Parkway and north of Airport Road, in Griffin, Spalding County, Georgia (latitude 33.2278, longitude -84.2755). This file has been assigned project number SAS-2009-01402 and it is important that you refer to this number in any future correspondence concerning this matter.

Based on the information provided, we recommend that the applicant performs a jurisdictional determination of all waters of the United States (US) within the various proposed project sites. A jurisdictional determination would involve delineating aquatic areas, including wetlands, to assist with determining which project alternative would result in the avoidance and/or minimization of all fill activities within waters of the US.

It is necessary for us to determine if there are any jurisdictional wetlands or other waters of the US within the proposed limits of the project site. The placement of dredged or fill material into any waterways and/or their adjacent wetlands or mechanized land clearing of those wetlands could require prior Department of the Army authorization pursuant to Section 404 of the Clean Water Act (33 USC 1344).

Therefore, we recommend that you hire an environmental consulting firm to delineate the wetlands on your property. Their contact information can be found in the yellow pages of your local phone book, underneath the section titled "Environmental Consultants" or "Environmental and Ecological Services."

We have reviewed the various proposed project alternative sites in our database and have determined that impacts to these areas would not result in encroachments within any known protected mitigation areas. However, if impacts to any waters of the US would occur within these areas, a Department of the Army permit will be required from our office.

If the proposed project would result in cumulative impacts to waters of the US which are less than one-half acre wetlands and/or 300 linear feet of stream channel, the project may qualify for a Nationwide Permit. Impacts to wetlands and streams that exceed one-half acre of wetlands and/or 300 linear feet of stream would require submittal of a Standard Individual Permit application.

Please be aware that we are unable to accept information submitted by electronic copy. If information has been submitted to our office by compact disc, a hard copy of the submittal should also be provided, for our records. If you have any questions pertaining to this matter, please call Mr. Joseph Rivera, Regulatory Specialist, of the Piedmont Branch at (678) 422-6571.

Sincerely,

Edward B. Johnson, Jr.
Chief, Piedmont Branch

From: Gissentanna.Larry@epamail.epa.gov
To: Condit, Paul F
Cc: Best, Mary D; Mueller.Heinz@epamail.epa.gov
Subject: Draft EA for the Proposed Replacement / Improvements of Griffin-Spalding County Airport
Date: Friday, June 03, 2011 2:47:40 PM

Mr Paul Condit,

Consistent with Section 102(2)(c) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency (EPA) appreciates the opportunity to provide comments on the referenced project.

Griffin-Spalding County Airport is a public-use general aviation facility located approximately 40 miles south of Atlanta, Georgia. It is jointly owned and operated by the City of Griffin and Spalding County. The Airport accommodated 101 based aircraft and approximately 21,000 annual operations in 2008. It has one runway, Runway 14/32, which is 3,701 feet long and 75 feet wide, with a displaced threshold of 200 feet on each runway end. The taxiway system is comprised of a full-parallel taxiway on the north side of the runway and a partial parallel taxiway on the south side of the runway. The Airport is served by a non-precision Area Navigation (RNAV) instrument approach with minima down to 482 feet above ground level (AGL) for Runway 14; 302 feet AGL for Runway 32; and one statute mile visibility to each runway end. Numerous aviation-related businesses are located on the Airport property, which is surrounded by a mixture of residential, commercial, and industrial land uses Alternatives to expanding the Airport in its current location were evaluated during the planning process for the Airport facility upgrades. Alternative locations were explored due to the high potential for significant environmental and socioeconomic impacts on the adjacent urban residential neighborhoods and commercial districts that have developed around the Airport since it was built in 1939. Therefore, the City of Griffin and Spalding County undertook an Airport Site Selection Study to determine whether another suitable airport site exists within Spalding County for a Level III business airport, with a runway of at least 5,500 feet long and 100 feet wide and a full parallel taxiway.

We concur with your selection of Alternative 3 to be carried forward, From our evaluation it appears that most of the major issues, e.g., noise, wetlands, and water/air quality, and environmental justice are adequately addressed. However, as a reminder as noted in previous correspondence in regards to Section 404 wetland permit process and the need for mitigation, we suggest that you enter into consultation with the state and federal regulatory and resource agencies, e.g., Corps of Engineers and EPA wetlands' office, now rather than when a permit application is made. This will allow these issues to be resolved during the NEPA process and should avoid unnecessary problems or delays during the permit process.

We also recommend that necessary construction work plans include implementable Best Management Practices (BMPs) to prevent fugitive dust, noise, and extended idling of construction equipment. Also, necessary construction activities should minimize sediment runoff, turbidity, and impacts to aquatic life through the use of well-designed containment

methods.

Thank you again, for the opportunity to comment, If you have any questions, please contact me via the information below.

Larry O. Gissentanna
DoD and Federal Agency, Project Manager
NEPA Program Office
US EPA/Region 4
404-562-8248
gissentanna.larry@epa.gov

Response to Agency Comments

Henry County Board of Commissioners – On behalf of the Henry County Board of Commissioners, I write in response to the *Proposed Replacement of or Improvements to Griffin-Spalding County Airport*. As a county government sharing a contiguous boundary with Spalding County and also currently involved with potential airport/aviation development within Henry (Tara Field), we have a very real concern with the duplicative nature of these two potential improvement projects in such close proximity, where limited fiscal resources could never cover the cost of both projects.

We are currently finalizing negotiations to purchase Tara Field from Clayton County. Our plans are to make the runway and NAVAID improvements, which Clayton never had the economic incentive to follow through with since the airport was located in Henry County and any resulting development would benefit our tax digest and not theirs. Runway extension and a precision instrument approach is planned, which could reach an expenditure of up to $12 million and is supported by the Federal Aviation Administration (FAA) and the Georgia Department of Transportation (GDOT). The planned Alternative 3 for Griffin-Spalding would clearly be a duplication of effort and funding, and the current level of aviation activity would not support both airports.

Although we believe the continued pursuit of both projects is not feasible, we see great potential for a joint effort. The proximity of Tara Field to Spalding County, the developable acreage surrounding the airport, the fact that it sits next to a very cooperative neighbor (Atlanta Motor Speedway), which is the region's biggest economic engine, and the fact that we have expressed support from FAA and GDOT for projected improvements all bode well for a combined Henry-Griffin-Spalding effort at Tara Field. The key fundamental elements are already in existence and years could be saved over the development of an entirely new facility. We are open to discussion with Griffin-Spalding officials at anytime to begin working on a plan of joint development and usage.

The need and purpose of the proposed project is to construct an airport in Spalding County in accordance with the recommendations made in the 2003 *Georgia Aviation System Plan*, as well as accommodate the anticipated future growth of aviation demand at the Griffin-Spalding County Airport. The existing airport currently maintains a solid nucleus of aviation-related business clientele, and it is imperative that the Airport provide for the current and future anticipated needs of their clients, while at the same time moving forward with improved facilities that may attract new businesses (aviation-related or not) to the City of Griffin and Spalding County. It is the duty of both the city and county to do what is best for the local citizenry and that involves economic development and the creation of jobs locally.

The state of Georgia is part of the FAA's State Block Grant Program; therefore, the state maintains the responsibility of administering Airport Improvement Program grants at airports such as the Griffin-Spalding County Airport. Since GDOT is the administrator of the block grant program, it is the expectation of the Griffin-Spalding County Airport to obtain funding from GDOT to help develop this project. The Draft EA was reviewed and approved by GDOT, and the state supports Alternative 3 (Preferred Alternative) and as the best alternative for the Griffin-Spalding County Airport.

U.S. Army Corps of Engineers (USACE) – We recommend that the applicant performs a jurisdictional determination of all waters of the U.S. within the various proposed project sites. A jurisdictional determination would involve delineating aquatic areas, including wetlands, to assist with determining which project alternative would result in the avoidance and/or minimization of all fill activities within waters of the U.S.

It is necessary for us to determine if there are any jurisdictional wetlands or other waters of the U.S. within the proposed limits of the project site. The placement of dredged or fill material into any waterways and/or their adjacent wetlands or mechanized land clearing of those wetlands could require prior Department of the Army authorization pursuant to Section 404 of the Clean Water Act (33 USC 1344).

Therefore, we recommend that you hire an environmental consulting firm to delineate the wetlands on your property. Their contact information can be found in the yellow pages of your local phone book, underneath the section title "Environmental Consultants" or "Environmental and Ecological Services."

We have reviewed the various proposed project alternative sites in our database and have determined that impacts to these areas would not result in encroachments within any known protected mitigation areas. However, if impacts to any waters of the U.S. would occur within these areas, Department of the Army permit will be required from our office.

If the proposed project would result in cumulative impacts to waters of the U.S. which are less than one-half acre of wetlands and/or 300 linear feet of stream channel, the project may qualify for a Nationwide Permit. Impacts to wetlands and streams that exceed one-half acre of wetlands and/or 300 linear feet of stream would require submittal of a Standard Individual Permit application.

Permitting activities are expected to begin soon after the Final EA is approved and a FONSI is issued by GDOT. All wetlands and waters of the U.S. will be delineated during the early phase of the permitting process and a jurisdictional determination will be requested from the USACE. The LPA Group Incorporated, who is GDOT-prequalified to perform Section 404 permitting activities, will be handling the permitting effort. It is anticipated that due to the large scale of this project and the number of streams within the boundary of the Preferred Alternative a Standard Individual Permit application would be necessary for this undertaking.

U.S. Environmental Protection Agency (EPA) – We concur with your selection of Alternative 3 to be carried forward. From our evaluation, it appears that most of the major issues (e.g. noise, wetlands, water/air quality, and environmental justices concerns) have been addressed. However, as a reminder as noted in previous correspondence in regards to the Section 404 wetland permitting process and the need for mitigation, we suggest that you enter into consultation with the state and federal regulatory and resource agencies (e.g. USACE and EPA wetlands office) now rather than when a permit application is completed. This will allow these issues to be resolved during the NEPA process and should help to avoid unnecessary problems or delays during the permitting process.

We also recommend that necessary construction work plans include implementable Best Management Practices (BMPs) to prevent fugitive dust, noise, and extended idling of construction equipment. Also, necessary construction activities should minimize sediment

runoff, turbidity, and impacts to aquatic life through the use of well-designed containment methods.

The USACE was provided a copy of the Draft EA for review and comment. The comments provided by the USACE suggested that a jurisdictional determination be performed prior to submitting a permit application. Upon approval of the Final EA and GDOT's issuance of a FONSI, consultants working on behalf of the Griffin-Spalding County Airport will begin the permitting phase of the project, which includes a delineation of all aquatic resources within the boundary of the Preferred Alternative as well as a jurisdictional determination prior to completing the Standard Individual. Permit application. The permitting phase will also include working with the Georgia Department of Natural Resources – Environmental Protection Division (EPD) to obtain any Stream Buffer Variances that may be needed as a result of project implementation.

All construction plans will include the BMPs to be implemented for this project. Because Cabin Creek is listed on EPD's 303(d) list as being impaired, four additional BMP measures must be implemented for this project.

Appendix E

Public Comments & Responses

City of Griffin & Spalding County

Draft Environmental Assessment
Proposed Replacement of the Griffin-Spalding County Airport
Public Hearing Open House Synopsis

Project Description: The proposed project would consist of the following components:

- A runway at least 5,500 feet long and 100 feet wide;
- A full-parallel taxiway accessing both transient and based aircraft facilities;
- Additional aircraft storage facilities to meet demand;
- Precision instrument approach with runway end identifier lights (REILs) and/or approach lighting system;
- High-intensity runway lighting (HIRL);
- Jet A and 100LL above-ground fuel farm; and
- Rotating beacon, visual glide slope indicators (VGSIs), and automated weather reporting system.

The proposed project is needed to meet federal and state requirements for a general aviation airport, as well as to accommodate existing aviation demand and to foster future aeronautical and economic growth in the Spalding County area.

Date:	September 20, 2011
Number in Attendance:	53
For:	17
Conditional:	0
Uncommitted:	1
Against:	1
Elected Officials in Attendance:	Hon. Joanne Todd (Mayor – City of Griffin), Mr. Eddie Freeman (County Commissioner – District 4), Mr. Raymond Ray (County Commissioner – District 2), Mr. Dick Morrow (City Commissioner – District 5)
Additional Comments:	10-day comment period will end on September 30, 2011.
Prepared By:	Paul Condit (LPA)
Telephone Number:	(678) 656-9440

Cc: Ed Ratigan – GDOT
Carol Comer – GDOT
Terri Malone – GDOT
Frederick Gardiner – City of Griffin
William Wilson – Spalding County
Robert Mohl – Griffin-Spalding County Airport
File

Griffin-Spalding County Airport

"Your Aviation Gateway"

1035 South Hill Street
Griffin, GA 30224

www.cityofgriffin.com

Telephone (770) 227-2928
Fax (770) 229-2346

September 20, 2011

Thank you for attending the public hearing open house for the proposed replacement of the Griffin-Spalding County Airport project. In this handout package, you will find a need and purpose statement, alternatives analysis, environmental statement, location maps, and comment card.

As you enter the room, you will notice displays of the proposed project. City of Griffin and Spalding County representatives, who can be identified by the nametags they are wearing, are available to discuss the project and answer your questions. Please take this opportunity to discuss the project with a representative. There will be no formal presentation.

A court reporter is available for those persons who would like to make a verbal statement about the project. You may also complete a comment card and deposit it into the box provided here or send in written comments about the project until September 30, 2011. Written comments should be sent to one of the following locations:

Mr. Frederick Gardiner, Director City of Griffin – Office of Planning and Development 100 S. Hill Street Griffin, GA 30223	Spalding County Community Development Director 119 E. Solomon Street Griffin, GA 30224	Mr. Robert Mohl, Airport Manager Griffin-Spalding County Airport 1035 S. Hill Street Griffin, GA 30224

All comments will be made a part of the project record. We hope you will take advantage of this opportunity to let us know your view of the proposal.

The displays you see here tonight will be available for review for ten days after the public hearing open house at each of the locations mentioned above. An electronic version of the Draft Environmental Assessment, as well as all of the printed materials provided to attendees at this meeting, will be made available on the websites of both the city and the county. Please visit www.cityofgriffin.com or www.spaldingcounty.com if you wish to view these documents. A copy of all comments received will be added to the Final Environmental Assessment (FEA), and responses to the comments will also be provided in the FEA.

Again, thank you for attending this public hearing open house and for giving us your comments. If you should have any questions or need additional information, feel free to contact Mr. Robert Mohl at (770) 227-2928 ext. 4, Mr. Frederick Gardiner at (770) 233-4130, or the Spalding County Community Development Director at (770) 467-4220.

Sincerely,

Robert Mohl

Robert Mohl, Airport Manager
Griffin-Spalding County Airport

RM/pc

Attachments

Need & Purpose Statement

The purpose of the Proposed Action is to provide improvements to the Griffin-Spalding County Airport by constructing a new location Level III business airport facility. The proposed new location airport would include the following components:

- A runway at least 5,500 feet long and 100 feet wide;
- A full-parallel taxiway accessing both transient and based aircraft facilities;
- Additional aircraft storage facilities to meet demand;
- Precision instrument approach with runway end identifier lights (REILs) and/or approach lighting system;
- High-intensity runway lighting (HIRL);
- Jet A and 100LL above-ground fuel farm; and
- Rotating beacon, visual glide slope indicators (VGSIs), and automated weather reporting system.

The Proposed Action is needed to meet federal and state requirements for a general aviation airport, as well as to accommodate existing aviation demand and to foster future aeronautical and economic growth in the Spalding County area, based on the following primary factors:

- Federal Aviation Administration (FAA) modeling indicates that at least 5,500 feet of usable runway length is required in order to accommodate 75 percent of the general aviation fleet of large airplanes, including the Cessna Citation 500 Series, Learjets, Raytheon Hawkers, Dassault Falcon models 10/20/50, and the Bombardier Challenger 300.

- The FAA recommends that RPZs be located on airport property, or at a minimum, on property that is controlled by the airport sponsor. The existing runway configuration provides little potential for the RPZs to safely become larger if instrument approach minima are decreased to less than one statute mile.

- The existing taxiway configuration requires aircraft landing on Runway 32 or departing on Runway 14 that are either based or visiting on-airport businesses on the south side of the airport to cross or back-taxi the active taxiway in order to access these facilities. A full parallel taxiway that provides access to all airport facilities would increase operational safety and efficiency.

- The separation between the runway centerline and the taxiway centerline is one of the FAA airport design factors that determine the lowest instrument approach minima available. The existing separation is approximately 150 feet from the full parallel taxiway and 220 feet from the partial parallel taxiway, which are non-standard separation distances for an ARC B-II airport. The ideal runway-taxiway separation would be 300 feet in order to achieve approach minima as low as one-half statute mile, as well as to safely accommodate larger aircraft.

- The Proposed Action would meet state qualifications set forth in the Georgia Aviation Systems Plan for a Level II business airport (with a 5,000-foot runway) and for a Level III business airport (with a 5,500-foot runway) when considering the expected Airport Service Area (ASA) and forecasted fleet mix. The Airport has already lost at least one business client that was forced to move to Peachtree City Airport due to the current airport limitations.

- Spalding County and other area counties rely, in part, on a convenient and safe airport facility to help promote future economic development. The existing Airport currently

accommodates many successful aeronautical businesses with steady revenue and continuous tenancy. However, businesses using larger aircraft must take loading penalties (e.g., less fuel; less cargo; fewer passengers) in order to safely take off and land on the existing 3,701-foot runway. These businesses are potentially losing clients due to the runway length limitations of the existing Airport facility; other general aviation airports in the south Atlanta region provide similar aviation services but have longer runways. An airport with a 5,500-foot runway and adequate landside facilities would support potential business and economic development in the area by accommodating 75 percent of the general aviation fleet at 60 percent useful load.

Alternatives Analysis

The no-action alternative is designated as Alternative 1 in the Environmental Assessment (EA). Four build alternatives also were considered: the two options for expanding and upgrading the Airport at its existing location, designated as Alternative 2A (with a 5,000-foot runway) and Alternative 2B (with a 5,500-foot runway); and the two sites ranked in the Airport Site Selection Study as being most suitable for a new-location general aviation airport, designated as Alternative 3 and Alternative 4. The Alternative 3 site is located just northeast of the city of Griffin, with High Falls Road as the southern boundary and Musgrove Road as the eastern boundary; the northern and western boundaries follow individual land parcel lines. The Alternative 4 site is located in northeast Spalding County, with North McDonough Road as the western boundary and Amelia Road as the eastern boundary; the northern and southern boundaries also follow individual land parcel lines.

The five alternatives underwent additional screening as part of the EA to identify a preferred alternative to be further analyzed for potential environmental impacts. The alternatives that were consistent with the need and purpose of the Proposed Action were carried forward to be evaluated for their potential to minimize adverse social and environmental impacts, and Alternative 3 was selected as the primary build alternative to be carried forward to a full analysis of potential environmental impacts. Alternative 1 (the no-action alternative), which does not meet the need and purpose, was also carried forward to a full analysis of potential environmental impacts, as required by the Council on Environmental Quality (CEQ) regulations.

Environmental Statement

Affected Environment

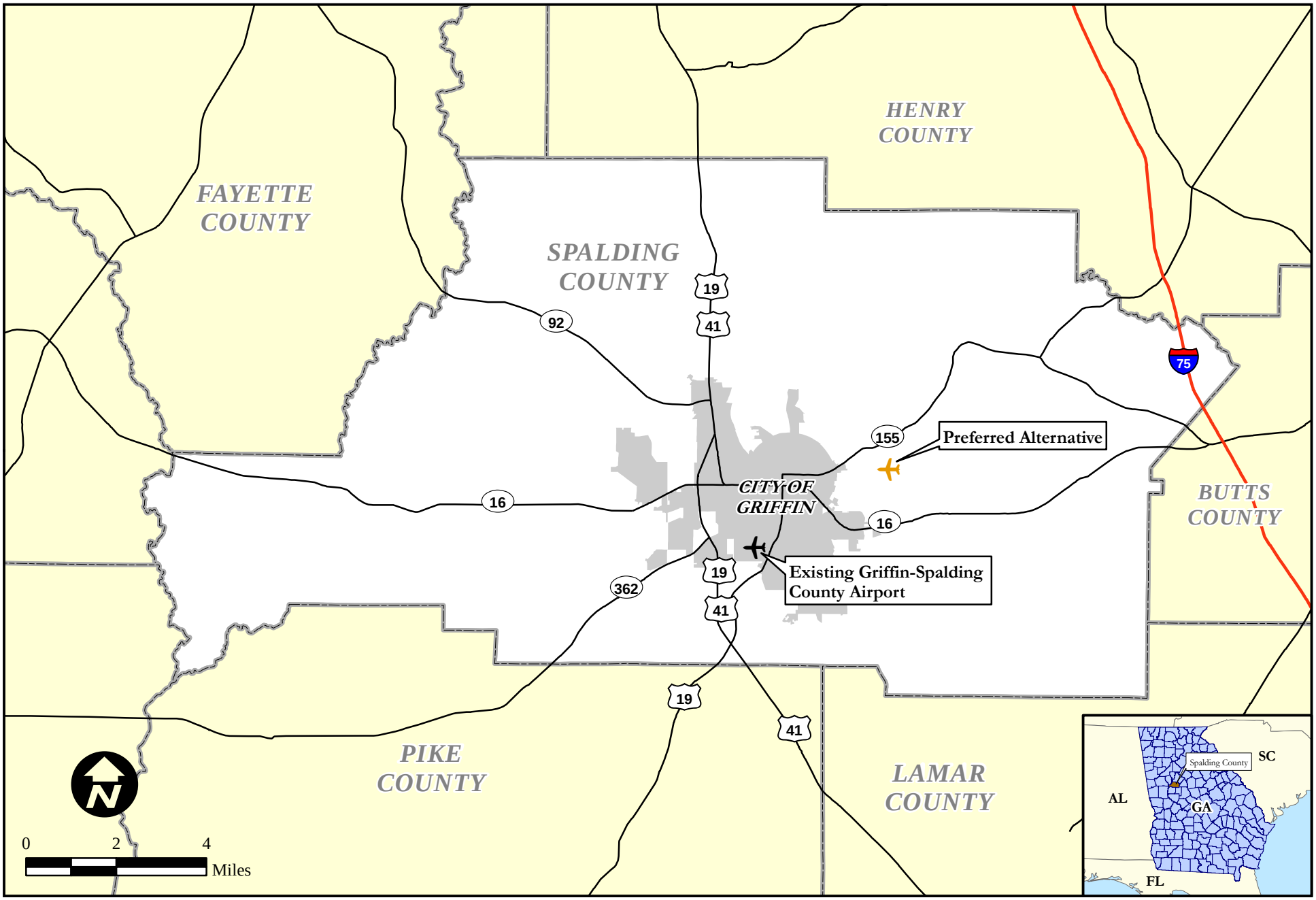
The study areas for this EA generally encompass the existing airport boundaries and RPZs for Alternative 1 (the no-action alternative) and the proposed airport boundaries and RPZs for Alternative 3 (the preferred build alternative). The study areas also extend beyond these boundaries, as applicable to specific environmental analysis categories. The general conditions at the Alternative 1 and Alternative 3 sites are summarized in **Table 1**.

Environmental Consequences

The potential benefits and adverse impacts associated with Alternatives 1 and 3 were evaluated for 22 categories of the human, physical, and natural environment, as summarized in **Table 2**.

TABLE 1 SUMMARY OF EXISTING CONDITIONS		
Environmental Category	**Alternative 1 (No Action)**	**Alternative 3 (Preferred Build)**
Air Quality	Non-attainment area for ozone and particulates; below threshold for NAAQS analysis but CAA General Conformity Rule applies	Non-attainment area for ozone and particulates; below threshold for NAAQS analysis but CAA General Conformity Rule applies
Biotic Communities	No significant natural areas / habitats present	Forested; agricultural; stream habitats present
Coastal Barrier Resources Act	Not applicable	Not applicable
Coastal Zone Management Act	Not applicable	Not applicable
Cultural / Historical Resources	Five historic resources listed on National Register of Historic Places (NRHP) present in vicinity	Ten historic resources listed, eligible, or potentially eligible for NRHP; two potentially eligible archaeological sites
Energy Supply / Natural Resources	No resources present	Forest resources present
Farmland	No farmlands present	Prime farmland and farmland of state importance present
Floodplains	No floodplains present	100-year floodplains present
Hazardous Materials Sites	Eleven sites in 0.5 mile radius	Four sites in 0.5-mile radius
Land Use	Transportation land use present on site (Airport excluding Runway Protection Zones); Commercial, Industrial, Institutional, Parks, Undeveloped, and Residential land uses present on adjacent parcels	Agriculture / Forest, Low-Density Residential, Undeveloped / Vacant, and Rural Reserve land uses present on site and on adjacent parcels
Light Emissions	High-Density Residential and Institutional / Public land uses present onsite and in vicinity	Low-Density and Medium Density Residential land uses present onsite and in vicinity
Noise	High-Density Residential and Institutional / Public land uses present onsite and in vicinity	Low-Density and Medium Density Residential land uses present onsite and in vicinity
DOT Act Section 4(f) / 303(c)	Cultural resources and Parks / Recreation land use present on site and in vicinity	Cultural resources present on site and in vicinity
Social Impacts & Environmental Justice (EJ)	EJ populations present in 2000 U.S. Census Block Groups applicable to site vicinity	EJ populations potentially present in 2000 U.S. Census Block Group applicable to site and site vicinity
Solid Waste	Significant structural & pavement materials present	Forest products and low-density residential buildings present
Threatened & Endangered Species	No individuals recorded / identified; no habitats present	No individuals recorded / identified; no habitats present
Water Quality	Ison Branch (supporting designated use as fishing)	Cabin Creek (not supporting designated use as fishing)
Waters of the U.S.	No federal or state waters present	Cabin Creek and tributaries present
Wild and Scenic Rivers	None present in vicinity	None present in vicinity

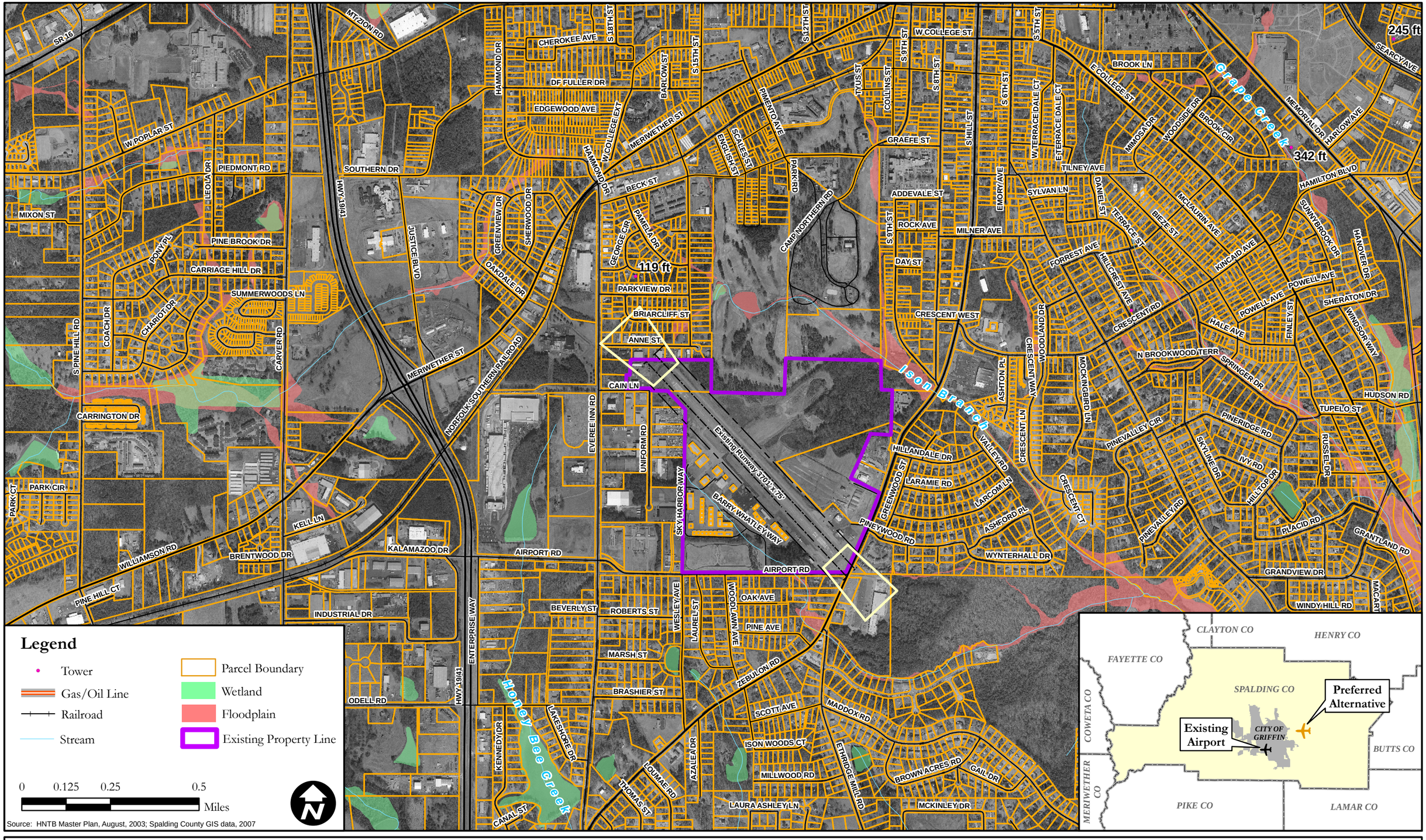
TABLE 2 SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS		
Environmental Category	**Alternative 1 (No Action)**	**Alternative 3 (Preferred Build)**
Air Quality	No Impacts	Minor Impacts
Biotic Communities	No Impacts	Impacts
Coastal Barrier Resources Act	No Impacts	No Impacts
Coastal Zone Management Act	No Impacts	No Impacts
Construction Impacts	No Impacts	Temporary Impacts
Cultural / Historical Resources	No Impacts	No Impacts
Cumulative / Indirect Impacts	No Impacts	Minor Impacts / Impacts
Energy Supply / Natural Resources	No Impacts	Minor Impacts
Farmland	No Impacts	Minor Impacts
Floodplains	No Impacts	Impacts
Hazardous Materials Sites	No Impacts	No Impacts
Induced Socioeconomics	Impacts (Negative)	Impacts (Positive)
Land Use	No Impacts	Impacts
Light Emissions	No Impacts	Minor Impacts
Noise	No Impacts	Minor Impacts
DOT Act Section 4(f) / 303(c)	No Impacts	No Impacts
Social Impacts & Environmental Justice	No Impacts	No Impacts
Solid Waste	No Impacts	Minor Impacts
Threatened & Endangered Species	No Impacts	No Impacts
Water Quality	No Impacts	Minor Impacts
Waters of the U.S. (Streams / Wetlands)	No Impacts	Impacts / No Impacts
Wild and Scenic Rivers	No Impacts	No Impacts



GRIFFIN-SPALDING COUNTY AIRPORT
ENVIRONMENTAL ASSESSMENT

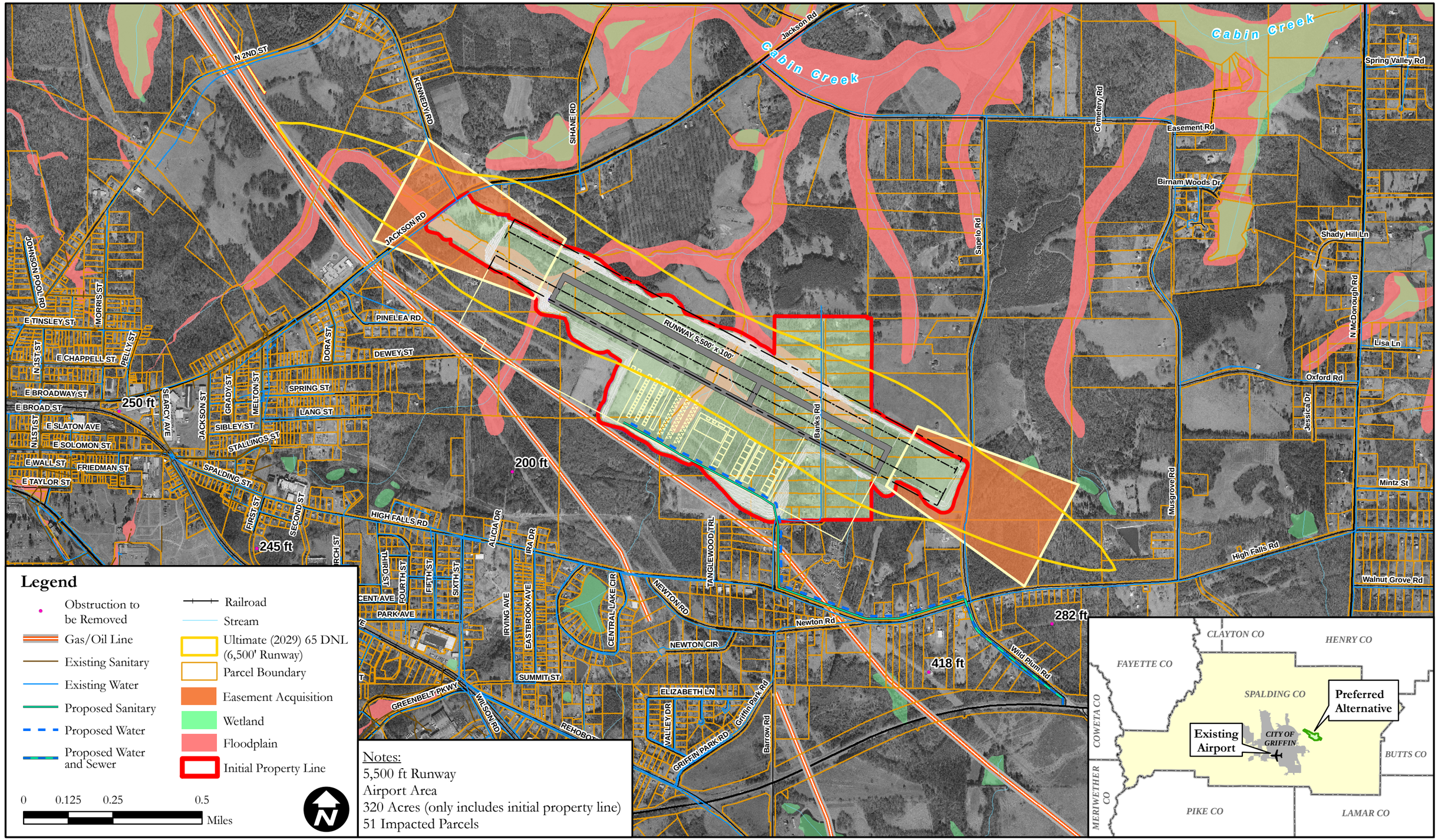
FIGURE 1

LOCATION MAP



GRIFFIN-SPALDING COUNTY AIRPORT
ENVIRONMENTAL ASSESSMENT

FIGURE 2
EXISTING AIRPORT



GRIFFIN-SPALDING COUNTY AIRPORT
ENVIRONMENTAL ASSESSMENT

FIGURE 3

PREFERRED ALTERNATIVE

City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name _____

Address_____

_____

Do you support the project? ☐ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments _____

_____

_____

_____

How did you hear about this meeting? ☐ *Newspaper* ☐ *Word of Mouth* ☐ *Other*

_____

Was the location of the meeting convenient for you to attend? ☐ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

_____

Was the time of the meeting convenient for you to attend? ☐ Yes ☐ No

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by the project representatives? ☐ Yes ☐ No

Do you understand the project after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

_____

_____

_____

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

Sign-In Sheet

Public Hearing Open House for the
Draft Environmental Assessment for the Replacement of the
Griffin-Spalding County Airport
September 20, 2011

Name	Address (Griffin, GA unless otherwise noted)	Email Address	Telephone Number
Ray Barron	123 Maplewood Drive		(770) 227-5154
Brett Lavender	1805 Maple Drive		(770) 229-4367
Vicki Coggins	40 Woodland Road		(678) 409-9816
Chad Jacobs	Griffin, GA		(770) 467-4254
Lonny Greene	153 Dogwood Jackson, GA		
Dan Howard	1766 Jackson Road		
Jamal Jr.	23 Kennedy Road		(770) 228-2877
Frederick Gardiner	100 S. Hill Street	fgardiner@cityofgriffin.com	(770) 233-4130
David N. Haney	171 Banks Road		(404) 293-5439

Name	Address (Griffin, GA unless otherwise noted)	Email Address	Telephone Number
Don Futral	725 Musgrove road	dfutral@sctech.edu	(770) 401-6092
Ray Lightens	323 E Solomon Street	ray@griffindailynews.com	(770) 227-3276
Joanne Todd	1508 Middlebrooks Road	City of Griffin	
Harry Todd	1508 Middlebrooks Road		
Jason McSwain	116 Tanglewood Trail		(404) 510-4240
Sylvia Morris	825 Hale Avenue	jaspersplace@comcast.net	
Eddie Freeman	1756 W. Ellis Road	efreeman@spaldingg.com	(678) 588-1049
Kenny Smith	City of Griffin		
Scott Fisher	220 Spalding Street	Sfrent57@aol.com	
Diane C. Pruett	120 Four Oaks Drive	Dcp519@bellsouth.net	770-1209
Doug Craig	302 Wynterhall Drive	doug@vikingmetals.com	(770) 861-5855
Raymond Ray	1000 Springer Drive		
Michael L. Brown	1231 Newton Road	Raider-007@hotmail.com	(678) 799-4674

Name	Address (Griffin, GA unless otherwise noted)	Email Address	Telephone Number
Kayla Brown	2127 Powers Ferry Road Marietta, GA 30067	kayla.o.brown@jci.com	(770) 314-4460
Barry Erwin	84 Lake Park Circle		(770) 759-7679
Carl M. James	412 Hickory Lane	chjam@bellsouth.net	(770) 228-3993
David James	412 Hickory Lane		(770) 228-3993
Mary Turner	148 Banks Road		(770) 228-6311
Dianne Varnom	148 Banks Road		(770) 233-9852
Dick Morrow	715 W. Solomon Street		(770) 412-0455
Carl Pruett	120 Four Oaks Drive		(770) 227-1209
James Green	2437 W. McIntosh Rd.	batonvert@comcast.net	(770) 229-2322
Louis C. Thacker	113 E. Solomon Street		(770) 229-5959
John R. Miller	33 East Chappell Street		(404) 372-0847
Don McSwain	114 Tanglewood Trail	mcswaind@comcast.net	(404) 510-4340
Donald Faunce	1500 Swint Road		(770) 227-3500

Name	Address (Griffin, GA unless otherwise noted)	Email Address	Telephone Number
Sandy Faunce	1500 Swint Road		(770) 227-3500
Fred Rudbeck	P.O. Box 249 Zebulon, GA	ferudbeck@southernco.com	(770) 567-2280
Jack Sutton	1325 Oakdale Drive	notta52@aol.com	(770) 228-2649
Bettee Eady	1691 Hill Falls Road		(770) 227-7874
John Gregory	176 Banks Road	johnny@mickeygregory.com	(404) 886-5424
Ed Bowlin	95 Cedar Ridge		
Connie Bowlin	95 Cedar Ridge		
Markus Schwab	100 S. Hill Street	mschwab@cityofgriffin.com	
Bill Johnston	1351 Zebulon Road	wjohnston@johnstonowen.net	
Bernie Gunnels			
Roy Herren	413 Terrace Street	smhgrace@gmail.com	(770) 364-7414
Shannon Herren	413 Terrace Street		(770) 364-7414
Bill Springer	193 Sapelo Road		(678) 873-1300

Name	Address (Griffin, GA unless otherwise noted)	Email Address	Telephone Number
Janet Springer	193 Sapelo Road		(678) 873-1300
Evelyn Grant	984 N. 2nd Street	djgtacky@comcast.net	
Debra Grant	984 2nd Street		
Robert Nichols	309 Elizabeth Lane		(770) 229-5316
Elbert Padgett	43 Sapelo Road		(770) 228-8027

Sign-In Sheet

Public Hearing Open House for the
Draft Environmental Assessment for the Replacement of the
Griffin-Spalding County Airport

September 20, 2011

Name	Address	Email Address	Telephone Number
Ray Barron	123 Maplewood Dr Griffin, GA 30224		770 227-5154
Brett Lavender	1805 Maple Dr. Griffin, GA 30224		770-229-4367
Vicki Coggins	40 Woodland Rd Griffin		678-409-9816
Chad Jacobs	Griffin, GA		770-467-4254
[illegible]	153 Dogwood	[illegible]	
Dan Harward	1766 Jackson Rd		
[illegible]	23 Kennedy Rd		770 228-2877
Fred Gardiner	100 S. Hill St.	fgardiner@cityofgriffin.com	7-233-4130
David Haney	171 Banks Rd.		404-293-5439

Name	Address	Email Address	Telephone Number
Don Futral	725 Musgrove Rd	dfutral@sctech.edu	770-401-6092
Ray Lightner	323 E Solomon St.	ray@griffindailynews.com	770 227-3276
Joanne Todd	134 Middlebrooks	[illegible]	
Harry Todd	"	"	
JASON McSWAIN	116 TANGLEWOOD TRAIL		404-510-4240
Sylvia Morris	825 Hale Ave	comcast.net jaspersplace@	
Eddie Freeman	Spalding Co Comm	freeman@Spalding.G.Comm	678-588-1049
KENNY SMITH	CITY OF GRIFFIN		
Scott Tasker	220 Spalding St	SF Rent 57 @ Cal.i	7-5-4569
Dennis C. Pruett	120 Four Oaks Drive	DCP519@BELLSOUTH.NET	7-1209
DOUG CRAIG	302 Wynterhall Dr GRIFFIN	DOUG@VIKINGMETALS.COM	7-861-5855
Raymond R/	1000 Springer Dr 30224	—	—
Michael L Brown	1231 Newton Rd	raider-007@hotmail.com	(678) 799-4674

Name	Address	Email Address	Telephone Number
Kayla Brown	2127 Powers Ferry Rd SE Marietta GA 30067	Kayla.O.Brown@jci.com	770-344-4460
Barry Ervin	84 Lake Park Cir. Griffin 30224		770-759-7679
Carl M James	412 Hickory Ln. Griffin GA.	Chjam@BellSouth.Net	770-228-3993
Mary Turner	148 Banks Rd.	—	770-228-6311
Dianne Varnom	148 Banks Rd.	—	770-233-9852
Dick Morrow	715 W Solomon St		7-412-0455
Carl Pruett	120 FOUR OAKS DR.	—	770-227-1209
JAMES GREEN	2437 W. McINTOSH RD	batonvert@COMCAST.NET	770-229-2322
Louis C. THACKER	113 E. Solomon St - GG.		770-229-5959
John R. Miller	33 E Chappell St		404-372-0842
Don McEwan	114 Tangle Nut Tr	MCSWAIN@COMCAST	404-570-4340
Don & Sandy Farmer	1500 Sweet Rd		770-227-3500
FRED RUDBECK	PO BOX 249 ZEBULON	FERUDBEC@SOUTHERNCO.com	770-567-2280

Name	Address	Email Address	Telephone Number
Jack Sutton	1325 OAK dale DR	NoHan S 2 AOL. Com	770 228 2649
Billie Cady	1691 Heyhorfall Rd		778-227-7874
John Gregory	176 Banks RD	Johnny at Mickey Gregory.com	404-881-5424
Connie Bowlin	75 cedar Ridge		
Ed Bowlin	Griffin GA 30223		
MARKUS SCHWAB	100 S. HILL ST	MSCHWABE cityofgriffin.com	
Bill Johnston	1351 Zebulon Rd.	wjohnston@johnstonaven.net	
BERNIE GUNNELS			
Roy & Shannon Herren	413 Terrace St,	smhgrace@gmail.com	770.364.7414
Bill & Janet Springer	193 Sapelo Rd		678-873-1300
Evelyn and debra grant	984 N. 2nd Street 30223	djgtacky@comcast.net	
Jim Duguay	LPA		
Robert Nichols	309 ELIZABETH LANE		770-229 5316

Name	Address	Email Address	Telephone Number
[illegible]	43 Sapelo Rd		7)228-8027

①

City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name DICK MORROW

Address 715 W. SOLOMON STR
GRIFFIN, GA 30223

Do you support the project? ☒ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments GREAT PROJECT. VERY IMPORTANT TO ECONOMIC DEVELOPMENT.

How did you hear about this meeting? ☑ *Newspaper* ☐ *Word of Mouth* ☑ *Other*

Was the location of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☑ Yes ☐ No

Do you understand the project after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name John R. Miller

Address PO Box 221 332. E CaPPell ST

Griffin GA

Do you support the project? ☒ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments _____

How did you hear about this meeting? ☐ *Newspaper* ☐ *Word of Mouth* ☐ *Other*

Was the location of the meeting convenient for you to attend? ☐ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

_____

Was the time of the meeting convenient for you to attend? ☐ Yes ☐ No

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by the project representatives? ☐ Yes ☐ No

Do you understand the project after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

_____

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name Barry Erwin

Address 84 Lake Park Cir.
Griffin 30224

Do you support the project? ☑ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments

How did you hear about this meeting? ☑ *Newspaper* ☐ *Word of Mouth* ☐ *Other*

Was the location of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☑ Yes ☐ No

Do you understand the project after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name CARL PRUETT

Address 120 FOUR OAKS DRIVE
GRIFFIN, GA. 30224

Do you support the project? ☑ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments OUR PRESENT AIRPORT IS LANDLOCKED, AND THE RUNWAY IS TOO SHORT FOR BUSINESS PLANES. GRIFFIN HAS A GREAT OPPORTUNITY TO BRING IN NEW JOBS + INDUSTRY WITH A MODERN AIRPORT ACROSS THE ROAD FROM THE INDUSTRIAL PARK.

How did you hear about this meeting? ☐ *Newspaper* ☐ *Word of Mouth* ☑ *Other*
WTGA 101.1 FM Radio

Was the location of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☑ Yes ☐ No

Do you understand the project after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

EXCELLENT PRESENTATION – GOOD VISUAL PICTURES – MAKES THIS EASY TO UNDERSTAND. THIS PROJECT COULD BE THE NEW SPARK TO HELP WITH UNEMPLOYMENT, AND CREATE NEW JOBS, THANKS FOR A GOOD PRESENTATION!

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name Roy & Shannon Herren

Address 413 Terrace St
Griffin GA 30224

Do you support the project? ☑ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments Although the impact is great for a comparatively small number of people, the benefit of the new airport will be huge for all the city & county residents, and the surrounding region as well.

How did you hear about this meeting? ☐ *Newspaper* ☐ *Word of Mouth* ☐ *Other*
citizen participation throughout the process.

Was the location of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☑ Yes ☐ No

Do you understand the project after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Thanks for your efforts toward helping Griffin & Spalding Co acheive a positive future.

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name MARKUS SCHWAB

Address 100 SOUTH HILL STREET
GRIFFIN GA 30223

Do you support the project? ☑ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments

How did you hear about this meeting? ☐ *Newspaper* ☐ *Word of Mouth* ☑ *Other*
CITY HALL

Was the location of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☑ Yes ☐ No

Do you understand the project after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name DOUG CRAIG

Address 302 WYNTERHALL DRIVE
GRIFFIN GA 30224

Do you support the project? ☒ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments

How did you hear about this meeting? ☐ *Newspaper* ☐ *Word of Mouth* ☐ *Other*
CITY COMMISSIONERS

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☐ Yes ☒ No

If no, please suggest a time frame that is more convenient for you. 5-7:30

Were your questions answered by the project representatives? ☐ Yes ☒ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

WOULD LIKE TO KNOW THE MILLEDGE RATE OF OTHER AIRPORTS WE COMPETE AGAINST

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name Diane Pruett

Address 120 Four Oaks Drive
Griffin, Ga. 30224

Do you support the project? ☑ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments The Airport will be a big step forward for Griffin and a lifeline for the local economy. Perhaps it would be a nice gesture to acknowledge the families being displaced with a plaque acknowledging them for their sacrifice for the benefit of the community.

How did you hear about this meeting? ☐ *Newspaper* ☑ *Word of Mouth* ☐ *Other* This to be located at the new facility as a simple way to say thank you.

Was the location of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☑ Yes ☐ No

Do you understand the project after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name JASON McSWAIN

Address 116 TANGLEWOOD TRAIL
GRIFFIN, GA. 30223

Do you support the project? ☐ *For* ☒ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments

How did you hear about this meeting? ☒ *Newspaper* ☐ *Word of Mouth* ☐ *Other*

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☐ Yes ☒ No

Do you understand the project after attending this meeting? ☐ Yes ☒ No

Please share your suggestions on improving the way we conduct our public meetings.

NONE OF MY QUESTIONS WERE ANSWERED!

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name JAMES R. GREEN

Address 2437 W. McINTOSH ROAD
GRIFFIN, GA 30223

Do you support the project? ☑ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments WE NEED THE JOBS & ECONOMIC GROWTH THIS WOULD BRING TO THE COMMUNITY. THE OLD AIRPORT HAS OUT LIVED ITS USEFULNESS.

How did you hear about this meeting? ☑ *Newspaper* ☐ *Word of Mouth* ☐ *Other*

Was the location of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☑ Yes ☐ No

Do you understand the project after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name DAVID N HANEY

Address 171 BANKS RD GRIFFIN GA 30223

Do you support the project? ☑ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments

How did you hear about this meeting? ☑ *Newspaper* ☐ *Word of Mouth* ☐ *Other*

Was the location of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☑ Yes ☐ No

Do you understand the project after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name EDDIE FREEMAN

Address 1756 W. ELLIS RD
GRIFFIN, GA 30223

Do you support the project? ☒ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments strongly support airport

How did you hear about this meeting? ☒ *Newspaper* ☐ *Word of Mouth* ☐ *Other*

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name Donald H. Faunce

Address 1500 Swint Rd
Griffin, GA 30224

Do you support the project? ☑ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments I support your preferred Alternate Location.

How did you hear about this meeting? ☑ *Newspaper* ☑ *Word of Mouth* ☐ *Other*

Was the location of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☑ Yes ☐ No

Do you understand the project after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name Joanne Todd

Address 1508 Middlebrooks Rd
Griffin, Ga. 30224

Do you support the project? ☒ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments One of the most exciting projects for our city & County

How did you hear about this meeting? ☐ *Newspaper* ☐ *Word of Mouth* ☒ *Other*

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

This was an Excellent way to do this!

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name DAVID M. JAMES

Address 412 Hickory Lane
Griffin, Ga. 30223-1038

Do you support the project? ☑ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments Griffin Great And Growing

We need to get Corp. Accounts (Ex: FedX-UPS-US. Postal)
More Local Accounts

How did you hear about this meeting? ☐ *Newspaper* ☑ *Word of Mouth* ☐ *Other*

Was the location of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☑ Yes ☐ No

Do you understand the project after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Stay on Track! Move Ahead with Plans!

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name Brett W. Lavender

Address 1805 Maple Drive
Griffin, GA 30224

Do you support the project? ☒ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments I strongly support this project. The components listed in the "Need & Purpose Statement" are what I consider minimum needs. If possible, a longer runway should be incorporated the proposed replacement airport will have → greater economic impact over improving existing airport.

How did you hear about this meeting? ☒ *Newspaper* ☒ *Word of Mouth* ☒ *Other*
All, including email.

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

NONE.
Excellent Public Meeting.

Please mail your comments to one of the following locations:

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name RAY BARRON

Address 123 MAPLEWOOD DR
GRIFFIN, GA 30224

Do you support the project? ☑ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments 100% SUPPORT TO THE AIRPORT AS IT IS NEEDED & WILL HELP GRIFFIN GROW

How did you hear about this meeting? ☑ *Newspaper* ☐ *Word of Mouth* ☑ *Other* RADIO

Was the location of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☑ Yes ☐ No

Do you understand the project after attending this meeting? ☑ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name Jack Sutton

Address 1325 OAKdale DR
Griffin, Ga

Do you support the project? ☐ *For* ☐ *Against* ☐ *Conditional* ☒ *Uncommitted*

Comments

How did you hear about this meeting? ☒ *Newspaper* ☒ *Word of Mouth* ☐ *Other*

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Please mail your comments to one of the following locations:

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Post meeting comments

20+21

City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

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Please print responses.

Name Don & Lynn Futral

Address 725 Musgrove Road
Griffin 30223

Do you support the project? ☒ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments Although there are unfortunate aspects of having an ~~an~~ airport in our backyard, we 100% support this relocation. It is so very apparent that the positives outweigh the negatives.

How did you hear about this meeting? ☒ *Newspaper* ☐ *Word of Mouth* ☐ *Other*

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Please mail your comments to one of the following locations:

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name Frank Stuckland

Address 232 Clark Rd -
Griffin, GA 30224

Do you support the project? ☒ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments yes, we need a new airport with more access to larger planes and the industry that will come to Griffin because of it -

How did you hear about this meeting? ☐ *Newspaper* ☐ *Word of Mouth* ☒ *Other*
City council meeting

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

No suggestions - meetings are very informative concerning the Airport project

Please mail your comments to one of the following locations:

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name BRANT D. KELLER

Address 370 YARBROUGH MILL ROAD
WILLIAMSON, GA 30292

Do you support the project? ☒ *For* ☐ *Against* ☐ *Conditional* ☐ *Uncommitted*

Comments PROJECT SUPPORTS QUALITY GROWTH AND ADDS TO LOCAL TAX BASE.

How did you hear about this meeting? ☐ *Newspaper* ☐ *Word of Mouth* ☒ *Other* CITY STAFF MEETING

Was the location of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a general location that is more convenient to your community.

Was the time of the meeting convenient for you to attend? ☒ Yes ☐ No

If no, please suggest a time frame that is more convenient for you.

Were your questions answered by the project representatives? ☒ Yes ☐ No

Do you understand the project after attending this meeting? ☒ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Please mail your comments to one of the following locations:

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name HERBERT V. COX, JR.

Address 117 Barry Whatley Way
Griffin, GA. 30224

Do you support the project? ☐ *For* ☐ *Against* ☑ *Conditional* ☐ *Uncommitted*

Comments After looking at the Alternative 3 proposal, this area appear to be in a wetland. Airport should be on high ground not low area. Also radio transmission tower is too close in the area.

How did you hear about this meeting? ☐ *Newspaper* ☑ *Word of Mouth* ☐ *Other*

Was the location of the meeting convenient for you to attend? ☐ Yes ☑ No

If no, please suggest a general location that is more convenient to your community.

Griffin Airport - FBO

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you. —

Were your questions answered by the project representatives? ☐ Yes ☐ No

Do you understand the project after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

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City of Griffin & Spalding County

Public Hearing Open House Comment Card

Draft Environmental Assessment

Prepared for the Proposed Replacement of the Griffin-Spalding County Airport

Please print responses.

Name Katrina F. Cox

Address 117 Barry Whatley Way
Griffin, GA. 30224

Do you support the project? ☐ *For* ☐ *Against* ☑ *Conditional* ☐ *Uncommitted*

Comments After having looked at and study the Alternative 3 off High Falls Road, it would be better to use it as a reservoir for water reserve in the City of Griffin.

How did you hear about this meeting? ☐ *Newspaper* ☑ *Word of Mouth* ☐ *Other*

Was the location of the meeting convenient for you to attend? ☐ Yes ☑ No

If no, please suggest a general location that is more convenient to your community.

Griffin Airport - FBO

Was the time of the meeting convenient for you to attend? ☑ Yes ☐ No

If no, please suggest a time frame that is more convenient for you. _____

Were your questions answered by the project representatives? ☐ Yes ☐ No

Do you understand the project after attending this meeting? ☐ Yes ☐ No

Please share your suggestions on improving the way we conduct our public meetings.

Please mail your comments to one of the following locations:

Mr. Frederick Gardiner, Director *City of Griffin – Office of Planning and Development* *100 South Hill Street* *Griffin, GA 30223*	*Spalding County Community Development Director* *119 East Solomon Street* *Griffin, GA 30024*	*Mr. Robert Mohl, Airport Manager* *Griffin-Spalding County Airport* *1035 South Hill Street* *Griffin, GA 30224*

September 20, 2011 Public Hearing Open House
Response to Public Comments

The components listed in the need and purpose statement are what I would consider minimum needs. If possible, a longer runway should be incorporated into the plans for the relocated airport. The following response should also address the many comments received relating to the economic impact of relocating the Airport. The 2003 *Georgia Aviation System Plan* recommended that the Griffin-Spalding County Airport be developed as a Level II business airport facility with a runway at least 5,000 feet long and 100 feet wide, including a full-parallel taxiway. Based on the anticipated continued growth in the region, the City of Griffin and Spalding County have determined that, as a means to attract future aviation-related economic development, the Airport upgrades should include provisions for accommodating a 5,500-foot long runway with available space to expand, as the aviation demand in the region increases over the long term. In addition to meeting the recommendations of the *Georgia Aviation System Plan*, the end result of constructing such a facility would be the completion of a Level III business airport. Level III business airports are capable of accommodating businesses aviation demands on a regional level.

It is anticipated that construction of a Level III business airport in Spalding County would help the Airport maintain its existing clientele of aviation-related businesses, as well as attract new businesses to the area. In conjunction with the ongoing mixed-use development just south of the location of the Preferred Alternative, the Lakes at Green Valley, Spalding County and the City of Griffin will be in a great position in their efforts to bring in new industries and commercial enterprises to the region. These efforts are expected to help boost the local economy and provide employment opportunities for the local community.

Although there are unfortunate aspects of having an airport in our backyard, we support this effort to relocate the airport. It is so very apparent that the positives outweigh the negatives. Most projects, and all projects of this magnitude, consist of some level of adverse impacts. Adverse impacts can take the form of residential or business relocations, loss of green space of wetlands, or having to pipe a segment of a stream. The planning process and the environmental analysis are designed to help make a determination on which project alternative would result in the least amount of social and environmental impacts while also producing all the benefits anticipated from project implementation. Based on the data collected during the site selection study and the environmental assessment, Alternative 3 (the Preferred Alternative) was the best possible option for providing a Level III business airport that will not only accommodate the recommendations made in the 2003 *Georgia Aviation System Plan* but also be capable of handling the anticipated future growth of the City of Griffin and Spalding County.

After looking at the Alternative 3 proposal, this area appears to be in a wetland. The Airport should be constructed on high ground and not a low area. There is also a large radio tower in close proximity to the proposed location. Based on background research and ground-truthing investigations conducted during the planning and environmental assessment phase of this project, no significant wetland areas were discovered within the boundary of the Preferred Alternative. However, there are several tributaries to Cabin Creek within the boundary that would be affected by the Proposed Action. All impacts to any wetlands or other waters of the U.S. discovered during the permitting phase of the project would require compensatory mitigation, considering that those impacts result in more than 0.1 acre of wetland impacts or over 100 linear feet of

stream impacts. Although relocating the Griffin-Spalding County Airport to the proposed location would result in some adverse social and environmental impacts, those impacts are less significant than the impacts would be if the airport were to be constructed at another location. In addition, the positive economic impacts resulting from project implementation make the decision to move forward with the relocated facility the right choice for the local community.

After looking at the study completed for the Alternative 3 site, this area would be better served as being developed as a water reserve reservoir for the City of Griffin. The planning process and environmental analysis were conducted as a method for determining the best possible option for providing Spalding County and the City of Griffin with an airport facility that is capable of promoting economic development in the region and suitable to accommodate the existing and future aviation demand in the area. No other types of development options were explored as part of this study.

None of my questions were answered during the meeting. The meeting room was set up with three different stations each displaying a layout of the Preferred Alternative and a layout of the existing airport. A variety of representatives were available during the 3-hour public meeting to answer questions regarding the site selection process, the environmental assessment and analysis, concerns with property acquisition, airport management, engineering, or any other possible issues the public may have with the Proposed Action. The following is a list of the representatives on-hand during the meeting to answer questions from the public:

- Mr. Robert Mohl, Griffin-Spalding County Airport Director
- Mr. Frederick Gardiner, Director of the City of Griffin Planning and Development Services Department
- Dr. Mary Best – The LPA Group Incorporated, Environmental Project Manager
- Mr. Jacob Redwine – The LPA Group Incorporated, Aviation Engineering Project Manager
- Mr. Jim Duguay – The LPA Group Incorporated, Aviation Planning
- Mr. Paul Condit – The LPA Group Incorporated, Environmental
- Ms. Lynn Green – THC (Right-of-Way), Director of Acquisition Services

We are sorry that your questions and concerns were not adequately addressed during the public hearing.