

**ENVIRONMENTAL MITIGATION** This Finding is contingent upon the Airport Sponsors' implementation of the following new mitigation measures that include modified measures from the FONSI signed on March 11, 2013:

1. The Airport Sponsor shall obtain all permits required by Federal, state and local laws and regulations for this project prior to start of any construction for which the permit is applicable.
2. An erosion and sedimentation control plan that includes the use of construction controls to prevent degradation of water quality and potential associated impacts on aquatic ecology shall be approved by the Georgia Environmental Protection Division prior to start of the project and shall be implemented during the project. Any bare soil within the project area will be immediately planted and established with native grasses.
3. The USACE 404 permit shall be obtained prior to start of work in any Waters of the U.S. All measures that may be required by the permit become enforceable mitigation measures of this FONSI. Any credits required as a condition of USACE permits shall be purchased prior to the start of any construction for which a permit is required. A Section 401, Water Quality Certification shall be acquired prior to start of construction.

4. Floodplain impacts shall be coordinated with GDNR Floodplain Management Unit and FEMA and will ensure that the construction will cause less than a one-foot increase in the base flood elevation within the floodplain areas. If necessary, a No-impact certificate, Letter of Map Revision or a Conditional Letter of Map Revision shall be obtained prior to start of construction. Modifications to the floodplains shall be designed to minimize adverse impacts to flood elevations on adjacent properties and upstream. The project shall be designed to allow adequate flow circulation and preserve the free and natural drainage. Pervious surface material should be used where possible.

5. The Sponsors shall complete annual monitoring of water quality and fish communities at three (3) sites within the Cabin Creek system beginning the year project construction begins and extending for at least three (3) years following project completion, specifically to Finding of No Significant Impact/Record of Decision The Shift of the Location of the Approved Airport Site 500 Feet to the East/Northeast New Griffin-Spalding County Airport [6] determine the persistence of the Goldstripe Darter downstream of the project area. GDNR must approve the monitoring plan and it shall be in place prior to start of any construction.

6. BMPs that decrease the magnitude and velocity of airport runoff into Cabin Creek and its tributaries shall be implemented as recommended by GDNR. Such practices will reduce impacts to hydrology and should increase the probability that the Goldstripe Darter persists following project completion. At the start of any construction, the Sponsors shall be required to comply with this measure and ensure that the water quality is preserved during construction and during the future operation of the airport.

7. Any stream mitigation required for this project shall emphasize the restoration and/or preservation of small stream habitats utilized by the Goldstripe Darter. If possible, these streams should occur within HUC 10 watersheds having known occurrences of Goldstripe Darter. A stream mitigation plan shall be developed with the guidance of GDNR and implemented prior to start of construction.

8. The Aquatic Species Survey Report shall be coordinated with GDNR with the recommendation that BMP's are used at the site to minimize impacts to the State Rare Species. This includes following the conditions intended to minimize impacts to the state protected species, including construction commitments for activities in close proximity to the known location of the identified Goldstripe Darter (*Etheostoma parvipinne*). Site grading and clearing shall be evaluated during detailed design to reduce the linear feet of impacts. In the areas where the impacts cannot be avoided; the use of bottomless culverts, buried culverts, and other BMP's to reduce the impact of the project on these resources shall be explored and approved for implementation by GDNR.

9. Special Provision shall be accepted by GDNR prior to start of design, and site and downstream designs shall be incorporated into plans and specifications and implemented and completed prior to final inspection of the airport construction and completed in accordance with GDNR requirements to protect the State Species of Concern.

10. The project shall comply with the U. S. Environmental Protection Agency (EPA) National Pollution Discharge Elimination System (NPDES) storm water permit(s), as applicable. The construction contracts shall include compliance with Georgia Environmental Protection Division General NPDES Permit process.

11. Waste and spoils disposal shall be controlled to prevent contamination of ground and surface waters.

12. Construction activity shall conform to requirements of FAA Advisory Circular 150/5370- 10, Standards for Specifying Construction of Airports, and FAA Advisory Circular 150/5200-33 Hazardous Wildlife Attractants on or Near Airports.

13. All property acquisitions shall be completed in accordance with the Uniform Relocations Assistance and Real Property Acquisitions Act.

14. Prior to acquiring any property, an Environmental Due Diligence Audit shall be conducted on the property by a competent specialist. FAA Order 1050.19, Environmental Due Diligence Audits in the conduct of FAA Real Property Transactions should be followed, with written reports Finding of No Significant Impact/Record of Decision The Shift of the Location of the Approved Airport Site 500 Feet to the East/Northeast New Griffin-Spalding County Airport [7] submitted for each acquired parcel. Any hazardous materials or other contaminated sites must be removed prior to acquisition of the parcel.

15. Measures shall be taken during clearing and trimming to prevent or minimize the spread of invasive species. Care shall be taken to ensure that invasive species or non-native species are not introduced or spread into the area by clearing and replanting activities.

16. Once the property has been acquired, and prior to start of any ground disturbance, the archaeological Site 9SP216 (rock pile) shall be thoroughly analyzed for the presence of a burial site. If found to be a burial site, the total site, along with a 30' buffer shall be fenced with a minimum 6' chain link fence so that there can be no ground disturbance in this area. A cultural resources survey report shall be prepared and submitted to GA SHPO for concurrence. If found to be a burial site, a plan will be prepared for preservation of the site. GDOT and GA SHPO must concur with the preservation plan.

17. Archaeological sites 9SP191 (the Hopkins Tract) and 9SP213 (the Thomas-Bennett house site) will not be affected by the Undertaking, but because they are being purchased by the Sponsors, the sites, including a 25' buffer (as determined by a qualified archaeologist) shall be fenced and preserved as soon as the acquisition has been completed. Fencing shall be at a minimum a 6' chain link fence. If at any time in the future, disturbance (including tree removal) may be required, a survey of the sites shall be conducted to determine if artifact recovery is recommended. If recommended, the appropriate plan shall be completed and approved by GDOT and GA SHPO and recovery completed in accordance with the plan.

18. Architectural Resource 9-Central Hall House will not be affected by the Undertaking, but a portion of the historical farm property, that has lost all historical integrity, will be purchased for the Undertaking. At the conclusion of clearing and grading, if deemed necessary by SHPO, appropriate screening of the house, shall be designed, approved, and installed prior to completion of the project.

19. Approximately 24 acres of Resource 1-Thomas-Melin Farm property will be adversely affected by the Undertaking. Approximately 12 of those acres are currently under agriculture production (pecan trees). The minimal amount of land from the farm will be converted to airport use and shall be limited to only that necessary to meet FAA airport standards. All of the existing farm structures and infrastructure shall be avoided, including the identified boundary of the associated archaeological site. Prior to acquisition of the farm property, a pictorial archival record will be completed of the whole farm property and structures in accordance with the MOA. The need for farm viewshed screening will be assessed and put into place at the conclusion of clearing and grading, if deemed necessary by SHPO.



20. The MOA, signed by the Sponsors that includes all details of the mitigation and protection of historical resources discussed above, and shall be specifically followed through all steps in the process of constructing the airport. All information, including artifacts and photography, gained through the research, excavation, or recovery shall be combined into a record that will be curated at an appropriate facility, approved by SHPO.

21. Should any cultural resources or archaeological artifacts be discovered during construction, work shall immediately stop, and the Georgia State Historic Preservation Officer notified.

22. Stormwater ponds should not be constructed on or near airports because of their potential to attract wildlife/birds that could become a hazard to air navigation. Great care should be taken in Finding of No Significant Impact/Record of Decision The Shift of the Location of the Approved Airport Site 500 Feet to the East/Northeast New Griffin-Spalding County Airport [8] decisions for the necessity and location of stormwater detention ponds and eliminate them if possible. If it is determined that a pond is a requirement, it should be constructed so as to limit the attractiveness of the ponds to hazardous wildlife, and in accordance with FAA Advisory Circular 150/5200-33, Hazardous Wildlife Attractants on or Near Airports. It shall be the responsibility of the Sponsor to monitor any ponds to ensure that they do not become a hazardous wildlife attractant, and to take immediate action if hazardous wildlife is observed utilizing the pond.

23. Any changes to the development footprint of 553 acres, as shown on the approved ALP and as identified in the SEA, shall be subject to additional environmental analysis and must be completed prior to any construction activities in those areas. Should additional impacts to wetlands or streams be identified to occur, beyond those identified in the SEA and USACE permit, the SEA and permit shall be updated, and appropriate approval received prior to those additional impacts occurring.

24. Minimize impacts to local public roadway traffic during the construction phase by utilizing haul routes recommended in the EA, particularly during AM and PM peak traffic hours, and providing maintenance of traffic on affected roadways during construction. Proposed changes in, or deletion of, a mitigation measure that is included as a condition of this approval must be reviewed and approved by the signing official of the Finding of No Significant Impact. Steps will be taken through grant agreements, licenses, contract specifications, operating specifications, directives, and other project review or implementation procedures to monitor and enforce implementation of the mitigation measures listed <sup>above</sup>.