

NEW GRIFFIN-SPALDING AIRPORT FONSI/ROD IMPACT ISSUES

Of the alternatives considered, the Alternative to shift the airport site 500 feet to the east/northeast was selected for analysis in the SEA because it meets the stated purpose and need **to meet FAA design and safety standards.**

Air quality impacts are not expected to significantly change because of the new Preferred Alternative.

Biological resources (including fish, wildlife, and plants) impacts will not be significantly changed as a result of the new Preferred Alternative.

Wetland areas and other Waters of the U.S. will lose habitat because of clearing and filling but will not significantly affect any species.

With the mitigation measures, impacts to farm property is considered de minimis.

Hazardous materials, solid waste, and pollution prevention impacts are not expected to significantly increase as a result of the new Preferred Alternative.

Historical, architectural, archaeological and cultural resources will not be significantly impacted by the new Preferred Alternative.

One additional site was discovered but additional analysis is required to determine its eligibility. If found to be a burial site, as suggested in the Cultural Resources Survey, the site will be avoided, so there will be no adverse effect on this site.

Land Use surrounding the new Preferred Alternative site will not be significantly impacted

The compatibility of the existing land uses surrounding the airport will not be significantly impacted by the new Preferred Alternative. Aircraft operations are not expected to exceed levels that would cause significant impacts off airport property.

The new Preferred Alternative requires acquisition of an additional 19 parcels. Six of those parcels are expected to be residential relocations.

The new Preferred Alternative will not create annoyance or interfere with normal activities from light emissions or affect the visual character of the area due to light emissions at the new site.

Wetlands will be impacted by the new Preferred Alternative by the filling of approximately 0.75 acre, which have no impacts.

With appropriate mitigation, purchase of credits at an approved bank, and with design, impact to wetlands is not considered to be significant.

Stream impacts will be increased from 7,386 linear feet to 8,682 linear feet with construction of the new Preferred Alternative. Avoidance measures will be implemented where possible. The Sponsors will purchase credits based on the issued 404 permit from USACE.

Water Quality, will not significantly change by implementing the new Preferred Alternative. State or Federal designated wild and scenic rivers are not located near the airport, so none will be affected by the new Preferred Alternative.

