



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SAVANNAH DISTRICT
100 WEST OGLETHORPE AVENUE
SAVANNAH, GEORGIA 31401-3604

February 22, 2019

Regulatory Branch
SAS-2007-01096

JOINT PUBLIC NOTICE
Savannah District/State of Georgia

The Savannah District has received an application for a Department of the Army permit, pursuant to Section 404 of the Clean Water Act (33 U.S.C § 1344), as follows:

Application Number: SAS-2007-01096

Applicant: Mr. Dick Campbell, Medvolt. 104 Park Drive, Warner Robbins, Georgia 31088

Agents: Geotechnical & Environmental Consultants, Incorporated

Location of Proposed Work: Warner Robbins Air Force Base, Warner Robbins, Houston County, Georgia

Description of Work Subject to the Jurisdiction of the U.S. Army Corps of Engineers:
The proposed Mandatory Frangibility Zone (MFZ) is located on approximately 18.9 acres in Warner Robins, Houston County, Georgia. The project will involve clearing the Mandatory Frangibility Zone (MFZ), removal and reinstallation of the approach lighting systems and foundations, removal and replacement of the chain link fence (gate and posts to be made frangible), construction of a 10' wide gravel service drive, and improvement of the existing stormwater drainage features (to include concrete headwalls, storm junction boxes, and reinforced concrete pipes). The current land use is undeveloped land with a gravel access road, approach lighting structures, and a paved road running through a portion of the project area. The project proposes to fill 15.9 acres of wetland and pipe 625 linear feet of perennial stream in order to construct the frangibility zone. The applicant used the 2018 mitigation SOP to calculate 95.5 wetland credits and 5,063 stream credits as compensatory mitigation for the proposed impacts.

BACKGROUND

This Joint Public Notice announces a request for authorizations from both the Corps and the State of Georgia. The applicant's proposed work may also require local governmental approval.

STATE OF GEORGIA

Water Quality Certification: The Georgia Department of Natural Resources, Environmental Protection Division, intends to certify this project at the end of 30 days in accordance with the provisions of Section 401 of the Clean Water Act, which is required for a Federal Permit to conduct activity in, on, or adjacent to the waters of the State of Georgia. Copies of the application and supporting documents relative to a specific application will be available for review and copying at the office of the Georgia Department of Natural Resources, Environmental Protection Division, Water Protection Branch, 2 Martin Luther King, Jr. Drive, Atlanta, Georgia 30334, during regular office hours. A copier machine is available for public use at a charge of 25 cents per page. Any person who desires to comment, object, or request a public hearing relative to State Water Quality Certification must do so within 30 days of the State's receipt of application in writing and state the reasons or basis of objections or request for a hearing. The application can be reviewed in the Savannah District, U.S. Army Corps of Engineers, Regulatory Branch, Albany Field Office, 1104 North Westover Boulevard, Suite 9, Albany, Georgia 31707; or the Piedmont Field Office, 1590 Adamson Parkway, Suite 200, Morrow, Georgia, 30260.

State-owned Property and Resources: The applicant may also require assent from the State of Georgia, which may be in the form of a license, easement, lease, permit or other appropriate instrument.

U.S. ARMY CORPS OF ENGINEERS

The Savannah District must consider the purpose and the impacts of the applicant's proposed work, prior to a decision on issuance of a Department of the Army permit.

Cultural Resources Assessment: A review of the National Register Information System (an online server associated with the National Register of Historic Places) determined that there are no historic properties located within a mile of the project area. The project area is previously disturbed.

Endangered Species: An office review of the U.S. fish and Wildlife Service's Information, Planning, and Conservation System (IPaC) determined that there are four species listed. The Gopher Tortoise (*Gopherus Polyphemus*), Canby's Dropwort (*Oxypolis canbyi*), Harperella (*Ptilimnium nodosum*), and Relict Trillium (*Trillium reliquum*) are listed on the threatened, endangered or candidate species list.

Pursuant to Section 7(c) of the Endangered Species Act of 1973, as amended (16 U.S.C. § 1531 et seq.), we request information from the U.S. Department of the Interior, Fish and Wildlife Service, the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service; or, any other interested party, on whether any species listed or proposed for listing may be present in the area and the potential effects this project may have on those species.

Public Interest Review: The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors, which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and in general, the needs and welfare of the people.

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

Application of Section 404(b)(1) Guidelines: The proposed activity involves the discharge of dredged or fill material into the waters of the United States. The Savannah District's evaluation of the impact of the activity on the public interest will include application of the guidelines promulgated by the Administrator, Environmental Protection Agency, under the authority of Section 404(b) of the Clean Water Act.

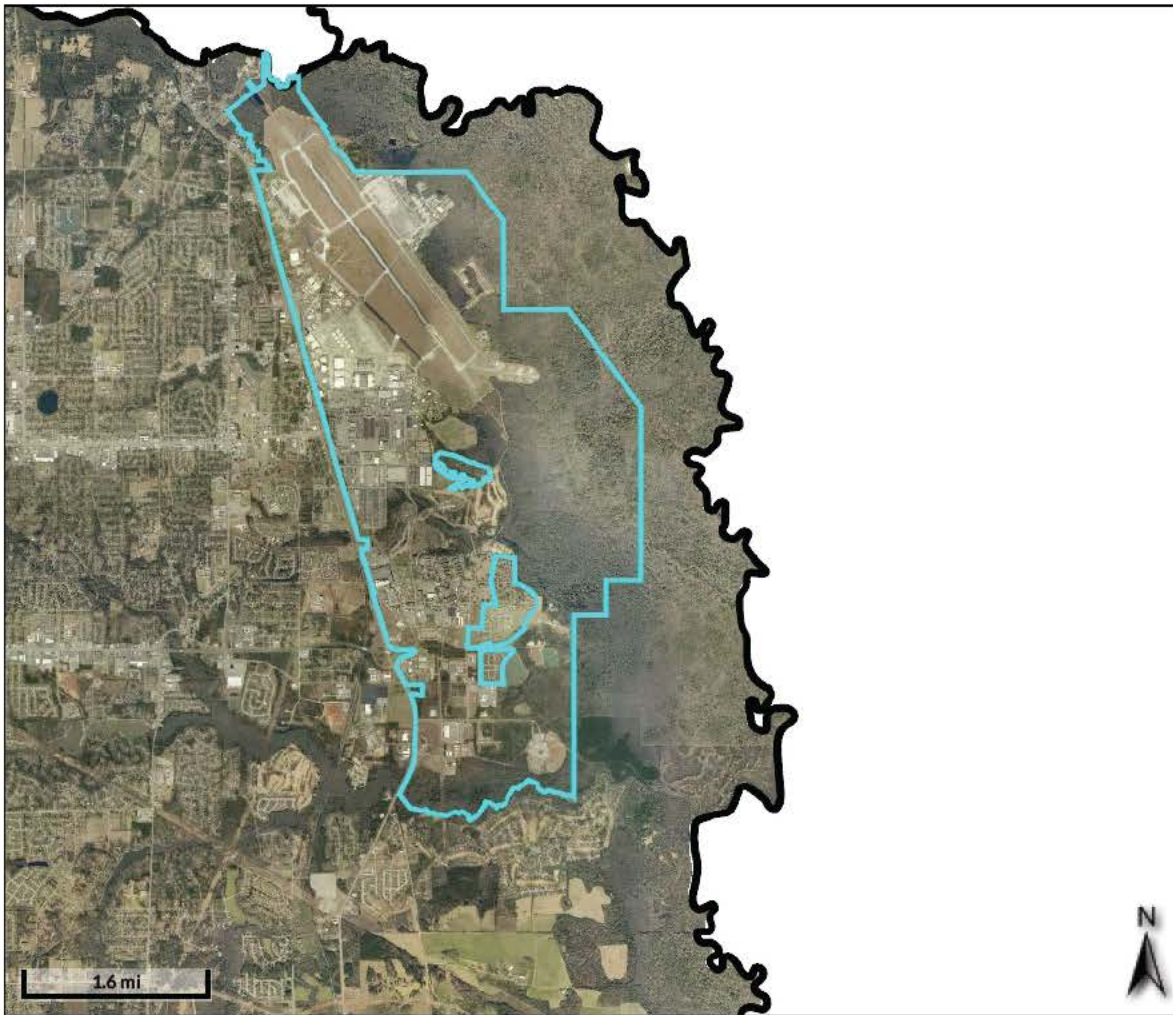
Public Hearing: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application for a Department of the Army permit. Requests for public hearings shall state, with particularity, the reasons for requesting a public hearing. The decision whether to hold a public hearing is at the discretion of the District Engineer, or his designated appointee, based on the need for additional substantial information necessary in evaluating the proposed project.

Comment Period: Anyone wishing to comment on this application for a Department of the Army permit should submit comments in writing to the Commander, U.S. Army Corps of Engineers, Savannah District, Attention: Ms. Holly Ross, 1104 North Westover Boulevard, Suite 9, Albany, Georgia, 31707, or by email to: Holly.A.Ross@usace.army.mil, no later than 30 days from the date of this notice. Please refer to the applicant's name and the application number in your comments.

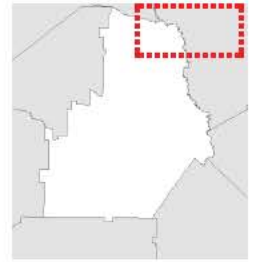
If you have any further questions concerning this matter, please contact Ms. Holly Ross, Project Manager, Albany Field Office at 648-422-2727 or via email at holly.a.ross@usace.army.mil.

Enclosures:

1. Figures 1 – 5 Location Mapping
2. Findings of No Significant Impact (5 pages)
3. Aquatic Resource Impacts map



Overview



Legend

 Parcels

Parcel ID	00120A 001000	Ownr	US GOVT-ROBINS AFB	Last 2 Sales			
Class Code	Exempt		UNITED STATES OF AMERICA	Date	Price	Reason	Qual
Taxing District	Robins Air Force Base		BY THE SECRETARY OF THE AIR FORCE	1/27/2016		23	U
	Robins Air Force Base		2261 HUGHES AVE, STE 155				
Acres	6690.1		JBSA LACKLAND TX 78236				
		Physical Address	HWY 247				
		Assessed Value	Va ue \$1046287000				
		Land Value	Va ue \$8.02812e+008				
		Improvement Value	Va ue \$1.81e+008				
		Accessory Value	Va ue \$6.2475e+007				

(Note: Not to be used on ega documents)

Date created: 12/10/2018

Last Data Up oaded: 12/10/2018 6:03:58 AM

Deve oped by  Schneider
GEOSPATIAL

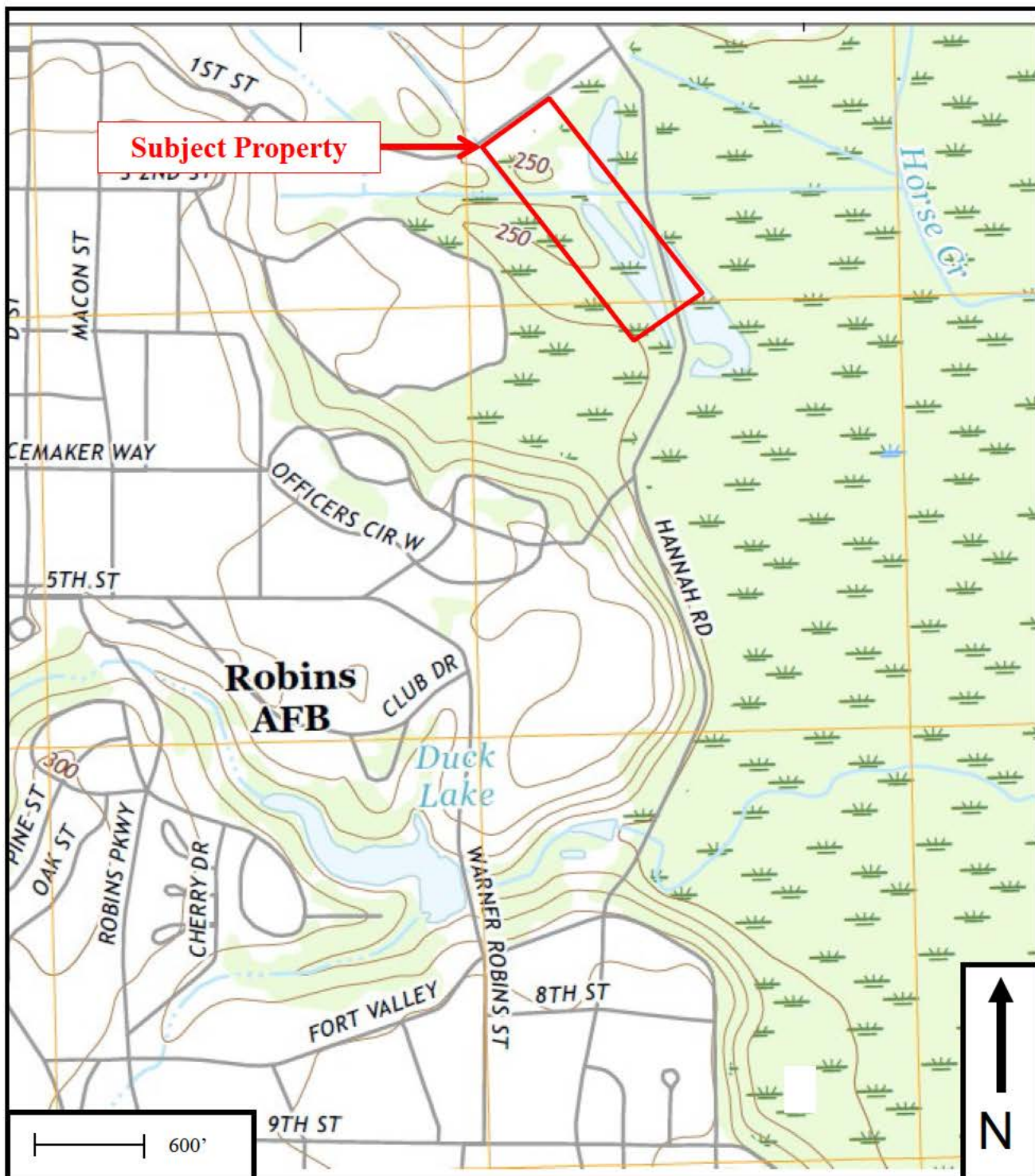


Figure 1

**U.S.G.S. Topographic Map
WRAFB Southern Frangibility Zone**

Warner Robins Air Force Base

Warner Robins, Houston County, Georgia

GEC Project No. 180596.240

Approximate Scale: As Shown

Source: Warner Robins SE, GA Quadrangle (2017)

GEC
GEOTECHNICAL
&
ENVIRONMENTAL
CONSULTANTS, INC

514 Hillcrest Industrial Boulevard, Macon, GA 31204 • Phone: (478) 757-1606 • Fax: (478) 757-1608

5031 Milgen Court, Columbus, GA 31907 • Phone: (706) 569-0008 • Fax: (706) 569-0940

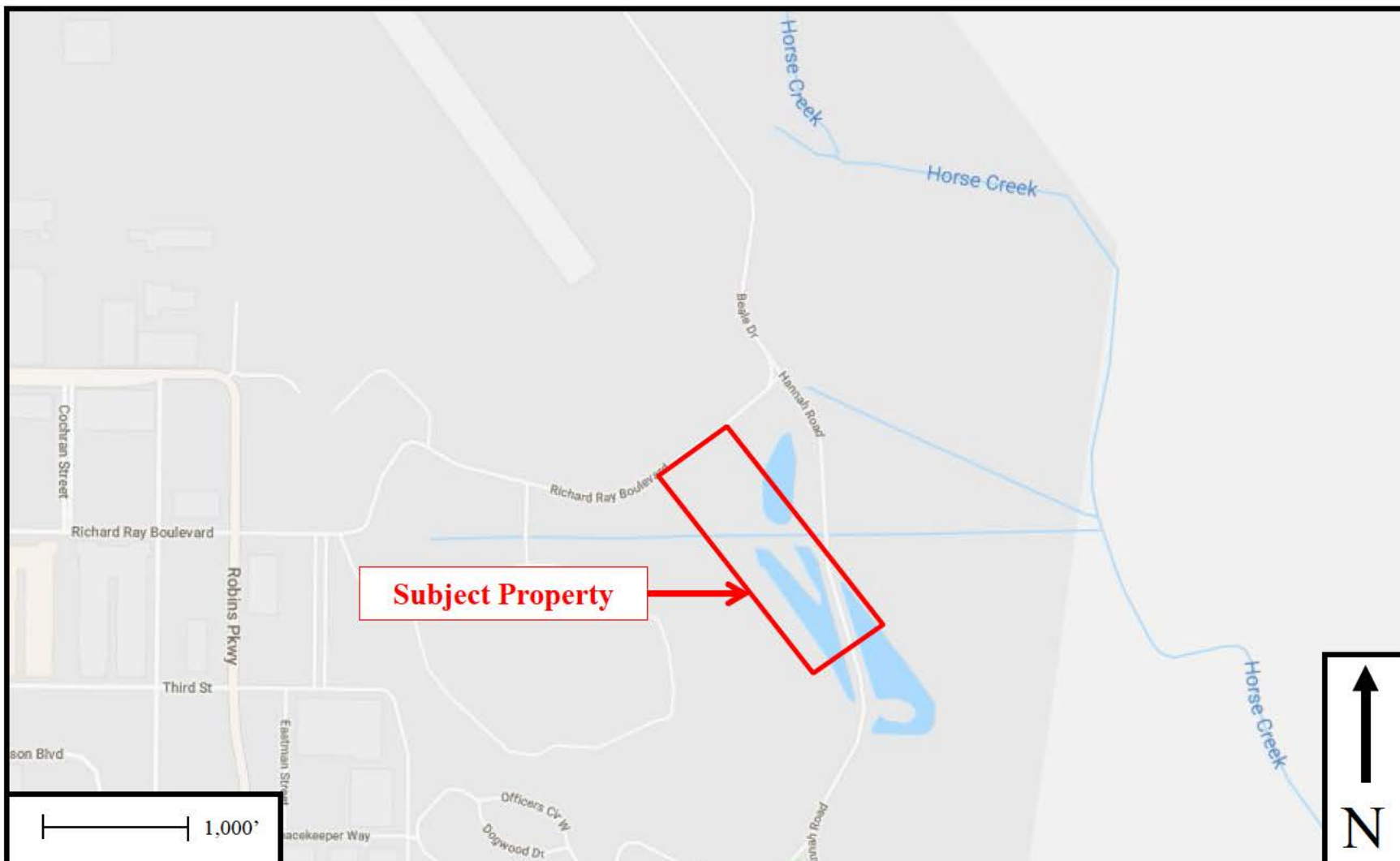


Figure 2
Location Map
WRAFB Southern Frangibility Zone
Warner Robins Air Force Base
Warner Robins, Houston County, Georgia
GEC Project #180596.240
Scale: As Shown
Source: Google Maps

GEC
GEOTECHNICAL
&
ENVIRONMENTAL
CONSULTANTS, INC.

514 Hillcrest Industrial Boulevard, Macon, GA 31204 • Phone: (478) 757-1606 • Fax: (478) 757-1608

5031 Milgen Court, Columbus, GA 31907 • Phone: (706) 569-0008 • Fax: (706) 569-0940



Figure 3
Aerial Map
WRAFB Southern Frangibility Zone
Warner Robins Air Force Base
Warner Robins, Houston County, Georgia
GEC Project #180596.240
Scale: As Shown
Source: Google Earth Website (2015)

GEC
GEOTECHNICAL
&
ENVIRONMENTAL
CONSULTANTS, INC.

514 Hillcrest Industrial Boulevard, Macon, GA 31204 • Phone: (478) 757-1606 • Fax: (478) 757-1608

5031 Milgen Court, Columbus, GA 31907 • Phone: (706) 569-0008 • Fax: (706) 569-0940

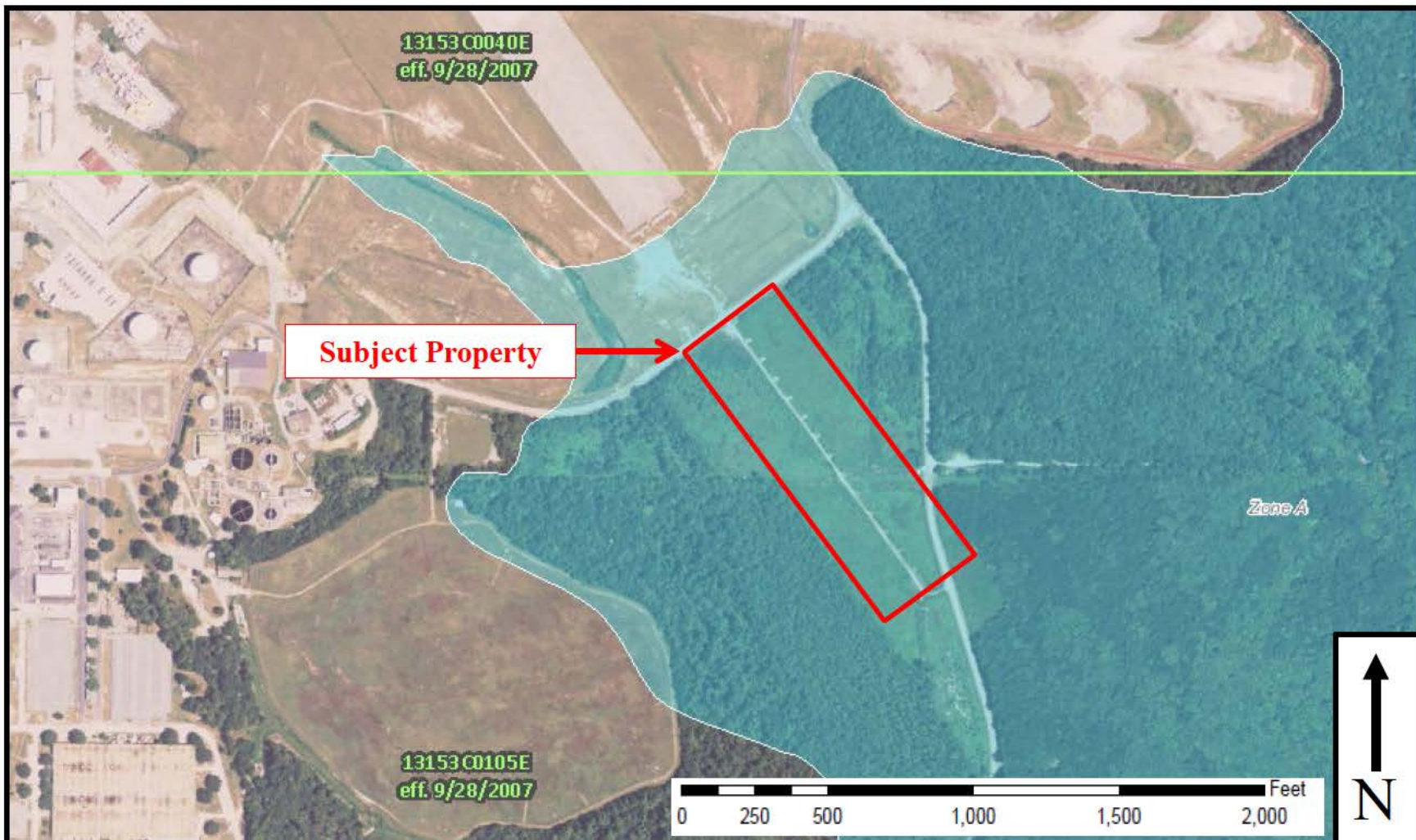


Figure 4
Flood Insurance Rate Map (FIRM)
WRAFB Southern Frangibility Zone
Warner Robins Air Force Base
Warner Robins, Houston County, Georgia
GEC Project #180596.240
Scale: As Shown
Source: FEMA Map Service Center Website

GEC
GEOTECHNICAL
&
ENVIRONMENTAL
CONSULTANTS, INC.

514 Hillcrest Industrial Boulevard, Macon, GA 31204 • Phone: (478) 757-1606 • Fax: (478) 757-1608

5031 Milgen Court, Columbus, GA 31907 • Phone: (706) 569-0008 • Fax: (706) 569-0940

**FINDING OF NO SIGNIFICANT IMPACT/
FINDING OF NO PRACTICABLE ALTERNATIVE
SOUTHERN FRANGIBILITY ZONE AND GRADED CLEAR ZONE
COMPLIANCE IMPROVEMENTS AT ROBINS AIR FORCE BASE, GEORGIA**

Pursuant to the Council on Environmental Quality regulations for implementing the procedural provisions of the National Environmental Policy Act (NEPA) (40 Code of Federal Regulations [CFR] 1500-1508) and the United States Air Force (USAF) Regulation 32 CFR Part 989, the 78th Civil Engineer Group, Sustainment & Restoration Section has prepared an Environmental Assessment (EA) to identify and evaluate potential effects with making improvements in the Southern Frangibility Zone and Graded Clear Zone (GCZ) at the southern end of Robins Air Force Base (AFB) runway.

PURPOSE AND NEED (EA § 2.1, pages 3 to 4): The southern mandatory frangibility zone (MFZ) (“southern frangibility zone”) and the southern GCZ located at the south end of the Robins AFB runway currently contain several safety hazards, which are in violation of Department of Defense airfield and heliport planning and design requirements found in Unified Facilities Criteria 3-260-01. The southern MFZ consists mainly of seasonally flooded wetlands located within the 100-year floodplain. This aquatic environment attracts wildlife such as ducks, geese, hawks, and wading birds, all of which create a substantial risk to the safety of emergency crews and equipment, pilots, aircrew, and aircraft from Bird/Wildlife Aircraft Strike Hazards (BASH). Additionally, the wet, nutrient-rich environment provide ideal conditions for rapidly growing trees such as willow and maple. The presence of these fast growing trees and other foliage ensure related obstacles will constantly occur and require continued pesticide usage. This area is also hazardous to aircrews and aircraft in the event of a mishap, as emergency crews and their equipment are susceptible to injury/damage and delay in gaining access to downed aircrews and aircraft. In addition, the location of Beale Drive within the southern GCZ violates requirements listed in Air Force Instruction (AFI) 32-7063 for permissible land uses within a GCZ as well as Air Force Handbook (AFH) 32-7084. To address these violations, Robins AFB programmed a sustainment, restoration and modernization (SRM) action (SRM Project # UHHZ144033). Due to budget constraints, Robins has been issued airfield waivers by Air Force Materiel Command in order to remain in compliance with these requirements. Beginning in 2006, Robins AFB began addressing airfield requirements in earnest and sought to reduce waivers as much as possible. A series of projects were identified to bring the southern GCZ into compliance with UFC 3-260-01 and to address wildlife encroachment issues caused by adjacent wooded areas. As these GCZ projects moved forward, an oversight of the MFZ requirements was identified in 2014. Using waivers was considered but due to the presence of concrete weir, the extent of the embankment at Richard Ray Boulevard in that area and the wildlife habitat that continually created wildlife encroachment issues, it was decided that these non-compliant items were not acceptable and they needed to be mitigated. Then, funding became available in Fiscal Year 2017 to address identified hazards in the MFZ.

The purpose of the Proposed Action is to eliminate flight and emergency operation hazards in the southern MFZ and GCZ and to eliminate hazards and delays to emergency crews responding to incidents within the southern MFZ and GCZ. The need for the Proposed Action is to protect the safety of emergency crews/equipment, pilots/aircrew, and aircraft, and to eliminate recurring sources of safety hazards and related obstacles.

DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

PROPOSED ACTION (EA § 2.3.2, pages 11 to 13): Under the Proposed Action, flight operation hazards in the southern MFZ and GCZ would be eliminated. This would be accomplished by realigning part of Beale Drive, removing non-frangible obstacles in the southern MFZ, and filling in wetlands within the southern MFZ to eliminate BASH attractors and improve emergency response capabilities in the event of a mishap. Implementation of the Proposed Action would result in filling and grading approximately 15 acres of jurisdictional wetlands within the southern MFZ and GCZ. To compensate for unavoidable loss of these wetlands, Robins AFB will purchase wetland mitigation credits from an established wetlands mitigation bank. The wetlands will be filled and graded to

minimize BASH attractors, minimize safety issues in the event of a mishap, remove non-frangible obstacles, and eliminate vegetation that can quickly grow to exceed height requirements. This eliminates safety hazards associated with constantly recurring obstacles in wetland/floodplain areas. A detailed topographic survey was performed for portion of Beale Drive located within the southern GCZ, and a new roadway alignment was designed. The new alignment removes this roadway from the southern GCZ and ties it back into the existing roadway, aligning at two end points (EA Figure 1, page 6). The southern GCZ will meet the requirements of AFI 32-7063 and AFH 32-7084 upon realignment of Beale Drive.

NO-ACTION ALTERNATIVE (EA § 2.4, page 14): Under the No-Action Alternative, wetlands would remain and attendant flight operation hazards in the southern MFZ and GCZ would continue. Beale Drive would not be realigned to eliminate prohibited roads within the GCZ; prohibited, non-frangible structures in the southern MFZ would not be eliminated; and BASH attractors would not be eliminated to improve emergency response capabilities in the event of a mishap. Increased safety protection for emergency crews/equipment, pilots/aircrew, and aircraft would not occur. The presence of fast-growing trees and other foliage in wetland areas would continue and require application of pesticides. Robins AFB would continue to apply for airfield waivers in order to remain compliant with UFC 3-260-01 standards for airfield obstructions and frangibility.

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED STUDY (EA § 2.5, pages 14 to 16): Two alternatives for completing the Proposed Action were considered but not carried forward for further analysis because they failed to meet the selected project criteria as presented in § 2.2 of the EA. The first alternative considered removing the steel and concrete weir and continuing to remove, top, and/or grind trees and their stumps within the southern MFZ. Natural and man-made airfield obstructions not meeting the frangibility requirements would be eliminated and woody debris would be removed periodically. Beale Drive would be realigned to remove the roadway from the GCZ. This alternative was removed from further consideration because it would not minimize the potential for increased safety risk in the event of a mishap and it would not address BASH. The second alternative considered use of a wetland-approved herbicide to control tree growth in these areas. The steel and concrete weir would be removed and Beale Drive would be realigned to remove the roadway from the southern GCZ. This alternative was removed from further consideration because it would not minimize the potential for increased risk in the event of a mishap and would not address BASH. Furthermore, it would violate the USAF Model Pesticide Reduction Plan guidelines. In both alternatives, the recurrence of wetland disturbance to maintain safety requirements resulted in a MFZ wetland continuously subject to regenerating obstacles such as fast-growing trees and other foliage.

ENVIRONMENTAL EFFECTS

Implementation of the Proposed Action would have no effect on drinking water/wastewater supplies, hazardous materials/waste, toxic materials, cultural resources, socioeconomics, and transportation/safety. There are no drinking water wells located within the vicinity of the Proposed Action. While no industrial wastewater is generated within the boundaries of the southern MFZ and GCZ, industrial and sanitary wastewater is pumped through a force main that crosses the southern CZ and discharges to the Ocmulgee River. No solid waste is currently generated here due to land use restrictions placed on the MFZ and GCZ. Hazardous materials/waste are neither stored nor generated within the Proposed Action area. Aircraft de-icing is occasionally required in the vicinity of the runway and taxiway, but this occurs within a window of roughly two weeks per year. Implementation of the Proposed Action would not generate new sources of industrial waste streams. No asbestos and/or lead based paint material is located within the Proposed Action area. The two closest restoration sites to the Proposed Action area are a landfill located to the southwest of the southern MFZ and Solid Waste Management Unit 57 located near the Beale Drive proposed road realignment area. Both sites are undergoing cleanup activities and long term groundwater monitoring in accordance with the records of decision approved by the United States Environmental Protection (USEPA) corrective action plans as well as by Georgia Department of Natural Resources, Environmental Protection Division (GADNR EPD). Groundwater wells in the Proposed Action area would be protected during construction activities. These wells may need to be extended to remain

accessible and useable depending if ground elevation changes. If this were to occur, Robins AFB will coordinate with the Air Force Civil Engineer Center. This coordination will also be required if the wells along Beale Drive road realignment have to be abandoned. Two National Register of Historic Places (NRHP)-eligible properties, Building 12 and the Strategic Air Command (SAC) Alert Apron, are located in the vicinity of the new route for Beale Drive. Building 12, a historic Cold War Era structure determined to be eligible for listing on the NRHP, is located on the southern end of the airfield just east of the runway. Surveys identified no archaeological/cultural resources material and indicated there is little potential for undiscovered archaeological deposits within either the Proposed Action area or along the proposed new route for Beale Drive (Appendix B). No known areas of religious or sacred significance to the thirteen federally recognized tribes have been identified on Robins AFB (Appendix C). No residential or commercial property is located in the vicinity of the Proposed Action area due to navigational and safety requirements; therefore, there would be no impacts to Environmental Justice.

Based on the scope of the Proposed Action, environmental analyses within the EA determined there would be temporary, short-term impacts to the physical environment (surface waters, floodplains/wetlands, storm water, soils and groundwater), air quality, noise, and biological resources. Overall, environmental analyses did not identify any significant impacts to any of the above resources. In addition, no significant cumulative impacts caused by implementation of the Proposed Action when combined with other past, present, and reasonably foreseeable actions occurring at Robins AFB were identified (EA § 4.9, pages 63 to 70).

PHYSICAL ENVIRONMENT (EA §§ 3.1 and 4.1; pages 19 – 25 and 41 – 51): Temporary impacts are anticipated on surface waters, storm water, floodplain/wetland areas, soils, and groundwater during construction activities of the Proposed Action, which would cease upon completion of the project. During construction, the selected contractor will implement best management practices (BMPs) to control soil erosion as required by the GADNR EPD, Water Quality Control General Permit for Storm Water Discharges Associated with Construction Activity for Stand Alone Construction Projects. Disturbed areas will be stabilized and reseeded to further minimize erosion and sediment transport. Majority of the Proposed Action falls within the 100-year floodplain of the Ocmulgee River. Approximately fifteen acres of seasonally and semi-permanently jurisdictional wetlands exists within the proposed site. Although some adverse effects on floodplain and wetland areas will occur as a result of this action, these impacts will be offset by compensatory mitigation through the purchase of credits in a qualifying mitigation wetlands bank. Robins AFB selected contractor will be required to submit an Individual Permit application to the U.S. Army Corp of Engineers, Savannah District Office, which will include a Jurisdictional Determination Request, project plans including sediment and erosion control to minimize impacts to wetlands, and a description of the alternatives evaluated in this document. As part of this permitting process, the contractor will also secure a 401 Water Quality Certification from GADNR EPD. Because two of the identified projects involve filling wetlands areas, the combined impacts would contribute slightly to a cumulative effect on wetland and floodplain resources. Existing storm water infrastructure will remain in place or will be replaced with improved structures. These controls will continue through the life of the project. The remaining floodplain contains sufficient storage capacity to handle displaced flood waters; therefore, cumulative effects from the loss of flood water storage capacity in the Ocmulgee River floodplain are considered to be insignificant. With these mitigations in place, there would be no significant impact to the physical environment from the Proposed Action.

AIR QUALITY (EA §§ 3.2 and 4.2, pages 26 to 27 and 52 to 53): Air quality in Houston County, which includes Robins AFB, is currently classified as in attainment for all criteria air pollutants under the Clean Air Act (CAA). Conformity analysis is not required. Machinery used to fill and grade the project area and relocate Beale Drive would temporarily increase emissions of carbon monoxide (CO), hydrocarbons, nitrogen oxides (NOx) and fugitive dust emissions, which were determined to be below de minimus levels under the CAA. The Proposed Action would not result in an increase in stationary or mobile air emissions following completion of construction activities. An Air Conformity Applicability Model (ACAM) analysis determined the Proposed Action would result in 685 tons/year of greenhouse gas emission, which is less than the significant emission rate of 75,000 tons/year guidance provided by USEPA. The ACAM file is found in Appendix E of the EA and is incorporated

by reference. Based on this analysis, there would be no significant impacts to air quality from the Proposed Action.

NOISE ENVIRONMENT (EA §§ 3.4 and 4.4, pages 31 to 32 and page 56): Filling and grading in the project area would result in a temporary increase in vehicle/construction equipment noise in the immediate vicinity of the project area. These noise impacts are compatible with the airfield and adjacent areas. The relocation of Beale Drive would bring traffic closer to an existing building that is utilized on a part-time basis for official business. Both temporary and permanent noise increases would be insignificant in comparison to the existing noise environment, which is dominated by flight line activities. During construction, aircraft operations will be temporary redirected to the north end of the runway until project completion. This may result in a temporary increase in noise in the area immediately north of the runway; however, there are no sensitive receptors located there. Overall, there would be no significant impacts from noise with implementation of the Proposed Action.

BIOLOGICAL ENVIRONMENT (EA §§ 3.5 and 4.5, pages 32 to 35 and page 56): Biological resources within the project area would be temporarily impacted by noise and traffic resulting from construction operations. These impacts would be minimal since wildlife in the immediate area of the airfield are accustomed to such an environment. With the exception of the American alligator, which is protected under the Endangered Species Act as threatened due to similarity of appearance with several species of crocodiles and caimans, there are no other threatened, endangered or sensitive plant or animal species or their habitats located within the Proposed Action area. State-protected plant species of concern do occur on Robins AFB, but no populations have been identified within the project area. Populations of the Atlantic sturgeon are believed to spawn within the Ocmulgee River, approximately 60 river kilometers downstream of the Proposed Action. As such, Robins AFB conducted informal consultations with USFWS, the National Marine Fisheries Service (NMFS), and GADNR Wildlife Resources Division in the spring of 2016 (Appendix C). All agencies concurred with Robins AFB's "No Effect" determination on threatened and endangered species with implementation of the Proposed Action. Concerning any loss of feeding and nesting habitat to the American alligator due to filling in the wetland areas, USFWS and NMFS agreed purchasing credits in a regulatory-approved wetlands mitigation bank would address any habitat loss to this species. There would be no significant impacts to biological resources from the Proposed Action with incorporation of wetland/floodplain mitigations into the action.

WETLAND/FLOODPLAIN MITIGATIONS

As the proponent for this action, the 78th Civil Engineer Group, Sustainment & Restoration Section is responsible for ensuring the wetland/floodplain mitigations identified above and throughout the EA are fully funded, in place, and being carried out, as identified in this document and within the Mitigation and Monitoring Plan (MMP). The MMP will be developed subsequent to this document and will include regulatory permitting requirements as they become available and the anticipated mitigation schedule along with completion date(s). The MMP is a living document and as such will be updated by Robins AFB throughout the life of the project. It is expected mitigation monitoring will generally consist of on-the-ground inspections and any subsequent actions necessary to address deficiencies discovered during the inspections. The EA refers to the use of BMPs. For this document and in compliance with USAF regulations, BMPs as identified within the EA will be carried forward and monitored in the MMP.

PUBLIC NOTICE/CONSULTATION/SIMILAR CONTACTS

The draft EA and draft FONSI/FONPA were made available to the public for a 30-day review period on June 17, 2015 in the *Houston Home Journal*. In addition copies of the draft documents were made available to federally recognized tribes. No comments were received. Copies of all federal/state agencies, tribal consultations, and public review are found within Appendix C of the EA.

FINDING OF NO SIGNIFICANT IMPACT

Based on my review of the facts and analysis summarized above and contained within the attached EA, I find the proposed decision to make improvements in the Southern Frangibility Zone and GCZ at the southern end of the Robins AFB runway will not have a significant impact on the natural or human environment; therefore, an environmental impact statement is not required. This analysis fulfills the requirements of the National Environmental Policy Act, the President's Council on Environmental Quality 40 C.F.R. §§ 1500 – 1508 and the USAF EIAP regulation 32 C.F.R § 989.

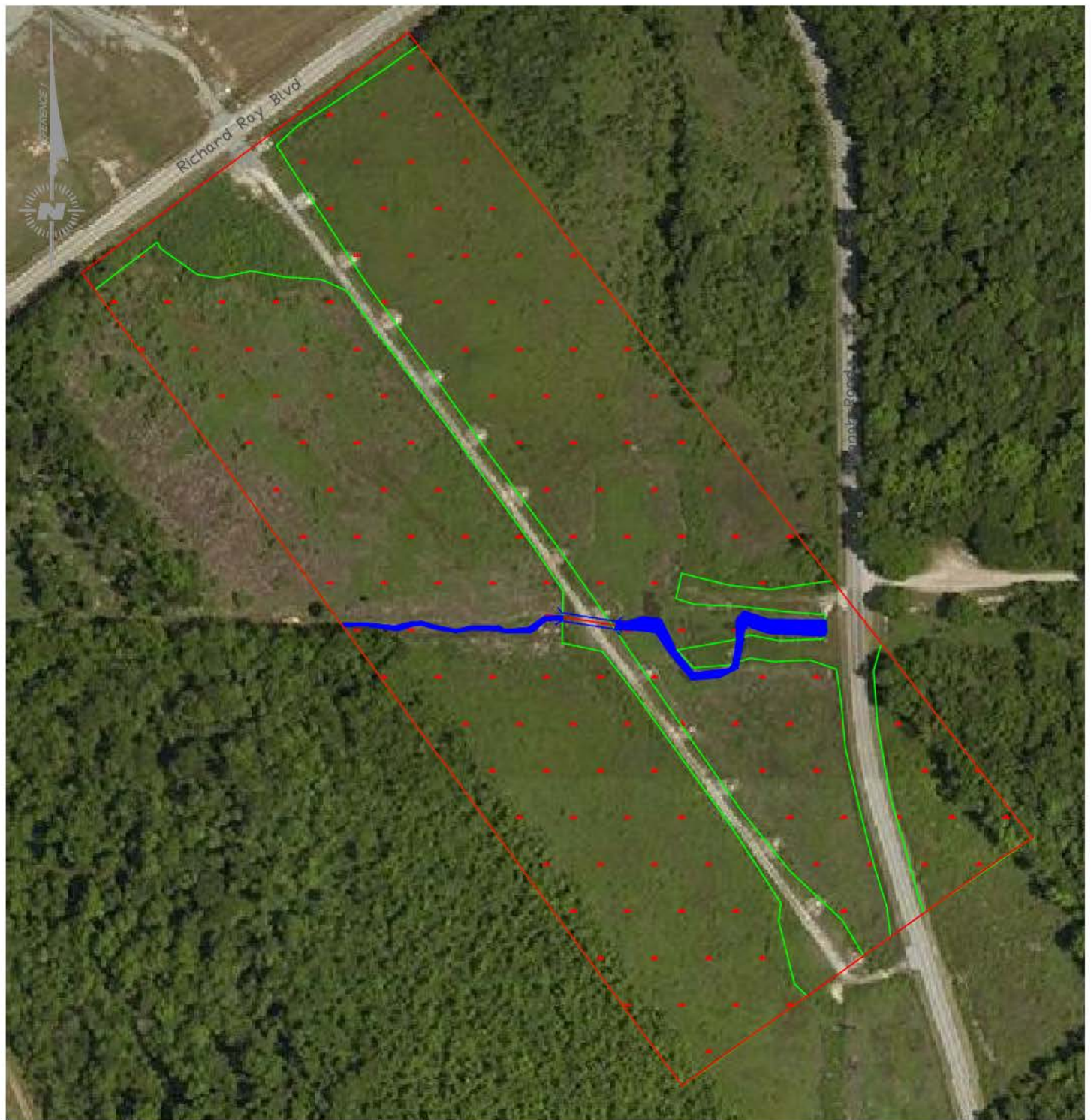
FINDING OF NO PRACTICABLE ALTERNATIVE

Pursuant to the requirements of Executive Orders 11988, *Floodplain Management*, as amended by Executive Order 13690 on January 30, 2015 and 11990, *Protection of Wetlands*, and considering all supporting information, I find there is no practicable alternative to conducting these construction activities within the floodplain and jurisdictional wetland areas as described in the attached EA and that the Proposed Action includes all practicable measures to minimize harm to the environment. This finding both fulfills requirements of the referenced Executive Orders and EIAP regulation, 32 CFR § 989.14 for a Finding of No Practicable Alternative.



RONALD J. ONDERKO, P.E.
Command Senior Civil Engineer
Logistics, Civil Engineering and Force Protection

30 MAY 2017
Date



LEGEND:

- = Approximate Project Area (~18.9 acres)
- = Impacted Wetland Area (~15.9 acres)
- = Perennial Stream (~625 LF)

0 100' 200' 400' 600' 800'



SCALE: 1" = 200'

Impact Map
WRAFB Southern Frangibility Zone
Warner Robins Air Force Base
Warner Robins, Houston County, Georgia
GEC Project No. 180596.240

GEC
GEOTECHNICAL
&
ENVIRONMENTAL
CONSULTANTS, INC

514 Hillcrest Industrial Boulevard, Macon, GA 31204 • Phone: (478) 757-1606 • Fax: (478) 757-1608

5031 Migen Court, Columbus, GA 31907 • Phone: (706) 559-0008 • Fax: (706) 559-0940