

APPENDIX F

2000 Census Data



Thematic Maps

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TM-PL001. Total Persons: 2000

Universe: Total population

Current Data Set: [Census 2000 Redistricting Data \(Public Law 94-171\) Summary File](#)

Census Tract 302.02, Marshall County, Alabama by

Select an option, then click on the map

[Quick tips](#)

recenter

recenter and zoom in

identify

[Go to selection](#)

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see <http://factfinder.census.gov/home/en/datanotes/expplu.html>.

Legend

Data Classes

Total Persons

0 - 10
11 - 36
38 - 74
81 - 156
182 - 329

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody



Source: U.S. Census Bureau, Census 2000 Redistricting Data (Public Law 94-171) Summary File, Matrix PL1.

To reposition the map...

enter an **address** or a zip code and click 'Go'

Street Address [Quick tips](#)

City State Zip Code

Or...



U.S. Census Bureau

American FactFinder

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TM-PL003A. Percent of Persons Who Are White Alone: 2000

Universe: Total population

Current Data Set: Census 2000 Redistricting Data (Public Law 94-171) Summary File

Census Tract 302.02, Marshall County, Alabama by

Select an option, then click on the map

Quick tips

recenter recenter and zoom in identify

Go to selection

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see <http://factfinder.census.gov/home/en/datanotes/expplu.html>.

Legend

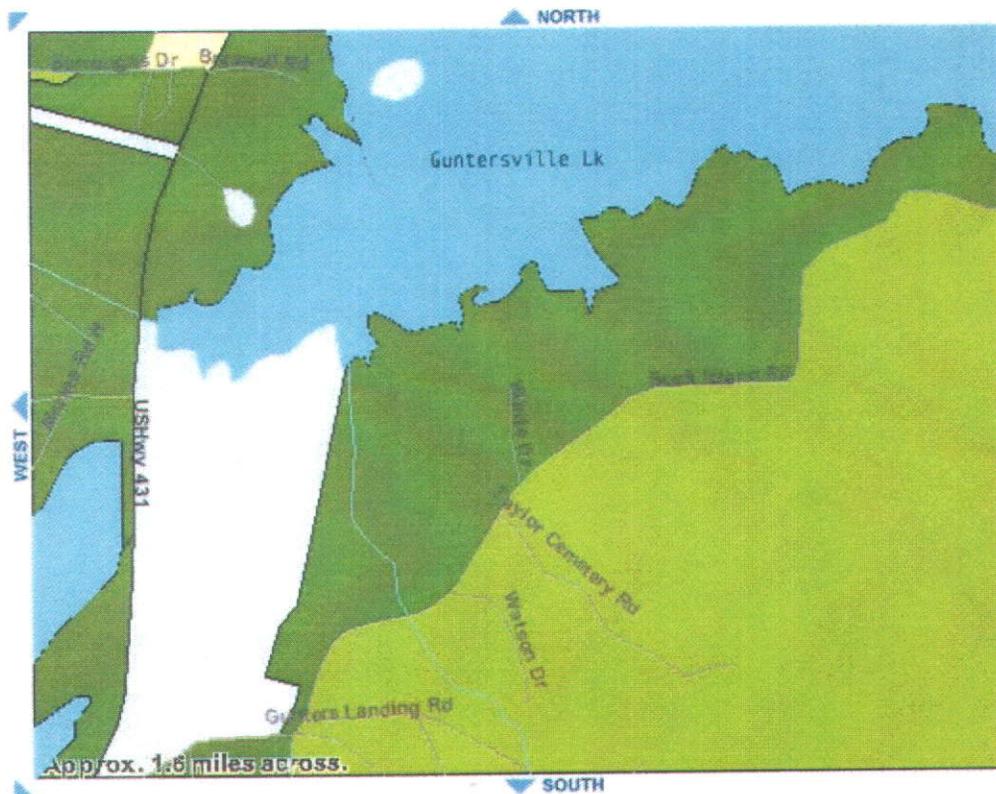
Data Classes

Percent

0.0 - 33.3
33.3 - 70.4
70.4 - 87.2
87.2 - 90.2
90.2 - 95.9
95.9 - 96.9
96.9 - 99.1
99.1 - 100.0
100.0 - 100.0

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody



Source: U.S. Census Bureau, Census 2000 Redistricting Data (Public Law 94-171) Summary File, Matrix PL1.

To reposition the map...

enter an **address** or a zip code and click 'Go'

Street Address [Quick tips](#)

City State Zip Code

Or...

Subject	Number	Percent
Other services (except public administration)	96	4.7
Public administration	172	8.4
CLASS OF WORKER		
Private wage and salary workers	1,467	71.9
Government workers	339	16.6
Self-employed workers in own not incorporated business	229	11.2
Unpaid family workers	6	0.3
INCOME IN 1999		
Households	1,886	100.0
Less than \$10,000	250	13.3
\$10,000 to \$14,999	149	7.9
\$15,000 to \$24,999	282	15.0
\$25,000 to \$34,999	267	14.2
\$35,000 to \$49,999	330	17.5
\$50,000 to \$74,999	286	15.2
\$75,000 to \$99,999	213	11.3
\$100,000 to \$149,999	90	4.8
\$150,000 to \$199,999	7	0.4
\$200,000 or more	12	0.6
Median household income (dollars)	34,632	(X)
With earnings	1,436	76.1
Mean earnings (dollars)	40,123	(X)
With Social Security income	602	31.9
Mean Social Security income (dollars)	10,448	(X)
With Supplemental Security Income	142	7.5
Mean Supplemental Security Income (dollars)	4,279	(X)
With public assistance income	33	1.7
Mean public assistance income (dollars)	2,103	(X)
With retirement income	499	26.5
Mean retirement income (dollars)	28,735	(X)
Families	1,367	100.0
Less than \$10,000	110	8.0
\$10,000 to \$14,999	101	7.4
\$15,000 to \$24,999	176	12.9
\$25,000 to \$34,999	198	14.5
\$35,000 to \$49,999	237	17.3
\$50,000 to \$74,999	237	17.3
\$75,000 to \$99,999	199	14.6
\$100,000 to \$149,999	90	6.6
\$150,000 to \$199,999	7	0.5
\$200,000 or more	12	0.9
Median family income (dollars)	39,308	(X)
Per capita income (dollars)	18,993	(X)
Median earnings (dollars):		
Male full-time, year-round workers	30,536	(X)
Female full-time, year-round workers	26,577	(X)
POVERTY STATUS IN 1999 (below poverty level)		
Families	166	(X)
Percent below poverty level	(X)	12.1
With related children under 18 years	108	(X)
Percent below poverty level	(X)	17.7
With related children under 5 years	19	(X)
Percent below poverty level	(X)	10.0
Families with female householder, no husband present	32	(X)
Percent below poverty level	(X)	28.1
With related children under 18 years	21	(X)

Subject	Number	Percent
Percent below poverty level	(X)	42.0
With related children under 5 years	10	(X)
Percent below poverty level	(X)	62.5
Individuals	636	(X)
Percent below poverty level	(X)	14.2
18 years and over	458	(X)
Percent below poverty level	(X)	13.2
65 years and over	49	(X)
Percent below poverty level	(X)	7.6
Related children under 18 years	152	(X)
Percent below poverty level	(X)	15.5
Related children 5 to 17 years	133	(X)
Percent below poverty level	(X)	17.6
Unrelated individuals 15 years and over	183	(X)
Percent below poverty level	(X)	29.0

(X) Not applicable.

[Detailed Occupation Code List \(PDF 42KB\)](#)

[Detailed Industry Code List \(PDF 44KB\)](#)

[User note on employment status data \(PDF 63KB\)](#)

Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, P32, P33, P43, P46, P49, P50, P51, P52, P53, P58, P62, P63, P64, P65, P67, P71, P72, P73, P74, P76, P77, P82, P87, P90, PCT47, PCT52, and PCT53


U.S. Census Bureau
American FactFinder
DP-1. Profile of General Demographic Characteristics: 2000

Data Set: Census 2000 Summary File 4 (SF 4) - Sample Data

Geographic Area: Census Tract 302.02, Marshall County, Alabama

 NOTE: Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions see <http://factfinder.census.gov/home/en/datanotes/expsf4.htm>.

Subject	Number	Percent
Total population	4,521	100.0
SEX AND AGE		
Male	2,219	49.1
Female	2,302	50.9
Under 5 years	226	5.0
5 to 9 years	289	6.4
10 to 14 years	308	6.8
15 to 19 years	328	7.3
20 to 24 years	220	4.9
25 to 34 years	518	11.5
35 to 44 years	686	15.2
45 to 54 years	734	16.2
55 to 59 years	305	6.7
60 to 64 years	259	5.7
65 to 74 years	415	9.2
75 to 84 years	208	4.6
85 years and over	25	0.6
Median age (years)	40.4	(X)
18 years and over	3,481	77.0
Male	1,702	37.6
Female	1,779	39.3
21 years and over	3,326	73.6
62 years and over	817	18.1
65 years and over	648	14.3
Male	292	6.5
Female	356	7.9
RELATIONSHIP		
Population	4,521	100.0
In households	4,487	99.2
Householder	1,886	41.7
Spouse	1,160	25.7
Child	1,183	26.2
Own child under 18 years	918	20.3
Other relatives	148	3.3
Under 18 years	63	1.4
Nonrelatives	110	2.4
Unmarried partner	80	1.8
In group quarters	34	0.8
Institutionalized population	12	0.3
Noninstitutionalized population	22	0.5
HOUSEHOLDS BY TYPE		
Households	1,886	100.0
Family households (families)	1,367	72.5

Subject	Number	Percent
With own children under 18 years	575	30.5
Married-couple family	1,151	61.0
With own children under 18 years	451	23.9
Female householder, no husband present	114	6.0
With own children under 18 years	48	2.5
Nonfamily households	519	27.5
Householder living alone	484	25.7
Householder 65 years and over	210	11.1
Households with individuals under 18 years	636	33.7
Households with individuals 65 years and over	648	34.4
Average household size	2.38	(X)
Average family size	2.82	(X)
HOUSING TENURE		
Occupied housing units	1,876	100.0
Owner-occupied housing units	1,571	83.7
Renter-occupied housing units	305	16.3
Average household size of owner-occupied unit	2.34	(X)
Average household size of renter-occupied unit	2.64	(X)

(X) Not applicable.

When an ancestry group is selected, the data in this table refer to the ancestry of the person or householder.

Source: U.S. Census Bureau, Census 2000 Summary File 4, Matrices PCT1, PCT3, PCT4, PCT8, PCT9, PCT10, PCT11, PCT12, PCT14, PCT15, PCT23, PCT26, HCT2, and HCT7.



U.S. Census Bureau

American FactFinder

DP-1. Profile of General Demographic Characteristics: 2000
 Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data
 Geographic Area: **Census Tract 302.02, Marshall County, Alabama**

NOTE: For information on confidentiality protection, nonsampling error, and definitions, see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

Subject	Number	Percent
Total population	4,521	100.0
SEX AND AGE		
Male	2,237	49.5
Female	2,284	50.5
Under 5 years	230	5.1
5 to 9 years	286	6.3
10 to 14 years	316	7.0
15 to 19 years	321	7.1
20 to 24 years	220	4.9
25 to 34 years	521	11.5
35 to 44 years	692	15.3
45 to 54 years	735	16.3
55 to 59 years	302	6.7
60 to 64 years	248	5.5
65 to 74 years	412	9.1
75 to 84 years	208	4.6
85 years and over	30	0.7
Median age (years)	40.2	(X)
18 years and over	3,477	76.9
Male	1,710	37.8
Female	1,767	39.1
21 years and over	3,326	73.6
62 years and over	796	17.6
65 years and over	650	14.4
Male	300	6.6
Female	350	7.7
RACE		
One race	4,490	99.3
White	4,419	97.7
Black or African American	19	0.4
American Indian and Alaska Native	25	0.6
Asian	12	0.3
Asian Indian	4	0.1
Chinese	0	0.0
Filipino	1	0.0
Japanese	1	0.0
Korean	0	0.0
Vietnamese	4	0.1
Other Asian ¹	2	0.0
Native Hawaiian and Other Pacific Islander	2	0.0
Native Hawaiian	1	0.0
Guamanian or Chamorro	0	0.0
Samoan	1	0.0
Other Pacific Islander ²	0	0.0

Subject	Number	Percent
Some other race	13	0.3
Two or more races	31	0.7
Race alone or in combination with one or more other races³		
White	4,450	98.4
Black or African American	20	0.4
American Indian and Alaska Native	45	1.0
Asian	18	0.4
Native Hawaiian and Other Pacific Islander	5	0.1
Some other race	14	0.3
HISPANIC OR LATINO AND RACE		
Total population	4,521	100.0
Hispanic or Latino (of any race)	28	0.6
Mexican	14	0.3
Puerto Rican	5	0.1
Cuban	5	0.1
Other Hispanic or Latino	4	0.1
Not Hispanic or Latino	4,493	99.4
White alone	4,404	97.4
RELATIONSHIP		
Total population	4,521	100.0
In households	4,488	99.3
Householder	1,876	41.5
Spouse	1,119	24.8
Child	1,188	26.3
Own child under 18 years	909	20.1
Other relatives	201	4.4
Under 18 years	109	2.4
Nonrelatives	104	2.3
Unmarried partner	64	1.4
In group quarters	33	0.7
Institutionalized population	11	0.2
Noninstitutionalized population	22	0.5
HOUSEHOLDS BY TYPE		
Total households	1,876	100.0
Family households (families)	1,352	72.1
With own children under 18 years	548	29.2
Married-couple family	1,119	59.6
With own children under 18 years	421	22.4
Female householder, no husband present	169	9.0
With own children under 18 years	91	4.9
Nonfamily households	524	27.9
Householder living alone	482	25.7
Householder 65 years and over	187	10.0
Households with individuals under 18 years	615	32.8
Households with individuals 65 years and over	488	26.0
Average household size	2.39	(X)
Average family size	2.86	(X)
HOUSING OCCUPANCY		
Total housing units	2,271	100.0
Occupied housing units	1,876	82.6
Vacant housing units	395	17.4
For seasonal, recreational, or occasional use	106	4.7
Homeowner vacancy rate (percent)	3.0	(X)
Rental vacancy rate (percent)	12.3	(X)

Subject	Number	Percent
HOUSING TENURE		
Occupied housing units	1,876	100.0
Owner-occupied housing units	1,576	84.0
Renter-occupied housing units	300	16.0
Average household size of owner-occupied unit	2.39	(X)
Average household size of renter-occupied unit	2.39	(X)

(X) Not applicable

¹ Other Asian alone, or two or more Asian categories.

² Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

³ In combination with one or more other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000 Summary File 1, Matrices P1, P3, P4, P8, P9, P12, P13, P,17, P18, P19, P20, P23, P27, P28, P33, PCT5, PCT8, PCT11, PCT15, H1, H3, H4, H5, H11, and H12.

APPENDIX G

Public Hearing Documentation

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PUBLIC HEARING
CITY OF GUNTERSVILLE
ENVIRONMENTAL ASSE4SSMENT
FOR THE
PROPOSED RUNWAY CONSTRUCTION
AND
AIRPORT IMPROVEMENTS

APRIL 1, 2004
5:00-7:00 P.M.

GUNTERSVILLE TOWN HALL
341 GUNTER AVENUE
GUNTERSVILLE, ALABAMA

1 5:00 p.m.

PROCEEDINGS

4/1/04

2 It's 5:00 p.m. and we're here for the public
3 hearing for the City of Guntersville's environmental
4 assessment for the proposed runway extension and
5 airport improvements at the Guntersville Airport.
6 What I'd like to do first is to thank everyone for
7 being here. I'm Frank Mills. I'm with Barge,
8 Waggoner, Sumner & Cannon. We're the city's
9 consultants for the improvement projects here at the
10 airport. We have a number of your staff here, and
11 our objective today is to, from between now and 7:00
12 p.m., to personally answer any questions you may have
13 if we can. If we can't answer them, we don't have
14 the information, we commit to get that information
15 back to you. Again, we appreciate you being here.

16 We have prepared a handout for this public
17 hearing for the environmental assessment. We do have
18 a number of copies still available here. We would
19 encourage you to sign in to note your presence.
20 Gives us your name, address and telephone number.
21 That way should you have specific questions that we
22 can't address for you today, we'll have the
23 information we need to get your answers back to you.

24 As you look around the room today you'll see a
25 number of boards up on the wall. The objective of

1 those boards is to present you with information
2 regarding the environmental, the draft environmental
3 assessment that has been completed for the airport
4 improvement projects. As we said, we have comment
5 sheets here that are attached as a last page to this
6 public hearing information set. You can utilize that
7 sheet for specific questions or you can actually, if
8 you would like, we can have your questions recorded
9 by the court reporter here.

10 Our normal process is to address these in an
11 informal manner. We've got a number of people here.
12 If you've got questions, we'd be happy to answer them
13 one-on-one for you. If you aren't, you don't feel
14 comfortable with the responses we've given you or you
15 want additional information, again, you can use the
16 sheet to the information packet here or we can have
17 it recorded by the reporter.

18 The purpose and need for this action. The
19 airport expansion at Guntersville Airport includes a
20 proposal to make certain improvements to the airport,
21 and the purpose of the project is to provide the
22 public with a modern aviation facility that will
23 safely accommodate a wide variety of general aviation
24 aircraft including business jets. The need to
25 accommodate these type aircraft and the need to meet

1 safety requirements, design criteria support the
2 proposal for this action.

3 Part of the environmental assessment under the
4 National Environmental Policy Act, or NEPA, requires
5 the entity that wants to proceed with this action to
6 evaluate alternatives. And basically the preferred
7 alternative for this particular airport consists of
8 re-orienting the existing runway to a location
9 parallel to the shore of Lake Guntersville, and the
10 new location will provide space required to construct
11 a new 5,500 foot runway. In addition to that runway
12 we'll eventually construct a parallel taxiway and
13 connectors as well as additional improvements there,
14 a new fixed-based operating facility, new hangers, so
15 on and so forth.

16 The project will require ultimately the
17 acquisition of approximately 172 acres, of which
18 85.87 acres are currently managed by the Tennessee
19 Valley Authority. At this point in time, it has been
20 yet determined what method of legal instrument will
21 be used to afford access to that property, dependant.
22 upon the outcome of the environmental assessment and
23 addressing some other impacts. We would cross that
24 bridge at that point in time at an appropriate time.

25 Approximately eight single family residences

1 will be displaced as a result of this preferred
2 alternative. No businesses would be displaced and
3 would not conflict with any land use plans or create
4 an incompatible plan use.

5 Part of the need for the National
6 Environmental Policy Act, and specifically this
7 environmental assessment, requires that the proposed
8 action evaluate anticipated impacts to the
9 environment, and is addressed in the handout here,
10 which is a brief summary of the environmental
11 assessment, and in there addressed more details in
12 the actual draft environmental assessment document
13 here. These documents have been available for public
14 viewing for the past 30 days.

15 Anticipated environmental impacts. Project
16 requires -- I mentioned an acquisition of
17 approximately 172 acres. Again, no businesses will
18 be displaced as part of that action.

19 From a noise impact standpoint, the most
20 commonly used noise model for these type evaluations
21 is the day-night average sound level or the DNL. And
22 through the use of computer models we determined that
23 noise levels of 65 DNL's and higher are currently
24 being generated by aircraft using the airport. The
25 noise analysis was conducted for the level of

1 activity projected for the year 2013, and indicates
2 that aircraft operation will continue to produce
3 noise levels of 65 and higher. However, the 65 DNL
4 contour extends only slightly beyond the eastern
5 boundary into Lake Guntersville. And once we get
6 through with the statement, we will be available. I
7 think we have a plat over here that dictates those,
8 and we can address those issues with you from a noise
9 impact.

10 The forecasted increase in noise levels will
11 not create any incompatible land use, and the 65 DNL
12 contour will not include any residence, schools,
13 churches or other noise sensitive level areas. Based
14 upon this analysis, the existing and forecasted noise
15 levels did not constitute an impact on any existing
16 or planned sensitive receptors in the area, nor does
17 it create a conflict with an existing plan or future
18 land uses.

19 Part of the environmental assessment entails
20 the delineation of wetlands. As you know, the
21 airport is located relatively close to Lake
22 Guntersville. The delineation indicated there were
23 approximately a little over 90 acres of
24 jurisdictional wetlands within the project area.
25 Approximately 39.93 acres would be directly impacted

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either by land clearing and/or filling to construct these proposed improvements.

Based upon the projected impact, this action would require a Section 404 permit from the U. S. Army Corps of Engineers. Approximately a little over 36 acres of wetlands would be directly impacted by a combination of land clearing with heavy equipment and filling to prepare for either the terminal building or construction of the new runway and the parallel taxiway. Approximately 3.49 acres of wetlands surrounding the proposed automated weather observing system would be directly impacted by the construction -- excuse me, indirectly impacted. That impact would result in the need to clear trees within a 500 foot radius of the unit there.

The remaining approximately little over 50 acres of jurisdictional wetlands in the impact area would not be directly impacted, and those wetlands could be indirectly impacted during construction activities.

Regarding public drinking water supplies, there are no public water supplies within the immediate area that would be impacted by this. Regarding impact of flood plains, there would be no direct impact through flood plains, be displacement

1 of the capacity. The methods that were used --
2 excuse me -- the methods that may be used to minimize
3 any harm to the flood plains would include various
4 engineering construction controls to minimize erosion
5 and sedimentation, and design of adequate surface
6 water flow and adequate circulation to preserve the
7 natural drainage and the use of pervious surfaces,
8 control of runoff of waste and spoils disposal to
9 avoid the contamination of any ground water or
10 surface water.

11 An additional impact, perspective impact under
12 NEPA that we have to address is the potential impact
13 to endangered or threatened species. We've consulted
14 with the Official Wildlife Service and have
15 identified no endangered or threatened species that
16 would be impacted by this proposed action.

17 Another potential impact category would be
18 impact to parks or public lands. We don't anticipate
19 any impact there. As far as the Alabama Coastal Area
20 Management Program, needless to say, we're not very
21 close to the coast of Alabama. Certainly there would
22 be no impact from that category.

23 As far as cultural resources, a survey as been
24 conducted by a qualified archaeologist, and the
25 results of the survey reveal no cultural resources or

1 historical or structures or artifacts that would
2 qualify for the National Registry of Historic Places.

3 Another impact category is prime farm land.
4 The environmental assessment basically has determined
5 that no prime farm land or unique mineral resources
6 or any habitat would be affected by this proposed
7 project.

8 As the potential impact category of the impact
9 to air quality, we anticipate that the project will
10 result in some temporary unavoidable very minor
11 impacts. Any time you implement a construction
12 project it's very, very difficult not to have some
13 dust issues there certainly as part of the
14 construction activities and construction plans. We
15 would do everything that we could to minimize that
16 impact, but basically we do not anticipate any
17 significant impact of air quality.

18 Those are the basic impact categories that are
19 addressed in the draft environmental assessment.
20 Again, I am Frank Mills with Barge-Waggoner, and Gary
21 Behrens and Justin Thomason. If you have any
22 specific questions that you would like entered into
23 the record we can do so. At this point we can
24 entertain any questions that you may have. Thank
25 you.

1 MR. RAY KING: I'm Ray King. Did I understand
2 you say that there would be eight residences
3 displaced?

4 MR. MILLS: That's correct.

5 MR. KING: They're identified, I'm sure?

6 MR. MILLS: Yes, sir.

7 MR. KING: Is there a calendar on when
8 you're -- at what time do you plan on displacing
9 these people?

10 MR. MILLS: Yes, sir. As far as a time line,
11 the first thing that we have to do is go through this
12 process. Before anything will occur as it relates to
13 this action, this environmental assessment has to be
14 approved by both by the Federal Aviation
15 Administration, by TVA, which is a cooperating
16 agency, by those two agencies. If that happens,
17 you're probably looking at six to twelve months, I
18 would guess, would be my best estimate before any
19 land acquisition or any land acquisition activities
20 would occur.

21 MR. THOMASON: Yes, the time line is going to
22 be, the manufacturing of that's going to be funding
23 available from the Federal Aviation Administration to
24 make those purchases happen. This is probably going
25 to be a project that would be phased over one to two

1 years. We may purchase -- some parcels may be
2 purchased this year and in subsequent years when
3 funding becomes available.

4 UNNAMED CITIZEN: Eventually you'd need many
5 more than them, right? You're talking about the
6 parallel runway that would take everything on the
7 other side of the road.

8 MR. MILLS: I don't think it would be a
9 requirement that we take everything between, I guess,
10 Buck Island Road and the airport. But what I can
11 offer you, sir, is that there are some very, very
12 clear guidelines as it relates to the acquisition of
13 real property that's tied into airport improvements.
14 Those guidelines establish the process wherein either
15 ourselves or someone representing the city would come
16 out and meet with those, the owners that have title
17 of those tracts to explain the whole process. It
18 entails obtaining appraisals of the property from a
19 local appraiser here. It entails having data
20 appraisals reviewed by another independent review
21 appraiser, and ultimately what the whole driver is,
22 is that it is to provide for a fair market value to
23 that landowner. And it's not only his land,
24 naturally it's for the improvements and so on and so
25 forth.

1 UNNAMED CITIZEN: Does the acquisition of the
2 hangers take place at the same time you make
3 acquisition of the land or the private property?

4 MR. THOMPSON: The plan, as it is now, it's
5 going to take several years not only to purchase the
6 land but also to secure the funding to construct the
7 actual runway. The construction itself will be a
8 very long process. We plan to do it in phases and
9 keep the airport's existing runway open as long as
10 possible until we can reach our ultimate runway
11 length of 5,500 feet. At that time we would shift
12 operation from the current terminal area to the
13 proposed terminal area. We would already have that
14 infrastructure in place, and all hangers -- the FAA
15 does pay for relocation to a certain extent for those
16 hanger facilities.

17 UNNAMED CITIZEN: Are y'all going to run the
18 city sewer over there on the left-hand side of Buck
19 Island before you start the runway, because y'all
20 going to have to buy that lagoon system over there
21 that takes care of Gunter Landing Golf Course and all
22 those houses over there, aren't you?

23 MR. MILLS: Yes. This proposed action would
24 require the closure, if you would, of that
25 impoundment and a connection, a trunk line would be

1 installed, I'm certain, prior to installation of the
2 new runway that would connect between the existing
3 impoundment and the trunk line coming in there to the
4 existing trunk line for the city.

5 UNNAMED CITIZEN: How far down that road are
6 you going to run it?

7 MR. MILLS: Which road, sir?

8 UNNAMED CITIZEN: The one on the left-hand
9 side of Buck Island?

10 MR. MILLS: How far would we -- I don't know
11 that we would run it on Buck Island Road.

12 UNNAMED CITIZEN: There is some houses on the
13 left-hand side of Buck Island Road that's tied on to
14 that lagoon.

15 MR. MILLS: Yes, sir.

16 MR. THOMPSON: Our plan would be to service
17 everyone with a trunk line for the new sewer system
18 that is currently using that impoundment.

19 UNNAMED CITIZEN: You'll have to run it plum
20 to the road that turns to go up to Taylor Cemetery,
21 because them houses right there are tied on that
22 lagoon system.

23 MR. MILLS: Should this action proceed, none
24 of the homes that are currently utilizing that lagoon
25 would be without that service. They would have

1 access to the sewer system. If you could, if you
2 have a question, if you could state your name. I
3 think that would help us if you don't mind. Yes,
4 sir.

5 MR. BLAKE SPICER: My name is Blake Spicer.
6 Related to that same topic, you said trunk line, but
7 you were going to tie it in. Is there a plan for a
8 pump station that would satisfy the needs for the
9 force pressure?

10 MR. MILLS: Correct.

11 MR. SPICER: Okay, good.

12 MR. MILLS: Yes, sir. We would naturally have
13 to address all those issues before we tied anyone on
14 to it. Any other questions? Mayor?

15 MAYOR JAMES TOWNSON: Thank you, Frank. There
16 are a couple of people I want to thank. The first
17 one is Senator Shelby, Richard Shelby. If you
18 recall, the first public hearing that we had
19 concerning this project we were wondering where the
20 money was going to come from to be able to do this.
21 Senator Shelby put \$500,000 in the budget this year
22 to assist us to get this project off the ground. We
23 already had approximately \$400,000 in entitlement
24 money that was available to the city. So I guess
25 right now, Luanne, we have about \$900,000 that's

1 available for this project. So a big part of it, as
2 you probably know from our first public hearing when
3 we stated that we would have to do these in phases or
4 do the construction of this runway in phases. It's
5 not something that's going to be done in probably one
6 or two years. It's probably going to take three or
7 four or five years to get to the end, to complete the
8 project. But the important thing was getting Senator
9 Shelby on board to help with the funding of this
10 project. That was the key thing. And I think
11 Senator Shelby is on board and is going to continue
12 to fund this.

13 They're not going to put a million dollars or
14 2 or 3 million dollars in a project and then walk
15 away from it. And I don't think the FAA would agree
16 to do all these things, approve these things, if they
17 were not intending to move forward with this project.
18 So it will take, it will take three, four, five years
19 to get where we want to be.

20 I don't know about -- Frank and them here can
21 tell you more about, they know more about the rules
22 and regulations dealing with the FAA, and probably
23 can answer those questions for you. But this is not
24 going to be something that's just going to happen in
25 the next few months. It's going to take some time.

1 The question about sewer came up. Those
2 questions have not really been resolved, all the
3 questions concerning the sewer and lagoon and sewer
4 system. There are still some issues that have to be
5 -- we have to involve our water and sewer board who's
6 in charge of the sewer system over there. They have
7 to be involved, so there's still some issues that
8 have not been resolved. And hopefully here in the
9 near future we will be able to deal with those, but
10 we had to get by these first hurdles here in order to
11 get to the point to where we can look and see what we
12 can do with these other things. And that's what
13 Frank and them are trying to do now with this
14 environmental, and that is to get us to the point
15 where we can start looking and making some decisions
16 about buying property and sewer and things of that
17 nature.

18 In addition to Senator Shelby, of course,
19 we've had tremendous support from our local TVA
20 office. And Mr. Woke* is here, and Charles we
21 appreciate the support. We couldn't do this without
22 our TVA folks. And of course, we don't know a great
23 number of Corps of Engineer people, but we have a
24 local office here in town, TVA, and they have been
25 very supportive of this project. And we have -- it's

1 absolutely necessary that we have their support in
2 helping us to do things that Frank's talking about
3 that are necessary for us to get to a certain point.
4 So all these things have to come together. The most
5 important one was getting Senator Shelby on board to
6 help fund this thing, and I feel confident we have
7 him on. Frank, don't you think we have Senator
8 Shelby on board now?

9 MR. MILLS: Yes.

10 MAYOR TOWNSON: And we went down, some of us,
11 Councilman Gray who's here, we went down and met with
12 the FAA four months ago, five months ago. They
13 seemed to be behind this project. Of course, the FAA
14 wants you to jump through all these loops before they
15 sign off on it, and that's what these folks are
16 trying to do now is to get us where we need to be.

17 But we feel very confident that the FAA would
18 never have approved some of these things that they
19 have, for example, an airport layout plan, if they
20 had not been supportive of this project and willing
21 to move forward with it. So we feel great about it.
22 We feel good about it and we think we're going to
23 move forward. But we still have this hurdle of -- I
24 guess the big hurdle, and I don't know that Frank
25 mentioned it. He may have mentioned that, but this

1 mitigation of the wetland out there right now seems
2 to be the big hurdle that we're going to have to
3 clear. And this public hearing is a part of that
4 process, to get input from really anyone who wants to
5 speak I guess for it or against it so that it can be
6 evaluated so that this can be made a part of the
7 environmental assessment and can be evaluated by the
8 TVA and by the FAA. I guess that's about all.

9 One other thing that I want to mention, we had
10 asked Barge-Waggoner to look at the land that was
11 absolutely necessary to build this runway, and we had
12 a map that showed the exact land that we needed in
13 order to do this. Now, for example, on this drawing
14 right here they're showing you somewhat of an ideal
15 situation. For example, on this drawing here they're
16 showing that the city owns everything on the left
17 side of the road. Well, that would be an ideal
18 situation and may be somewhere down the road in five
19 or ten years from now. But that is not an accurate
20 drawing of the property that is absolutely needed to
21 build this runway because there is a lot of property
22 on the left side of the road that is not needed in
23 order to build a runway. And I know some of you are
24 here tonight and you want to know whether your
25 property is one of those properties or not. And

1 maybe we can answer that. I hope we can. We may
2 have to come up and look at our maps again and what
3 have you.

4 Let me close by saying this: I want Luanne --
5 I think most of you know her. Luanne is with
6 Economic Development here in the city, but Luanne is
7 the city person who is in charge of this project and
8 works with Barge-Waggoner and the FAA and what have
9 you. If tomorrow or next week or three days from now
10 you think of something that you wanted to ask and you
11 didn't, pick up the phone and you can call Luanne
12 here at city hall. And you know, if Luanne doesn't
13 have the answer we'll try come up with the answer to
14 any question that you may have concerning this.
15 Frank?

16 MR. MILLS: Thank you, Mayor. Any other
17 specific questions?

18 UNNAMED CITIZEN: Are there any plans for some
19 additional (inaudible) to be put in for the airport,
20 instrument approaches and such?

21 MR. THOMASON: Yes, sir. What we show on the
22 layout plan is both visual and instrument approaches
23 for both ends of the runway in addition of papies
24 (sic) and GPA approaches. The way -- the plans now
25 are for nonpersistent approaches to both runway ends.

1 UNNAMED CITIZEN: We presently have that on
2 one runway.

3 MR. THOMASON: Yes, sir.

4 MR. MILLS: Anyone else, specific questions?

5 MR. THOMASON: If I could talk about the land
6 acquisition that the mayor was talking about for a
7 brief moment. In order to receive Federal funding
8 for any of these proposed projects, they have to be
9 depicted on this airport layout plan drawing that's
10 on file with the FAA. In order to not have to keep
11 going back and updating items like property lines and
12 proposed property lines, we show what's the best case
13 scenario. If the airport had its way and what was
14 best for everyone, the maximum amount of land we see
15 we need for the foreseeable future. If that item is
16 not shown on the layout plan, it can't be purchased
17 and funded by the Federal Government. That's why we
18 show the property line in its current position. That
19 is the best case scenario for the airport.

20 Now, there are certain properties that will
21 have to be required due to their proximity to the
22 proposed runway. That's going to -- we'll have to
23 identify those. I can probably give you an idea.
24 The parcels closest to the runway will need to be
25 required. There are some properties adjacent to Buck

1 Island Road that possibly we can look at not
2 acquiring until such time as the landowner decides
3 they would like to sell.

4 MS. KING: I'm Mrs. King. My question is:
5 See, we have property right at the end of Buck Island
6 Road that joins the TVA land. Well, the land that
7 you have that you must have, my house don't sit on,
8 but if you take that then it's going to be right
9 against my house. And I -- are you just going to
10 take that part and not take the rest of my property?
11 That's my question.

12 MR. THOMASON: If we have an incident like
13 that and the property is shown to be acquired on the
14 layout plan and you do not desire us to just take a
15 portion of your property, we can purchase your whole
16 property.

17 MRS. KING: That was my question because I
18 didn't want to, you know, sell part of it and be
19 sitting practically on the runway.

20 MR. THOMASON: Yes, ma'am. That's another
21 reason why we show that property line the way we do.

22 MRS. KING: We have some land there, but the
23 particular part that she has that she needs is not
24 where my house is sitting but it's awfully close.

25 MR. THOMASON: Yes, ma'am I understand.

1 MRS. KING: And I didn't know whether you
2 could, if they would fund for buying the whole thing
3 or just that part of my land.

4 MR. THOMASON: Yes, ma'am. There's also
5 options where even if we can't buy the whole parcel,
6 there's an economic remanent. We don't want to leave
7 anybody a parcel of land that's not usable so that
8 they will fund that as well. So you have lots of
9 options.

10 MRS. KING: Thank you.

11 MAYOR TOWNSON: I guess we look to FAA for
12 guidance on most of these things, don't we?

13 MR. THOMPSON: Yes, sir. The FAA has certain
14 rules and regulations about, they have certain safety
15 setbacks and places where you're not allowed to have
16 certain things to, like that incompatible land use,
17 off the ends of the runway. A certain distance from
18 runway center line is how it's all measured.

19 UNNAMED CITIZEN: What's the current
20 requirements of the center of the runway, the
21 clearance each side?

22 MR. THOMASON: Clearance each side, that would
23 be 250 feet each side of center line. That's called
24 your primary surface. That's where you're not
25 allowed to have, technically you're not supposed to

1 have anything that's not necessary for navigation or
2 for its purpose, such as intended for landing aid.

3 MRS. KING: But you have to clear further than
4 that the trees and such?

5 MR. THOMASON: Yes, ma'am.

6 MRS. KING: How far do you clear for center
7 line?

8 MR. THOMASON: That's going to depend on the
9 type of approach into the airfield. With a
10 nonpersistent entrance approach, your primary surface
11 is going to be 250 feet. The FAA requires you to
12 clear a certain portion beyond that, but their
13 ultimate goal is to get you cleared an additional 245
14 feet to allow for imaginary surfaces that extend out
15 of the airfield to help prevent any obstruction to
16 air navigation and air traffic. That's usually,
17 that would be 495 feet, so it's usually right at 500
18 feet from center line. I know that's real confusing.
19 If you have any questions I can answer them for you.

20 MR. MILLS: Any other questions?

21 MR. WAYNE BREWER: My name is Wayne Brewer.
22 How far would the center runway be from the existing
23 Buck Island Road now? Do you have any idea?

24 MR. MILLS: I think it's going to vary because
25 Buck Island Road isn't straight I don't believe, and

1 it just depends on where you're talking about, I
2 believe, if I'm interpreting your question properly.

3 MR. BREWER: Where the houses are, where would
4 the center runway be --

5 MR. MILLS: Well, I think it's going to be
6 which house you're specifically referring to, but
7 certainly later on, you know, we would be more than
8 happy to --

9 MR. THOMPSON: We got it on the map. We can
10 measure it.

11 MR. MILLS: Other questions? If you would
12 like we can get more informal and walk around and
13 we'd be more than happy to answer any questions you
14 may have that relate to the maps.

15 UNNAMED CITIZEN: How much time are you going
16 to give us to find a place to live?

17 MR. THOMPSON: We'll take care of it. The
18 Federal Government is very sensitive about the whole
19 land acquisition process. Everything's aboveboard.
20 There's no backroom deals.

21 UNNAMED CITIZEN: I'm not going to have to
22 pitch a tent or anything?

23 MR. MILLS: No, ma'am.

24 MR. THOMPSON: No, ma'am. And the FAA does
25 assist with relocation expenses and moving expenses.

1 MAYOR TOWNSON: Mr. King, the first thing
2 we've got to do is come up with the money to buy the
3 property with. That's the key right there.

4 MR. MILLS: And again, local appraisers would
5 be used. Another local appraiser would have to do
6 the review of his appraisal. We would come in and
7 sit down and meet with you face to face. We realize
8 the potential impact that this has on property
9 owners. We will do everything that we can as a
10 consultant and the City will, too, to make sure that
11 we address your displacement to the best that we can.
12 Other questions?

13 MRS. BREWER: I'm Mrs. Brewer. If putting a
14 runway there were to devalue your property, are there
15 any supplements for people that live close to it?
16 Like if I got an appraisal for my property today and
17 it was worth so much, when the runway came I got
18 another appraisal it had dropped substantially, is
19 there any provision to take care of any decrease in
20 land value because of that?

21 MR. MILLS: To my knowledge there is not as it
22 relates to a decrease, but I think if you look at the
23 statistics as it relates to land values, and
24 post-project, we've got a runway out there now less
25 than 4,000 feet. Were this action to proceed, which

1 homeowner, retired homeowner and you're there day in
2 and day out it's a little different than if you're
3 younger and you're in business and you know. So like
4 he said, just living right there on the runway day in
5 and day out hearing all the traffic -- because we
6 live there now and on Saturday and Sunday when
7 they're out there playing with their planes it gets
8 kind of -- you can't hear. I can't talk to him ten
9 foot away. So I know that there will be more impact,
10 especially if the smaller jets come in and things
11 like that. So I know there's going to be impact. So
12 that's why I'm saying, you know, it may have a better
13 value for younger people that are working every day.
14 If you're looking at retired people, then definitely
15 to us it's not as feasible to live there.

16 MAYOR TOWNSON: Just let me say again, we're
17 not going to -- we appreciate the support that
18 everybody over there has shown for this project and
19 we're not going to, you know, we don't want to
20 misplace or displace anyone. And I don't think over
21 two or three parcels of land, you know, we certainly
22 would not want that to affect anyone. We don't want
23 anybody to have to live at the end of a runway or
24 within -- I understand what you're saying, and I
25 certainly agree with you. I feel very confident that

1 we will be able to work out these problems or
2 situations that we may have.

3 MR. THOMASON: Our goal is to minimize the
4 effect of this construction on the surrounding
5 residents. And there's lots of ways for us to do
6 that, by leaving a tree buffer as much as possible
7 within safety margins, and also if it's an instance
8 where you're located in an area where you think that
9 there's possible devaluation of your property and you
10 would be interested in maybe us acquiring your parcel
11 of land and going through the relocation process we
12 can definitely pursue that avenue with FAA.

13 MRS. LUANNE HAYES: Justin, why don't Mr. and
14 Mrs. King and Mr. and Mrs. Brewer, why don't we meet
15 with them to the side and we can review some of these
16 maps again and talk to y'all a little bit more in
17 detail about this.

18 MR. CHARLES WOLFE: My name is Charles Wolfe.
19 Do you represent the FAA?

20 MR. THOMASON: No, I'm with Barge-Waggoner.

21 MS. HAYES: We don't have anyone here,
22 Charles, with FAA tonight.

23 MR. MILLS: If there's no more questions, we
24 can talk to you one-on-one. If you have a question
25 you would like entered into the record, you can

1 either fill out a comment sheet or the court reporter
2 can take it down.

3 END OF PROCEEDINGS.
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C E R T I F I C A T E

STATE OF ALABAMA

MARSHALL COUNTY

I hereby certify that the above and foregoing hearing was taken down by me in stenotype and the questions and answers thereto were reduced to writing under my supervision, and that the foregoing represents a true and correct transcript of the proceedings on said occasion.

I further certify that I am neither of counsel nor of kin to the parties to the action, nor am I in any way interested in the result of said cause.



MELANIE REAGAN STRANGE

COURT REPORTER

Before the undersigned authority personally appeared Patricia Sutton who being first duty sworn deposes and says that she is a representative of THE GUNTERSVILLE ADVERTISER-GLEAM, a Newspaper published semi-weekly in the City of Guntersville, Marshall County, Alabama; that the notice attached below has been published in said newspaper for 2 successive weeks in the issue or issues of said paper dated February 28 & March 13, 2004

respectively, of which said notice a copy of the same being hereto attached and made a part of this affidavit, being marked Exhibit "A"; that the charge for such publication is \$118.25 which affiant claims as cost.

P. Sutton

Subscribed and sworn to before me
this day of March 13, 20 04

Jauniz Buchanan

Notary Public My commission expires 4/2/04

PUBLIC HEARING

Environmental Assessment for the Proposed Airport Improvements at the Guntersville Municipal - Joe Starnes Field. The City of Guntersville will conduct a Public Hearing to solicit comments regarding the Environmental Assessment (EA) prepared for the proposed airport improvements at the Guntersville Municipal - Joe Starnes Field. Development plans considered in the preparation of the EA include acquiring approximately 172 acres of land, constructing a new 5,500 foot by 100 foot runway and installing runway lights, improving the Runway Safety Area (RSA) for the proposed runway and installing taxiway lights; constructing a new terminal building; constructing a new access road and automobile parking area; constructing T-hangars and individual hangars; relocating the fuel farm; installing an Automated Weather Observing System (AWOS); and installing perimeter fencing. The purpose of the project is to improve safety and access to the airport.

The purpose of this Public Hearing is to receive comments from individuals, public officials, agencies, and organizations concerning the environmental, social, and economic effects of the proposed development.

The Public Hearing will be held on Thursday, April 1, 2004, from 5:00 p.m. to 7:00 p.m. at Guntersville Town Hall located at 341 Gunter Avenue in Guntersville, Alabama. The meeting will be informal and those wishing to attend may do so at any time between the hours of 5:00 p.m. and 7:00 p.m.

Maps and layout plans will be on display at the meeting. Representatives of the City of Guntersville and the City's consultant, Barge Waggoner Sumner & Cannon, Inc., will be present to discuss the proposed improvements and answer questions.

Copies of the Environmental Assessment are available for review at

**PUBLIC HEARING
SUMMARY**

**Proposed Runway and Airport Improvements
Guntersville Municipal – Joe Starnes Field
Guntersville, Alabama**

Guntersville Town Hall
341 Gunter Avenue
Guntersville, Alabama

May 25, 2005
5:00 p.m. to 7:00 p.m.

*Prepared by
BARGE, WAGGONER, SUMNER AND CANNON, INC.*

Public Hearing Summary

A public hearing was held on May 25, 2005 at Guntersville Town Hall in Guntersville, Alabama from 5:00 p.m. to 7:00 p.m. The purpose of the hearing was to solicit public comment regarding the potential environmental, social, and economic impacts associated with the proposed expansion of the Guntersville Municipal – Joe Starnes Field which were presented in an Environmental Assessment (EA). The meeting was conducted by representatives from the City of Guntersville and Barge Waggoner Sumner & Cannon, Inc. (BWSC), the project consultant.

A handout was made available with a description of the proposed improvements and a summary of anticipated impacts. Comment sheets were made available for those wishing to submit written comments. The project displays presented at the hearing included color topographic map; the Airport Layout Plan; the 2003 and 2013 noise contour maps with the contours highlighted in color; and an impacted wetlands map.

The public hearing commenced at 5:00 p.m. with Mayor James Townson welcoming the attendees. He explained that BWSC was hired several years ago to prepare the Airport Master Plan and that the proposed improvements have been in the works for some time. The City is prepared to move forward with beginning the process of implementing the airport improvements once the Environmental Assessment is approved by the Federal Aviation Administration (FAA). Mayor Townson then introduced Mr. Gary Behrens, Environmental Manager from BWSC office in Montgomery.

Mr. Behrens stated that a public hearing for the EA was held around the same time in 2004, but that there was a revision to the EA regarding wetlands impact which required that a second hearing be held. The revision involved a change in the proposed method of wetland mitigation from on-site mitigation to using a mitigation bank.

Mayor Townson then explained that the FAA has strict guidelines on how land is acquired and how the project is implemented. He stated that the City of Guntersville has to follow these guidelines or the FAA will not reimburse the City's expenses on the project.

Mr. Behrens then asked attendees if they had questions, requesting that they state their name so it could be noted in the hearing summary.

Mr. Bob Lock, a local pilot, asked about the project timeframe. Mr. Behrens responded that BWSC will collect comments from the public hearing and provide them to the FAA, the Tennessee Valley Authority (VA), and the U.S. Army Corps of Engineers (USCOE). Before the project can proceed, the FAA must issue a Finding of No Significant Impact (FONSI). Mr. Behrens explained that although a set wetlands mitigation plan has not been approved, BWSC does not believe it will set the project back. The land acquisition process could begin in late summer or early fall once the FAA

issues the FONSI and releases the funding to the City. Mr. Lock asked if the FAA took the federal money originally set aside for airports and put it towards security. Mayor Townson responded that the money the City is to receive for the airport improvements is from a different fiscal year as from the pot of money Mr. Lock is referring to; therefore, the money has already been earmarked for the City. And based on his meeting with Mr. Rans Black with the FAA Airports District Office in Jackson, MS, Mayor Townson explained that it will be approximately three years before airplanes will land on the new runway at the airport. Mr. Lock asked if any plans have changed, will the City still receive the \$9 million. Mayor Townson stated that the City was originally to get \$11 million, but that amount had to be reduced. He explained that FAA representatives have estimated that the improvements proposed at the airport will cost approximately \$7 million. Mr. Behrens pointed out that the FAA could potentially phase the project out over a course of several years.

Mr. Roger Rehfeld, a local resident, asked if there is a wastewater treatment facility near the airport. Mr. Behrens responded that a wastewater treatment facility, which serves the residential community of Gunter's Landing, is located in the project area. He asked if the facility owner, Mr. James Kennamer, was present at the hearing. Mr. Kennamer stated he was present. Mr. Behrens explained that the facility would eventually be closed for construction of the proposed runway and an alternative would be provided to those affected residents. Mr. Rehfeld commented that the proposed closure of the wastewater treatment facility was not depicted on the land acquisition map. Mr. Behrens stated that the land acquisition map is primarily to show the residential property to be acquired.

Mr. James Kennamer stated that he has been attending meetings on airport expansion for 4 years and was told that airport development would occur within the next few years. He has developed Gunter's Landing and provided water and sewer service to the sites that are available for development. Mr. Kennamer explained that he has been waiting on the airport to implement the proposed projects before he developed his property and he would like to know when it will happen. Mayor Townson replied that the City has been waiting on the FAA to release the funding for the airport projects. He stated that approximately 8 or 9 months ago, Senator Shelby helped secure funding to help move the project forward; however, until the FAA approves the EA and tells the City to move forward with the appraisals for land acquisition, the City cannot do anything. Mayor Townson also commented that the water and sewer board are separate from the Mayor's office and the City Council, therefore, he has no authority over connecting the residents of Gunter's Landing once the wastewater treatment facility is closed.

Mr. Kennamer stated he has been hearing the same thing he heard 2 years ago about airport development and asked again when the project will begin. Mayor Townson replied that there is one major difference from that time, now the City has \$1.2 million earmarked to start the project. Mr. Bob Lock asked if the City has the \$1.2 million in hand. Mayor Townson stated no, not until the FAA issues the FONSI. Mr. Harry Wilson, of BWSC's Huntsville office, commented that the City anticipates receiving the FONSI in June and by the end of August, will submit the application to secure the \$1.2 million and begin the land appraisals. Mr. Kennamer asked will it be another 2 years

before anything will happen. Mayor Townson stated that the money is there, the City has to go through a certain process to get the money.

Mr. Allen Walker, a local resident, asked what is the next step if the City runs out of money during the land acquisition process and all of the land needed for the project has not been bought. Mayor Townson replied that the FAA will not stop mid-project, but will continue to allocate funding to acquire all the land that is needed. He also added that the FAA does not give an airport more money than it can spend in 1 year. Mr. Walker then asked that if the funds are coming from the FAA and the City owns the airport, could the water and sewer board, which is owned by a separate entity, potentially become an obstacle for hooking those displaced once the wastewater treatment facility is closed. And he also asked who will pay for the displacement. Mayor Townson stated that appraisals will be completed and alternatives will be looked at. Mr. Wilson added that BWSC will work with the water and sewer board concerning the alternatives to see what is possible. Mayor Townson commented that FAA will want to implement the most reasonable and economical solution. Mr. Walker stated that he did not want the decision to be left up to the water and sewer board on connecting the displaced homes. Mayor Townson replied that the City will work with the board to ensure that everyone is provided service.

Ms. Katy Chapman, a local resident, asked if the existing runway will be closed during construction. Mr. Wilson stated that the runway will remain open and construction will occur around it.

Mr. Kenny Cobb, a local resident, stated that there were virtually no hangar space for aircraft and asked if the City could permit the construction of more hangars regardless of planned development. Mr. Behrens stated that that was a question for Mr. Keafur Grimes with the FAA and he identifies the proposed hangars on the Airport Layout Drawing. Mr. Lock asked if it would be possible for private developers to build hangars behind existing hangars with the knowledge that the buildings will have to be demolished once construction for the new runway begins. Mayor Townson stated that he has spoken with Mr. Keafur Grimes about that idea in the past; however, Mr. Grimes said he would not recommend it because at some point, the FAA would be expected to help pay to relocate those hangars or demolish them unless there was a special agreement reached.

Mayor Townson commented that he has tried to answer questions as best he can and he understands that the landowners around the airport are frustrated because plans have been delayed; however, he stated that the City will do everything it can to help them in any way possible. He said to summarize, a FONSI will be issued in mid-June which will allow the City to receive the \$1.2 million to begin acquiring the land needed.

Mr. Walker asked if there are any environmental issues that could delay the project. Mr. Behrens replied yes, that there were some threatened and endangered plant and animal species that may be impacted by the airport project and further study is necessary. In addition, Mr. Behrens explained how because wetlands will be impacted by the project, mitigation is necessary. A mitigation bank will have to be identified or one may have to be created which could take up to 2 years to gain

approval by the USCOE. Mr. Walker asked if more money would be needed other than the \$1.2 million the City is supposed to receive in order to mitigate the impacted wetlands. Mr. Behrens replied that more funding may be necessary, but that the City can request these funds from the FAA. Mr. Wilson stated that the City has \$1.2 million, but more money would be allocated in the future. Mr. Kennamer explained that he knows closing the wastewater treatment facility will cost between \$500,000 to \$750,000 which means the City will run out of money quick once it receives the \$1.2 million. Mayor Townson stated that the City had to start somewhere and \$1.2 million was the amount of money that was allocated. Mr. Lock asked if the City does not use all of money, will the City lose what is left. Mr. Wilson stated that the remainder would roll over into the next fiscal year's entitlement monies. With no further questions, Mayor Townson stated that the attendees could call Ms. Luanne Hayes if they had any further comments or questions. The public hearing concluded at 7:10 p.m.

A handout was made available with a description of the proposed improvements and a summary of anticipated impacts. Comment sheets were made available for those wishing to submit written comments. The project displays presented included color topographic maps; the Airport Layout Plan; and the 2003 and 2013 noise contour maps with the contours highlighted in color.

A copy of the affidavit of publication of the public hearing notice, the attendance roster, and the project summary handout are attached to this report. In addition, a copy of an article which appeared in *The Advertiser-Glean* on June 1, 2005 regarding the public hearing is also attached.

ATTENDANCE ROSTER

PUBLIC INVOLVEMENT MEETING

ENVIRONMENTAL ASSESSMENT

FOR THE

PROPOSED RUNWAY CONSTRUCTION

GUNTERSVILLE MUNICIPAL - JOE STARNES FIELD

GUNTERSVILLE, ALABAMA

Page 1 of 2

MAY 25, 2005

5:00 p.m. to 7:00 p.m.

Name	Address	Telephone Number
Bob Lock	1801 Pine Cr. Dr. Gville, AL 35976	(256) 738-0666
Edna Moore	51 White Dr. Guntersville, AL	582-3430
DONNA BUEE	3824 Buck Island Drive	582-4914
AL Buee	3824 Buck Island Drive	582-4914
Katy Chapman	222 Stoney Mtn. Dr.	582-3715
Bob Chapman	222 Stoney Mtn. Dr.	582-3715
Ray O'Donnell	5630 Pawnee Circle Gville	571-7524
Priscilla Talley	Kudzu Cove on Buck Island	738-0447
Roger Rahtfeld	1250 River Ridge Dr	582-2818
Keith Shippey	BWSC	(334) 793-6266
Jennifer Stone	BWSC - Montgomery	334-409-2972
BARY K. BEHRENS	BWSC	334-409-2972
TOM TAYLOR	2120 WYETH DRIVE	256.582.1125
Harry Wilson	200 CLINTON AVE Huntsville	256-533-1561
Wayne Brewer	604 Buck Island Rd.	582-3069
LAVON JACKSON	172 STEVENSON DR. Guntersville	582-2445

PUBLISHER'S AFFIDAVIT

AIRPORT PUBLIC HEARING: Environmental Assessment for the Proposed Airport Improvement

Before the undersigned authority personally appeared Patricia Sutton who being first duty sworn deposes and says that she is a representative of THE GUNTERSVILLE ADVERTISER-GLEAM, a Newspaper published semi-weekly in the City of Guntersville, Marshall County, Alabama; that the notice attached below has been published in said newspaper for 1 successive weeks in the issue or issues of said paper dated April 23, 2005

respectively, of which said notice a copy of the same being hereto attached and made a part of this affidavit, being marked Exhibit "A"; that the charge for such publication is \$65.55 which affiant claims as cost.

EXHIBIT "A"

AIRPORT PUBLIC HEARING
Environmental Assessment for the Proposed Airport Improvements at the Guntersville Municipal Joe Starnes Field.
The City of Guntersville will conduct a Public Hearing to solicit comments regarding the Environmental Assessment (EA) prepared for the proposed airport improvements at the Guntersville Municipal Joe Starnes Field. Development plans considered in the preparation of the EA include acquiring approximately 172 acres of land; constructing a new 5,500 foot by 100 foot runway and installing runway lights; improving the Runway Safety Area (RSA) for the proposed runway; constructing

a full-length parallel taxiway to serve the proposed runway and installing taxiway lights; constructing a new terminal building; constructing a new access road and automobile parking area; constructing T-hangars and individual hangars; relocating the fuel farm; installing an Automated Weather Observing System (AWOS); and installing perimeter fencing. The purpose of the project is to improve safety and access to the airport.

The purpose of this Public Hearing is to receive comments from individuals, public officials, agencies, and organizations concerning the environmental, social, and economic effects of the proposed development.

The Public Hearing will be held on Wednesday, May 25, 2005, from 5:00 p.m. to 7:00 p.m. at Guntersville Town Hall located at 341 Gunter Avenue in Guntersville, Alabama. The meeting will be informal and those wishing to attend may do so at any time between the hours of 5:00 p.m. to 7:00 p.m.

Maps and layout plans will be on display at the meeting. Representatives of the City of Guntersville and the City's consultant, Barge Waggoner Sumner & Cannon, Inc., will be present to discuss the proposed improvements and answer questions.

Copies of the Environmental Assessment are available for review at the Guntersville Municipality.

P. Sutton

Subscribed and sworn to before me
this day of April 23, 20 05

Jaunp Buchana

Notary Public My commission expires 4/2/08

PUBLIC HEARING
CITY OF GUNTERSVILLE
ENVIRONMENTAL ASSESSMENT
FOR THE
PROPOSED RUNWAY CONSTRUCTION
AND
AIRPORT IMPROVEMENTS

May 25, 2005
5:00 P.M. - 7:00 P.M.

Guntersville Town Hall
341 Gunter Avenue
Guntersville, Alabama

Public Hearing Format

Welcome and thank you for attending this Public Hearing for the proposed runway extension and airport improvements at the Guntersville Municipal – Joe Starnes Field. This handout package contains a brief summary of the preferred alternative and anticipated environmental impacts.

As you look around the room, you will notice maps depicting the study area and the proposed improvements to the airport. Representatives of the City of Guntersville and Barge Waggoner Sumner & Cannon, Inc. (BWSC) are present to discuss these maps, the Environmental Assessment report, and other aspects of this project. These individuals can be identified by the name tags they are wearing. Please feel free to discuss the proposed project with them.

Comment sheets are available at this meeting for your use. You may fill out the comment sheet and leave it with a City representative or mail it within five days to the address provided on the comment sheet.

Thank you for attending the hearing and participating in this important project.

Purpose and Need for Action

The airport expansion project includes a proposal to make certain improvements to the airport. The purpose of the project is to provide the public with a modern aviation facility that will safely accommodate a wide variety of general aviation aircraft, including business jets. The need to accommodate a wide range of general aviation aircraft and the need to meet safety-based airport design criteria supports the proposal to expand and upgrade the facilities at the Guntersville Municipal – Joe Starnes Field.

Description of Preferred Alternative

The Preferred Alternative consists of reorienting the existing runway to a location parallel to the shoreline of Guntersville Lake. This new location would provide the space required to construct a new 5,500 foot runway. In addition, a 5,500 foot parallel taxiway and taxiway connectors will be constructed south of the existing runway. Also included in the Preferred Alternative are improvements to the RSA on both ends of the proposed runway (Runway 6/24) the installation of airfield lighting, construction of a new terminal area, installation of an Automated Weather Observing System (AWOS) south of the approach end of Runway 24, and installation of a perimeter fence.

The project will require the acquisition of an estimated 172 acres; of which, approximately 85.87

acres are managed by the TVA and will be donated as a permanent easement to the City of Guntersville for airport use. The seaplane facility is anticipated to be completed in the fifteen to twenty year timeframe and is not included as a part of this Environmental Assessment. Approximately eight (8) single-family residences will be displaced as a result of the Preferred Alternative. No businesses will be displaced nor will it conflict with any land use plans or create an incompatible land use.

Anticipated Environmental Impacts

- The project will require the acquisition of an estimated 172 acres; of which, approximately 85.87 acres are managed by the TVA and will be donated as a permanent easement to the City of Guntersville for airport use. Approximately eight (8) single-family residences will be displaced as a result of the Preferred Alternative. No businesses will be displaced nor will it conflict with any land use plans or create an incompatible land use.
- The most commonly used noise metric, and the one used for this noise analysis, is the Day/Night Average Sound Level (DNL). Through the use of computer modeling, it has been determined that noise levels of 65 DNL and higher are currently being generated by aircraft using the airport. The noise analysis conducted for the level of activity projected for the year 2013 show that aircraft operations will continue to produce aircraft noise levels of 65 DNL and higher; however, the 65 DNL contour extends only slightly beyond the airport's eastern boundary into Guntersville Lake. The forecasted increase in noise levels will not create any incompatible land uses. The projected 65 DNL contour will not include any residences, schools, churches, or other noise sensitive land uses. Based on the noise analysis, the existing and forecasted aircraft noise levels do not constitute an impact on any existing or planned sensitive receptors or create a conflict with existing or planned land uses.
- Approximately 40.28 acres of jurisdictional wetlands will directly impacted by land clearing and/or filling; therefore, a Section 404 Dredge and Fill Permit will be required.
- No public drinking water supplies will be adversely impacted by the proposed project.
- The project will not directly impact any floodplains; however improvements will be in close proximity to a floodplain (Zone AE). Methods that may be used to minimize harm to the floodplain include construction controls to minimize erosion and sedimentation, design of the proposed improvements to allow adequate flow circulation and to preserve natural

drainage, use of pervious surfaces where practicable, control of runoff, and waste and spoils disposal to avoid contamination of ground and surface water.

- No threatened or endangered species will be impacted by the proposed project.
- No parks or public lands will be impacted.
- The project is not located in an area subject to the requirements of the Alabama Coastal Area Management Program.
- A Cultural Resource Assessment has been conducted by a qualified archaeologist. This assessment revealed no archaeological or cultural resources in the project impact area.
- It has been determined that no prime farmland, unique mineral resources, or unique habitat will be affected by the proposed project.
- Significant impacts related to airfield lighting are not anticipated.
- The construction of the proposed project will result in some temporary, unavoidable impacts related to air quality, noise levels, water quality, and traffic inconveniences. The project construction plans will require that the contractor use appropriate measures to minimize any impacts which could possibly occur.

The Advertiser-Gleam

Wednesday June 1, 2005 - Guntersville, Ala. 35976 - Our 125th Year, No. 44



FLAGS. Four flags fly in front of the at 2150 Gunter Avenue, across from the inn. Besides Old Glory they each stand for is located there, from left: ie Heron Car Rental, owned by Cherie ountain Lakes Real Estate, owned by Duffey and Mark, Lief and Robert ldwell-Campbell Insurance, owned by

David Caldwell and Joe Campbell.

The building, on a hill facing the lake, was built by the late Tom Mosley and for years housed his real estate firm. It now belongs to Dan Higdon, who also owns another high-profile building on a Guntersville hill, the former "Ryder castle" above Lurleen Drive and Ringold Street. Mr. Higdon lives there and operates an Allstate Insurance agency in Albertville.

Airport expansion moves closer to action stage

By Robert Lee

The City of Guntersville could be given the go-ahead by late summer to appraise land to be acquired for the airport's proposed new runway.

That's the time frame given by representatives of the city's consulting firm on the project, Barge Waggoner Sumner and Cannon. The consulting firm has been working with Guntersville to improve the airport.

The improvements would include a new 5,500 foot runway and parallel taxiway, new hangars, terminal building, access road and parking area, as well as an automated weather-observing system.

The goal is an airport that would accommodate a wide variety of general aviation aircraft, including business jets. City officials feel this would help lure plants to the nearby Conners Island industrial park.

AT THE CITY'S public hearing on the project, Mayor James Townson said the FAA is working hard to meet Guntersville's needs.

"Senator Richard Shelby has worked with the FAA to set aside \$1.2 million for land acquisition to help us get started on our project," Mayor Townson said.

Gary Behrens, manager of environmental planning for Barge Waggoner, explained the steps that would have to be completed before Guntersville could move on with the project.

"You have to jump through a lot of hoops to do something like this, and this is just the beginning," Mr. Behrens said. "Our representatives will send a summary of tonight's hearing to the FAA, and then the FAA will have to issue a finding of no significant impact (to the environment)."

This could happen as early as mid-June.

AFTER THE FAA issues the finding, the TVA, the Army Corps of Engineers and a number of other federal agencies will eventually have to agree to the finding, he said.

However, once the finding is issued, the FAA can give the go-ahead to the city to appraise land for acquisition. This frees up the \$1.2 million set aside by the FAA.

Mayor Townson said the FAA believes the original total cost estimate of \$11 million should be lower, in the \$7 million range.

"Once the FAA starts funding our project, they won't stop," he said. "The FAA doesn't give you more money than you can spend in a year, but they will give you more

working with the Family program. The Commission's the grant that funds the so they had to formally or hiring.

et amendments totalling 00 were approved for the udgets and EMA. Mrs. the county administrator, represented reimburse- county got from dam-ociated with Hurricane all.

Harris' will making through courts

Anthony Campbell

Harris was in the public eye times in his life for his ning movie theaters, his taking long river trips in a at, and for having seen ertersville-Albertville foot- s than anyone else.

continued to be much in s since his death last

s vote in the city election ed into question in the lection contest. He voted and then died one day e election, which wound t in a tie and is still in

book about his life writ- w. Bob Crumby came out death. It's titled "Missis-

band John D.

The friendship continued after Mr. Gilbreath's death. Bill, Dora and Flossie were frequently seen together around town, most notably at eating places.

After Dora's death, Bill and Flossie continued to be friends. In the will, Bill refers to her as "my good friend Flossie Gilbreath."

The will spells out that if Flossie were to have died before Bill, the estate was to go to Flossie's daughter Nancy Graham of Birmingham.

The will is witnessed by lawyer Louis Lusk and Aimee Perigo.

The sisters, Ms. Howard and Ms. Roberts, filed their challenge last Oct. 6. The case then went from Probate Court to Circuit Civil Court. Mrs. Gilbreath's lawyer, Jeff McLaughlin, filed an answer to the lawsuit last November and asked for Judge Tim Jolley to dismiss it.

THE SISTERS had asked for an injunction prohibiting Mrs. Gilbreath from disposing of any of the property in the Harris estate. They also sought an accounting and appraisal of the items in the estate.

In an order filed this month, Judge Jolley ruled that the sisters had no basis for injunctive relief and he dismissed that part of the claim.

The sisters maintain that there was another will that named them as the beneficiaries before Bill's August 2003 will.

including the Guntersville store are being sold to Southern Family Markets, with 9 to be offered for sale to others and 3 to be closed.

The Guntersville store is the only Food World still operating in Marshall County. Food Worlds have closed in Albertville and Arab.

The 104 stores being divested by Bi-Lo/Bruno's are named Food World, Bruno's, Bi-Lo, Food-Smart, Food Fair and FoodMax.

No date has been announced for the change here to take place, but it's expected to be some time this summer.

The new owner, Southern Family Markets, is part of C&S Wholesale Grocers, which is one of the nation's largest food distribution companies.

DAR football coach said to be leaving

Before coaching a single fall game at DAR, football coach Brad Waggoner is reported to be leaving for another school.

County school superintendent Barry Kirkland said he couldn't comment on the situation because no official action had been taken yet.

Coach Waggoner is said to be leaving DAR to become the head football coach at Luverne in Crenshaw County. The school board

Before coaching a single fall game at DAR, football coach Brad Waggoner is reported to be leaving for another school.

County school superintendent Jerry Kirkland said he couldn't comment on the situation because official action had been taken yet.

Coach Waggoner is said to be leaving DAR to become the head football coach at Luverne in Crenshaw County. The school board there is set to vote on hiring Coach Waggoner tonight (Thursday).

Luverne is the 2A school where former University of Alabama coach Mike DuBose has been coaching. Coach DuBose is leaving for a college coaching job.

The school has an established football program that has won state championships in the past.

Coach Waggoner was hired at DAR just before Christmas. He put the Patriot football team through a strenuous off-season conditioning program the whole second semester that concluded with spring training.

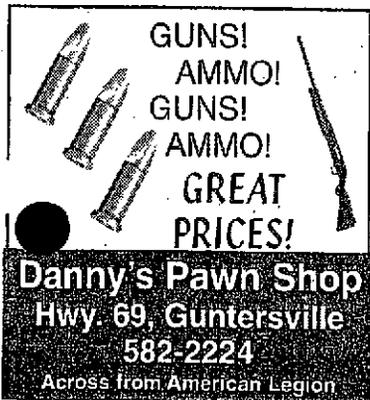
Spring practice ended 2 weeks ago with the Patriots taking a 12-7 record to Brindlee Mountain in a jam-packed game.

June starts on wet note

About an inch of rain fell before daybreak in Guntersville Wednesday, which happened to be the first day of June.

May brought about an average amount of rain, but only enough to measure on 4 days at Bob Brown's home in Andrew Jackson Heights. For the year we're still 6.7 inches short of normal.

Bruce Underwood of WGSV said over an inch of rain fell there early Wednesday morning and more was falling as the morning went on. The holiday weekend saw a total of about half an inch.



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However, once the funding is issued, the FAA can give the go-ahead to the city to appraise land for acquisition. This frees up the \$1.2 million set aside by the FAA.

Mayor Townson said the FAA believes the original total cost estimate of \$11 million should be lower, in the \$7 million range.

"Once the FAA starts funding our project, they won't stop," he said. "The FAA doesn't give you more money than you can spend in a year, but they will give you more money at the beginning of the next fiscal year and continue doing so until the project is complete."

APPROXIMATELY 41 acres of the 172 that must be acquired are considered wetlands. This must be mitigated by going off the airport site and purchasing 2 wetland acres for every acre that will be affected, totaling about 82 acres for this project.

Mr. Behrens also said there is a possibility that a couple of plant and bat species could be in the area, but said the FAA could still issue a conditional go-ahead. If a habitat for the species was located in the area, a survey would have to be performed by biologists.

Mayor Townson said it could be at least 3 years before the new runway is complete. The existing runway will stay intact and operable during construction.

Despite the many steps to come, the project has already come a long way, Mr. Behrens said.

"We're at the point now where you are going to begin to see some things happening out there," he said.

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Speaker Sherry Adcock, RN on diet/nutrition.

County Democratic Club meeting Tue. 6:00, Catfish Cabin. Guest speaker Jim Wrye, field coordinator of State Democratic Party. Everyone invited. For details call Gayla Wynn at 878-7161 ext. 202.

(Back page, this section)

History walks to focus on 2 blocks of Northtown

People are invited to take "A Walk Through History" on Saturday, starting at 10:00 at the First Methodist Church.

There will be 6 of them, each Saturday morning through July 9. A different host each week will lead the tour, giving his or her own take on the historic points along the way. Sonny Lewis will lead the first tour.

The focus will be on the 2 blocks between Ringold Street (the church) and Taylor Street just north of the Courthouse. The tour will wind up at the starting point.

A number of walking tours were held last year, covering the 2 blocks between Taylor Street and the river bridge.

It's sponsored by the Chamber of Commerce, the Guntersville Museum and the State Tourism Bureau. For more information call the Chamber at 582-3612.

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APPENDIX H

**Response to Comments from Federal Agencies
Regarding Draft Environmental Assessment**

5960 CARMICHAEL PLACE

MONTGOMERY, ALABAMA 36117

334 409 2972

334 409 2976 FAX

www.bargewaggoner.com

BWSC | BARGE
WAGGONER
SUMNER &
CANNON, INC.

July 2, 2004
File 17059-53

Mr. Keafur Grimes
FEDERAL AVIATION ADMINISTRATION
Jackson Airports District Office
100 West Cross Street, Suite B
Jackson, Mississippi 39208-2307

**RE: RESPONSE TO AGENCY COMMENTS
DRAFT ENVIRONMENTAL ASSESSMENT
GUNTERSVILLE MUNICIPAL - JOE STARNES FIELD**

Dear Mr. Grimes:

As requested in an electronic mail message sent June 17, 2004 by Ms. Kristi Ashley of the Federal Aviation Administration - Jackson Airports District Office, the following is Barge Waggoner Sumner & Cannon, Inc.'s (BWSC) reply to comments received from your office, the Tennessee Valley Authority (TVA), and the U.S. Army Corps of Engineers (USACE) - Nashville District.

- A. In response to the letter dated September 8, 2003 from Mr. Jon M. Loney with the Tennessee Valley Authority (TVA), the following revisions have been made to the draft Environmental Assessment:
1. As requested in the first paragraph of the letter, TVA is recognized as a cooperating agency for the purposes of environmental documentation preparation and the Federal Aviation Administration is the lead agency. This is reflected on the title page of the EA.
 2. Consistency with plans - The City of Guntersville will seek approval from TVA for use of the property for airport improvements and for permits. This is stated in the "Compatible Land Use" section on page 20 of the EA.
 3. Wetlands - A Conceptual Mitigation Plan has been prepared and is included in Appendix D. As stated in the "Wetlands" section on page 29, every effort will be made to minimize the destruction, loss, or degradation of wetlands associated with the airport improvements in compliance with Executive Order 11990, *Protection of Wetlands*.
 4. Biotic Communities - This section of the EA, located on page 27, was revised to include the following sentences. The impact to the biotic community of the proposed site will involve the removal of the mature evergreen timber (*Pinus spp.*) as well as the scrub growth (*Ligustrum sp.*) From the areas of construction, it should be noted that there is evidence of a recent southern pine beetle (*Dendroctonus sp.*) infestation within the Loblolly (*Pinus taeda*) and Shortleaved (*Pinus echinata*) pine community.

Mr. Keafur Grimes
July 2, 2004
17059-53
Page 2 of 5

- B. In response to the letter dated December 19, 2003 from Mr. Keafur Grimes with the FAA-Jackson Airports District Office, the following revisions have been made to the draft EA:
1. As requested, TVA is recognized as a cooperating agency for the purposes of environmental documentation preparation and the Federal Aviation Administration is the lead agency. This is reflected on the title page of the EA.
 2. The "Wetlands" section of the EA was covered more extensively as requested. A description of how the proposed project will affect impact categories such as compatible land use, construction, and water quality is included on page 29. An explanation of how the proposed airport improvements will directly and indirectly impact the wetlands is included on pages 28-29. A map entitled Wetlands in Airport Vicinity (Figure 8 on page 30) depicts the location of wetlands that will be directly impacted and those that will be indirectly impacted. Page 28 was revised to include the following: A formal request has been made to the U.S. Army Corps of Engineers, Nashville District, to provide a binding jurisdictional determination on the identified wetlands. This correspondence is included in Appendix B. Upon receipt of the USACE's approved jurisdictional determination, a copy of the correspondence will be forwarded to the FAA - Jackson ADO and the City of Guntersville.
 3. A letter dated March 31, 2004 from the U.S. Fish and Wildlife Service accepting the findings of the habitat evaluation is included in Appendix B.
 4. Reference to the Alabama Department of Transportation letter has been removed from the discussion of "Compatible Land Use" section on pages 18-19.
 5. Correspondence from the Guntersville Parks and Recreation Department, the U.S. Fish and Wildlife Service, and the Alabama Historical Commission indicates that there are no Section 4(f) properties in the project area and is now referenced the "Section 4(f) Properties" section on page 26. The correspondence is included in Appendix B of the EA.
 6. The "Light Emissions" section on page 34 has been revised. Proposed mitigation measures are presented to reduce the inconvenience to drivers using U.S. Highway 431 due to the proposed Runway End Indicator Lights (REILs).
 7. Environmental Justice issues have been addressed in more detail on page 37 of the EA.
 8. The "Floodplains" section on page 31 has been revised and includes a description of measures to minimize impacts to the floodplain (Zone AE) located in close proximity to the proposed runway.
 9. The "Alternatives" section beginning on page 12 has been expanded to include discussion of other alternatives including (1) building the runway on another site and (2) use of Albertville Municipal Airport.

Mr. Keafur Grimes
July 2, 2004
17059-53
Page 3 of 5

- C. In response to the letter dated April 20, 2004 from Mr. Jon M. Loney with the Tennessee Valley Authority (TVA), the following revisions have been made to the draft EA:
1. Cover Page – TVA is listed as a cooperating agency rather than joint lead agency.
 2. Preferred Alternative, Page 14 – This section has been revised and it now states on page 15 that a Section 26a approval from TVA will be required for the proposed airport improvements. Also, it is stated on page 15 that the proposed seaplane facility is anticipated to be completed in a fifteen to twenty year timeframe and is not included as a part of the EA; however, if implemented, Section 26a approval from TVA may be required. As requested by TVA, the following language was inserted into this section of the EA on page 15: "The project will require the acquisition of an estimated 172 acres; of which, approximately 85.87 acres are managed by TVA. As part of the proposed action, TVA will be asked to convey this property to the City of Guntersville for airport use."
 3. Preferred Alternative, page 15, and Wetlands, page 27-29 - The additional information on wetlands mitigation planning provided by electronic mail on March 30, 2004, including the options for use of mitigation banks and sites owned by the City of Guntersville in the watershed has been included in the "Wetlands" section of the EA on pages 29-31. Also, as stated on page 29 of the "Wetlands" section, a preliminary mitigation plan will be developed in order to support the required U.S. Army Corps of Engineers Section 404 permit and the TVA Section 26(a) permits for the proposed improvements.
 4. Preferred Alternative, page 15 – As recommended by TVA, the following sentence was removed from the "Preferred Alternative" section: "This alternative is not being considered on the basis of any "built-in" mitigation measures."
 5. Compatible Land Use, page 18 – A discussion of the impacts to the existing golf course located on Buck Island Road has been included in this section on page 18.
 6. Relocation Impacts, page 20 – Information regarding the sewage treatment plant to be relocated has been included on page 22 of the EA.
 7. Biotic Communities, page 26 – Based on FAA Order 5050.4A which prescribes guidance on the format and content of environmental assessments and impact statements under FAA review, biotic communities is listed as a separate impact category from the threatened and endangered species category. Therefore, we did not combine the two categories; however, efforts were made to minimize the duplication of information within these categories.
- D. In response to the letter dated May 27, 2004 from Ms. Amy M. Robinson with the U.S. Army Corps of Engineers (USACE) - Nashville District, the following revisions have been made to the draft EA:
1. Cover Page - As requested, the cover page indicates that the USACE – Nashville District is a cooperating agency.
 2. Preferred Alternative – This section was modified following the initial submittal of the draft EA (February 2004) to the USACE. This section was modified to include a discussion of the development of the Preliminary Mitigation Plan (PMP) in order to support the required USACE

Section 404 and TVA 26a joint permit application. Upon completion of the PMP it will be submitted to the USACE, TVA, FAA, ALDOT-Aeronautics Bureau and the City of Guntersville for review and concurrence, prior to completion of the Final Mitigation Plan. The Final Mitigation Plan will include specific performance standards, construction documents, vegetative specifications, O & M Plans and an implementation and monitoring program. In addition, at the request of the FAA, a Conceptual Mitigation Plan has been developed for the proposed site and is attached to the EA as Appendix D, and is also included in this submittal.

It should be noted that page 10 of the EA, Need for New Runway and Need for Improved Facilities discusses the two problems that the airport is currently experiencing; (1) the existing runway length of 3,368 feet does not allow business jets to utilize the existing runway without being penalized, i.e. reduced fuel loads, decreased haul distance, reduced number of passengers, and restrictions on amounts of cargo, and (2) the lack of area for expansion of current airport facilities, i.e. additional hangars and aviation support facilities.

The discussion of Alternatives on page 12 includes impacts to the Guntersville Lake of approximately 317,000 cubic yards of fill material and the relocation of U.S. Highway 431. It should be noted that the placement of approximately 317,000 cubic yards of fill material into the Guntersville Lake impoundment was removed from consideration as an alternative based on the denial by the TVA and USACE for the placement of the fill into the impoundment.

3. Water Quality – Page 24 of the EA indicates that proper erosion control measures will be implemented during the construction activities in accordance with FAA Advisory Circular 150/5370-10 Standards for Specifying Construction of Airports. Details of erosion control measures will be discussed further in the Preliminary Mitigation Plan as well as the Best Management Practices (BMP) plan that will be developed as part of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit for Storm Water Discharges from Construction Activities. It should be noted that a USACE Section 404 / TVA 26a Joint Permit will be filed upon completion of the Preliminary Mitigation Plan for the proposed impacts.
4. Endangered and Threatened Species – A brief description of the habitat evaluation is included in the “Endangered and Threatened Species” section on page 27. A copy of the habitat evaluation is included in Appendix B and is referenced as such on page 27.
5. Wetlands – The sentence identified on page 27, “Upon receipt of the USACE’s jurisdictional determination...”, has been revised to read “Upon receipt of the USACE’s approved jurisdictional determination”. The correct acreage of identified wetlands on the proposed site is 90.9 acres; the discrepancy was attributed to a conversion error when the drawing was converted from AutoCAD to Microstation.
6. Streams – A section has been added to the EA on page 29 that briefly describes the streams located onsite and that they will be included in the development of the Preliminary Mitigation Plan for the site. It should be noted that the methods of stream impacts, such as relocation, culverts, filling, etc. are included in the design phase of this project and cannot be determined

Mr. Keafur Grimes
July 2, 2004
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until that phase of the project is authorized. Conceptual stream mitigation options will be evaluated and identified during the development of the Preliminary Mitigation Plan.

We hope that this presentation of additional information will serve to answer the questions raised by the FAA, TVA, and the USACE. We have enclosed revised copies of the EA cover, the main portion of the EA preceding the appendices, and selected pages from the appendices. Please replace these pages in your copies of the EA. Should you have any questions or require additional information, please contact me at (334) 409-2972.

Sincerely,



Gary K. Behrens
Manager, Environmental Planning

Enclosures

cc: Mr. Frank Farmer, ALDOT – Aeronautics Bureau
Mr. Harold Draper, TVA
Ms. Amy Robinson, USACE – Nashville District
Ms. Luanne Hayes, City of Guntersville

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Tennessee Valley Authority, 400 West Summit Hill Drive, Knoxville, Tennessee 37902-1499

September 8, 2003

Mr. Keafur Grimes
Federal Aviation Administration
100 West Cross Street, Suite B
Jackson, Mississippi 39208-2307

Dear Mr. Grimes:

**PRELIMINARY ENVIRONMENTAL ASSESSMENT (EA) – GUNTERSVILLE
MUNICIPAL AIRPORT-JOE STARNES FIELD, GUNTERSVILLE RESERVOIR,
MARSHALL COUNTY, ALABAMA**

Thank you for the opportunity to review the preliminary EA for the proposed expansion project at Guntersville Airport. The project would involve the construction of a new runway, partially on lands in the custody of the Tennessee Valley Authority. Consistent with the Transportation Equity Act for the 21st Century and the January 30, 2002, Council on Environmental Quality Memorandum on Cooperating Agencies in Implementing the Procedural Requirements of the National Environmental Policy Act, TVA should be recognized as a cooperating agency for the purposes of environmental document preparation. In addition, because permits also would be needed from the U.S. Army Corps of Engineers, you may wish to involve them.

The following issues should be discussed further in the EA:

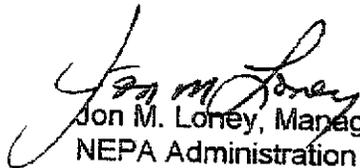
- Consistency with Plans. TVA's Guntersville Reservoir Land Management Plan (2001) allocates the property adjacent to the airport for expansion. However, at the time of the plan preparation, only 69 acres were thought to be needed for this purpose. According to the preliminary EA, 86 acres would now be needed. The additional 17 acres were placed in a "sensitive resource management" zone because of the presence of wetland, visual, and cultural resources on Buck Island. As proposed, the project would require a land allocation change for the 17 acres and a Section 26a approval from TVA for the stream crossings and any placement of fill in Guntersville Reservoir associated with the runway construction. Also, actions related to the seaplane base may require Section 26a approval. The city of Guntersville should seek approval from TVA for use of the property and for permits.
- Wetlands. The EA indicates that 35.85 acres of wetlands may be impacted. Prior to a decision on the land for the project, TVA will need to evaluate a proposal for wetland mitigation. Because some of these are federally owned wetlands, compliance with Executive Order 11990 will need to take place.

Mr. Keafur Grimes
Page 2
September 8, 2003

Biotic Communities. The EA indicates that no significant impact to biotic communities is anticipated. However, the TVA tract does contain large mature timber, in addition to the wetlands. While this type of mature timber is not unusual on Gunter'sville Reservoir property, it is somewhat rarer on adjacent private lands.

TVA appreciates the opportunity to serve as a cooperating agency on this project. We look forward to receiving a public review draft. Upon completion of the EA, please send a copy to me. In addition, please send a copy of the signed Finding of No Significant Impact (FONSI) to this office when completed. Should you have any questions, please contact Harold M. Draper at (865) 632-6889.

Sincerely,

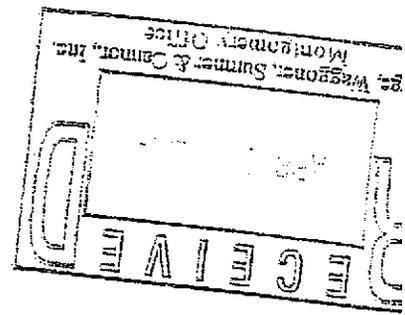

Jon M. Loney, Manager
NEPA Administration
Environmental Policy and Planning

cc: Ms. Jennifer B. Stone, Environmental Planner
Barge Waggoner Sumner and Cannon Inc.
5960 Carmichael Place
Montgomery, Alabama 36117

Ms. Luanne Hayes, Director
Department of Economic Development
City of Gunter'sville
341 Gunter Avenue
Gunter'sville, Alabama 35976



Tennessee Valley Authority, 400 West Summit Hill Drive, Knoxville, Tennessee 37902-1489



April 20, 2004

Mr. Keafur Grimes
Federal Aviation Administration
100 West Cross Street, Suite B
Jackson, Mississippi 39208-2307

Dear Mr. Grimes:

DRAFT ENVIRONMENTAL ASSESSMENT (DEA) – GUNTERSVILLE MUNICIPAL AIRPORT - JOE STARNES FIELD, GUNTERSVILLE RESERVOIR, MARSHALL COUNTY, ALABAMA

Thank you for the opportunity to review the DEA for the proposed expansion project at Guntersville Airport. The project would involve the construction of a new runway, partially on lands in the custody of the Tennessee Valley Authority. Consistent with the Transportation Equity Act for the 21st Century and the January 30, 2002, Council on Environmental Quality Memorandum on Cooperating Agencies in Implementing the Procedural Requirements of the National Environmental Policy Act, we recommend that TVA be recognized as a cooperating agency for the purposes of environmental document preparation, rather than a joint lead, as the document is currently formatted. In addition, because permits also would be needed from the U.S. Army Corps of Engineers, you may wish to involve them.

The following suggestions on the DEA are provided:

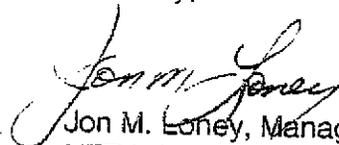
- Cover Page. Please list TVA as a cooperating agency rather than joint lead.
- Preferred Alternative, page 14. TVA's Guntersville Reservoir Land Management Plan (2001) allocates the property adjacent to the airport for expansion. However, at the time of the plan preparation, only 69 acres were thought to be needed for this purpose. According to the DEA, 86 acres would now be needed. The additional 17 acres were placed by TVA in the 2001 land plan in a "sensitive resource management" zone because of the presence of wetland, visual, and cultural resources on Buck Island. As proposed, the project would require a land allocation change for the 17 acres, a Section 26a approval from TVA for the stream crossings and any placement of fill in Guntersville Reservoir associated with the runway construction, as well as a land conveyance. Also, actions related to the seaplane base may require Section 26a approval. The DEA indicates that TVA would "donate" the land. Because the type of land transaction (such as permanent easement or other conveyance) is not yet known, the statement about donation should be removed. The following language is suggested: "The project will require the acquisition of an estimated 172 acres; of which, approximately 85.87 acres are managed by TVA. As part of the proposed action, TVA will be asked to convey this property to the city of Guntersville for airport use."

Mr. Keafur Gimes
Page 2
April 20, 2004

- Preferred Alternative, page 15, and Wetlands, page 27-29. The DEA indicates that up to 40 acres of wetlands may be impacted. The additional information on wetlands mitigation planning provided by electronic mail on March 30, 2004, including the options for use of mitigation banks and sites owned by the City of Guntersville in the watershed, should be added to the DEA. Prior to a decision on land and Section 26a permits, TVA will need to evaluate a proposal for wetland mitigation and comply with Executive Order 11990, Protection of Wetlands.
- Preferred Alternative, page 15. We recommend that the last sentence, "This alternative is not being considered on the basis of any "built-in" mitigation measures" be removed. Mitigation measures will be needed for wetlands, the relocation of the residences, the planting of vegetation to reduce light impacts along U.S. 431, and re-routing of the sewage from the sewage treatment plant which would be closed by the airport expansion.
- Compatible Land Use, page 18. A discussion on impacts to the existing golf course (recreation impacts) on Buck Island should be added.
- Relocation Impacts, page 20. Information should be added on the sewage treatment plant to be relocated. Who owns it, what does re-routing the sewage involve, and what are the impacts of these relocation actions?
- Biotic Communities, page 26. You may wish to remove the endangered species survey information from this section, or to combine this section with the Endangered and Threatened Species section, since both sections contain duplicate information.

TVA appreciates the opportunity to serve as a cooperating agency on this project. We look forward to receiving a public review draft. Upon completion of the DEA, please send a copy to me. In addition, please send a copy of the signed Finding of No Significant Impact (FONSI) to this office when completed. Should you have any questions, please contact Harold M. Draper at (865) 632-6889.

Sincerely,


Jon M. Loney, Manager
NEPA Administration
Environmental Policy and Planning

cc: See page 3

Mr. Keafur Grimes
Page 3
April 20, 2004

cc: Ms. Jennifer Stone and Mr. Frank Mills
Barge Waggoner Sumner and Cannon Inc.
5960 Carmichael Place
Montgomery, Alabama 36117

Ms. Luanne Hayes, Director
Department of Economic Development
City of Guntersville
341 Gunter Avenue
Guntersville, Alabama 35976

Mr. Brad Bishop
Regulatory Branch, U.S. Army Corps of Engineers
3701 Bell Road
Nashville, Tennessee 37214

Jennifer Stone

From: Gary Behrens
Sent: Thursday, July 01, 2004 8:25 AM
To: Jennifer Stone
Subject: Guntersville EA comments



gunters03ea.doc
(27 KB)

-----Original Message-----

From: Keafur.Grimes@faa.gov [mailto:Keafur.Grimes@faa.gov]
Sent: Thursday, December 18, 2003 4:25 PM
To: Gary Behrens
Cc: Kristi.Ashley@faa.gov
Subject: Re: Intro Meeting

Hello Gary,

Please see the attached comment regarding the Guntersville EA. A letter will be forwarded early next week with the final comments on the EA. I need to go through the document one more time. Sorry for the time it has taken to get back to you.

(See attached file: gunters03ea.doc)

Keafur Grimes
Program Manager
601-664-9886



U.S. Department
of Transportation
Federal Aviation
Administration

Airports District Office
100 West Cross Street, Suite B
Jackson, MS 39208-2307
(601) 664-9900 Fax: (601) 664-9901
eMail: 7-ASO-JAN-ADO@faa.gov

December 18, 2003

The Honorable James D. Townson
Mayor of Guntersville
341 Gunter Avenue
Guntersville, AL 35976

Re: Guntersville Municipal Airport

Dear Mayor Townson:

We have completed our review of you draft environmental assessment (EA) and have the following comments.

1. The earlier scoping meeting indicated that both FAA and TVA would be cooperating agencies. However the draft report did not list TVA or provide a place for TVA's approval.
2. The wetlands section of your report should be covered more extensively. Areas that need to be addressed are how other impact categories such as compatible land use, construction, and water quality will be affected by the proposed project. Also the report should address how the directly impacted wetlands will affect the indirectly impacted wetlands. In addition, it would be helpful to have a layout drawing showing the total 85.9 acres of wetlands and the proposed runway. It is also important to have a written answer from the Corps of Engineers about the request for a jurisdictional determination.
3. If a survey was done of the site for endangered species habitats, a letter should be included from the US Fish and Wildlife accepting the findings from the survey.
4. The Alabama Department of Transportation letter does not address land use, it only mentions the Department's future construction plans.
5. Do you have correspondence indicating that there are no Section 4(f) properties in the proposed area?
6. You indicated that the proposed Runway End Indicator Lights (REIL's) on Runway 9 could inconvenience some drivers on US 431. You did not address how this issue could be mitigated or if there were any safety concerns.
7. Please provide information on the families to be relocated and whether there are any environmental justice issues.

8. The proposed Runway is close to the floodplain (Zone AE). The study should evaluate other impact categories and methods to minimize harm to that floodplain.
9. Other alternatives to the preferred action should be discussed. These include but are not limited to (1) building the runway on another site, or (2) use of Albertville Municipal).

Please let us know if you have any questions.

Sincerely,

Keafur Grimes
Senior Civil Engineer

cc:
ALDOT, Aeronautics
Barge Waggoner Sumner and Cannon, Inc.

17057-53



DEPARTMENT OF THE ARMY
NASHVILLE DISTRICT, CORPS OF ENGINEERS
3701 Bell Road
NASHVILLE, TENNESSEE 37214

May 27, 2004

REPLY TO
ATTENTION OF:

Regulatory Branch

SUBJECT: File No. 200300631; Draft Environmental Assessment Comments for Proposed Guntersville Municipal Airport – Joe Starnes Field, Wetlands and Streams to Tennessee River Mile 363.4R, Marshall County, Alabama

Mr. Keafur Grimes
Federal Aviation Administration
100 West Cross Street, Suite B
Jackson, Mississippi 39208-2307

Dear Mr. Grimes:

This is in response to the draft Environmental Assessment (DEA) coordinated with this office for Corps of Engineers comments on the subject project. Please refer to File No. 200300631 in any future correspondence to this office concerning the subject project.

From the DEA description, it appears jurisdictional waters, wetlands and streams, would be impacted from the project. In addition, a verification letter from the Corps of Engineers, regarding the jurisdictional waters, was provided to Ms. Luanne Hayes, City of Guntersville, on April 25, 2003. Therefore, a Department of the Army (DA) permit would be required for any discharge of fill material into these jurisdictional waters pursuant to Section 404 of the Clean Water Act (CWA). This office makes the following comments/recommendations to the DEA as follows:

1. Cover Page: Please include the Corps of Engineers, Nashville District, as a cooperating agency to the DEA.
2. Preferred Alternative: This office is particularly concerned with the preferred alternative selection based upon the least environmental damaging alternative. Therefore, we recommend that the justification of this preferred alternative section be very detail. Especially for non-water dependent activities, the Corps requires an Alternatives Analysis of each of the alternatives during the review of the DA permits. Recommendations to this section include referencing the Runway Justification Report in Appendix A. In the last paragraph, the DEA mentions that "unlike the other alternatives, this one provides the solution to two problems that the airport is currently experiencing". It is recommended to elaborate on what the two problems are and how this alternative is solving the problems compared to the other alternatives that are not. Also, the DEA mentions that "this alternative will have the least impact on the wetlands of the three alternatives presented".

However, it is not discussed what is the impact of the wetlands would be for the other alternatives. In addition, it is recommended that the language for the very last sentence be removed and/or corrected that "Mitigation measures would be required for the wetland and stream impacts. These measures would be required by DA, ADEM, and TVA prior to issuance of the appropriate permits."

3. Water Quality: Water quality would be impacted in different phases of the project from temporary impacts during construction and during operation of the airport and permanent impacts to wetlands and streams for the construction of the project. It is recommended that the water quality impacts be addressed for each phase. Suggest that language be revised for "Increased turbidity is a temporary phenomenon while sedimentation, the improper use of fertilizers, and petroleum contamination may have a long-term adverse effect on aquatic organisms and habitats". If proper erosion control measures are not taken, increased turbidity may not be temporary and could also have adverse effects on aquatic life and habitats. Suggest revising language for the sentence "The potential to adversely impact water quality in adjacent water bodies as a result of normal use and maintenance of the new facility should be no greater than if the proposed project were not constructed". This is not usually the case if the project is not constructed; therefore, suggest that the language be changed to "should be no greater than from the existing operation of the project". The last paragraph discusses that Section 404 permit is required for the wetland impacts. However, please include if the project would or would not impact jurisdictional streams. If fill material is required within the jurisdictional streams, then a DA permit would also be required for this impact.
4. Endangered and Threatened Species: It is recommended to reference the Habitat survey report in Appendix B and give a brief description of the survey results in this section.
5. Wetlands: It is recommended to remove "Upon receipt of the USCOE's jurisdictional determination" from the second paragraph, since a verification letter has been provided on April 23, 2003, regarding the Corps jurisdiction for the project. May want to reference the verification letter is in Appendix B. Also, the verification letter indicates that 85.9 acres of jurisdictional wetlands are found onsite, but the DEA indicates 90.9 acres are onsite. If 85.9 acres is the correct acreage, then the DEA should be corrected. The DA permit is referenced as a Section 404 permit - not a Section 404 Dredge and Fill Permit, since some dredge activities do not require a DA permit. Please include "a Section 404 Permit will be required pursuant to Section 404 of the Clean Water Act". Please briefly mention how the 50.97 acres of wetlands to remain undisturbed would be impacted indirectly during construction activities. If any mitigation plans have been proposed or planned since the origination of the DEA, please include a description of this mitigation in the document.
6. Streams: It is recommended that a section of Streams be incorporated into the DEA. The Corps verification letter indicated that eight jurisdictional streams are located on the project site. Please include a description of the streams and which ones that would be impacted from the project. Also, include the method of impacts, such as relocation, culverts, filling, etc and, if known, please provide any proposed mitigation for the impacted streams.

The stream crossings and wetland fill activities would be subject to DA permit authorization prior to construction of the work. To the extent possible, your design scheme should avoid

impacts or adverse modification to these jurisdictional waters, consistent with DA permit evaluation requirements for mitigation (i.e., impact avoidance, impact minimization, and compensatory mitigation in sequential order). Therefore, we encourage a construction plan that would avoid wetland and stream impacts to the extent possible. You should submit applications, plans of the work, locations of the crossings, wetland impacts, mitigation, and any supporting environmental documentation in a timely manner to obtain the necessary permits for the work.

I am available to participate in any onsite inspections and/or meetings to discuss DA permitting requirements. We are also available to attend preapplication meetings to discuss aquatic resource impact avoidance and minimization.

Thank you for coordinating the DEA with this office. We appreciate the opportunity to serve as a cooperating agency on this project. If we can be of further assistance or if you have any questions regarding this matter or DA permitting requirements, please contact me at the above address, telephone number 615-369-7509.

Sincerely,



Amy M. Robinson
Project Manager
Operations Division

Enclosures

Copy Furnished:

Mr. Harold Draper
Tennessee Valley Authority
Environmental Policy & Planning
400 West Summit Hill Drive, WT 8C
Knoxville, Tennessee 37902-1401

City of Guntersville
Attn: Ms. Luanne Hayes
341 Gunter Avenue
Guntersville, Alabama 35976

Ms. Jennifer Stone and Mr. Frank Mills
Barge Waggoner Sumner and Cannon Inc.
5960 Carmichael Place
Montgomery, Alabama 36117