

## **APPENDIX E**

## **Appendix E**

### **Guntersville Municipal Joe Starnes Field Environmental Assessment 2005**

#### **Alternatives Considered but Not Selected**

##### **Extend the Existing Runway to the South**

This alternative consists of extending the runway an additional 2,132 feet to the south for a total runway length of 5,500 feet, constructing a 5,500 foot parallel taxiway on the east side of the runway, and constructing a 300 foot long by 150 foot wide Runway Safety Area (RSA) beyond the approach end of Runway 3. This alternative would require the acquisition of several homes, relocation of approximately 2,200 feet of U.S. Highway 431 (U.S. 431), and the relocation of approximately 5,000 feet of Buck Island Road, including a new 1,300 foot bridge across Guntersville Lake. This alternative would displace several residences that lie within the Runway Protection Zone of Runway 3. In addition, this alternative would require the placement of fill material in Guntersville Reservoir to obtain the desired runway length and safety areas. The placement of fill material would adversely impact recreation, flood control, wetlands, and littoral habitat.

An extension of Runway 3 to the south could prove to be very costly and highly impractical. This alternative might be more justifiable and deserve more consideration if there were fewer physical barriers to the proposed expansions. This alternative has been removed from further consideration.

##### **Extend the Existing Runway to the North**

This alternative consists of extending Runway 21 end approximately 2,132 feet to the north for a total runway length of 5,500 feet; constructing a 5,500 foot parallel taxiway on the east side of Runway 03/21; and constructing a 300 foot long by 150 foot wide Runway Safety Area (RSA) beyond the approach end of the Runway 21. While this alternative would not require land acquisition for the extension of the runway, it would require placement of approximately 317,000 cubic yards of fill material in Guntersville Reservoir. The placement of fill material would have the potential to adversely impact recreation, flood control, wetlands, and littoral habitat.

No residences or businesses would require relocation nor would any public roadways require relocation or closure; however, an application to TVA for this alternative was denied. For this reason, this alternative of extending Runway 21 to the north has been removed from further consideration.

#### **New Airport Site**

This alternative consists of constructing an airport at a new site. If a decision is made to develop a new airport, then a formal site selection study must be prepared to find a suitable location within Gunterville or Marshall County that would serve the needs of the area. Major investments would include the acquisition of land as well as construction of access roads and new airfield facilities. In addition, preparation of an EIS would be required for the development of the new airport. For these reasons, this alternative has been removed from further consideration.

#### **Use of Albertville Municipal Airport**

This alternative consists of utilizing the existing 6,117 foot runway located at the Albertville Municipal Airport. The existing runway at Gunterville Municipal - Joe Starnes Field has a length of 3,360 feet which is limiting the economic growth of the City of Gunterville. A \$10 million business park is currently being constructed whose potential could be bounded by the availability of adequate air transportation. The site chosen for Conners Island Park would be in a location that is easily accessible by U.S. 431, a railroad, and a navigable waterway. Considering this, improvements to the Airport become a major marketing tool in persuading companies to move into the business park.

Forcing prospective industrial prospects to travel to Albertville would require officials to travel by automobile along U.S. 431, a congested thoroughfare riddled with traffic lights and retail development. The distance between the Albertville Airport and the Gunterville Airport is approximately 13 miles, with the rush hour drive time being between 35-40 minutes. The non-rush hour drive time was noted to be close to 20 minutes.

This added travel time and inconvenience could significantly jeopardize Gunterville's multi-million dollar investment in the Conners Island Park. In today's fast paced business market where time is money, not having adequate air transportation infrastructure is one

of the quickest ways to get your community taken off a company's short list. Therefore, a 5,000 foot runway is necessary to meet the existing and future economic development needs of the City of Guntersville.

### **Postponing the Project**

Postponing the proposed runway for the Airport would delay any potential adverse environmental, social, or economic impacts associated with the construction of the Preferred Alternate. This delay would affect people directly impacted by the proposed project by generating concern and uncertainty as to the timing of the land acquisition and construction activities. This alternative was not selected because postponing the proposed project would delay any safety-based improvements and benefits to the traveling public. Additionally, postponing the project would delay the anticipated economic development opportunities for the City of Guntersville expected under the implementation of the Preferred Alternative.

### **No Action Alternative**

The evaluation of the No Action Alternative should consider the purpose and need for the proposed project. As stated previously, the proposed expansion of the airport is a development project which would provide a safe, efficient, and modern airport facility to meet the existing and anticipated demands of the aviation community.

The No Action Alternative precludes any new construction and improvements at the Guntersville Municipal - Joe Starnes Field, other than routine improvements and maintenance. The selection of this alternative would avoid any adverse environmental, social, and economic impacts associated with the implementation of the Preferred Alternative. Adoption of the No Action Alternative would not satisfy the existing and future demands of the aviation community or contribute to the development of an integrated transportation network capable of fully serving the needs of the City of Guntersville. As such, the No Action Alternative is not considered to be an acceptable alternative.

## **APPENDIX F**

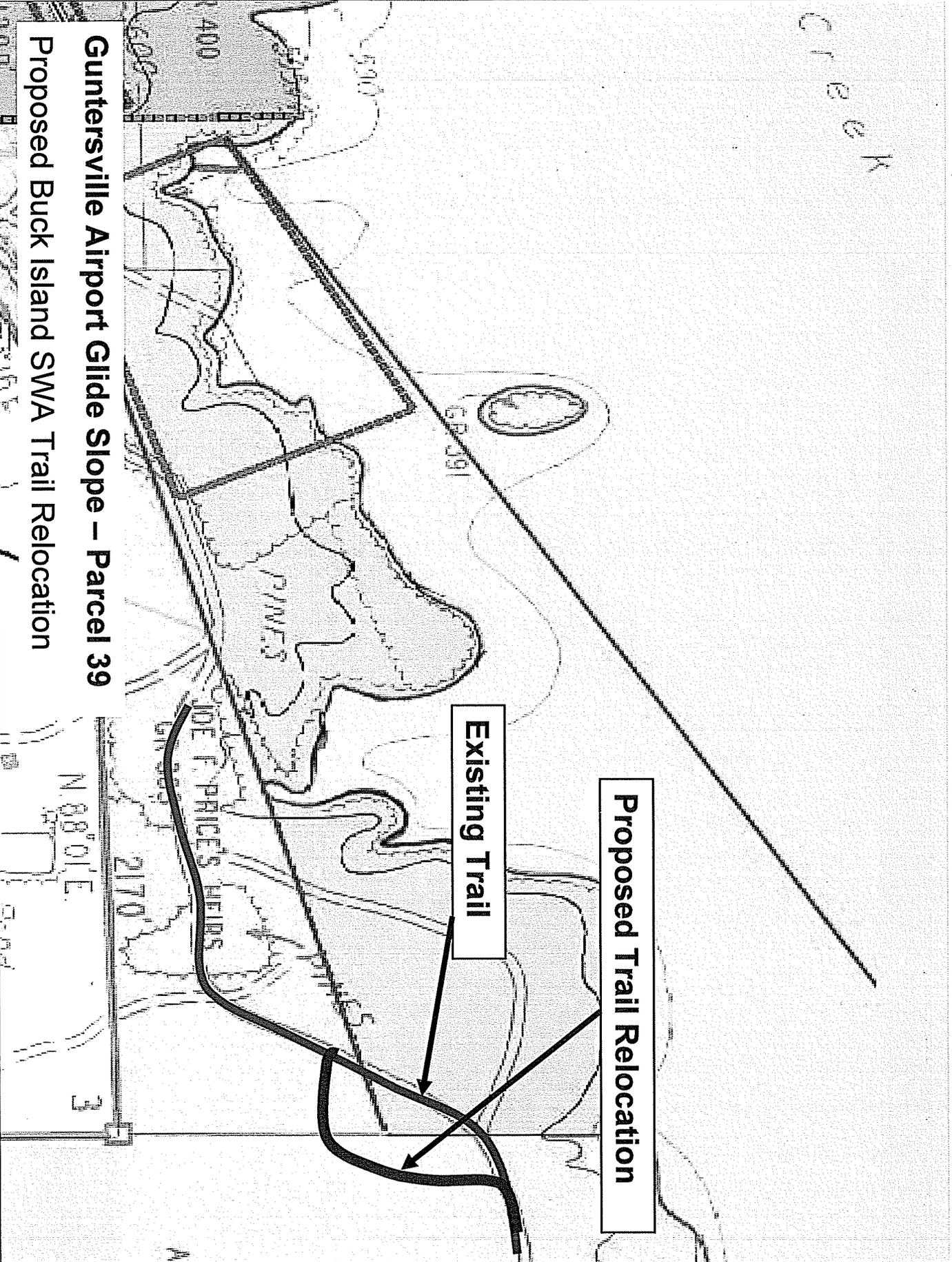
Creek

Proposed Trail Relocation

Existing Trail

Guntersville Airport Glide Slope - Parcel 39

Proposed Buck Island SWA Trail Relocation



## APPENDIX G



U.S. Department  
of Transportation  
Federal Aviation  
Administration

Jackson Airports District Office  
100 West Cross Street, Suite B  
Jackson, Mississippi 39208-2307  
(601) 664-9900 Fax: (601) 6649901

July 27, 2009  
Ms. Amy Robinson  
Nashville District Corps of Engineers  
Regulatory Branch  
3701 Bell Road  
Nashville, TN 37214

Re.: Guntersville Municipal Airport  
Guntersville, AL  
U.S. Fish and Wildlife Service (USFWS)  
Response Letter to Public Notice 09-08,  
Permit Application No. 2003-00631

Dear Ms Robinson:

This is in response to a letter you received on July 13, 2009, from the U.S. Fish and Wildlife Service (USFWS). The USFWS acknowledges their satisfaction that all issues have been addressed related to the proposed site for new runway. The letter also included a recommendation for the mitigation plan to account for temporal loss associated with filling of 22.4 acres of forested wetlands. The current proposed wetland mitigation plan includes the purchase of 82 off-site compensatory mitigation banking credits. The total includes 80.56 credits (2:1 ratio) as mitigation for 40.28 acres of wetlands and an additional 1.44 credits (0.5:1 ratio) as mitigation for 3.17 acres of wetlands indirectly impacted (proposed Automated Weather Observing System (AWOS)). The 82 credits have been purchased at Robinson Spring Wetland Mitigation Bank averaging \$18,131 per credit totaling \$1,486,780. The 40.28 acres include the 22.4 acres of forested wetlands. The purchase of the 82 credits was approved based on the latest draft permits and approved Environmental Assessment.

We understand the reason for recommending additional mitigation credits for the temporal loss of forested wetlands; therefore, we propose increasing credits for forested wetland to a ratio of 2.25:1. This change will require an additional 5.6 credits. We have already purchased the 1.44 credits for an AWOS that will not be required due to relocating this facility away from affected wetland area. The net purchase would require an additional 4.16 credits. We believe this increased ratio is reasonable compensation for the temporal loss. Please coordinate this proposal with USFWS and if both offices agree, we'll start the process of requesting additional funds.

We appreciate all your efforts to move this project forward. If you have any questions or require more information, please contact Mr. Kevin Morgan at (601) 664-9891.

Sincerely,



Rans D. Black  
Manager

cc:

Mr. Frank Farmer, Aeronautics Division, ALDOT  
Mr. Josh Rowell, Alabama Ecological Services Field Office, USFWS  
Ms. Kelly Baxter, TVA  
Mr. Kevin Vandeberg, Barge Waggoner Sumner & Cannon, Inc.



## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
1208-B Main Street  
Daphne, Alabama 36526

JUL 10 2009

IN REPLY REFER TO:  
2009-FA-0135b

Nashville District Corps of Engineers  
Regulatory Branch  
3701 Bell Road  
Nashville, TN 37214

JUL 13 2009

ATTN: Ms. Amy Robinson

Dear Ms Robinson:

This is an additional report of the U.S. Fish and Wildlife Service (Service) concerning public notice 09-08, application No. 2003-00631, joint public notice between the U.S. Army Corps of Engineers (Corps), Tennessee Valley Authority (TVA), and the State of Alabama and is based on the interagency site visit of June 23, 2009, and additional information received after that visit.

This report is prepared in accordance with the requirements of the Fish and Wildlife Coordination Act (16 U.S.C. 661-667e) and the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) (ESA), and is to be used in your determination of 404(b)(1) guidelines compliance (40 CFR 230) and in your public interest review (33 CFR 320.4) as they relate to protection of fish and wildlife resources.

During the June 23, 2009 site meeting, discussions were held regarding the draft Supplemental Environmental Assessment (SEA) and our May 26, 2009 letter to the Corps concerning impacts to bald eagles and our request to have the project area surveyed. The discussions revealed that a survey of the entire project area, including the 47-acre vegetation management area was conducted by Barge, Waggoner, Sumner, & Cannon, Inc. in 2007. Service staff present at the meeting requested to review the survey and have it added to the final SEA.

On June 30, 2009, a "Site Observation Report" was received by our office via e-mail. The report indicated that a survey of the TVA property was conducted for the presence of bald eagle nesting habitat as well as red-cockaded woodpecker nesting and foraging habitat. During the survey no bald eagle nesting sites or red-cockaded woodpeckers were observed. Based upon this report, we accept the finding that no bald eagles or Federally listed species occur on site. Therefore, no further endangered species consultation will be required for this portion of the project unless: 1) the identified action is subsequently modified in a manner that causes an effect on listed species or designated critical habitat; 2) new information reveals the identified action may affect federally protected species or designated critical habitat in a manner or to an extent not

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Ms. Amy Robinson

previously considered; or 3) a new species is listed or critical habitat is designated under the ESA that may be affected by the identified action.

After the review and discussion of the site layout and diagrams included in the draft SEA and present at our meeting, we feel our concerns regarding an alternative site and minimization on site have been addressed. However, we still recommend that the mitigation plan account for the temporal loss associated with filling of 22.4 acres of forested wetlands and compensating by buying credits at a bank where mature forested wetlands do not exist or adequate credits are not currently available.

We appreciate the opportunity to comment on this project. If you have any further questions or require additional information, please contact Mr. Josh Rowell of my staff at (251) 441-5836.

Sincerely,

A handwritten signature in cursive script that reads "Dan Pearson, Acting".

William J. Pearson  
Field Supervisor  
Alabama Ecological Services Field Office

cc: Kelly R. Baxter, TVA, Knoxville, TN  
ADEM, Birmingham, AL  
ADCNR, Montgomery, AL  
EPA, Atlanta, GA



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

March 16, 2009

Ms. Stacye Hathorn  
106 Coordinator  
Alabama Historical Commission  
468 South Perry Street  
Montgomery, Alabama 36130-0900

Dear Ms. Hathorn:

TVA, CULTURAL RESOURCES ASSESSMENT, GUNTERSVILLE MUNICIPAL-JOE STARNS FIELD EXPANSION PROJECT, MARSHALL COUNTY, ALABAMA

The City of Guntersville (City) plans to upgrade and modernize its airport in order to accommodate larger aircraft with the purpose to improve economic development and tourism. The existing airport and runway would be completely realigned and rebuilt. TVA received a formal application in August 2008, wherein the City requested approximately 116 acres on four parcels (30, 31, 39, and 40) of TVA land to implement its plans for airport expansion. The City would require a term easement over 69 acres on parcel 40 for construction of the new runway. The City would also need a Section 26a permit for any fill associated with runway construction. To meet the Federal Aviation Association's approach requirements, the City has also requested a land-use agreement with TVA, permitting vegetation management on 47 acres of parcel 39 and small portions of parcels 30 and 31. These parcels would be cleared of trees and re-vegetated with low-growing non-invasive plant species to control vegetation height for approaching aircraft. Construction would not occur on TVA parcels 30, 31, and 39. All four parcels of TVA land have been assessed via cultural resources investigations. The following provides a synopsis of these investigations.

Parcels 30 and 31 (approximately 1.6 acres) were initially investigated by the Office of Archaeological Research (OAR) during a survey of TVA lands along Guntersville Lake (report entitled *Cultural Resource Investigations in the Guntersville Reservoir Area, Marshall and Jackson Counties, Alabama and Marion County, Tennessee* [Solis and Futato 1987]). As a result of these investigations, no cultural resources were recorded within the bounds Parcels 30 and 31. In February 2009, TVA Cultural Resources Staff assessed Parcels 30 and 31 and confirmed that no cultural resources were present in either parcel.

Parcel 39 (approximately 45.3 acres) was investigated in 2008 by The Archaeological Research Laboratory (ARL) at the University of Tennessee's Department of Anthropology during a cultural resources survey of TVA lands to be included within the airport expansion project (draft report entitled *Phase I Archaeological Survey and Architectural Survey for the Guntersville Airport Expansion, Marshall County, Alabama* [Kocis and Guymon 2009]; report enclosed). During this survey, two isolated finds (FS-6 and FS-11) and one archaeological site (1Ms484) were recorded within the bounds of Parcel 39. The isolated finds consisted of a brick scatter (FS-6) and the remains of a well constructed from cut limestone (FS-11). ARL did not consider the brick scatter

at FS-6 or the isolated feature at FS-11 eligible for the National Register of Historic Places (NRHP), therefore no further work was recommended for these cultural resources. TVA concurs with these recommendations for FS-6 and FS-11.

Site 1Ms484 consisted of a mid-to-late nineteenth century rural domestic site containing a limestone chimney pad, brick scatter and pier stones. Shovel testing identified potentially intact midden deposits and a light artifact scatter within the structure area. Given the presence of intact structural remains, coupled with the potential for intact midden deposits, ARL considered the site potentially eligible for inclusion to the NRHP. TVA concurs with this assessment. To ensure that sensitive cultural resources associated with site 1Ms484 will not be adversely affected by the proposed work, implementation of the proposed vegetation management plan for Parcel 39 would be subject to the following conditions:

- 1) A 10 meter buffer zone surrounding the recorded bounds of the archaeological site will be established and demarcated by flagging;
- 2) No heavy machinery will be allowed within the 10 meter buffer area;
- 3) All vegetation removal within the 10 meter buffer zone will be conducted by hand; and
- 4) No subsurface disturbance, including impact to existing structural remains in the area, will be permitted, thus avoiding disturbance of in situ deposits.

It should be noted that a second archaeological site (1Ms320) was previously recorded within the bounds of parcel 39. The site was originally described in the Alabama State Site File as containing a limestone chimney pad and brick scatter. During the ARL investigation of parcel 39, site 1Ms320 could not be found in its mapped location. However, similar remains were identified approximately 300 meters to the east at site 1Ms484, leading ARL to suggest that the location of site 1Ms320 had been misplotted and that site 1Ms484 was the likely location for this resource. Based on this information, TVA concurs with ARL's assertion that site 1Ms320 was misplotted and is represented by the archaeological remains associated with 1Ms484.

Parcel 40 (approximately 69.6 acres) was investigated in 2003 by P.E. LaMoreaux & Associates (PELA) during a cultural resources survey associated with the initial environmental assessment of the proposed airport expansion project (report entitled *Phase I Cultural Resource Survey for the Proposed Construction of Improvements at the Guntersville Municipal Airport, Marshall County, Alabama* [Lolley 2003]). One archaeological site (1Ms460) was recorded within the bounds of Parcel 40. Site 1Ms460 consisted of a low-density scatter of non-diagnostic historic material with no evidence of associated intact structural remains or intact cultural deposits. PELA considered the site to be ineligible for listing in the NRHP. Based on a review of the PELA report, the Alabama Historical Commission (AHC 02-1281) concurred with PELA's eligibility recommendation for 1Ms460. TVA concurs with this conclusion.

Ms. Stacey Hathorn  
Page 3  
March 16, 2009

Pursuant to Section 106 of the *National Historic Preservation Act* and its implementing regulations at 36 CFR § 800.4, we are seeking your concurrence with TVA's findings and recommendations regarding the following:

- TVA lands to be incorporated into the airport expansion project consist of approximately 116 acres within parcels 30, 31, 39, and 40;
- Three archaeological sites (1Ms320, 1Ms460 and 1Ms484) and two isolated finds (FS-6 and FS-11) have been recorded within these TVA parcels;
- Site 1Ms320 was originally misplotted and is represented by the archaeological remains at site 1Ms484 identified during the ARL survey, therefore no further investigations are needed for the area where 1Ms320 was initially mapped;
- Site 1Ms460 is considered ineligible for listing in the NRHP;
- The two identified isolated finds (FS-6 and FS-11) are considered ineligible for listing in the NRHP;
- Site 1Ms484 is considered potentially eligible for inclusion to the NRHP but will not be adversely affected by the proposed work contingent upon implementation of a vegetation management plan minimizing disturbance activities within a 10-meter buffer zone of the site;
- Considering TVA's stipulations regarding site 1Ms484, the proposed undertaking would have no effect on any properties listed in or eligible for listing in the NRHP.

TVA is providing a copy of this letter to the Eastern Band of Cherokee Indians, United Keetoowah Band of Cherokee Indians in Oklahoma, Cherokee Nation, The Chickasaw Nation, Muscogee (Creek) Nation of Oklahoma, Thlopthlocco Tribal Town, Kialegee Tribal Town, Alabama-Quassarte Tribal Town, Alabama-Coushatta Tribe of Texas, Eastern Shawnee Tribe of Oklahoma, Shawnee Tribe, Absentee Shawnee Tribe of Oklahoma, Seminole Tribe of Florida, Seminole Nation of Oklahoma, Poarch Band of Creek Indians, Jena Band of Choctaw Indians, and the Choctaw Nation of Oklahoma and requesting their comments on the proposed undertaking.

If you have any questions regarding this undertaking, please contact Erin Pritchard (865-632-2463) or by email at [eepritchard@tva.gov](mailto:eepritchard@tva.gov).

Sincerely,



Thomas O. Maher, Ph. D.  
Manager  
Cultural Resources

EEP:IKS  
Enclosure  
cc: EDMS, WT 11D-K



STATE OF ALABAMA  
ALABAMA HISTORICAL COMMISSION  
468 SOUTH PERRY STREET  
MONTGOMERY, ALABAMA 36130-0900

April 2, 2009

TEL: 334-242-3184  
FAX: 334-240-3477

Thomas O. Maher, Ph.D.  
Tennessee Valley Authority  
400 West Summit Hill Drive  
Knoxville, Tennessee 37902-1499

Re: AHC 09-0475  
Cultural Resource Assessment  
Airport Expansion  
City of Guntersville  
Marshall County, Alabama

Dear ~~Dr. Maher~~ *TOM*:

Upon review of the cultural resource assessment conducted by the University of Tennessee, we have determined that we agree with the author's findings. There will be no effect on any structures listed on or eligible for the National Register of Historic Places (NRHP). Furthermore, with the exception of archaeological site 1Ms484, there will be no effect on archaeological sites listed on or eligible for the NRHP. We agree with the authors that site 1Ms484 is potentially eligible for the NRHP and should be avoided. If avoidance is not feasible, Phase II testing proposals should be developed in consultation with our office and yours. Phase II field work should not proceed until these proposals have been approved.

We appreciate your efforts on this project. Should you have any questions, please contact Greg Rhinehart at (334) 230-2662. Please have the AHC tracking number referenced above available and include it with any correspondence.

Truly yours,

Elizabeth Ann Brown  
Deputy State Historic Preservation Officer

EAB/GCR/gcr



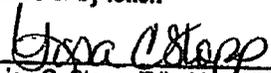
Tennessee Valley Authority, 400 West Summit Hill Drive, Knoxville, Tennessee 37902-1499

March 16, 2009

Ms. Lisa Stopp  
Interim Director, Language, History and Culture &  
Acting Tribal Historic Preservation Officer  
United Keetoowah Band  
of Cherokee Indians in Oklahoma  
Post Office Box 746  
Tahlequah, Oklahoma 74464

The United Keetoowah Band of Cherokee Indians in Oklahoma has no objection to the referenced project. However, if any remains, artifacts or other items are inadvertently discovered, please cease construction immediately and contact us at 918-456-6533 or by letter.

MAR 23 2009

  
\_\_\_\_\_  
Lisa C. Stopp, Tribal NAGPRA POC Date

Dear Ms. Stopp:

**TVA, CULTURAL RESOURCES ASSESSMENT, GUNTERSVILLE MUNICIPAL AIRPORT-JOE STARNES FIELD EXPANSION PROJECT, MARSHALL COUNTY, ALABAMA**

The City of Guntersville (City) plans to upgrade and modernize its airport in order to accommodate larger aircraft with the purpose to improve economic development and tourism. The existing airport and runway would be completely realigned and rebuilt. TVA received a formal application in August 2008, wherein the City requested approximately 116 acres on four parcels (30, 31, 39, and 40) of TVA land to implement its plans for airport expansion. The City would require a term easement over 69 acres on parcel 40 for construction of the new runway. The City would also need a Section 26a permit for any fill associated with runway construction. To meet the Federal Aviation Administration's approach requirements, the City has also requested a land-use agreement with TVA, permitting vegetation management on 47 acres of parcel 39 and small portions of parcels 30 and 31. These parcels would be cleared of trees and re-vegetated with low-growing non-invasive plant species to control vegetation height for approaching aircraft. Construction would not occur on TVA parcels 30, 31, and 39. All four parcels of TVA land have been assessed via cultural resources investigations. The following provides a synopsis of these investigations.

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## Choctaw Nation of Oklahoma

P.O. Box 1210 • Durant, OK 74702-1210 • (580) 924-8280

Gregory E. Pyle  
Chief

Gary Batton  
Assistant Chief

April 2, 2009

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

Dear Pat Bernard-Ezzell:

We have reviewed the following proposed project (s) as to its effect regarding religious and/or cultural significance to historic properties that may be affected by an undertaking of the projects area of potential effect.

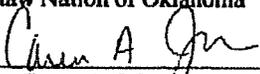
**Project Description:** Guntersville Municipal Airport-Joe Starns Field Expansion Project

**County-State:** Marshall County, Alabama

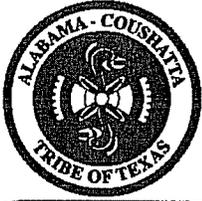
**Comments:** After further review of the above-mentioned project (s), to the best of our knowledge, it will have no adverse effect on any historic properties in the project's area of potential effect. However, should construction expose buried archaeological or building materials such as chipped stone, tools, pottery, bone, historic crockery, glass or metal items, or should it uncover evidence of buried historic building materials such as rock foundations, brick, or hand-poured concrete, this office should be contacted immediately @ 1-800-522-6170 ext. 2137.

Sincerely,

Terry D. Cole  
Tribal Historic Preservation Officer  
Choctaw Nation of Oklahoma

By:   
Caren A. Johnson  
Administrative Assistant

CAJ: vr



# ALABAMA-COUSHATTA TRIBE OF TEXAS

571 State Park Rd 56 • Livingston, Texas 77351 • (936) 563-1100

April 15, 2009

Tennessee Valley Authority  
Attn: Pat Bernard Ezzell  
400 West Summit Hill Drive  
Knoxville, TN 37902-1499

Dear Mrs. Ezzell:

On behalf of Chief Oscola Clayton Sylestine and the Alabama-Coushatta Tribe, our appreciation is expressed on your efforts to consult us concerning the proposed expansion of the Guntersville Municipal Airport – Joe Starns Field in Marshall County.

Our Tribe maintains ancestral associations throughout the state of Alabama despite the absence of written records to completely identify Tribal activities, villages, trails, or grave sites. However, it is our objective to ensure significances of Native American ancestry including the Alabama-Coushatta Tribe are administered with the utmost regard.

Upon review of your March 16, 2009 documents submitted to our Tribe, no impact to burial, cultural, or historical assets of the Alabama-Coushatta Tribe of Texas should occur in conjunction with this proposal. We have no objections to the proceeding of this activity and concur with the recommendations set forth by your letter.

Should the inadvertent discovery of human remains and/or archaeological artifacts occur, activity in proximity to the location must cease immediately and appropriate authorities, including this office, notified without delay. In the event additional assistance from our Tribe is necessary, please do not hesitate to contact us.

Respectfully submitted,

  
Bryant J. Celestine  
Historic Preservation Officer

SEMINOLE TRIBE OF FLORIDA  
TRIBAL HISTORIC PRESERVATION OFFICE

TRIBAL HISTORIC  
PRESERVATION OFFICE  
SEMINOLE TRIBE OF FLORIDA  
AH-TAH-THI-KI MUSEUM  
HC-61, BOX 21A  
CLEWISTON, FL 33440  
PHONE: (863) 983-6549  
FAX: (863) 902-1117



TRIBAL OFFICERS  
CHAIRMAN  
MITCHELL CYPRESS  
VICE CHAIRMAN  
RICHARD BOWERS JR.  
SECRETARY  
PRISCILLA D. SAYEN  
TREASURER  
MICHAEL D. TIGER

Pat Bernard Ezzell  
Historian and Native American Liaison  
Tennessee Valley Authority  
400 West Summit Drive  
Knoxville, TN 37902-1499

Tuesday, April 14, 2009

THPO: 003194

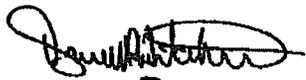
**Subject:** Cultural Resources Assessment, Guntersville Municipal Airport-Joe Stams Field Expansion Project, Marshall County, Alabama

Dear Ms. Ezzell,

The Tribal Historic Preservation Office of the Seminole Tribe of Florida (STOF-THPO) has received your correspondence concerning the aforementioned project. The STOF-THPO concurs with the findings of "no adverse effects" to cultural resources within the APE for this project. However, the STOF-THPO would like to be informed should any archaeological and/or historic resources be inadvertently discovered during the construction process.

We thank you for the opportunity to review the information that has been sent to date regarding this project. Please refer to **THPO-003194** for any related issues.

Sincerely,

  
FOR

**Direct routine inquiries to:**

Willard Steele,  
Tribal Historic Preservation Officer

Dawn Hutchins,  
Compliance Review Supervisor

ETY:dh



United States Department of the Interior

FISH AND WILDLIFE SERVICE  
P. O. Drawer 1190  
Daphne, Alabama 36526

~~Barge, Waggoner, Sumner & Cannon~~

AUG 15 2002

MGM OFFICE

IN REPLY REFER TO:

02-1397

August 12, 2002

Mr. Frank Mills, Jr.  
Barge, Waggoner, Sumner & Cannon, Inc.  
5960 Carmichael Place  
Montgomery, AL 36117

Dear Mr. Mills:

Thank you for your letter of July 30, 2002, requesting comments on the proposed runway construction for the Guntersville Municipal Airport in Marshall County, Alabama. We have reviewed the information you enclosed and are providing the following comments in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

We have determined that the following Federally listed species may occur in the project area:

1. Bald eagle (*Haliaeetus leucocephalus*) T.

Potential bald eagle nesting habitat includes large trees, often near river systems, lakes, bays and other bodies of water. Nests are usually located near the tops of the tallest trees and are added to and reused year after year. If potential habitat for this species may be affected by your project, we recommend that surveys be conducted by qualified biologists to determine if this federally protected species occurs in the impact area.

2. Gray bat (*Myotis grisescens*) E.
3. Indiana bat (*Myotis sodalis*) E.

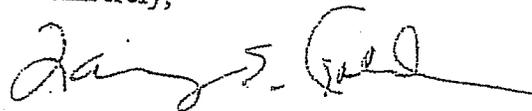
Listed in 1976, these species are strongly loyal to their summer and winter caves, thus they are the most restricted to cave habitats of any U.S. mammal. As a consequence of their combined thermoregulatory and other habitat requirements, bats congregate in large numbers and in fewer caves which makes them highly susceptible to disturbances and declines in population. Declines in population may be attributed to pesticide use and other factors (e.g. siltation on aquatic environments) resulting in the loss of prey base, deforestation, caves being flooded from water impoundment, cave entrance closure, and human disturbances.

We recommend that a survey for these Federally-protected species be conducted if appropriate habitats exist in the project construction zone. If no suitable habitat for a particular species exists

within the construction zone, no survey is necessary.

If you have any questions or need additional information, please contact Mr. Scott Floyd at (251) 441-5181, ext. 40. Please refer to the reference number located at the top of this letter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Larry E. Goldman". The signature is written in dark ink and is positioned above the printed name.

Larry E. Goldman  
Field Supervisor

5960 CARMICHAEL PLACE  
MONTGOMERY, ALABAMA 36117

334 409 2972

334 409 2976 FAX

www.bargewaggoner.com

**BWSC** | BARGE  
WAGGONER  
SUMNER &  
CANNON, INC.

February 17, 2004  
File 17059-53

Mr. Larry E. Goldman  
Field Supervisor  
U.S. Department of the Interior  
Fish and Wildlife Service  
Post Office Drawer 1190  
Daphne, Alabama 36526

RE: FWS Reference No. 02-1397  
Field Survey of Proposed Runway Realignment at Guntersville Municipal Airport,  
Guntersville, Marshall County, Alabama

Dear Mr. Goldman:

During January 2003, Barge Waggoner Sumner & Cannon, Inc. personnel conducted a site visit to the subject location in order to conduct a biological assessment to identify potential habitats for the following threatened and endangered species:

- Bald eagle (*Haliaeetus leucocephalus*), Threatened
- Gray bat (*Myotis grisescens*), Endangered
- Indiana bat (*Myotis sodalis*), Endangered

The subject site consisted of a mixed forest of oak/hickory and pine sp. It was noted that the pine population had been inundated recently with a pine beetle infestation and did not appear to present a suitable habitat for bald eagle nesting sites within the proposed construction zone. In addition, there were no caves noted on the proposed site location that would be suitable nesting habitat for either the Gray or Indiana bat.

The habitat evaluation revealed that no suitable habitat exists for the two species of bats and no nesting sites for the Bald Eagle were observed within the proposed project area. Therefore, the proposed airport expansion will not impact any critical habitat associated with federal or state-listed threatened or endangered species. Should you have any questions or require any additional information, please contact me at (334) 409-2972.

Sincerely,



Gary K. Behrens  
Manager, Environmental Planning

cc: Ms. Luanne Hayes, City of Guntersville

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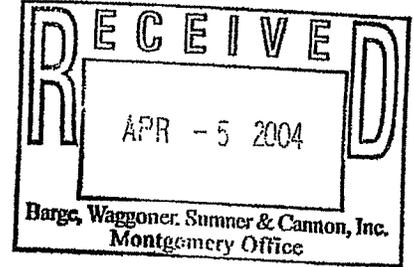
# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
P.O. Drawer 1190  
Daphne, Alabama 36526

IN REPLY REFER TO:

04-0741

March 31, 2004



Mr. Gary H. Behrens  
BWSC, Inc.  
5960 Carmichael Place  
Montgomery, Alabama 36117

Dear Mr. Behrens:

Thank you for your letter of February 23, 2004, providing survey results on the proposed runway realignment at Guntersville Municipal Airport in Guntersville, Marshall County, Alabama. We have reviewed the information and are providing the following comments in accordance with the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

We accept the statements that no listed species occur in the project area. Therefore, no further endangered species consultation will be required for this portion of the project unless: 1) the identified action is subsequently modified in a manner that causes an effect on listed species or a designated Critical Habitat; 2) new information reveals the identified action may affect Federally protected species or designated Critical Habitat in a manner or to an extent not previously considered; or 3) a new species is listed or Critical Habitat is designated under the Endangered Species Act that may be affected by the identified action.

If you have any questions or need additional information, please contact Mr. Scott Floyd at (251) 441-5836. Please refer to the reference number above.

Sincerely,

*Clare Snyder - Con*

*Acting  
for*

Larry E. Goldman  
Field Supervisor

PHONE: 251-441-5181

SHIPPING ADDRESS: 1208-B Main Street, Daphne, AL 36526

FAX: 251-441-6222

[www.fws.gov](http://www.fws.gov)



# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
1208-B Main Street  
Daphne, Alabama 36526

IN REPLY REFER TO:

04-0741b

June 29, 2005

Mr. Gary Behrens  
Barge, Waggoner, Sumner, and Cannon, Inc.  
5960 Carmichael Place  
Montgomery, Alabama 36117

Dear Mr. Behrens:

The U.S. Fish and Wildlife Service (Service) received and has reviewed the Biological Assessment: Botanical Review for the Presence or Absence of Federally Listed Plant Species, Tennessee Yellow-eyed grass (*Xyris tennesseensis*), Green pitcher plant (*Sarracenia oreophila*), Eggert's sunflower (*Helianthus eggertii*), and Price's potato-bean (*Apios priceana*) prepared for you by Wetland Sciences Incorporated for the proposed Guntersville Airfield Runway Expansion Project located in Marshall County, Alabama.

Your company, Barge, Waggoner, Sumner, and Cannon, Inc., hosted a meeting at the Guntersville Municipal Airport – Joe Starnes Field on May 25, 2005 with representatives of the U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, Tennessee Valley Authority, Service, and the City of Guntersville to discuss current status of the proposed airport expansion project. During this meeting, discussions arose regarding wetland and wildlife impacts from the proposed action. Surveys for the threatened bald eagle (*Haliaeetus leucocephalus*), the endangered Indiana bat (*Myotis sodalis*), and endangered gray bat (*Myotis grisescens*) were conducted and survey reports provided to the Service. In a letter dated, March 31, 2004, the Service's Daphne Field Office responded to the eagle and bat survey, concurring with your "no effect" determination for these species. However, during the May 25, 2005 meeting at Guntersville Municipal, the Service representative asked if any botanical surveys for federally-listed plants had been performed on the subject property. No botanical surveys had been completed, so the Service representative requested surveys be completed to verify presence or absence of federally-listed endangered or threatened plant species known to exist within Marshall County, Alabama.

This report is prepared in accordance with the requirements of the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), and Fish and Wildlife Coordination Act (16 U.S.C. 661-667e) and is to be used in your determination of 404 (b) (1) guidelines compliance (40 CFR 230) and in your public interest review (33 CFR 320.4) as they relate to protection of fish and wildlife resources.

[www.fws.gov](http://www.fws.gov)

PHONE: 251-441-5181

**TAKE PRIDE<sup>®</sup>  
IN AMERICA** 

FAX: 251-441-6222

We received the botanical survey report for the proposed Guntersville Municipal Airport Expansion Project on June 20, 2005. According to the report, field surveys took place during May 31 – June 2, 2005 on the subject property for the following four federally-listed plants: Tennessee yellow-eyed grass, Green pitcher plant, Eggert's sunflower, and Price's potato-bean. The species surveyed inhabit a broad range of habitats, including wetlands, bogs, seeps, creeks, disturbed upland sites. Some of these habitats exist on the subject property. These areas were identified by use of maps and knowledge of the site and then surveyed by experienced botanists familiar with these listed plants. After extensive searches in various habitat types on the project site, none of these plant species were encountered.

We accept the Survey results that no listed plant species occur in the project area. Therefore, no further endangered species consultation will be required for this portion of the project unless: 1) the identified action is subsequently modified in a manner that causes an effect on listed species or a designated Critical Habitat; 2) new information reveals the identified action may affect Federally protected species or designated Critical Habitat in a manner or to an extent not previously considered; or 3) a new species is listed or Critical Habitat is designated under the Endangered Species Act that may be affected by the identified action.

If you have any questions or need additional information, please contact Mr. Rob Hurt at (256) 353-7243 ext. 29. Please refer to the reference number above.

Sincerely,



Larry E. Goldman  
Field Supervisor

cc: Amy Robinson, USACE, Nashville, TN  
Morgan Jackson, USEPA, Atlanta, GA  
Charles Wolfe, TVA, Guntersville, AL

## APPENDIX H

## **Appendix H– Forested Indiana bat habitat sampling protocol**

The following variables were considered at forested sites containing primarily deciduous forest and some mature trees:

### **Forest maturity is indicated by:**

- Average canopy cover
- Average height to bottom of canopy
- Average diameter at breast height (dbh) of overstory trees

### **Sub-canopy density is categorized as:**

- Open (below 5%)
- Moderately dense (5-20%)
- Dense (20-60%)
- Very dense (above 60%)

### **Quality of potential roost trees as determined by percent exfoliating bark:**

- High quality trees exhibit more than 25% of the remaining bark exfoliating
- Moderate quality trees exhibit 11-25% of the remaining bark exfoliating
- Low quality trees exhibit less than 10% of the remaining bark exfoliating

### **Features of potential roost trees:**

- Snags less than 3 meters in height
- Hollow trees or trees with large cavities
- Trees with exfoliating bark

Note -- Low quality habitat plots consisted of an undeveloped forest, dense subcanopy, or lack of potential roost trees.

Romme, R. C., K. Tyrell, and V. Brack Jr. 1995. *Literature Summary and Habitat Suitability Index Model: Components of Summer Habitat for the Indiana Bat, *Myotis Sodalis**. 3/D Environmental, Federal Aid Project E-1-7, Study No. 8.

## **APPENDIX I**

**Table DP-1. Profile of General Demographic Characteristics: 2000**

Geographic area: Guntersville city, Alabama

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
<b>Total population</b> .....	<b>7,395</b>	<b>100.0</b>	<b>HISPANIC OR LATINO AND RACE</b>		
<b>SEX AND AGE</b>			<b>Total population</b> .....	<b>7,395</b>	<b>100.0</b>
Male.....	3,478	47.0	Hispanic or Latino (of any race).....	212	2.9
Female.....	3,917	53.0	Mexican.....	146	2.0
Under 5 years.....	415	5.6	Puerto Rican.....	16	0.2
5 to 9 years.....	487	6.6	Cuban.....	3	-
10 to 14 years.....	492	6.7	Other Hispanic or Latino.....	47	0.6
15 to 19 years.....	424	5.7	Not Hispanic or Latino.....	7,183	97.1
20 to 24 years.....	366	4.9	White alone.....	6,387	86.4
25 to 34 years.....	853	11.5	<b>RELATIONSHIP</b>		
35 to 44 years.....	1,142	15.4	<b>Total population</b> .....	<b>7,395</b>	<b>100.0</b>
45 to 54 years.....	990	13.4	In households.....	6,967	94.2
55 to 59 years.....	394	5.3	Householder.....	3,061	41.4
60 to 64 years.....	410	5.5	Spouse.....	1,454	19.7
65 to 74 years.....	738	10.0	Child.....	1,902	25.7
75 to 84 years.....	457	6.2	Own child under 18 years.....	1,479	20.0
85 years and over.....	227	3.1	Other relatives.....	338	4.6
Median age (years).....	40.8	(X)	Under 18 years.....	151	2.0
18 years and over.....	5,736	77.6	Nonrelatives.....	212	2.9
Male.....	2,632	35.6	Unmarried partner.....	99	1.3
Female.....	3,104	42.0	In group quarters.....	428	5.8
21 years and over.....	5,481	74.1	Institutionalized population.....	362	4.9
62 years and over.....	1,671	22.6	Noninstitutionalized population.....	66	0.9
65 years and over.....	1,422	19.2	<b>HOUSEHOLD BY TYPE</b>		
Male.....	513	6.9	<b>Total households</b> .....	<b>3,061</b>	<b>100.0</b>
Female.....	909	12.3	Family households (families).....	1,970	64.4
<b>RACE</b>			With own children under 18 years.....	841	27.5
One race.....	7,288	98.6	Married-couple family.....	1,454	47.5
White.....	6,520	88.2	With own children under 18 years.....	543	17.7
Black or African American.....	631	8.5	Female householder, no husband present.....	418	13.7
American Indian and Alaska Native.....	36	0.5	With own children under 18 years.....	255	8.3
Asian.....	30	0.4	Nonfamily households.....	1,091	35.6
Asian Indian.....	19	0.3	Householder living alone.....	992	32.4
Chinese.....	-	-	Householder 65 years and over.....	440	14.4
Filipino.....	7	0.1	Households with individuals under 18 years.....	936	30.6
Japanese.....	-	-	Households with individuals 65 years and over ..	937	30.6
Korean.....	3	-	Average household size.....	2.28	(X)
Vietnamese.....	1	-	Average family size.....	2.88	(X)
Other Asian <sup>1</sup> .....	-	-	<b>HOUSING OCCUPANCY</b>		
Native Hawaiian and Other Pacific Islander.....	1	-	<b>Total housing units</b> .....	<b>3,518</b>	<b>100.0</b>
Native Hawaiian.....	-	-	Occupied housing units.....	3,061	87.0
Guamanian or Chamorro.....	-	-	Vacant housing units.....	457	13.0
Samoan.....	-	-	For seasonal, recreational, or		
Other Pacific Islander <sup>2</sup> .....	1	-	occasional use.....	77	2.2
Some other race.....	70	0.9	Homeowner vacancy rate (percent).....	2.3	(X)
Two or more races.....	107	1.4	Rental vacancy rate (percent).....	16.2	(X)
<b>Race alone or in combination with one</b>			<b>HOUSING TENURE</b>		
<b>or more other races:</b> <sup>3</sup>			<b>Occupied housing units</b> .....	<b>3,061</b>	<b>100.0</b>
White.....	6,623	89.6	Owner-occupied housing units.....	1,937	63.3
Black or African American.....	680	9.2	Renter-occupied housing units.....	1,124	36.7
American Indian and Alaska Native.....	76	1.0	Average household size of owner-occupied units.....	2.36	(X)
Asian.....	38	0.5	Average household size of renter-occupied units ..	2.13	(X)
Native Hawaiian and Other Pacific Islander.....	2	-			
Some other race.....	86	1.2			

- Represents zero or rounds to zero. (X) Not applicable.

<sup>1</sup> Other Asian alone, or two or more Asian categories.

<sup>2</sup> Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

<sup>3</sup> In combination with one or more of the 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.

**Table DP-2. Profile of Selected Social Characteristics: 2000**

Geographic area: Guntersville city, Alabama

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
<b>SCHOOL ENROLLMENT</b>			<b>NATIVITY AND PLACE OF BIRTH</b>		
Population 3 years and over enrolled in school.....	1,599	100.0	Total population.....	7,214	100.0
Nursery school, preschool.....	130	8.1	Native.....	7,167	99.3
Kindergarten.....	132	8.3	Born in United States.....	7,092	98.3
Elementary school (grades 1-8).....	690	43.2	State of residence.....	4,988	69.1
High school (grades 9-12).....	396	24.8	Different state.....	2,104	29.2
College or graduate school.....	251	15.7	Born outside United States.....	75	1.0
<b>EDUCATIONAL ATTAINMENT</b>			Foreign born.....	47	0.7
Population 25 years and over.....	5,119	100.0	Entered 1990 to March 2000.....	-	-
Less than 9th grade.....	527	10.3	Naturalized citizen.....	-	-
9th to 12th grade, no diploma.....	726	14.2	Not a citizen.....	47	0.7
High school graduate (includes equivalency).....	1,413	27.6	<b>REGION OF BIRTH OF FOREIGN BORN</b>		
Some college, no degree.....	1,144	22.3	Total (excluding born at sea).....	47	100.0
Associate degree.....	201	3.9	Europe.....	8	17.0
Bachelor's degree.....	732	14.3	Asia.....	16	34.0
Graduate or professional degree.....	376	7.3	Africa.....	-	-
Percent high school graduate or higher.....	75.5	(X)	Oceania.....	-	-
Percent bachelor's degree or higher.....	21.6	(X)	Latin America.....	17	36.2
<b>MARITAL STATUS</b>			Northern America.....	6	12.8
Population 15 years and over.....	5,927	100.0	<b>LANGUAGE SPOKEN AT HOME</b>		
Never married.....	952	16.1	Population 5 years and over.....	6,858	100.0
Now married, except separated.....	3,464	58.4	English only.....	6,654	97.0
Separated.....	127	2.1	Language other than English.....	204	3.0
Widowed.....	599	10.1	Speak English less than "very well".....	51	0.7
Female.....	455	7.7	Spanish.....	150	2.2
Divorced.....	785	13.2	Speak English less than "very well".....	25	0.4
Female.....	403	6.8	Other Indo-European languages.....	38	0.6
<b>GRANDPARENTS AS CAREGIVERS</b>			Speak English less than "very well".....	10	0.1
Grandparent living in household with one or more own grandchildren under 18 years.....	144	100.0	Asian and Pacific Island languages.....	16	0.2
Grandparent responsible for grandchildren.....	83	57.6	Speak English less than "very well".....	16	0.2
<b>VETERAN STATUS</b>			<b>ANCESTRY (single or multiple)</b>		
Civilian population 18 years and over.....	5,635	100.0	Total population.....	7,214	100.0
Civilian veterans.....	838	14.9	Total ancestries reported.....	5,496	76.2
<b>DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION</b>			Arab.....	-	-
Population 5 to 20 years.....	1,491	100.0	Czech <sup>1</sup> .....	9	0.1
With a disability.....	168	11.3	Danish.....	-	-
Population 21 to 64 years.....	3,744	100.0	Dutch.....	62	0.9
With a disability.....	851	22.7	English.....	803	11.1
Percent employed.....	44.1	(X)	French (except Basque) <sup>1</sup> .....	252	3.5
No disability.....	2,893	77.3	French Canadian <sup>1</sup> .....	-	-
Percent employed.....	75.8	(X)	German.....	570	7.9
Population 65 years and over.....	1,215	100.0	Greek.....	36	0.5
With a disability.....	638	52.5	Hungarian.....	-	-
<b>RESIDENCE IN 1995</b>			Irish <sup>1</sup> .....	789	10.9
Population 5 years and over.....	6,858	100.0	Italian.....	68	0.9
Same house in 1995.....	3,709	54.1	Lithuanian.....	-	-
Different house in the U.S. in 1995.....	3,109	45.3	Norwegian.....	18	0.2
Same county.....	1,634	23.8	Polish.....	57	0.8
Different county.....	1,475	21.5	Portuguese.....	-	-
Same state.....	740	10.8	Russian.....	14	0.2
Different state.....	735	10.7	Scotch-Irish.....	138	1.9
Elsewhere in 1995.....	40	0.6	Scottish.....	193	2.7
			Slovak.....	-	-
			Subsaharan African.....	-	-
			Swedish.....	30	0.4
			Swiss.....	-	-
			Ukrainian.....	-	-
			United States or American.....	1,037	14.4
			Welsh.....	22	0.3
			West Indian (excluding Hispanic groups).....	-	-
			Other ancestries.....	1,398	19.4

-Represents zero or rounds to zero. (X) Not applicable.

<sup>1</sup>The data represent a combination of two ancestries shown separately in Summary File 3. Czech includes Czechoslovakian. French includes Alsatian. French Canadian includes Acadian/Cajun. Irish includes Celtic.

Source: U.S. Bureau of the Census, Census 2000.



**Table DP-4. Profile of Selected Housing Characteristics: 2000**

Geographic area: Guntersville city, Alabama

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
<b>Total housing units</b> .....	<b>3,529</b>	<b>100.0</b>	<b>OCCUPANTS PER ROOM</b>		
<b>UNITS IN STRUCTURE</b>			<b>Occupied housing units</b> .....	<b>3,058</b>	<b>100.0</b>
1-unit, detached.....	2,319	65.7	1.00 or less.....	3,015	98.6
1-unit, attached.....	76	2.2	1.01 to 1.50.....	30	1.0
2 units.....	334	9.5	1.51 or more.....	13	0.4
3 or 4 units.....	143	4.1			
5 to 9 units.....	327	9.3	<b>Specified owner-occupied units</b> .....	<b>1,788</b>	<b>100.0</b>
10 to 19 units.....	27	0.8	<b>VALUE</b>		
20 or more units.....	31	0.9	Less than \$50,000.....	211	11.8
Mobile home.....	264	7.5	\$50,000 to \$99,999.....	759	42.4
Boat, RV, van, etc.....	8	0.2	\$100,000 to \$149,999.....	282	15.8
			\$150,000 to \$199,999.....	241	13.5
<b>YEAR STRUCTURE BUILT</b>			\$200,000 to \$299,999.....	151	8.4
1999 to March 2000.....	26	0.7	\$300,000 to \$499,999.....	101	5.6
1995 to 1998.....	241	6.8	\$500,000 to \$999,999.....	43	2.4
1990 to 1994.....	243	6.9	\$1,000,000 or more.....	-	-
1980 to 1989.....	604	17.1	Median (dollars).....	96,100	(X)
1970 to 1979.....	803	22.8			
1960 to 1969.....	606	17.2	<b>MORTGAGE STATUS AND SELECTED</b>		
1940 to 1959.....	764	21.6	<b>MONTHLY OWNER COSTS</b>		
1939 or earlier.....	242	6.9	With a mortgage.....	1,095	61.2
			Less than \$300.....	9	0.5
<b>ROOMS</b>			\$300 to \$499.....	80	4.5
1 room.....	15	0.4	\$500 to \$699.....	215	12.0
2 rooms.....	56	1.6	\$700 to \$999.....	330	18.5
3 rooms.....	400	11.3	\$1,000 to \$1,499.....	266	14.9
4 rooms.....	829	23.5	\$1,500 to \$1,999.....	119	6.7
5 rooms.....	680	19.3	\$2,000 or more.....	76	4.3
6 rooms.....	551	15.6	Median (dollars).....	916	(X)
7 rooms.....	427	12.1	Not mortgaged.....	693	38.8
8 rooms.....	304	8.6	Median (dollars).....	210	(X)
9 or more rooms.....	267	7.6			
Median (rooms).....	5.2	(X)	<b>SELECTED MONTHLY OWNER COSTS</b>		
			<b>AS A PERCENTAGE OF HOUSEHOLD</b>		
<b>Occupied housing units</b> .....	<b>3,058</b>	<b>100.0</b>	<b>INCOME IN 1999</b>		
<b>YEAR HOUSEHOLDER MOVED INTO UNIT</b>			Less than 15.0 percent.....	792	44.3
1999 to March 2000.....	670	21.9	15.0 to 19.9 percent.....	207	11.6
1995 to 1998.....	805	26.3	20.0 to 24.9 percent.....	241	13.5
1990 to 1994.....	510	16.7	25.0 to 29.9 percent.....	158	8.8
1980 to 1989.....	491	16.1	30.0 to 34.9 percent.....	130	7.3
1970 to 1979.....	200	6.5	35.0 percent or more.....	251	14.0
1969 or earlier.....	382	12.5	Not computed.....	9	0.5
<b>VEHICLES AVAILABLE</b>			<b>Specified renter-occupied units</b> .....	<b>1,063</b>	<b>100.0</b>
None.....	358	11.7	<b>GROSS RENT</b>		
1.....	1,038	33.9	Less than \$200.....	170	16.0
2.....	1,115	36.5	\$200 to \$299.....	172	16.2
3 or more.....	547	17.9	\$300 to \$499.....	389	36.6
			\$500 to \$749.....	195	18.3
<b>HOUSE HEATING FUEL</b>			\$750 to \$999.....	34	3.2
Utility gas.....	1,559	51.0	\$1,000 to \$1,499.....	-	-
Bottled, tank, or LP gas.....	124	4.1	\$1,500 or more.....	-	-
Electricity.....	1,281	41.9	No cash rent.....	103	9.7
Fuel oil, kerosene, etc.....	49	1.6	Median (dollars).....	360	(X)
Coal or coke.....	-	-			
Wood.....	25	0.8	<b>GROSS RENT AS A PERCENTAGE OF</b>		
Solar energy.....	-	-	<b>HOUSEHOLD INCOME IN 1999</b>		
Other fuel.....	10	0.3	Less than 15.0 percent.....	206	19.4
No fuel used.....	10	0.3	15.0 to 19.9 percent.....	134	12.6
			20.0 to 24.9 percent.....	137	12.9
<b>SELECTED CHARACTERISTICS</b>			25.0 to 29.9 percent.....	151	14.2
Lacking complete plumbing facilities.....	-	-	30.0 to 34.9 percent.....	82	7.7
Lacking complete kitchen facilities.....	41	1.3	35.0 percent or more.....	231	21.7
No telephone service.....	205	6.7	Not computed.....	122	11.5

-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.

## **APPENDIX J**

CITY OF GUNTERSVILLE

PUBLIC HEARING  
SUMMARY

Supplemental Environmental Assessment  
for the  
Proposed New Runway and Airport Improvements  
Guntersville Municipal Airport – Joe Starnes Field

June 22, 2009

5:00 P.M. - 7:00 P.M.

## **Public Hearing Summary**

On June 22, 2009, a Public Hearing was held in the conference room at the Town Hall in Guntersville, Alabama from 5:00 p.m. to 7:00 p.m. for the purpose of soliciting public comment regarding the Supplemental Environmental Assessment associated with the proposed airport improvements of the Guntersville Municipal Airport—Joe Starnes Field. The meeting was conducted by representatives from the City of Guntersville and Barge, Waggoner, Sumner and Cannon, Inc. (BWSC), the project consultant.

The public hearing format was informal, with BWSC representatives stationed at project displays to explain the project, answer questions and receive comments. Comment sheets were made available for those wishing to submit written comments and a certified court reporter was present to document verbal comments. The public hearing commenced at 5:00 p.m. and concluded at 7:00 p.m. Representatives from the Federal Aviation Administration (FAA), Alabama Department of Transportation (ALDOT), Corps of Engineers (COE), and Tennessee Valley Authority (TVA) attended the hearing. In addition, six (6) citizens attended the hearing. A copy of the attendance roster is attached to this report.

A handout was made available with a description of the proposed project and a summary of anticipated impacts. A copy of the handout is attached to this report.

### **Issues Raised at the Public Hearing**

The purpose of the public hearing was to provide the public with an opportunity to review and comment on the Supplemental Environmental Assessment for the proposed new runway and airport improvements. No comments were received at the public hearing.

# PUBLIC HEARING

Supplemental Environmental Assessment  
for the  
Proposed New Runway and Airport Improvements  
Guntersville Municipal Airport  
Joe Starnes Field

June 22, 2009

5:00 P.M. - 7:00 P.M.

## **Public Hearing Format**

Welcome and thank you for attending this Public Hearing for the proposed new runway and airport improvements at the Guntersville Municipal Airport - Joe Starnes Field. The purpose of this hearing is to provide you with an opportunity to review and comment on the Supplemental Environmental Assessment for the proposed new runway and airport improvements. 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 and Cannon, Inc. (BWSC) are present to discuss these maps, the Supplemental 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 representative of the City or BWSC or mail it within five days to the address provided on the comment sheet. A court reporter is available at this meeting if you would like to enter spoken comments into the record.

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

## **Purpose and Need for Action**

The City of Guntersville is planning to expand and improve the Guntersville Municipal – Joe Starnes Field in Guntersville, Marshall County, Alabama. In June 2005, the City of Guntersville submitted an Environmental Assessment (EA), *Proposed New Runway - Guntersville Municipal-Joe Starnes Field- Guntersville, Alabama* (BWSC 2005) to the Federal Aviation Administration (FAA) considering the potential environmental impacts of a proposed airport expansion program. The FAA issued a Finding of No Significant Impact (FONSI) on July 19, 2005. Since the FONSI was issued, in response to FAA regulations, the City of Guntersville revised the project scope to include a request for the use of additional Tennessee Valley Authority (TVA) property intended for a vegetation management area. Additionally, the proposed runway length was reduced from 5,500 feet to 5,000 feet. Changes to the project scope necessitate additional documentation, coordination with resource agencies, and FAA coordination and approval. Therefore, a Supplemental EA (SEA) has been prepared to address the scope changes to the 2005 EA. The goal of the project is to provide the public with a safe aviation facility that would accommodate a variety of general aviation aircraft, including business jets. The need for the relocation of the existing runway was documented in a Runway Justification Study approved by the FAA on May 30, 2002.

The proposal to upgrade and modernize the Guntersville Airport would provide a safe aviation facility that meets current FAA design standards. The airport serves mostly small single engine aircraft with a weight limit of 10,000 pounds. The redesigned airport would also accommodate large aircraft (those weighing more than 12,500 pounds and less than 60,000 pounds). Guntersville Airport presently covers 125 acres and has one asphalt runway.

### **Description of Preferred Alternative**

The scope of the Preferred Alternative in the SEA is similar the Preferred Alternative described in the 2005 EA with a few exceptions including the length of the runway, amount of land to be acquired and the number of streams impacted.

***The New Runway:***

The SEA proposes construction of a 5,000-foot runway instead of the 5,500-foot runway proposed in the 2005 EA.

***Land to be Acquired:***

The 2005 EA proposed acquisition of 172 acres, of which 85.87 acres of TVA property would be asked to be conveyed to the City for the proposed runway project. That proposed scope has changed to include the acquisition of approximately 203 acres, of which 116 acres of TVA property would require a term easement to be granted by TVA to the City.

***Stream Impacts:***

There would be eight of nine streams impacted instead of seven of eight streams as described in the 2005 EA.

### **Identification of the Preferred Alternative**

The intent of the Preferred Alternative is to provide the Guntersville area with an airport of adequate size and safety to meet the aviation needs of its existing users, be a catalyst for industrial recruitment and have the lowest impact on the local community and the environment as possible. The Preferred Alternative consists of reorienting the existing runway to a location parallel to the shoreline of Guntersville Reservoir. This new location would provide the space required to construct a new 5,000-foot runway. In addition, a 5,000-foot parallel taxiway and taxiway connectors would 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 and installation of a perimeter fence.

The Preferred Alternative was selected because it best addresses solutions to problems of the existing airport and fulfills the City of Guntersville's purpose and need. The problems include limited airport service to certain aircraft due to inadequate runway size and providing the public with a safe aviation facility that would accommodate a variety of general aviation aircraft, including business jets. Furthermore, this alternative would be the most cost effective alternative, and it ensures that the airport would be in compliance with the regulations directed by Advisory Circular 150/5300-13, *Airport Design*.

## **Anticipated Environmental Impacts**

### **Property Acquisition**

- The project will require the acquisition of approximately 203 acres of land; of which approximately 116 acres are managed by TVA and will require a term easement to be granted by TVA to the City. Of the 116 acres, approximately 47 acres of TVA property will be converted from forest to low growing ground cover to control vegetation height for approaching aircraft. A vegetative management plan has been developed to address converting forest property to low ground cover. Detailed information on the vegetative management plan can be found in Appendix C of the SEA.

### **Noise Impacts**

- Through the use of computer modeling, it has been determined that noise levels of 65 Ldn and higher are currently being generated by aircraft using the airport and that aircraft operations will continue to produce aircraft noise levels of 65 Ldn and higher. The noise analysis was based on inputs for the 2003 base year and for the year 2013 with the Preferred Alternative in place. The noise contours generated for the year 2003 are the same size of the contours generated for 2013 operations. Therefore, the 65 Ldn will not extend beyond the airport's property boundary. 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.

### **Wetland Impacts**

- Approximately 40.28 acres of jurisdictional wetlands will be directly impacted by land clearing and/or filling to prepare for the terminal area development and construction of the new runway and parallel taxiway; therefore, a Section 404 Dredge and Fill Permit will be required. Based on the 40.28 acres of impact the City is proposing to mitigate adverse impacts through off-site compensatory mitigation banking. In addition to the impacts to wetlands, eight streams will directly impacted by proposed construction activities. The City is proposing to offset the stream impacts through onsite mitigation measures. Detailed information on the stream mitigation plan can be found in Appendix D of the SEA.

### **Endangered and Threatened Species - Plants**

- Although the project scope has been modified since the 2005 EA, additional field survey results indicate the project modifications would not impact any federally listed or state listed species or their critical habitat. The USFWS concurred with the EA findings and indicated no further consultation was necessary unless the identified action is modified in a manner that causes an effect on listed species.

CITY OF GUNTERSVILLE

PUBLIC HEARING  
SUMMARY

Supplemental Environmental Assessment  
for the  
Proposed New Runway and Airport Improvements  
Guntersville Municipal Airport – Joe Starnes Field

June 22, 2009

5:00 P.M. - 7:00 P.M.

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### **Endangered and Threatened Species - Plants**

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### Endangered and Threatened Species – Terrestrial Animals

- Although the project has been modified since the 2005 EA, field survey results indicated the modifications would have no effect on Indiana bats or other listed species. The USFWS concurred with the EA findings and indicated no further consultation was necessary unless the identified action is modified in a manner that causes an effect on listed species.

### Historic and Archaeological Resources

- A Phase I Cultural Resources Survey was conducted on TVA Parcels 30, 31, and 39 to identify any archaeological resources that may be affected by the proposed action. Parcels 30, 31, and 39 make up the additional 47 acres owned by TVA that were not considered during the 2005 EA. No prehistoric archaeological sites were identified. Eleven historic features were tested and evaluated. Of the 11 historic features tested, one site (1Ms484) is considered potentially eligible for listing in the NRHP.

Designated portions (1.85 acres) of Parcels 30 and 31 were initially investigated by the Office of Archaeological Research (OAR) during a survey of TVA lands along Guntersville Reservoir (report entitled *Cultural Resource Investigations in the Guntersville Reservoir Area, Marshall and Jackson Counties, Alabama and Marion County, Tennessee* [Solis and Futato 1987]). As of result of these investigations, no cultural resources were recorded within the bounds Parcels 30 and 31. In February 2009, TVA Cultural Resources Staff assessed Parcels 30 and 31 and confirmed that no cultural resources were present in either parcel.

Parcel 39 was surveyed in 2008 by The Archaeological Research Laboratory (ARL) at the University of Tennessee's Department of Anthropology during a cultural resources survey of TVA lands to be included within the airport expansion project (draft report entitled *Phase I Archaeological Survey and Architectural Survey for the Guntersville Airport Expansion, Marshall County, Alabama* [Kocis and Guymon 2009]). During this survey, two isolated finds (FS-6 and FS-11) and one archaeological site (1Ms484) were recorded within the bounds of Parcel 39. The isolated finds consisted of a brick scatter (FS-6) and the remains of a well constructed from cut limestone (FS-11). ARL did not consider the brick scatter at FS-6 or the isolated feature at FS-11 eligible for the NRHP, therefore no further work was recommended for these cultural resources. TVA concurs with these recommendations for FS-6 and FS-11.

Site 1Ms484 consisted of a mid-to-late nineteenth century rural domestic site containing a limestone chimney pad, brick scatter and pier stones. Shovel testing identified potentially intact midden deposits and a light artifact scatter within the structure area. Given the presence of intact structural remains, coupled with the potential for intact midden deposits, ARL considered the site potentially eligible for inclusion in the NRHP. TVA concurs with this assessment.

### **Cultural Resources Mitigation Measures**

- To ensure that sensitive cultural resources associated with site 1Ms484 would not be adversely affected by the proposed work, implementation of the proposed project would be subject to the following mitigation measures:
  - 1) A 10-meter buffer zone surrounding the recorded bounds of the archaeological site will be established and demarcated by flagging;
  - 2) No heavy machinery will be allowed within the 10-meter buffer area;
  - 3) All vegetation removal within the 10-meter buffer zone will be conducted by hand; and
  - 4) No subsurface disturbance, including impact to existing structural remains in the area, will be permitted, thus avoiding disturbance of in situ deposits.

The site may be maintained by mowing. Mowing and other ground surface activities would not result in adverse affects to the site. If avoidance is not possible, Phase II testing would be required to determine if the site is eligible for the NRHP.

The results of these investigations and recommendations were submitted to the Alabama State Historic Preservation Officer (AL SHPO) and the appropriate federally recognized Indian tribes for comments and concurrence. Two tribes responded with letters of no objection and on April 02, 2009, the AL SHPO concurred with TVA's findings, with the implementation of the mitigation measures. These correspondences are included in Appendix G.



# ATTENDANCE ROSTER

## PUBLIC INVOLVEMENT MEETING

SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT  
FOR THE PROPOSED  
NEW RUNWAY AND AIRPORT IMPROVEMENTS  
GUNTERSVILLE MUNICIPAL AIRPORT  
JOE STARNES FIELD

Page 1 of 1

June 22, 2009

Name	Address	Telephone Number
Jimmy KENNAMER	140 LIGHTHOUSE WAY <sup>35976</sup> G.A.	256 582-2607
KENNY COBB	1188 WILLIAMS ST BOAZ AL	252 298 2777
Amy ROBINSON	3801 Bee Ln, <sup>FOODS OF ENG.</sup> ASTHUR TN	
Dorothy Allen	203 Joel Dr, Madison, AL	
Jesse Allen	" " " " <sup>35758</sup>	256-772-3853
Grover Williams	59 Lighthouse Way Gville	256 506 1087
Mike Allen	805 Regal, H'ville <sup>35801</sup>	

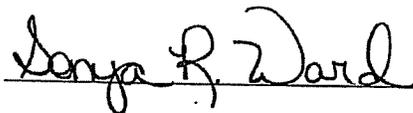
CERTIFICATE

STATE OF ALABAMA

COUNTY OF CHEROKEE

I, the undersigned, hereby certify that no statements were taken for the record at the Public Hearing regarding the supplemental environmental assessment for the proposed new runway and airport improvements at the Guntersville Municipal Airport held at the Guntersville Town Hall on June 22, 2009.

This the 24th day of June 2009.



Sonya R. Ward, Certified

Court Reporter and Notary

Public, State of Alabama at

Large          ACCR #: 48

(My Commission Expires: April 11, 2010)