



**US Army Corps
Of Engineers**
Wilmington District

PUBLIC NOTICE

Issue Date: June 27, 2006
Comment Deadline: July 27, 2006
Corps Action ID #: 2006-32521-360

All interested parties are hereby advised that the Wilmington District, Corps of Engineers (Corps) has received an application for work within jurisdictional waters of the United States. Specific plans and location information are described below and shown on the attached plans. This Public Notice and all attached plans are also available on the Wilmington District Web Site at www.saw.usace.army.mil/wetlands

Applicant: Charlotte-Douglas International Airport
C/O Jerry Orr
Mr. Brian Hennessey
Post Office Box 19066
Aviation Department
Charlotte, North Carolina 28219

AGENT (if applicable): ClearWater Environmental Consultants
Mr. R. Clement Riddle, P.W.S.
718 Oakland Street
Hendersonville, North Carolina 28791

Authority

The Corps will evaluate this application and decide whether to issue, conditionally issue, or deny the proposed work pursuant to applicable procedures of Section 404 of the Clean Water Act (33 U.S.C. 1344).

Location

The proposed project is located within the Charlotte Douglas International Airport (CLT) Expansion Area of approximately 2,500 acres of land in the City of Charlotte, North Carolina (35.2147389°N, 80.942716°W). The airport is bounded to the north by US 74 (Wilkinson Boulevard) and to the east the project is bounded by existing Runway 18R/36L. The southern project boundary is located just south of Byrum Drive and the western boundary is the recently completed Interstate 485.

The study area contains Coffey Creek and Ticer Creek, the upper reaches of named intermittent streams (known as Little Paw Creek and Beaverdam Creek), and numerous headwaters of small unnamed intermittent streams. The site also contains wetlands and open waters that are adjacent to these tributary systems. All of these channels are part a tributary system to the Catawba River, which is navigable below the Mountain Island Lake Dam.

Existing Site Conditions

The 2,500-acre site consists mostly of upland areas. There are 21.76 acres of jurisdictional Waters of the U.S. including wetlands. A detailed description of community types can be found at <http://www.saw.usace.army.mil/wetlands/Notices/2005/0531167.pdf> in the previously issued Public Notice dated September 23, 2005.

Total acreage of wetlands in the study areas is 4.17 acres which consists of forested and scrub-shrub communities. Total stream channels on the site are approximately 45,642 linear feet of Ticer Creek and Coffee Creek and their tributaries. Perennial streams identified on the site have water flow throughout the year and provide habitat to fish, crayfish, and small invertebrates. The intermittent streams located within the project boundary have moderate flow most of the year. These streams were observed to have stable stream banks, scattered persistent pools, channel substrate and biological indicators such as crayfish and amphibians were observed in and around persistent pools. "Unimportant" intermittent streams within the project boundary have little or no flow most of the year. There is little vegetation in the beds of these streams because they are mostly filled with silt that occurs during heavy amounts of rainfall. Along with silt there is a high content of leaf litter on the streambed. These streams lack a persistent flow, stable stream banks, crawfish, minnows, in-stream habitat structure, adjacent wetlands, and rifle pool structures typically observed in higher quality intermittent streams. The classification of these streams was verified in the field by Mr. Dave Penrose (DWQ) and Ms. Amada Jones (USACE) In August 2003. A total of eight ponds were identified within the study area. The total acreage of open water in the study area was estimated to be 8.43 acres. Six of these are impoundments are jurisdictional waters of the U.S. and are located on intermittent streams. Two of the ponds are isolated and non-jurisdictional.

Applicant's Stated Purpose

The purpose of the projects as stated in the application is to allow the airport to reduce delay, lessen noise impacts, and provide an aviation facility that can accommodate aviation traffic and passenger demand well into the future. Construction of the third parallel runway and associated parallel and connecting taxiways would address the following needs by providing sufficient airfield capacity during peak operating periods, providing a means for reducing delay during peak periods, and providing sufficient runway length to accommodate potential air transportation demand.

Project Description

The Federal Aviation Administration (FAA) completed a Final Environmental Impact Statement (FEIS) in 1999, for various improvement projects at Charlotte Douglas International Airport (CTL) that were described in the 1997 Master Plan Study Update. In August 2005, CLT applied for a Section 404 Permit and 401 Water Quality Certification for 'Phase 1' projects approved in the FEIS. A copy of the previously issued Public Notice dated September 23, 2005 can be found at <http://www.saw.usace.army.mil/wetlands/Notices/2005/0531167.pdf>. The proposed work included the extension of Runway 18R/36L and associated taxiways and two road way relocations (West Boulevard and Old Dowd Road). On November 17, 2005, the N.C. Division of Water Quality issued a 401 certification for impacts to stream and wetlands associated with these projects. Since the submittal of the August 2005 application, changes have occurred in the timing of projects that necessitated the withdrawal of the August 2005 application and submittal of this application package. The current application requests jurisdictional impacts associated with projects for the entire 2,500 acre site as approved in the FEIS, namely the construction of a new parallel runway and the projects associated with 'Phase 1'. The current application requests the following projects:

- Construction of a new 9,000-foot long independent Instrument Flight Rules (IFR) approach runway, parallel to and 4,300 feet west of existing Runway 18R/36L; including parallel and connecting taxiways, installation of navigational aids, and lighting.
- Relocation of Old Dowd Road to curve around the north end of the airfield and then turn south near I-485 and following I-485 south where it would tie into relocated Wallace Neel Road (previously requested in August 2005 submittal).
- Relocation of Wallace Neel Road to just east of and parallel to I-485, beginning near the western terminus of relocated Old Dowd Road and extending south and parallel to I-485 to connect with relocated West Boulevard (previously requested in August 2005 submittal).
- Relocation of West Boulevard to bend south beyond the end of Runway 18R/36L and continue west along the southern edge of the airfield to tie into the [name] interchange at I-485 (previously requested in August 2005 submittal).
- Extension of existing Runway 18R/36L to a length of 12,000 feet with parallel and connecting taxiways and associated lighting (previously requested in August 2005 submittal).

The location of the proposed third parallel runway as described in the FEIS Record of Decision (ROD) was 3,700 feet west of existing Runway 18R/36L. Due to changes in national air traffic procedures made after the ROD was issued, in order to safely implement triple-independent approaches at CLT, the new third parallel runway would have to be located further west; at least 4,300 feet west of existing Runway 18R/36L. The FAA is currently preparing a Written Re-Evaluation and Amended ROD for this proposed shift in the runway location. The spacing of the runway at 4,300 feet was previously evaluated as an alternative in the FEIS. The Written Re-

Evaluation will account for the changes that have occurred in the area and the impacts of the new runway at the 4,300 foot spacing. This application describes the impacts associated with the construction of the third parallel runway at the 4,300-foot spacing.

To accomplish these activities the applicant proposes to impact 13,547 linear feet of stream channels (perennial and intermittent); 4.789 acres of open waters/ponds; and 1.06 acres of wetlands. Of the proposed stream channel impacts, approximately 3,208 linear feet were determined to be intermittent, low quality aquatic resources (i.e. unimportant). Of the proposed wetland impacts, approximately 0.409 acres is considered emergent-shrub/scrub wetland, 0.211 acre of forested wetland, and 0.432 acre of forested-scrub/scrub wetland. See the below Tables and attached Figures (Page Index) for description/location of impacts.

Table 1: Wetland Impacts					
INDEX #	PAGE INDEX	JURISDICTIONAL AREA	WETLAND SIZE ACRES		
			TOTAL	AVOIDED	IMPACTED
5	8,9	O1	0.221	0	0.221
7	10	G	0.012	0	0.012
11	14	3F	1.410	0.99	0.420
12	8,9	J1	0.409	0	0.409

Table 2: Stream Impacts (Perennial and Intermittent)									
INDEX #	PAGE INDEX	JURISDICTIONAL AREA	LINEAR DISTANCE (IMPORTANT)						USGS BLUELINE
			3 rd Runway	Runway extension	Wallace Neel Road	Old Dowd Road	Taxiway E and F	West Blvd.	
16	5	1U				68			N/A
19	6	W1	221			64			Intermittent
22	8	S2	146		63				Intermittent
24	6,8	V1	700						N/A
26	8	I1	1,545		81				Intermittent
27	8	K1	20						N/A
28	8	L1	260						Intermittent
30	8	M1	629						N/A
31	8,9	N1	254						N/A
34	10	F1	751		60				Intermittent
41	13	A1			74				N/A
42	13	E1			77				N/A
46	13,14	1A						243	Intermittent
48	15	2G (Coffey Creek)		109					Perennial
51	14, 15	2H & 3D		1254					Intermittent
52	14, 15	3E		94					N/A
54	15	1E (Coffey Creek)						274	Perennial
58	12, 15	2q-2P-2N		1,136				2,126	Perennial
INDEX #	PAGE INDEX	JURISDICTIONAL AREA	LINEAR DISTANCE (UNIMPORTANT)						USGS BLUELINE
			3 rd Runway			Wallace Neel Road			
21	6	Y1	227						Intermittent
23	8	U1	463						N/A
25	6,8	V2	328						N/A
29	8,9	R1	235						N/A
30	8	M1	472						N/A
31	8,9	N1	1042						N/A
32	8	O1	5						N/A
33	10	H1				39			N/A
34	10	F1	397						N/A

INDEX #	PAGE INDEX	JURISDICTIONAL AREA	POND SIZE ACRES			
			IMPACTS			
			TOTAL	AVOIDED	Runway	Old Dowd Road
1	5	1T	1.384	1.296		0.118
2	6	3B	1.345	1.103		0.242
4	6	P1	0.170		0.170	
5	8	T1	2.214		2.214	
6	8	J1	2.045		2.045	

Due to the extensive project proposal and the necessary time to construct these projects, the Project applicant is requesting that this Individual Permit be valid for a period of 7 years from the date of issuance.

The applicant is proposing to mitigate for the proposed impacts by various off-site methods. The applicant is proposing to mitigate for stream channel impacts at a 1:1 mitigation ratio for perennial and intermittent “important stream channels. The following combination of projects will be used to provide mitigation:

- Purchase Mitigation Credits from the approved Mecklenburg County/City of Charlotte Stormwater Services Stream and Wetland mitigation bank. (Approximately 5,450 linear feet of credit).
- Provide stream enhancement along 4,273 linear feet (2,700 linear feet of credit) of Sugar Creek in Charlotte, North Carolina (Enhancement Plans prepared by Buck Engineering – submitted February 9, 2005).
- Provide Stream Restoration along 1,100 linear feet and 0.7 acres of wetlands located within the Little Rock Road District Park (Restoration plans provided by H.A.R.P. Environmental –submitted February 9, 2005).
- Payment to the NC Ecosystem Enhancement Program in the amount necessary to restore 2,000 linear feet of stream channel in the Catawba River Basin.

Other Required Authorizations

This notice and all applicable application materials are being forwarded to the appropriate State agencies for review. The Corps will generally not make a final permit decision until the North Carolina Division of Water Quality (NCDWQ) issues, denies, or waives State certification required by Section 401 of the Clean Water Act (PL 92-500). The receipt of the application and this public notice in the NCDWQ Central Office in Raleigh serves as application to the NCDWQ for certification. A waiver will be deemed to occur if the NCDWQ fails to act on this request for certification within sixty days of the date of the receipt of this notice in the NCDWQ Central Office. Additional information regarding the Clean Water Act certification may be reviewed at

the NCDWQ Central Office, 401 Oversight and Express Permits Unit, 2321 Crabtree Boulevard, Raleigh, North Carolina 27604-2260. All persons desiring to make comments regarding the application for certification under Section 401 of the Clean Water Act should do so in writing delivered to the North Carolina Division of Water Quality (NCDWQ), 1650 Mail Service Center, Raleigh, North Carolina 27699-1650 Attention: Ms Cyndi Karoly by July 27, 2006.

Essential Fish Habitat

This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. The Corps' initial determination is that the proposed project will not adversely impact EFH or associated fisheries managed by the South Atlantic or Mid Atlantic Fishery Management Councils or the National Marine Fisheries Service.

Cultural Resources

The Corps has consulted the latest published version of the National Register of Historic Places and has determined that registered properties, or properties listed as being eligible for inclusion therein are located within the project area and/or will be affected by the proposed work. A Memorandum of Agreement between the North Carolina Department of Cultural Resources and the CLT was implemented on August 11, 1999 to resolve issues related to these resources.

Endangered Species

The Corps has reviewed the project area, examined all information provided by the applicant and consulted the latest North Carolina Natural Heritage Database. Based on available information, the Corps is not aware of the presence of species listed as threatened or endangered or their critical habitat formally designated pursuant to the Endangered Species Act of 1973 (ESA) within the project area. A final determination on the effects of the proposed project will be made upon additional review of the project and completion of any necessary biological assessment and/or consultation with the U.S. Fish and Wildlife Service

Surveys were performed for federally protected species as part of the original Environmental Impact Statement and subsequently in the fall of 2005. The US Fish and Wildlife Service (USFWS) concurred in their December 4, 1998 and October 27, 2005 letter that the project will not affect endangered or threatened species or their habitats. However, their October 27, 2005 concurrence was in reference to the project area associated with Phase 1 impacts which does not include the project area associated with the third parallel runway. In order to update this study, CLT plans to conduct surveys within the remaining project areas during the flowering season (September 2006) for listed species, *Helianthus schweinitzii* which is known to occur in Mecklenburg County.

Evaluation

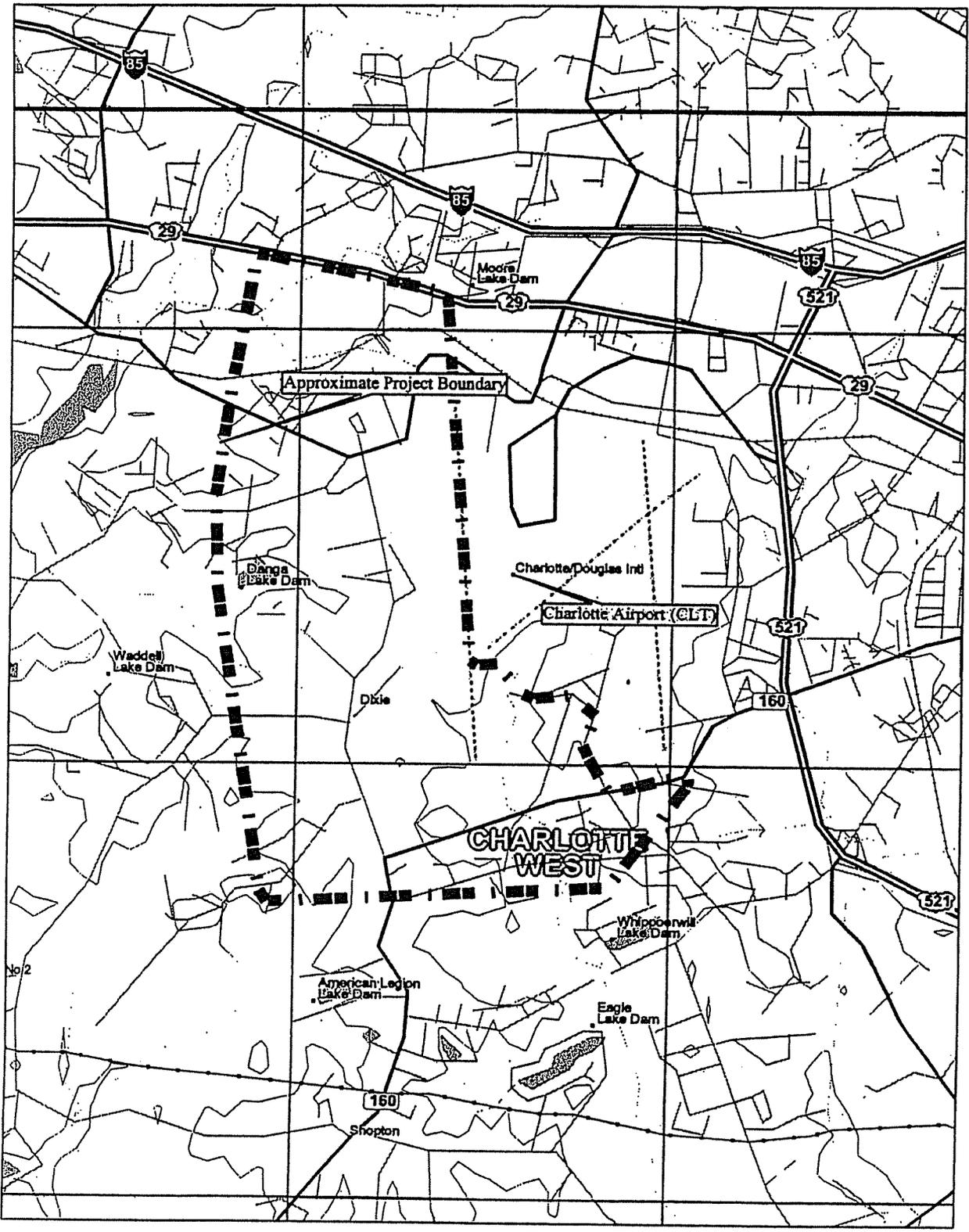
The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, flood plain values (in accordance with Executive Order 11988), land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving the discharge of dredged or fill materials in waters of the United States, the evaluation of the impact of the activity on the public interest will include application of the Environmental Protection Agency's 404(b)(1) guidelines.

Commenting Information

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

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing. Requests for a public hearing shall be granted, unless the District Engineer determines that the issues raised are insubstantial or there is otherwise no valid interest to be served by a hearing.

Written comments pertinent to the proposed work, as outlined above, will be received by the Corps of Engineers, Wilmington District, until 5pm, July 27, 2006. Comments should be submitted to Ms. Amanda Jones, US Army Corps of Engineers, Asheville Regulatory Field Office, 151 Patton Avenue, Room 208, Asheville, North Carolina 28801-5006.



BASE MAP BY DeLORME 3-D TOPO QUADS 1999



WEST EXPANSION MASTER PLAN

PAGE

FILE NAME: Final Wetlands Exhibit.dwg

PROJECT NO.: 73100108

PRINTED: 05/03/2002

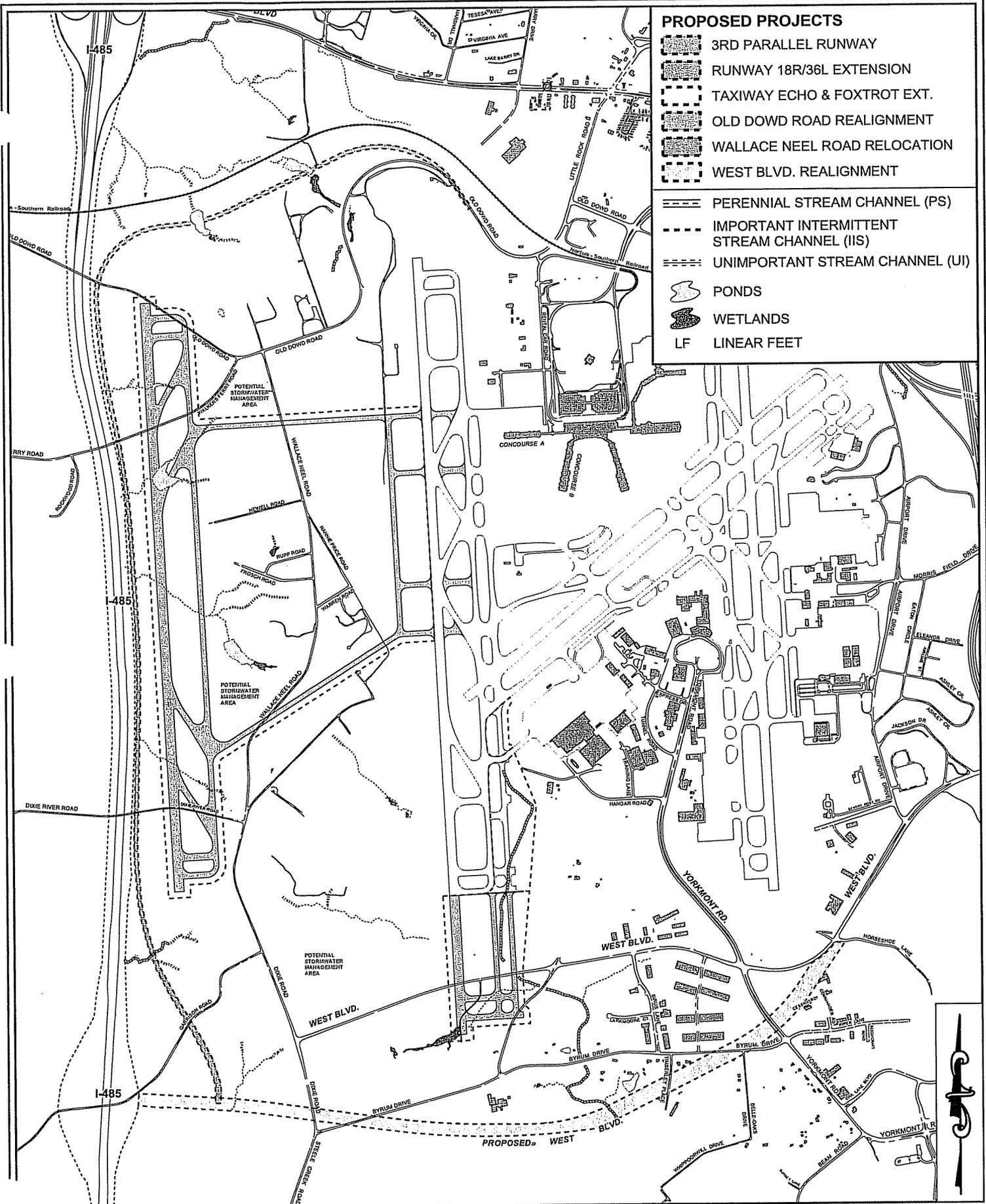
SCALE: NTS

1



APPROXIMATE PROJECT BOUNDARY

BASE MAP FROM USGS TOPOGRAPHIC MAPS "CHARLOTTE WEST" 1993

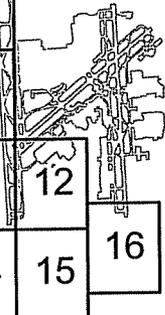


PROPOSED PROJECTS

-  3RD PARALLEL RUNWAY
-  RUNWAY 18R/36L EXTENSION
-  TAXIWAY ECHO & FOXTROT EXT.
-  OLD DOWD ROAD REALIGNMENT
-  WALLACE NEEL ROAD RELOCATION
-  WEST BLVD. REALIGNMENT
-  PERENNIAL STREAM CHANNEL (PS)
-  IMPORTANT INTERMITTENT STREAM CHANNEL (IIS)
-  UNIMPORTANT STREAM CHANNEL (UI)
-  PONDS
-  WETLANDS
-  LF LINEAR FEET

PROPOSED PROJECTS

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 -  WETLANDS
 - LF LINEAR FEET

4	5		
6	7		
8	9		
10	11		12
13	14		15



WILKINSON BLVD

I-485

1L IIS
786 LF (13)

1L UI
540 LF (13)

2B (Tiger Branch) PS
1671 LF (1)

2E UI
198 LF (3)

1Z IIS
2195 LF (2)

1K IIS
3218 LF (7)

1M IIS
393 LF (10)

1Q UI
311 LF (8)

2006 IMPROVEMENTS 404/401 PERMIT APPLICATION

FILE NAME: 2006 AIRPORT IMPROVEMENTS 404-401 PERMIT APPLICATION - FIGURE 04 ON 8 x 11.MXD | PRINTED MAY 2006 | SCALE: 1" = 400'

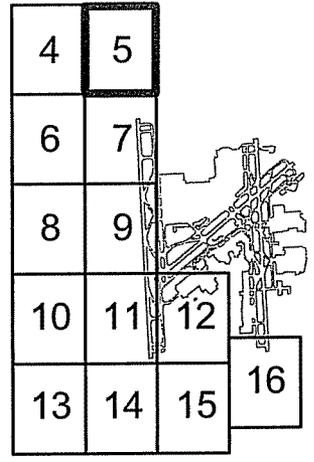
FIGURE 4



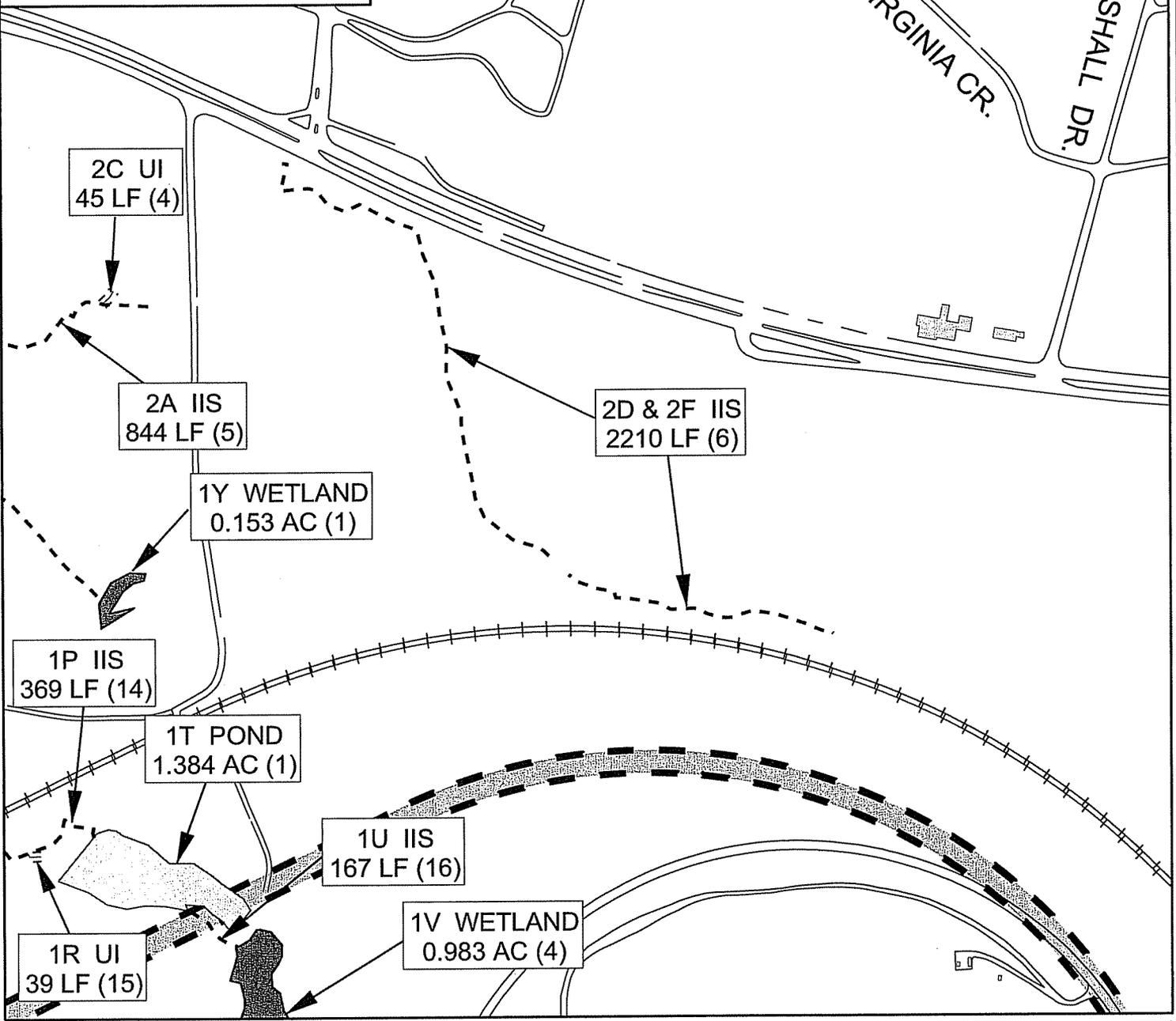
PROPOSED PROJECTS

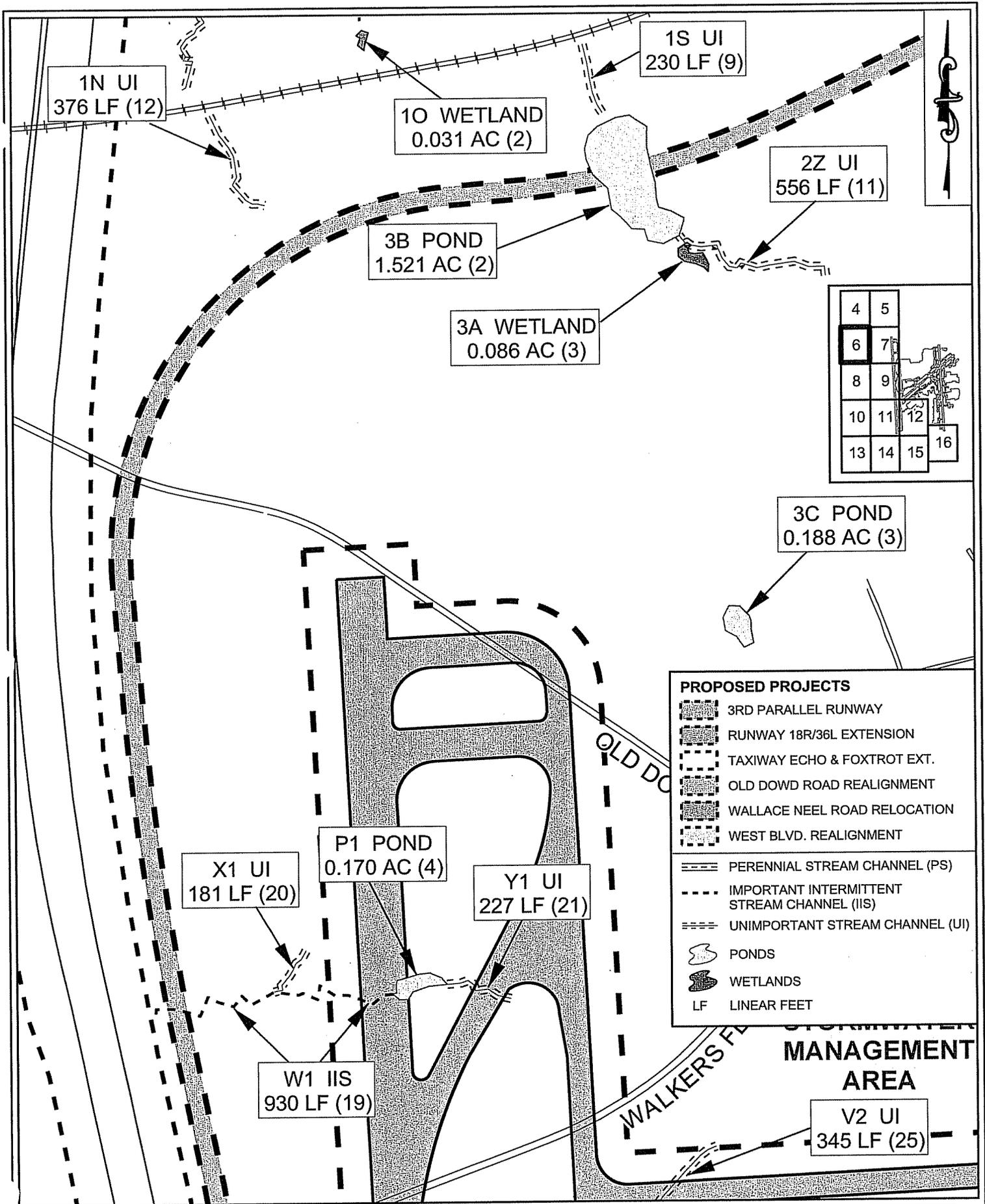
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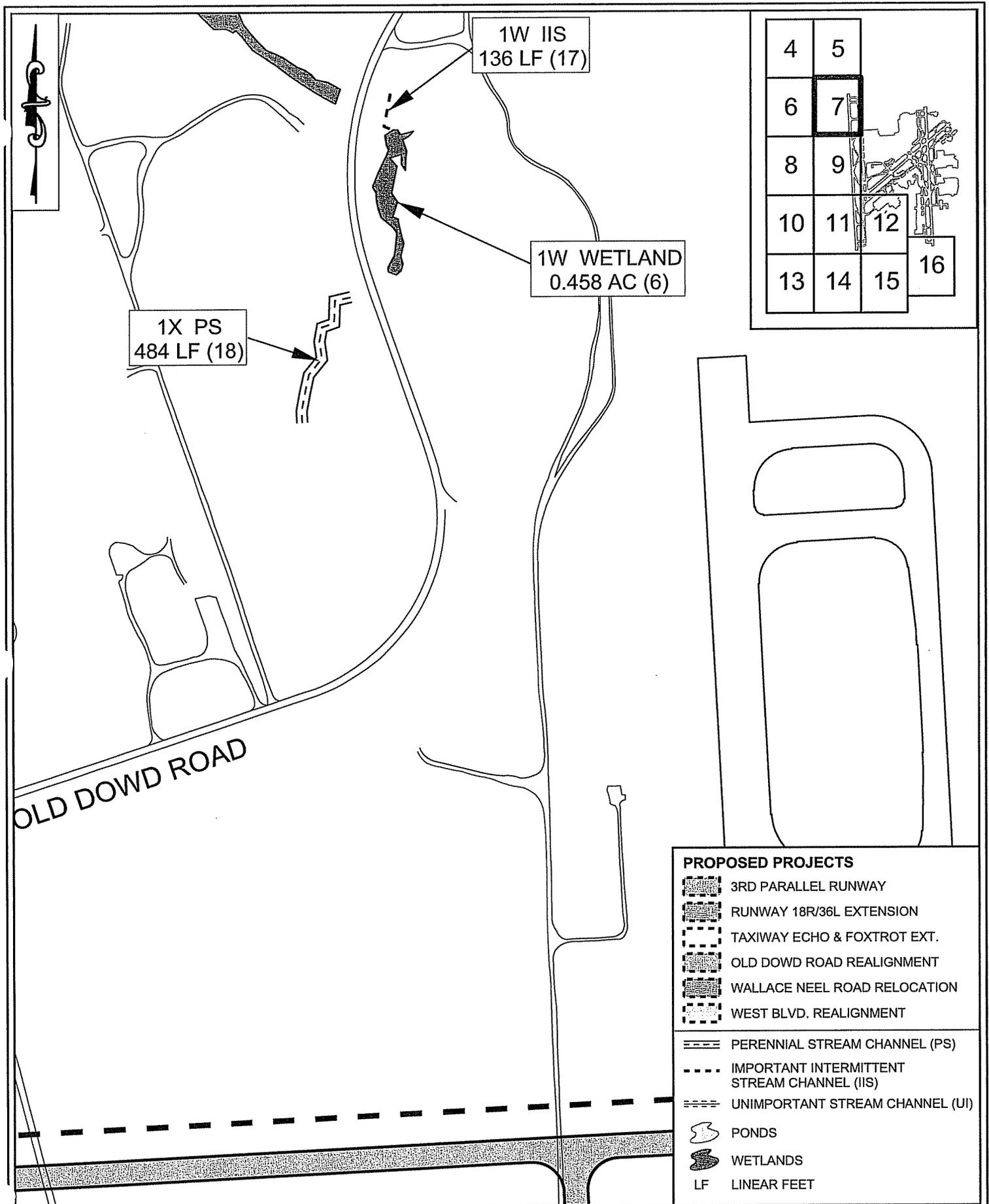
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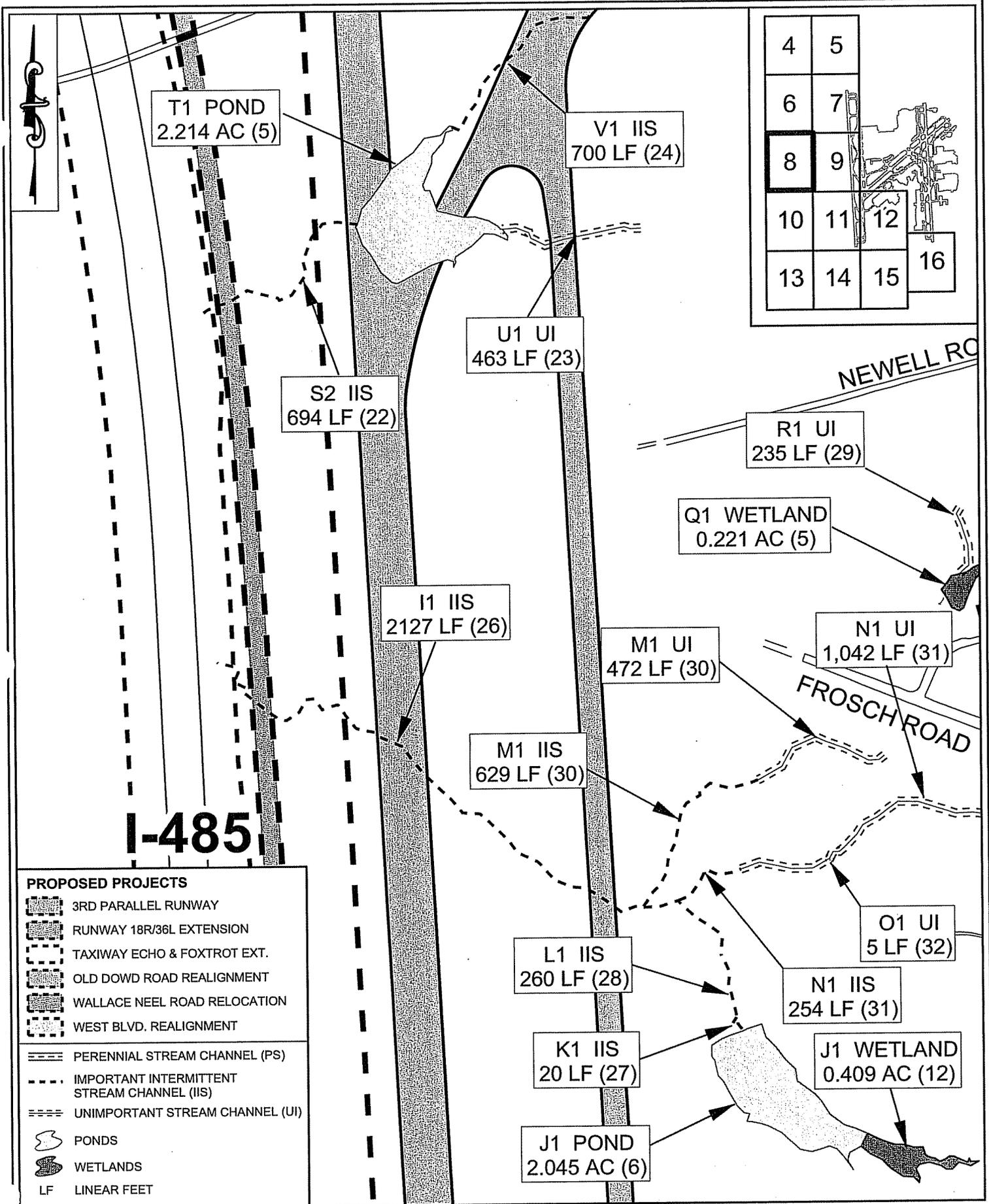


VIRGINIA CR.
MARSHALL DR.









4	5		
6	7		
8	9		
10	11	12	
13	14	15	16

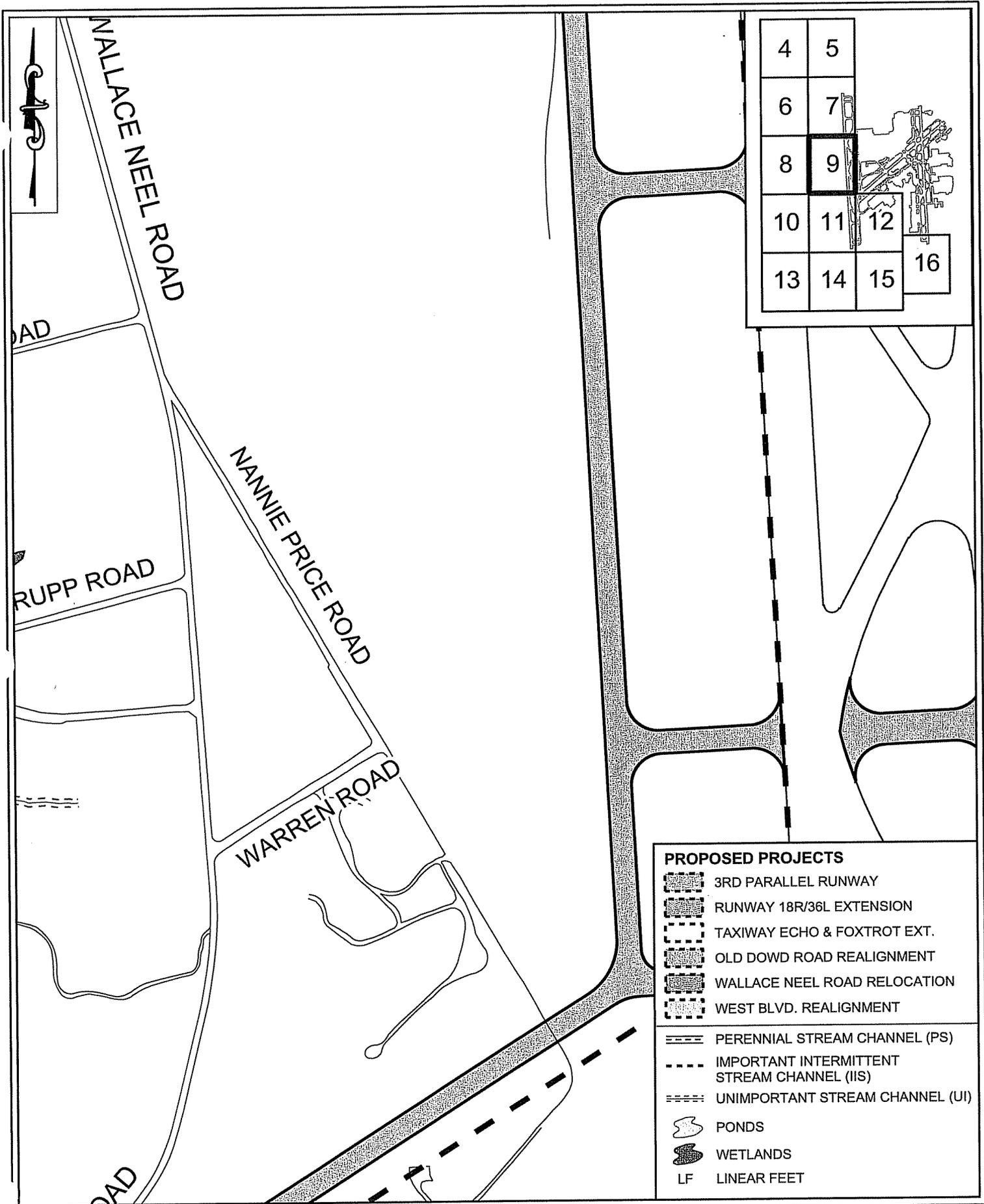
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- WETLANDS
- LF LINEAR FEET

FIGURE 8



POTENTIAL
STORMWATER
MANAGEMENT
AREA

4	5	
6	7	
8	9	
10	11	12
13	14	15

16

H1 UI
40 LF (33)

F1 IIS
1277 LF (34)

F1 UI
552 LF (34)

G WETLAND
0.012 AC (7)

DIXIE RIVER ROAD

PROPOSED PROJECTS

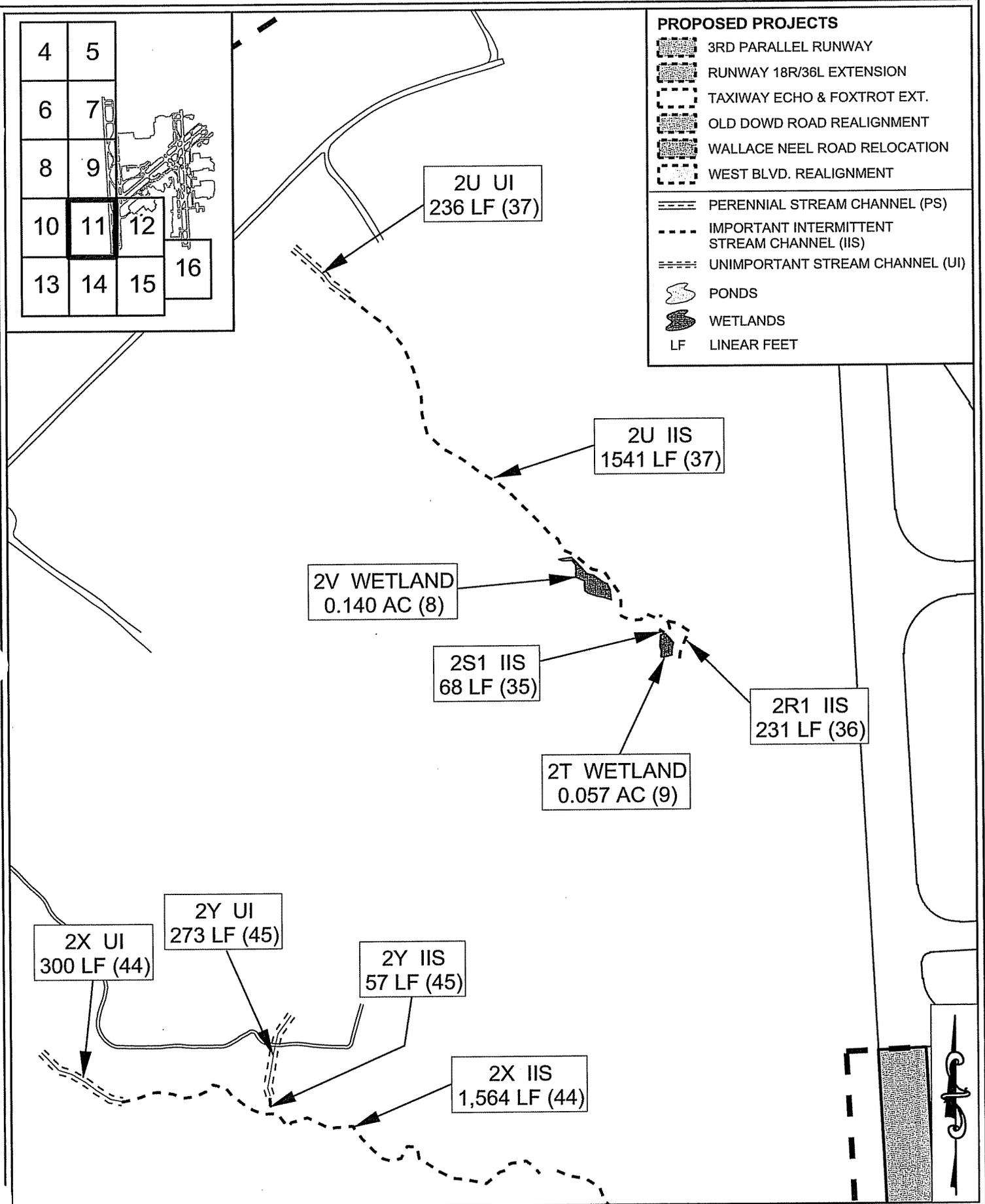
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2006 IMPROVEMENTS 404/401 PERMIT APPLICATION

FIGURE
10

FILE NAME: 2006 AIRPORT IMPROVEMENTS 404-401 PERMIT APPLICATION - FIGURE 10 ON 8 x 11.MXD PRINTED MAY 2006 SCALE: 1" = 400'





PROPOSED PROJECTS

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2U UI
236 LF (37)

2U IIS
1541 LF (37)

2V WETLAND
0.140 AC (8)

2S1 IIS
68 LF (35)

2R1 IIS
231 LF (36)

2T WETLAND
0.057 AC (9)

2X UI
300 LF (44)

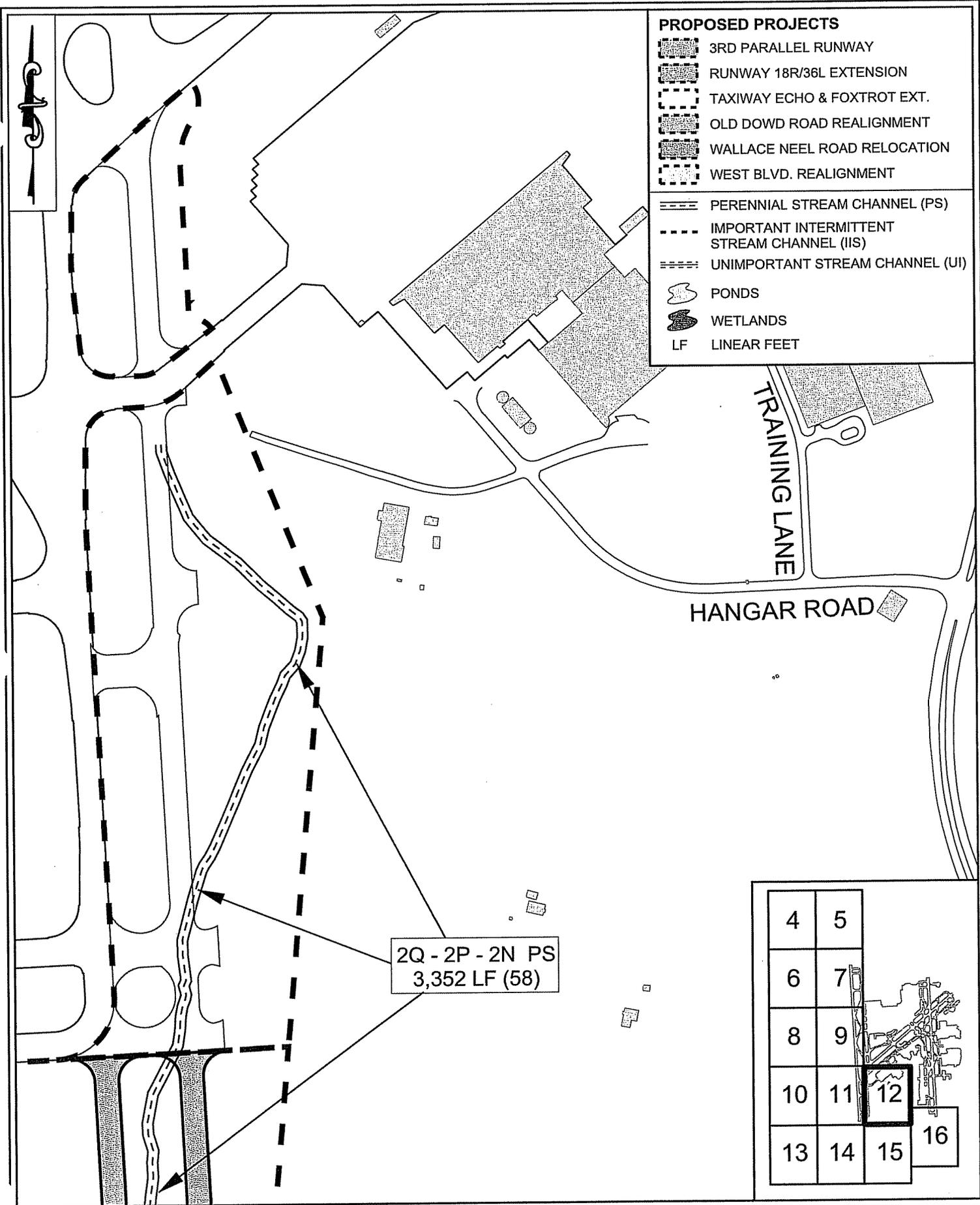
2Y UI
273 LF (45)

2Y IIS
57 LF (45)

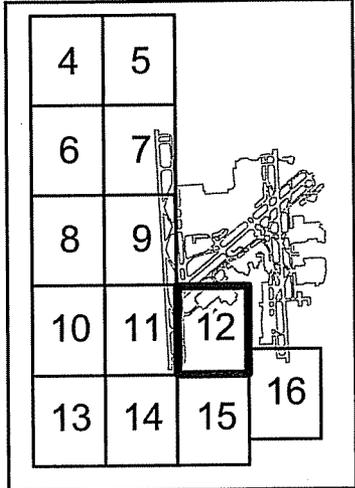
2X IIS
1,564 LF (44)

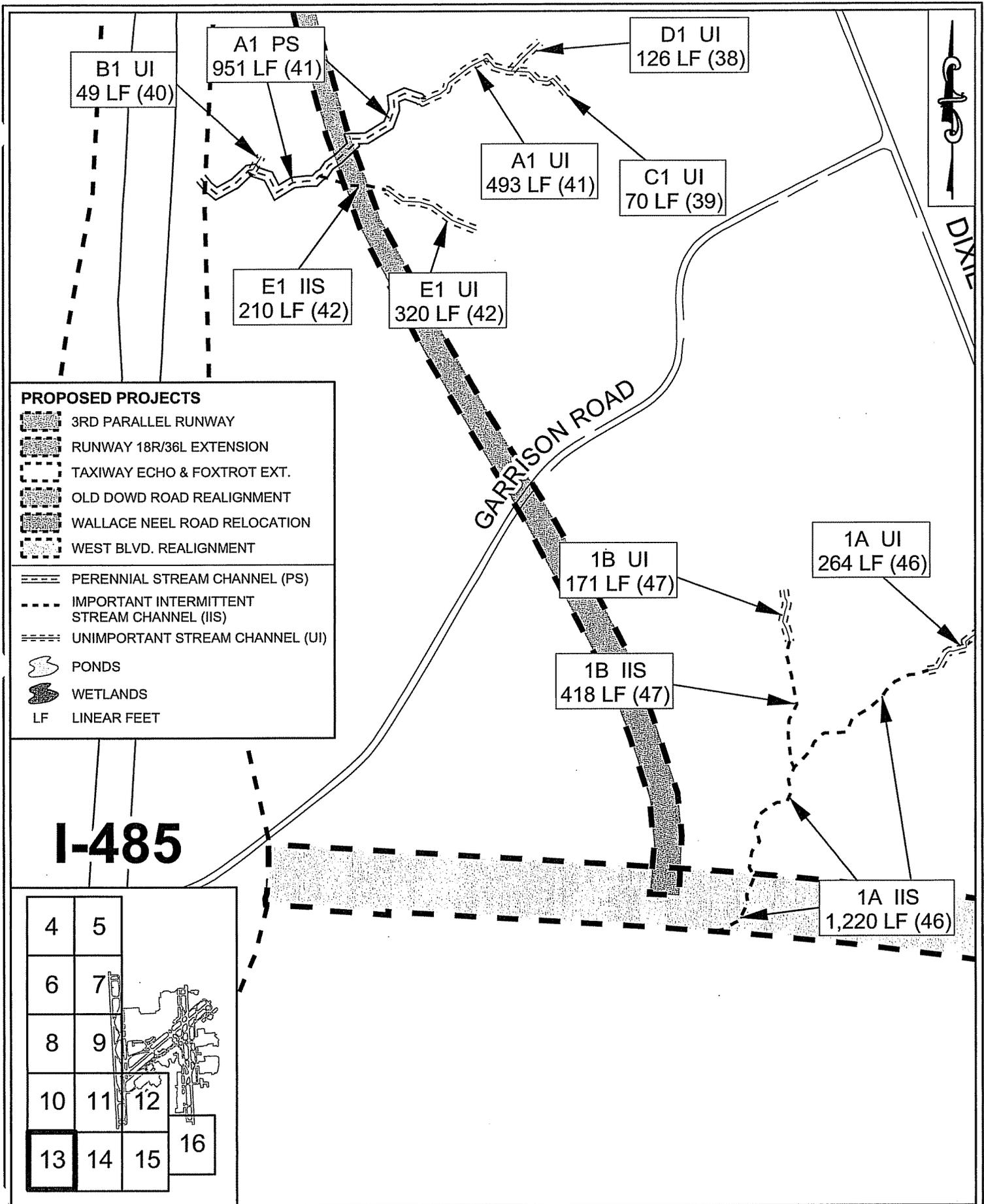
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2Q - 2P - 2N PS
3,352 LF (58)





4	5		
6	7		
8	9		
10	11	12	
13	14	15	16

INITIAL
WATER
GEMENT

2W IIS
892 LF (43)

3F WETLAND
1.410 AC (11)

3G WETLAND
0.165 AC (10)

3E IIS
94 LF (52)

OAD

WEST BLVD.

DIXIE ROAD

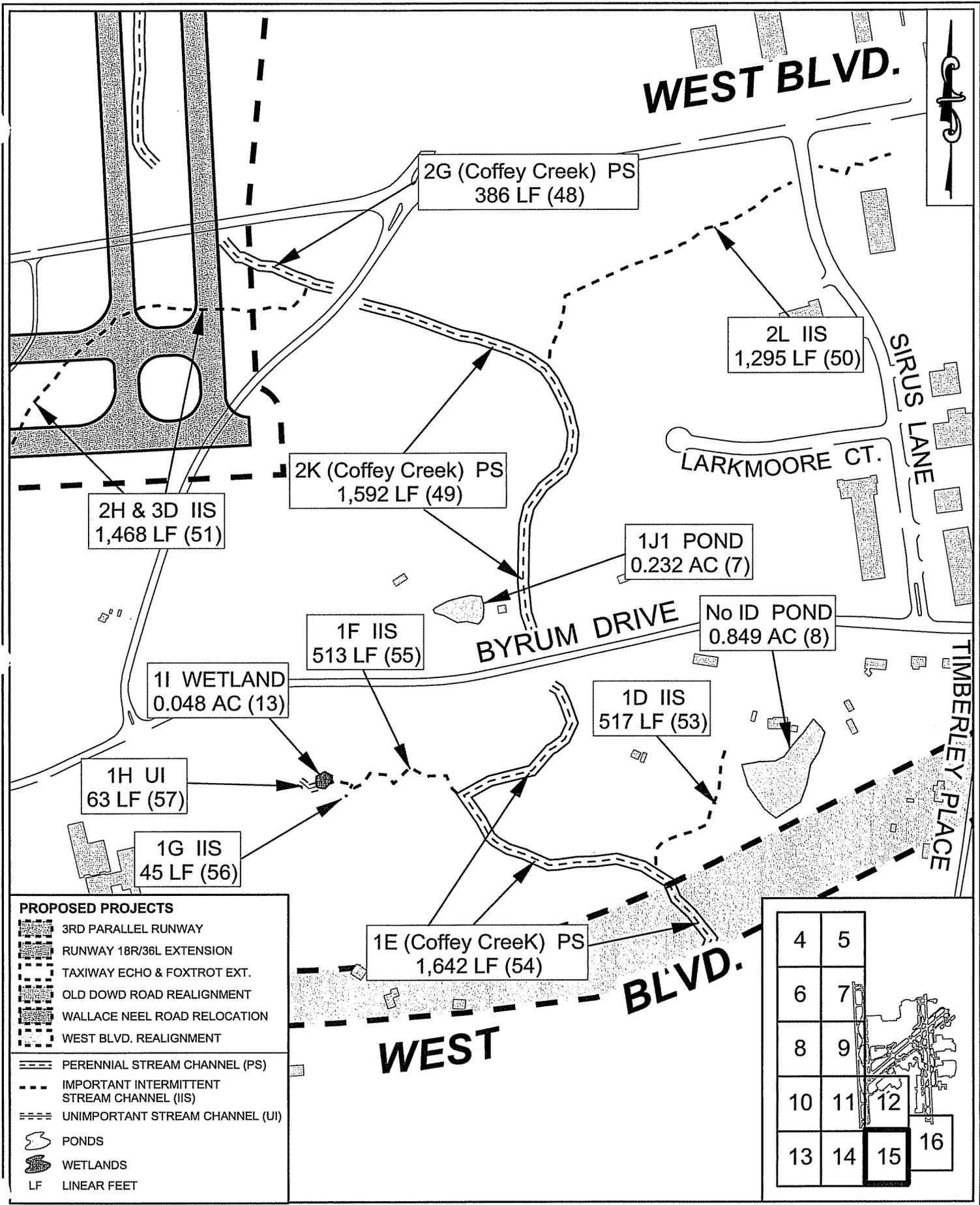
BYRUM DRIVE

STEELE

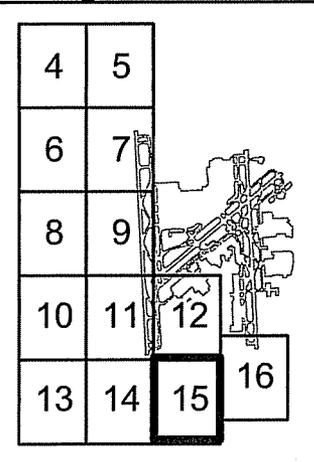
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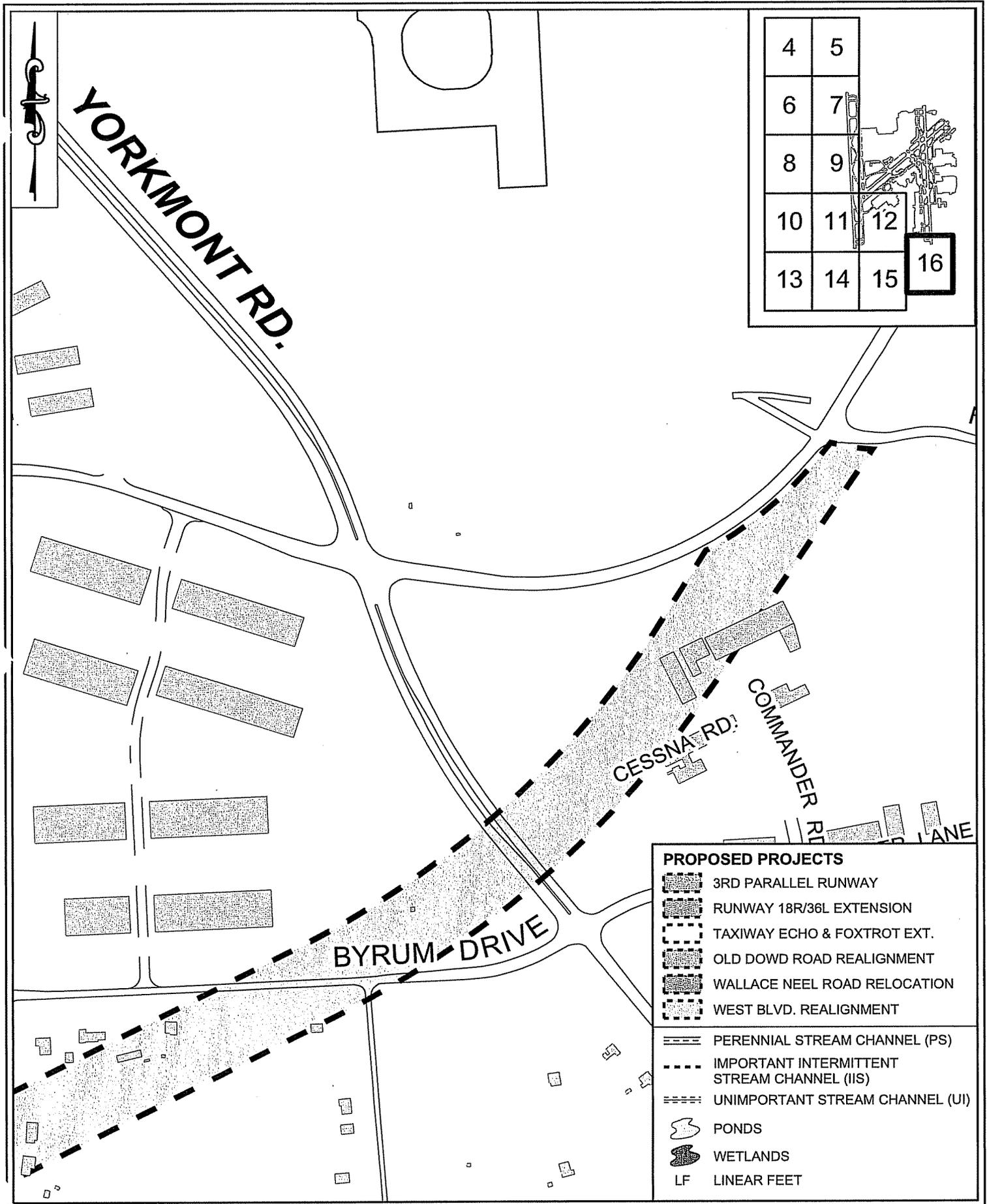
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4	5	
6	7	
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10	11	12
13	14	15
		16

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 - WEST BLVD. REALIGNMENT
- PERENNIAL STREAM CHANNEL (PS)
 - - - IMPORTANT INTERMITTENT STREAM CHANNEL (IIS)
 = = = UNIMPORTANT STREAM CHANNEL (UI)
- PONDS
 WETLANDS
 LF LINEAR FEET

IMPORTANT FEATURES IMPACTED BY PROJECT

STREAM TABLE ITEM #	PAGE INDEX	JURISDICTIONAL AREA	TOTAL LENGTH	AVOIDED	PROPOSED PROJECT IMPACTS BY PROJECT (ft)						TOTALS
					RUNWAY	18R/36L EXT	WALLACE NEED RD	OLD DOWD RD	TAXIWAY E & F	WEST BLVD.	
16	5	1U	167	99					68		68
19	6	W1	930	645	221				64		285
22	8	S2	694	485	146		63				209
24	6, 8	V1	700		700						700
26	8	I1	2,127	501	1,545		81				1,626
27	8	K1	20		20						20
28	8	L1	260		260						260
30	8	M1	629		629						629
31	8, 9	N1	254		254						254
34	10	F1	1,277	466	751		60				811
41	13	A1	951	877			74				74
42	13	E1	210	133			77				77
46	13, 14	1A	1,220	977							243
48	15	2G (Coffey Creek)	386	277		109					109
51	14, 15	2H & 3D	1,468	214		1,254					1,254
52	14, 15	3E	94			94					94
54	15	1E (Coffey Creek)	1,642	1,368						274	274
58	12, 15	2Q - 2P - 2N	3,352			1,136			2,216		3,352
TOTALS			16,381	6,042	4,526	2,593	355	132	2,216	517	10,339

UI FEATURES IMPACTED BY PROJECT

TABLE ITEM #	ID	TOTAL LENGTH	AVOIDED	PROPOSED PROJECT IMPACTS (ft)		
				RUNWAY	WALLACE NEED RD	TOTALS
21	Y1	227		227		227
23	U1	463		463		463
25	V2	345	17	328		328
29	R1	235		235		235
30	M1	472		472		472
31	N1	1,042		1,042		1,042
32	O1	5		5		5
33	H1	40	1		39	39
34	F1	552	155	397		397

TOTALS 3,381 173 3,169 39 3,208

WETLAND FEATURES IMPACTED BY PROJECT (ACRES)

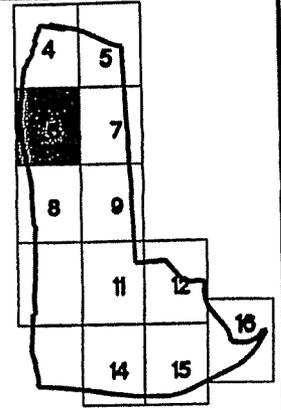
TABLE ITEM #	ID	TOTAL ACRES	AVOIDED	PROPOSED PROJECT IMPACTS (AC)		
				RUNWAY	18R/36L EXT	TOTALS
5	Q1	0.221		0.221		0.221
7	G	0.012		0.012		0.012
11	3F	1.410	0.990		0.420	0.420
12	J1	0.409		0.409		0.409

TOTALS 2.052 0.990 0.642 0.420 1.062

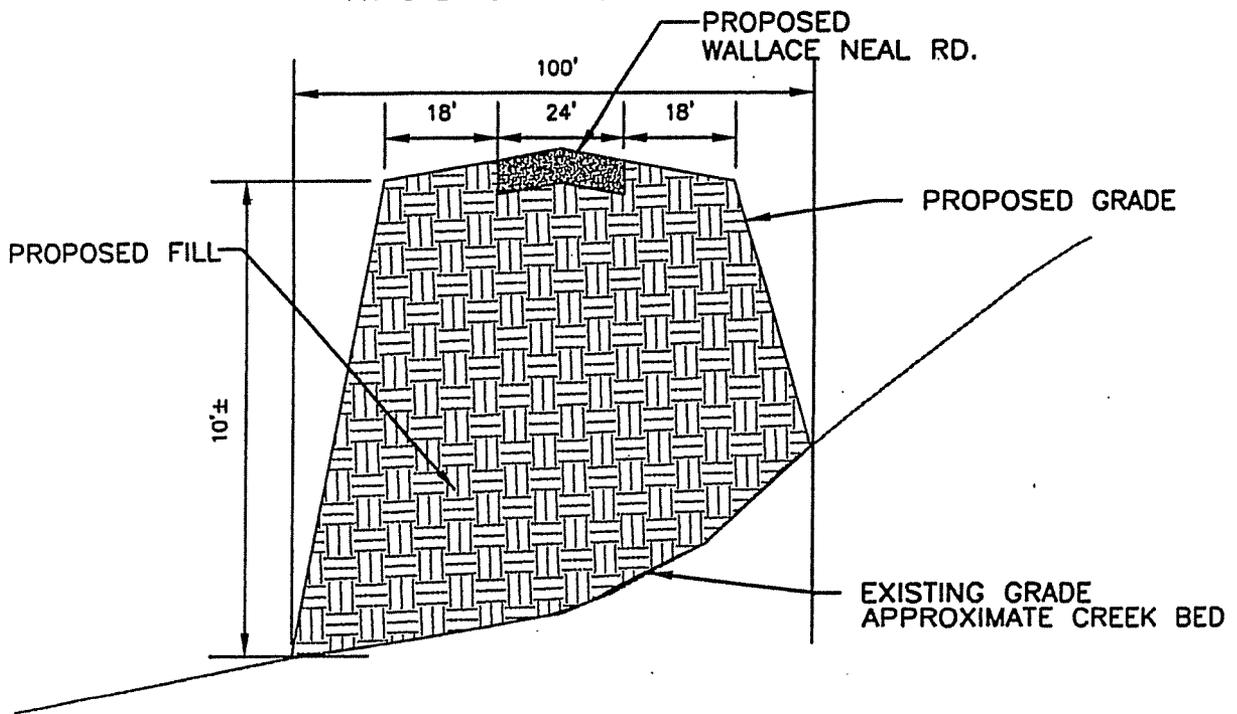
POND FEATURES IMPACTED BY PROJECT (ACRES)

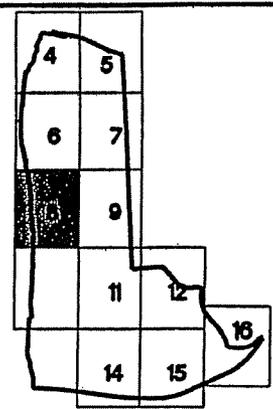
TABLE ITEM #	ID	TOTAL ACRES	AVOIDED	PROPOSED PROJECT IMPACTS (AC)		
				RUNWAY	OLD DOWD RD	TOTALS
1	1T	1.384	1.266		0.118	0.118
2	3B	1.345	1.103		0.242	0.242
4	P1	0.170		0.170		0.170
5	T1	2.214		2.214		2.214
6	J1	2.045		2.045		2.045

TOTALS 7.158 2.369 4.429 0.360 4.789



CROSS SECTION A-A
TYPICAL ROAD CROSS SECTION





CROSS SECTION C-C
 PROPOSED RUNWAY & TAXIWAY
 ELEV. 710'±

