

PROJECT ENVIRONMENTAL IMPACT REPORT

for

**Project Development and Environment (PD&E) Study
Wakulla County Airport (2J0)
Wakulla County, Florida**

ETDM Number: 14281

Prepared for:

**Wakulla County Board of County Commissioners
Wakulla Airport**

Prepared by:

**Kimley-Horn and Associates, Inc.
2615 Centennial Boulevard
Tallahassee, FL 32308**

February 2017

PROJECT ENVIRONMENTAL IMPACT REPORT

1. GENERAL INFORMATION:

Project Name: Wakulla County Airport (2J0)

Project Limits: Within the existing Wakulla County Airport facility and adjacent parcels to the east and west of the Airport

ETDM Number: 14281

Financial Project Number: N/A

2. PROJECT DESCRIPTION:

- a. Existing: *See Attachment 1*
- b. Purpose and Need: *See Attachment 1*
- c. Proposed Improvements: *See Attachment 1*

3. ENVIRONMENTAL ANALYSIS

*Topical Categories	Substantial Impacts? **Basis for Decision				
	Yes	No	Enhance	NoInv	
A. SOCIAL and ECONOMIC					
1. Social	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section A.1</u>
2. Economic	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section A.2</u>
3. Land Use Changes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section A.3</u>
4. Mobility	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section A.4</u>
5. Aesthetic Effects	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Section A.5</u>
6. Relocation Potential	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section A.5</u>
B. CULTURAL					
1. Historic Sites/Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section B.1</u>
2. Archaeological Sites	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section B.2</u>
3. Recreation Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section B.3</u>
C. NATURAL					
1. Wetlands and Other Surface Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section C.1</u>
2. Aquatic Preserves and Outstanding FL Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section C.2</u>
3. Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section C.3</u>
4. Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Section C.4</u>
5. Drainage and Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section C.4</u>
6. Coastal Barrier Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<u>See Section C.4</u>
7. Protected Species and Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<u>See Section C.5</u>
8. Essential Fish Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<u>See Section C.6</u>

attract bears. Nuisance bears will be reported to the FWC at the Wildlife Alert Hotline at 1-888-404-3922.

- The natural, vegetative buffer located at the southern end of the Airport will remain in place to help mitigate existing noise from the Airport for adjacent properties.
- During the design phase, coordination will be required with Wakulla County and FEMA regarding the recommended fill in the VE floodplain.

6. PUBLIC HEARING TO BE HELD?

Yes - Check and date below

X No - Go to line 10; a public meeting was held per coordination with FDOT.

X APPROVED FOR PUBLIC AVAILABILITY (BEFORE PUBLIC HEARING)

Date

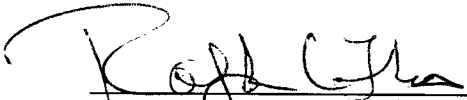
7. A PUBLIC HEARING WAS HELD ON 12 /19 /2016

Date

8. APPROVAL OF FINAL DOCUMENT

This project has been developed without regard to race, color, national origin, age, sex, religion, disability, or family status.

The final PEIR reflects consideration of the PD&E Study and the Public Meeting.



Signing Authority

3 / 20 / 17
Date

Project Description

The Wakulla County Airport (Airport) is located at 30 Bay Drive, Panacea FL, 32346 within unincorporated Wakulla County (see *Figure 1 – Location Map*). The Airport consists of a turf runway in a north/south orientation with several adjacent supporting structures. The Airport is generally bordered by US 98 (Coastal Highway) to the north and CR 372 (Surf Road) to the south. The Airport is generally surrounded by the Tarpine Fly-In Community, a private residential community with private plane access to the airport.

The proposed project evaluated the parcels identified in the Wakulla County Airport Master Plan update 2013 (Master Plan) for acquisition to slightly shift the northern terminus of runway 18-36 west. This proposed shifting of the runway is intended to bring the Airport's primary surface into compliance with state licensing standards consistent with Chapter 14-60.007(2)(b)1. a. There is no federal funding for the project, but federal permits may be required. The runway will remain turf and no paving of the runway surface is proposed. In addition to relocating the runway, drainage improvements will be evaluated and considered at each runway end to minimize the flooding currently occurring on the existing runway. The Build Alternative shown in the Airport Layout Plan (ALP) and the No Build were evaluated in this PD&E Study. A copy of the ALP is included in *Appendix A*.

Purpose & Need

Purpose

The Purpose of this project is to evaluate a build alternative that will bring the Airport into compliance with Florida Administrative Code (FAC), Chapter 14-60.007(2)(b)1. a and allow for Florida Department of Transportation (FDOT) certification of the Airport.

Needs

Airport inspections performed in May 2015 identified several objects encroaching on the Airport's primary surface area. In order to meet the minimum standards of Chapter 14-60.007(2)(b)1.a, the airport cannot have any obstructions within the primary surface area or 250 feet from the runway centerline. The following objects are currently encroaching on the primary surface area:

- Berms
- Buildings
- Lighting Detection System
- Trees
- Utility Poles
- Windsock Piles

The Master Plan and ALP were updated and approved by the Wakulla County Board of County Commissioners (BOCC) in 2013. A realignment alternative was identified in the Master Plan to address these deficiencies. The Master Plan recommended acquisition of several adjacent parcels in order to relocate the runway west of its current location. If the adjacent parcels are found unsuitable for acquisition, the Airport will remain noncompliant with State licensing standards and may be at risk of losing its public use designation.

Impact Evaluation Attachments

The following studies have been prepared for this PD&E Study:

- Wetlands Evaluation
- Endangered Species Biological Assessment
- Contamination Screening Evaluation
- Cultural Resources Assessment Survey
- Utilities Assessment
- Geotechnical Evaluation

Each of the studies was conducted in accordance with the FDOT PD&E Manual and all applicable, local, state, and federal requirements.

An Advance Notification (AN) was sent to the Florida State Clearinghouse and through the Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) on July 18, 2016 (ETDM #14281 -<https://etdmpub.florida-etat.org/est/>). Environmental Technical Advisory Team (ETAT) commented through the EST. No additional comments were received from the Florida State Clearinghouse. A copy of the AN comments are included in *Appendix B*. This PEIR was conducted utilizing the information obtained from comments made by the various ETAT members using the EST and studies of the natural, physical and social environment conducted for this project.

Social and Economic

A.1 Social

Community Cohesion

The Airport is a public-use, general aviation airport serving local County residents and residents of the Tarpine Fly-In Community who can access the airfield via a street/taxiway system within the community as well as through-the-fence via individual residences. Community cohesion is the degree residents have a sense of belonging to their community. Community cohesion includes the degree the neighbors interact and cooperate with one another and the level of attachment to the institutions in the community. The project does not include division of neighborhoods, increase or decrease neighborhood interaction, loss or reduction of connectivity to community or neighborhood activity centers. Additionally, the project is not being evaluated to increase capacity, therefore adverse impacts to the adjacent neighborhoods are not anticipated. The purpose of the project is to bring the Airport into compliance with state licensing standards and therefore maintain operation of the Airport. Continued use of the Airport will help to maintain recreational opportunities for nearby residents.

Community Services

There are no community resources located within the project study area.

Demographics

According to the 2014 Census data, the residential populations that fall within the census tracts affected by the project study area are primarily comprised of white, non-Hispanic populations (see *Figure 2 – Census*

Tract and Block Group Map). The study area is predominately White (85%), with a small percentage of Black (13.9%) populations (*Table 1*).

Census Tract and Block Group	2014 Population	Percent White	Percent Hispanic¹	Percent Black	Percent Other²
Census Tract 101, Block Group 3	799	85	0	13.9	0.01

Source: US Census Bureau, 2014.

1. Hispanic includes persons of any race with Hispanic or Latino family heritage.

2. Other persons include: American Indian/Alaskan Native, Asian, Native Hawaiian, other single race, and two or more races.

Table 2 illustrates the Household Income Characteristics summarized from the 2012-2014 American Community Survey (ACS) 5-year estimates. ACS estimates indicate that the median household income of the Wakulla County Airport project study area is \$54,500, with approximately 14.7% of families having incomes below the federal poverty level.

Geography	Median Household Income (Dollars)	Percentage of Household Incomes Below Poverty Level
Census Tract 101, Block Group 3	54,500	14.7

Source: 2010-2014 American Community Survey 5-Year Estimates

During the proposed project, temporary disruptions from construction may occur to surrounding communities. Minority and low-income populations, as well as the general population, would experience the effects of such disruptions to the same degree. There would be no disproportionate effect on minority and low-income populations because of the improvements for the Wakulla County Airport.

An informational newsletter was created at the beginning of this project (*Appendix C*). The newsletter was available on the County Website as well as at BOCC Meetings where project updates were given to the community. The following dates are County Commission Meetings where a project update was a part of the agenda and a status presentation was given at the meeting:

- March 21, 2016
- July 18, 2016
- September 19, 2016

A public meeting was held on December 19th, 2016 in Panacea at the Wakulla Welcome Center. This meeting was held to allow the public to review and comment on the technical documents for the Environmental Impact Report. The technical documents were available online on the Wakulla County website prior to the public meeting. Citizens could review the documents prior to the public meeting or review and email comments if they were unable to attend the meeting. A mailing notice was sent to all property owners within 500 feet of the Airport property to inform them of the public meeting. Multiple

copies of all draft technical reports were available at the public meeting to allow for review. Comment forms were available for citizens to provide comments on the project. All documents related to the public meeting can be found in *Appendix D*.

Controversy Potential

A Public Involvement Plan (PIP) was created for the proposed project to obtain comments and input from the public, government officials, and agencies. There has been no potential controversy identified to date for this project. The PIP was developed in accordance with Chapter 8 of FDOT's PD&E Manual.

The AN package was distributed to government agencies in July 2016. There was no controversy expressed by the agencies regarding the proposed Airport improvements. A summary of meetings to date is outlined below.

Wakulla County: Several meetings were held with Wakulla County staff regarding the status of this project. These meetings include in-person discussions as well as conference calls. Project status updates were brought before the BOCC on the following three different dates:

- March 21, 2016
- July 18, 2016
- September 19, 2016

These meetings were properly advertised on the Wakulla County website, and on the BOCC meeting agendas. The public was allowed the opportunity to provide comments and no comments were provided at these meetings.

A.2 Economic

No Developments of Regional Impact (DRI) or Planned Unit Developments (PUD) were identified within the project study area. The project is located within a Wakulla County Enterprise Zone (EZ-6502), and the project is likely to boost economic development in the area.

One food service business is located within the project footprint in the northern portion of the site. However, this business is no longer operational. This building may require relocation. Otherwise, no other commercial or economic impacts are anticipated, and the Airport is expected to bring additional revenue to the County.

A.3 Land Use Changes

Existing land use within the project area was determined from the interpretation of 1 inch = 200 feet scale aerial photography, supplemented by field reconnaissance. A land use map using the Florida Land Use, Cover and Forms Classification System (FLUCFCS) is attached as *Figure 3*. The land use within the proposed project limits includes: residential, commercial, airport facilities, roads and highways, and disturbed land. Natural communities include pine flatwoods, xeric oak, freshwater marsh, and surface waters.

The project area is within unincorporated Wakulla County. According to the Wakulla County Property Appraiser, a majority of the surrounding area is zoned as semi-urban single-family district. Areas of commercial zoning are also present at the northern end of the airport, within the Optional Future Land

Acquisition parcels. The site is currently utilized as an unpaved runway with no fuel farm or other airport facilities. R/W acquisition is required, but the proposed improvements are not expected to substantially affect land use patterns on or adjacent to the project, though future development could occur on these parcels. This future development would be consistent with existing and future land use. A Future Land Use map is attached as *Appendix E*.

A.4 Mobility

The proposed Airport improvements will bring the Airport into compliance with state licensing regulations, therefore keeping the airport operational. This will continue to improve the mobility of surrounding communities.

A.5 Relocation Potential

The proposed runway improvements will require R/W, including two residential relocations that are located directly south of the existing airport runway (see *Appendix F – R/W Report*). One commercial relocation in the northern portion of the project area may be necessary to accommodate the proposed airport facilities, however this business is no longer in operation. Additionally, based on aerial review of the project area, residential street patterns exist west of the site without home structures and some of these parcels may be acquired for the proposed project. Should residents, businesses, or community structures require relocation, Wakulla County will carry out a R/W and relocation program in accordance with Florida Statute 339.09. Funding sources for the relocation phase have not been identified yet. Funding sources for the relocation phase have not been identified yet, and Wakulla County anticipates seeking funding from FDOT to support this phase of the project.

Wakulla County will provide advance notification of impending R/W acquisition. Before acquiring R/W, all properties will be appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights.

The brochures that describe in detail the County's relocation assistance program and R/W acquisition program are Residential Relocation Under the Florida Relocation Assistance Program, Relocation Assistance Businesses, Farms and Non-Profit Organizations, Sign Relocation Under Florida Relocation Assistance Program, Mobile Home Relocation Assistance and Relocation Assistance Program Personal Property Moves.

Cultural

B.1 Historic Sites/Districts

A Cultural Resources Assessment Survey (CRAS) was conducted and the results are summarized in the *CRAS Report* dated September 2016. A background research and a field survey coordinated with the State Historic Preservation Officer (SHPO) was performed for the project. The survey resulted in the identification of one (1) previously recorded historic building (8WA00936) and one newly recorded historic building (8WA01204), both of which are within the direct Wakulla Airport Area of Potential Effect (APE). Based on an October 2016 letter from SHPO, these two historic resources are ineligible for the National Register of Historic Places (NRHP). Within the 0.5-mile buffer around the Wakulla Airport, 24 previously recorded structures were identified; however, none are listed on or are eligible for listing on the NRHP. The

SHPO concurred with the determinations of eligibility for the resources identified in the project corridor on October 27, 2016. A copy of the SHPO CRAS concurrence is included in *Appendix G*.

B.2 Archaeological Sites

A total of 22 shovel tests were excavated throughout the Wakulla Airport APE. Based on these tests, no archaeological sites or occurrences were identified within the APE and no further archeological survey was recommended.

B.3 Recreation Areas

There are no recreation areas located within the project study area. The St. Marks National Wildlife Refuge is approximately 1,000 feet west of the project footprint, but is not anticipated to be impacted by the proposed project.

Natural

C.1 Wetlands and Other Surface Waters

A wetland evaluation was conducted and the results are summarized in the *Wetlands Evaluation Report* (November 2016). Based on this evaluation, four (4) wetlands and one (1) surface water were identified within the study area (see *Figure 4*). The proposed project will result in approximately 3.64 acres of fill in wetlands. A summary of the wetlands and surface waters within the project, including permanent direct impacts, is included in *Table 3*.

Site Number	Acres within Study Area/Acres of Impacts ¹	Direction from Existing Airport	Hydrologic Continuity ²	Hydric Soil ³	FLUCFCS Code ⁴	Cowardin Classification
WL1	1.81/1.81	West of Airport	1	No	641	PEM1F
WL2	2.90/0.0	East of Airport	1	No	641	PEM1F
WL3	0.21/0.21	West of Airport	1	No	641	PEM1F
WL4	1.62/1.62	West of Airport	1	Yes	641	PEM1F
SW1	3.09/0.0	East of Airport	1	No	534	PUBHx

¹Wetland/Surface Water acreage represents the area within or in proximity to the project.
²Florida Department of Transportation Guidelines: 1 = Isolated; 2 = Joined to a Local Creek or Lake system by an indistinct Natural Connection or a Small Partly Obscured Ditch; 3 = Joined to Drainage System by Distinct Natural Connection or Canal; 4 = Contiguous to or Within Established Drainage System
³“Hydric Soils of Florida Handbook” Florida Association of Environmental Soil Scientists, 1999. Hydric soils and soils with potential of hydric inclusions were given “Yes” designation
⁴Florida Land Use, Cover, and Forms Classification System (FLUCFCS), FDOT, 1999.

The approximate secondary impacts to wetlands and surface waters were calculated. Impact values were calculated based on a 25-foot construction impact zone that was established around the proposed new

location for the runway (see *Table 4*). The exact extent of secondary impacts would be subject to discussion and coordination with the regulatory agencies during design and permitting. As depicted in the ALP, construction within the optional future land acquisition area will avoid impacts to wetlands and surface waters. The proposed project will have no direct impacts to Dickerson Bay, Ochlocknee Bay, or St. Mark's National Wildlife Refuge.

Table 4 - Secondary Wetland Impacts	
Wetland Number	Secondary Impacts (acres)¹
WL1	0.18
WL3	0.41
WL4	0.18
Total Secondary Impacts	0.46
¹ Due to the small size of WL 3 (0.62) acres, it is anticipated that the regulatory agencies would consider the secondary impacts to be the remaining acreage after impact. Thus, for this wetland the secondary impact acreage is greater than 25-feet. The other wetlands are of sufficient size that not all functions and values would be lost.	

The wetlands and surface waters identified within the Airport study area were assessed based on the Uniform Mitigation Assessment Method (UMAM) criteria and a summary of the scores are provided in *Table 5*. The UMAM score was 0.77 and was generally high due to the moderate to high quality of the freshwater marshes within the study area. UMAM data forms are included in *Appendix H*.

Table 5 - UMAM Score and Potential Functional Loss for Freshwater Marsh					
FLUCFCS	Location & Landscape Support	Water Environment	Community Structure	UMAM Composite Score	Potential Functional Loss
641	8	8	7	0.77	2.80
641 = Freshwater Marsh					

Compiled by Kimley-Horn and Associates, Inc., 2016

The final design and construction of the project will avoid and minimize impacts to wetlands/wildlife and habitat to the greatest extent practicable and appropriate mitigation will be provided for unavoidable impacts. Freshwater marsh direct and secondary impacts will be mitigated through purchase of credits at either NFWMD-Shuler In-Lieu Fee Program or the St. Marks River Mitigation Bank. Field flagging of the site wetlands and a jurisdictional determination will be required prior to site development.

C.2 Aquatic Preserves and Outstanding Florida Waters

There are no Aquatic Preserves or Outstanding Florida Waters (OFWs) located within the project study area. However, two OFWs are located within the vicinity of the project: the St. Marks National Wildlife Refuge and the Mashes Sands (approximately 1,000 feet east of the Airport). No impacts would occur to these OFWs.

C.3 Water Quality

The primary aquifer underlying the project area is the Floridan aquifer. No Impaired Waters are located within the project vicinity. This proposed project will not be taking place within any estuarine habitats and therefore impacts to nearby Ocklockonee Bay (south of the project study area) and Dickerson Bay (northeast of the project study area) are not anticipated. A Water Quality Impact Evaluation (WQIE) was conducted to determine potential impacts to water quality and quantity and the project will be designed to meet state water quality and quantity standards (see *Appendix I – WQIE*). Best Management Practices (BMP's) will be employed during construction to control erosion and prevent sedimentation of nearby estuarine habitats. Stormwater BMPs will be employed both during construction and post-construction to prevent stormwater runoff into nearby habitats.

C.4 Drainage and Floodplains

A majority of the Wakulla County Airport study area is located within FEMA flood zone VE, where flood Zone VE represents areas within the coastal flood zone (areas subject to inundation by the 1% annual chance flood) with velocity hazard (wave action), based flood elevations determined. A small portion of the study area is located within Zone AE, which represents special flood hazard areas subject to inundation by the 1% annual chance flood, with base flood elevations determined. See attached FEMA Flood Zone Map (*Figure 5*).

On December 7, 2016, a conversation was had with Ms. Somer Strickland, Wakulla County's Director of Planning and Community Development, who is one of Wakulla County's Floodplain Managers. As part of the conversation, the project team reviewed the concept plan, the anticipated elevations of the runway realignment at completion, as well as the floodplain information published by FEMA. Based upon the review with Ms. Strickland, it is not anticipated that there will be issues with the limited fill within the VE flood zone. Additionally, she does not anticipate that mitigation through compensating volume will be warranted for this project. However, additional coordination will occur during the design phase as the project moves through the permitting phase.

During project development, engineering design features and hydrological drainage structures will be designed such that stormwater transport, flow, and discharge meet or exceed flood control requirements.

C.5 Protected Species and Habitat

Protected Species

An Endangered Species Biological Assessment (ESBA) was prepared in accordance with Part 2, Chapter 27, of the PD&E Manual and is summarized in the ESBA Report (November 2016). Information on the potential presence of listed species within the project study area was collected through a literature review, review of on-line databases, review of geographic information systems (GIS) databases, and coordination with appropriate regulatory agencies (see *Figure 6 – Listed Species Map*). *Table 6* summarizes the likelihood of occurrence for state and federally listed species based on the assessment of potential habitat and/or actual observance of the species. The Airport is within USFWS Consultation Areas for the red-cockaded woodpecker (RCW) (*Picoides borealis*) and West Indian manatee (*Trichechus manatus*).

Table 6 – Endangered and Threatened Species Potentially Occurring Within the Wakulla County Airport Study Area

Common Name	Scientific Name	Federal Status	State Status	Likelihood of Occurrence
Mammals				
West Indian Manatee	<i>Trichechus manatus</i>	E	E	None
Florida Black Bear	<i>Ursus americanus floridanus</i>	N	N	High
Reptiles				
Eastern Indigo Snake	<i>Drymarchon corais couperi</i>	T	T	Low
American Alligator	<i>Alligator mississippiensis</i>	T(S/A)	T (S/A)	Medium
Gopher Tortoise	<i>Gopherus polyphemus</i>	C	T	Medium
Suwannee Cooter	<i>Pseudemys concinna suwanniensis</i>	N	SSC	Low
Kemp's Ridley Sea Turtle	<i>Lepidochelys kempii</i>	E	E	None
Loggerhead Sea Turtle	<i>Caretta caretta</i>	T	T	None
Leatherback Sea Turtle	<i>Dermochelys coriacea</i>	E	E	None
Hawksbill Sea Turtle	<i>Eretmochelys imbricata</i>	E	E	None
Green Sea Turtle	<i>Chelonia mydas</i>	E	E	None
Amphibians				
Frosted Flatwoods Salamander	<i>Ambystoma cingulatum</i>	T	T	Medium

Table 6 – Endangered and Threatened Species Potentially Occurring Within the Wakulla County Airport Study Area				
Common Name	Scientific Name	Federal Status	State Status	Likelihood of Occurrence
Striped Newt	<i>Notophthalmus perstriatus</i>	C	N	Low
Birds				
Red-cockaded Woodpecker	<i>Picoides borealis</i>	E	E	Low
Piping Plover	<i>Charadrius melodus</i>	T	T	Low
Marian's Marsh Wren	<i>Cistothorus plaustris marianae</i>	N	SSC	Low
Red Knot	<i>Calidris canutus rufa</i>	T	T	Low
Wood Stork	<i>Mycteria americana</i>	T	T	Medium
Fish				
Gulf Sturgeon	<i>Acipenser oxyrinchus desotoi</i>	T	T	Low
Clams				
Ochlockonee Moccasinshell	<i>Medionidus simpsonianus</i>	E	E	None
Oval Pigtoe	<i>Pleurobema pyriforme</i>	E	E	None
Purple Banklimber	<i>Elliptoideus sloatianus</i>	T	T	None
Shinyrayed Pocketbook	<i>Lampsilis subangulata</i>	E	E	None
Plants				
Godfrey's Blazing Star	<i>Liatris provincialis</i>	N	E	High

Table 6 – Endangered and Threatened Species Potentially Occurring Within the Wakulla County Airport Study Area

Common Name	Scientific Name	Federal Status	State Status	Likelihood of Occurrence
Pine-woods Bluestem	<i>Andropogon arctatus</i>	N	T	Medium
Southern Milkweed	<i>Asclepias viridula</i>	N	T	Low
Many-flowered Grass-pink	<i>Calopogon multiflorus</i>	N	T	Medium
Telephus Spurge	<i>Euphorbia telephioides</i>	T	E	Low
Godfrey's Swamprivet	<i>Forestiera godfreyi</i>	N	E	Low
Wiregrass Gentian	<i>Gentiana pennelliana</i>	N	E	Medium
Godfrey's Spiderlily	<i>Hymenocallis godfreyi</i>	N	E	Low
Gulf Coast Lupine	<i>Lupinus westianus</i>	N	T	Low
Curtiss' Loosestrife	<i>Lythrum curtissii</i>	N	E	Low
White Birds-in-a- nest	<i>Macbridea alba</i>	T	E	Low
Hummingbird Flower	<i>Macranthera flammea</i>	N	E	Low
Ashe's Magnolia	<i>Magnolia ashei</i>	N	E	Low
Florida Beargrass	<i>Nolina atopocarpa</i>	N	T	Low
Giant Water- dropwort	<i>Oxypolis greenmanii</i>	N	E	Medium
Narrow-leaved Phoebanthus	<i>Phoebanthus tenuifolius</i>	N	T	Low

Table 6 – Endangered and Threatened Species Potentially Occurring Within the Wakulla County Airport Study Area

Common Name	Scientific Name	Federal Status	State Status	Likelihood of Occurrence
Pinewoods Dainties	<i>Phyllanthus liebmannianus</i> ssp. <i>platylepis</i>	N	E	Low
Zigzag Silkgrass	<i>Pityopsis felxuosa</i>	N	E	Low
Yellow Fringeless Orchid	<i>Platanthera integra</i>	N	E	Medium
Small-flowered Meadowbeauty	<i>Rhexia paryiflora</i>	N	E	Low
Panhandle Meadowbeauty	<i>Rhexia salicifolia</i>	N	T	Medium
Florida Flame Azalea	<i>Rhododendron austrinum</i>	N	E	Low
White-top Pitcherplant	<i>Sarracenia leucophylla</i>	N	E	Low
Florida Skullcap	<i>Scutellaria floridana</i>	T	E	Low

E= Endangered; T=Threatened; T(S/A)=Threatened due to Similarity of Appearance; SSC=Species of Special Concern; C=Candidate Species; N=Not Listed

Twenty-two federally listed species were evaluated to determine if the proposed project will affect these species. The following effects determinations were made for the federally listed species based on literature review and field reconnaissance.

Species	Effect Determination
West Indian manatee	No effect
Eastern indigo snake	Not likely to adversely affect
American alligator	No effect
Kemp's ridley sea turtle	No effect
Loggerhead sea turtle	No effect
Leatherback	No effect
Hawksbill sea turtle	No effect
Green sea turtle	No effect
Frosted Flatwoods Salamander	May affect, not likely to adversely affect
Striped Newt	May affect, not likely to adversely affect
Red-cockaded woodpecker	May affect, not likely to adversely affect

Species	Effect Determination
Piping plover	No effect
Red knot	No effect
Wood stork	May affect, not likely to adversely affect
Gulf sturgeon	No effect
Ochlockonee Moccasinshell	No effect
Oval Pigtoe	No effect
Purple Bankclimber	No effect
Shinyrayed Pocketbook	No effect
Telephus spurge	No effect
White-birds-in-a-nest	No effect
Florida skullcap	No effect

Forty-three state listed species were evaluated in this study. No adverse effects are anticipated to state listed species, except for Godfrey's blazing star, which will be relocated prior to construction.

Mitigation will be provided for direct and secondary impacts to wetlands. Wakulla County BOCC makes the following commitments to minimize impacts to wetlands and protected species:

- Standard Protection Measures for the eastern indigo snake will be implemented during construction.
- Pre-construction surveys for gopher tortoise will be conducted. If tortoise burrows cannot be avoided, a relocation permit will be obtained and gopher tortoises will be relocated.
- Godfrey's blazing star will be relocated prior to construction following standard protocols for plant relocations.
- Black bears are known to occur within one mile of the project limits. Therefore, consistent with the June 2012 FWC Black Bear Management Plan, garbage and food debris will be properly removed from the construction site daily to eliminate possible sources of food that could encourage and attract bears. Nuisance bears will be reported to the FWC at the Wildlife Alert Hotline at 1-888-404-3922.

Habitat

Impacts to the natural communities present within the proposed footprint of the Airport improvements are anticipated to be minimal. The study area contains six (6) land cover classes, including two undeveloped, natural uplands. The upland communities included pine flatwoods (FLUCFCS 411) and xeric oak (FLUCFCS 421). There was one surface water community type, reservoir less than 10 acres (FLUCFCS 534), and one wetland habitat type, freshwater marsh (FLUCFCS 641).

A summary of habitat communities is presented in *Table 7* and *Figure 3* shows the habitats within the project study area.

Table 7 - Summary of Habitat Communities within the Wakulla County Airport Study Area, based on the Florida Land Use, Cover and Forms Classification System (FLUCFCS) (FDOT 1999)			
FLUCFCS Code	FLUCFCS Type	Description	Acres
110	Residential Low Density	This category includes single family residences located around the existing airport runway.	4.65
141	Retail Sales and Services	This category includes a single, vacant building located just north of the existing airport runway.	0.82
411	Pine Flatwoods	This upland habitat cover type includes a few areas on the northern and western portion of the study area, adjacent to Coastal Highway and Wilderness Way.	19.93
421	Xeric Oak	This upland habitat cover type includes areas west of the existing airport runway.	8.96
534	Reservoir less than 10 acres	This category includes the surface water on the eastern portion of the study area.	3.09
641	Freshwater Marsh	This wetland habitat type includes four marshes found throughout the study area.	8.44
740	Disturbed Land	This category includes an area to the south of the existing airport runway, which has been recently cleared.	2.05
811	Airports	This category includes the existing airport runway and associated facilities.	23.14
814	Roads and Highways	This category includes portions of Coastal Highway, Tarpine Drive, Hidden Pond Lane, and Wilderness Way.	9.70
Grand Total			80.77

C.6 Essential Fish Habitat

Ochlockonee Bay, which is just south of the project study area, contains valuable estuarine habitats (e.g. seagrass, salt marsh, oyster reef) used by federally-managed fish species and their prey. However, this proposed project will not be taking place within any estuarine habitats and therefore impacts to nearby Ochlockonee Bay and Dickerson Bay (northeast of the project study area) are not anticipated.

Additionally, this project will not directly impact any National Marine Fisheries Service (NMFS) trust resources. In the AN, a comment was received from NMFS recommending that “best management

practices should be employed during project construction to control erosion and prevent sedimentation from entering these estuarine habitats. If applicable, stormwater treatment systems will be upgraded to prevent degraded water from entering the estuary as well.”

The Essential Fish Habitat (EFH) information provided by the National Oceanic and Atmospheric Administration (NOAA) suggests no EFH exists within the study area and therefore no direct impacts are expected to EFH. However, as recommended by NMFS, BMPs will be employed during construction to minimize potential runoff and stormwater management will be designed and implemented as required by state regulations.

Physical

D.1 Noise

The proposed project includes only safety improvements with no capacity changes, therefore no additional noise is anticipated from the proposed airport improvements. Based on the Federal Aviation Administration Order 1050.1F, noise analysis is not required. Through the Master Planning process coordination with property owners resulted in the proposal of keeping the existing vegetative buffer located at the southern end of the Airport to help mitigate existing noise from the Airport. Because the types of aircraft using the Airport are not forecasted to change with the proposed improvements, the proposed noise mitigation strategy should adequately mitigate for noise that would potentially result from the improvements.

D.2 Air Quality

Wakulla County has not been designated as nonattainment or maintenance for ozone, carbon monoxide (CO), particulate matter (PM), or any of the National Ambient Air Quality Standards (NAAQS) in accordance with the Clean Air Act. Therefore, the Clean Air Act conformity requirements do not apply to this project at this time. While temporary impacts to air quality could occur during the construction of the proposed project, no permanent effects to air quality are anticipated.

D.3 Contamination

A Contamination Screening Evaluation was conducted in accordance with the PD&E Manual, Part 2, Chapter 22 and the results are summarized in the *Contamination Evaluation Screening Report (CSER)* (November 2016). Two (2) potentially contaminated and/or known to be contaminated sites were identified within the study area and risk ratings were low as shown in **Table 8**. As indicated, one of the sites was associated with a spill at the Wakulla County Airport. The GeoSearch Radius Report indicated a contractor was hired and soil was subsequently removed. Additional research from the National Transportation Safety Board (NTSB) website¹ indicated none of these incidents were likely to have resulted in the release of petroleum hydrocarbons on the subject property. As such, this facility was assigned a Low risk and no further assessment is recommended at this time.

The other facility was a former solid waste dump situated approximately ½ mile north of the Wakulla County Airport. Based on the distance from the project area, this facility should not negatively impact the proposed improvements to the Airport. This facility was assigned a Low risk.

¹ www.nts.gov/lavouts/ntsbaviation/index.aspx

Table 8 – Potential Contaminated Sites Summary							
Site No.	Facility Name	Location/ Address	County	Facility ID	Distance from Proposed Runway	Potential Concern(s)	Risk Evaluation Rating
01	Wakulla County Airport	32 Bay Drive, Panacea, FL	Wakulla	40653SP	On-site	Aviation Fuel Motor Oil	Low
<i>Site History and Potential Contamination Parameters:</i>	<p><i>According to the GeoSearch Radius Report, there were three (3) incidents associated with an accident, airplane crash, and spill at the Wakulla County Airport. The report did not include exact dates of the incidents. The GeoSearch report indicated a contractor was hired and soil was subsequently removed in association with each of the incidents. The readily available information suggested each incident was reported by the FDEP's Law Enforcement Division. Kimley-Horn requested any relevant information from the Florida Fish and Wildlife Conservation Commission who had merged staff with FDEP Law Enforcement Division. No additional information was available from this source regarding these incidents.</i></p> <p><i>The airport manager indicated a helicopter crash occurred on February 8, 2014 along with a plane crash on November 22, 2009. The airport manager did not provide any additional information regarding these incidents. Kimley-Horn conducted a search of investigated crashes from the National Transportation Safety Board (NTSB) website at the Wakulla County Airport. This search indicated ten (10) incidents at the airport since 1986. Two (2) of these incidents were associated with fatalities. The most recent fatal entry was associated with the February 2014 accident. The helicopter crash occurred in the northwestern section of the runway during takeoff. This report indicated the both fuel bladder tanks were separated from the main wreckage. The fuel caps remained attached to the tanks and there was no spills, leaks, and/or fires associated with the wreckage. The FDOT subsequently installed lights in this area in March 2015. The other fatal incident occurred on June 21, 2006 during an approach of a single-engine airplane to Runway 18. The crash occurred in a wooden area due east of the airport and US Highway 98. A large fire was associated with the crash, but a subsequent evaluation indicated most the engine components remained intact.</i></p> <p><i>Eight (8) non-fatal incidents were identified on the NTSB website. These incidents occurred on the following dates: December 16, 2011, November 22, 2009, December 8, 2008, February 12, 2005, August 30, 2002, March 28, 1993, September 15, 1992, and July 12, 1986. The majority of these crashes (7) occurred during landing based on an insufficient approach speed/angle or mechanical failure in landing gear. The December 2008 incident was associated with loss of engine power during takeoff. Although ten (10) crashes were reported in association with the airport, it is unlikely any of these incidents resulted in contamination at the subject property. Furthermore, no operational fuel system was identified at the airport.</i></p>						

Table 8 – Potential Contaminated Sites Summary							
Site No.	Facility Name	Location/ Address	County	Facility ID	Distance from Proposed Runway	Potential Concern(s)	Risk Evaluation Rating
02	Panacea Dump	2 miles south of Panacea along U.S. Highway 98	Wakulla	14496	±2,500 feet north	Former Solid Waste Facility/Dump	Low
<i>Site History and Potential Contamination Parameters:</i>	<i>This facility was listed in the Solid Waste Facility (SWF) as an old dump. The facility was used only as a transfer station for Panacea and Surf Road communities. A land disposal site investigation was performed by USEPA in September 1972. No private water supply wells were identified in the area in 1974. The facility was covered and closed with no groundwater monitoring in October 1975. No additional information was available regarding this facility. Refer to the GeoSearch Radius Report for the approximate location of this facility.</i>						

Additional information may become available or site-specific conditions may change from the time this report was prepared and should be considered prior to acquiring R/W and/or proceeding with the proposed project. Significant impacts related to contamination are not anticipated.

D.4 Utilities and Railroads

An initial list of utility owners (UAOs) was acquired through the Sunshine State One-Call of Florida system and six utility providers were identified as having utilities within the study area. **Table 9** provides a list of the utility providers from that coordination.

Table 9 – Summary of Existing Utilities			
Company Name	Facility Type	Contact Person	Phone Number
CenturyLink	Cable	Bill McCloud	850-599-1444
Comcast Cable-Tallahassee	Cable	Liam McKenna	850-574-4060
Panacea Area Water System	Sewer and Water	Craig Rebel	850-984-5301
Dule Energy	Electric	Meisha Barnard	352-694-8521
Fairpoint Communications	Telecommunications	Travis Burge	850-229-7338
Wakulla County Public Works	Sewer and Water	Lee Lassiter	850-926-7616

Further coordination with the UAOs will be necessary. Several utilities are present within the existing airport and will require relocation prior to construction.

D.5 Construction

Construction activities for the proposed improvements will have temporary air, noise, water quality, traffic flow, and visual impacts for those residents and travelers within the immediate vicinity of the project. The air quality impact will be temporary and will primarily be in the form of emissions from diesel powered construction equipment and dust from structure or debris removal. Noise and vibration impacts will be from the heavy equipment movement during debris removal. Water quality impacts resulting from possible erosion and sedimentation, though not anticipated, will be controlled through the use of BMPs. Stormwater pollution prevention measures will be developed in accordance with NPDES permit requirements.

Road closures will not be required for construction and therefore traffic delays are not anticipated. There are no businesses that are located directly adjacent to the airport and therefore no impacts will occur to nearby businesses during construction. The airport will remain operational during construction. The removal of structures and debris will be in accordance with local and state regulatory agencies permitting this operation. The contractor is responsible for methods of controlling pollution on haul roads (if used), in borrow pits, other materials pits, and areas used for disposal of waste materials from the project.

D.6 Bicycles and Pedestrians

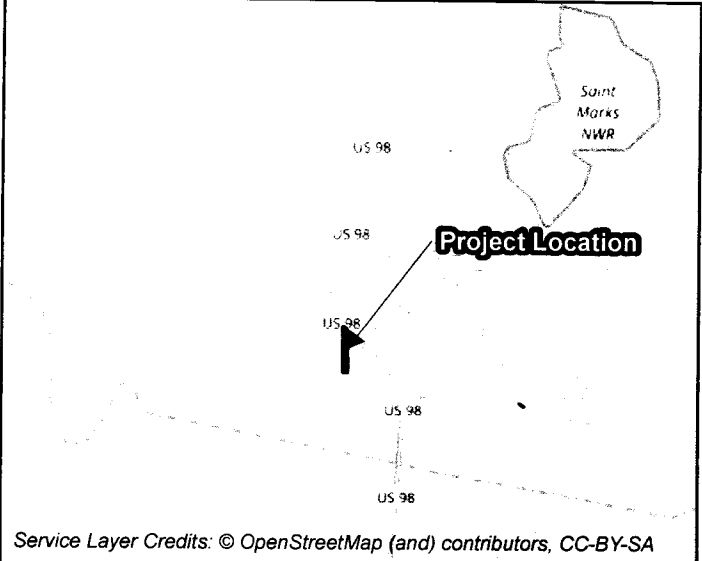
Several trails either exist within the vicinity of the Airport or are planned to be constructed. The planned Coastal Trail Shared-Use path within the assessment area, which is a priority trail, is part of the Office of Greenways and Trails (OGT) Multi-Use Trail Opportunities. The bike trail will be located within the existing US 98 (Coastal Highway) R/W. The Coastal Trail shared-use path section that will be located adjacent to the Airport received FDOT Shared-Use Nonmotorized (SUN) Trail funding for design. The proposed project is not expected to impact this facility or mobility in the long term.

The Ocklockonee Bay Bicycle Trail is an existing shared-use path that is located south of the Airport along CR 372 (Surf Road). No impacts to this trail network is anticipated, and together, these facilities and the Airport contribute to the multimodal transportation system in the county and support improved mobility.

FIGURE 1 – PROJECT LOCATION MAP

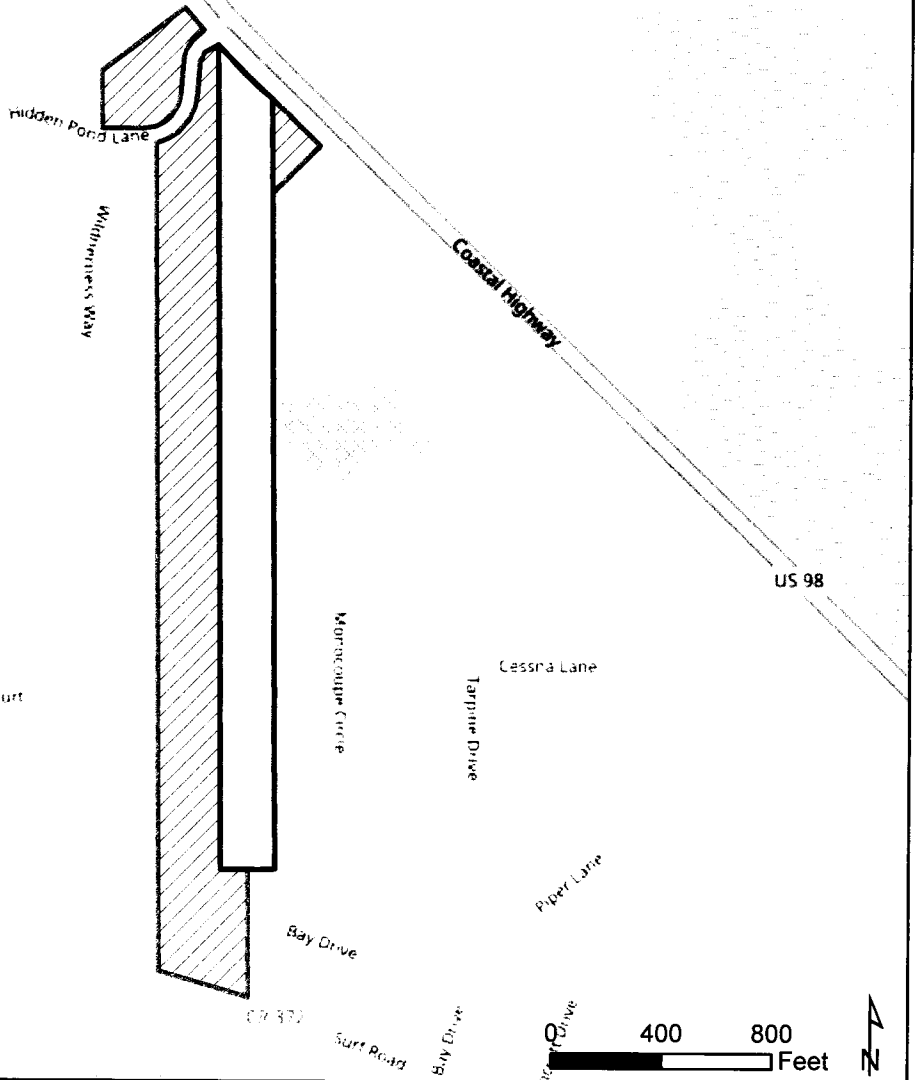


Wakulla County






Project Location

Service Layer Credits: © OpenStreetMap (and) contributors, CC-BY-SA



Legend

-  Existing Airport Facility
-  Phase One Land Acquisition
-  Optional Future Land Acquisition

K:\VRB_Environmental\40353022_Wakulla Airport SE\REV\GIS\MXD\Location_Map.mxd

Kimley»Horn

© 2016 Kimley-Horn and Associates, Inc.
 2615 Centennial Boulevard, Suite 102
 Tallahassee, FL 32308
 (850) 553-3500
 www.kimley-horn.com

Project Location Map

Project Development and Environment (PD&E) Study
 Wakulla County Airport (2J0)
 Wakulla County, Florida
 ETDM #: 14281

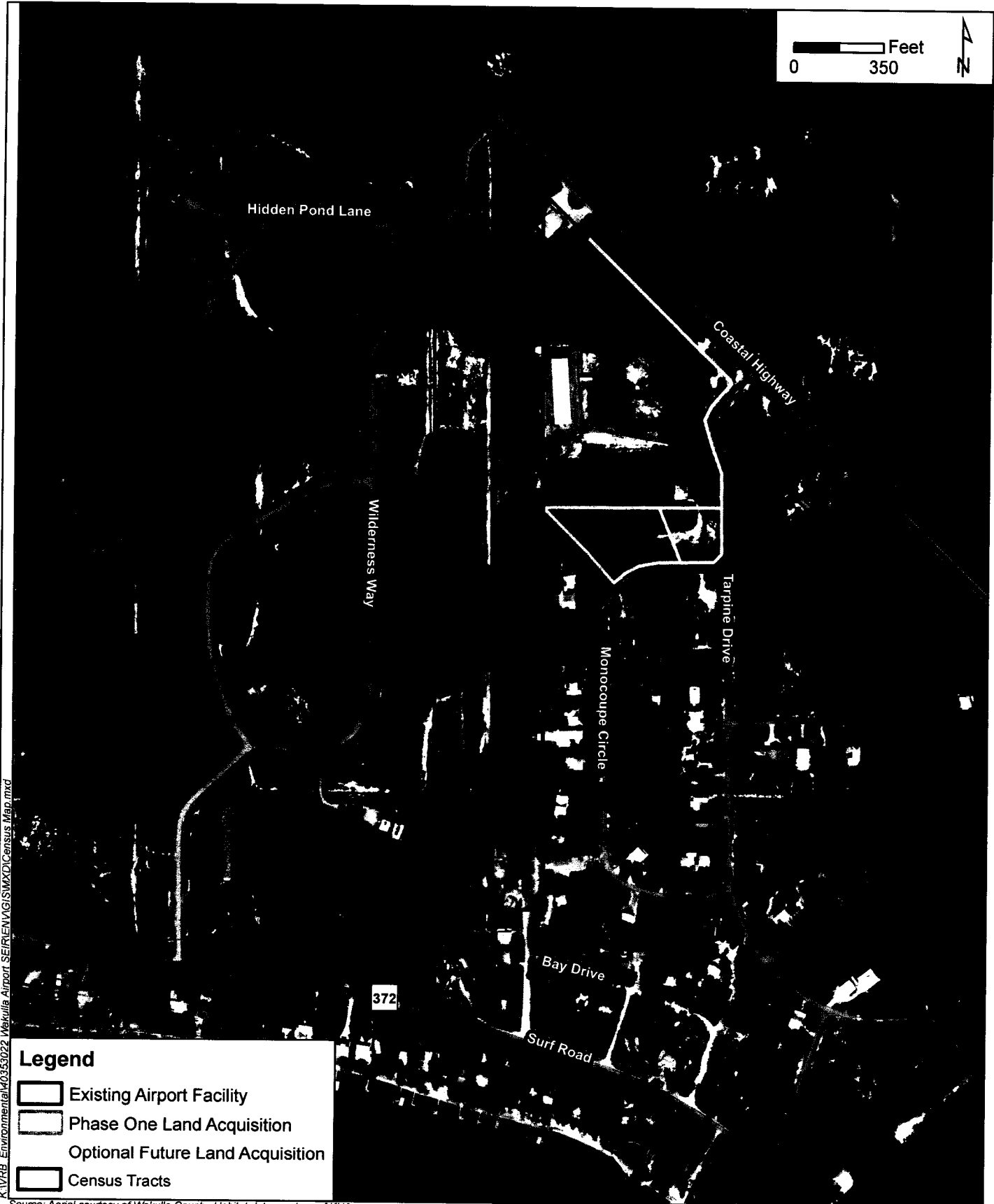
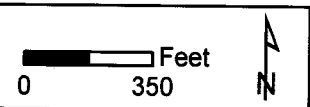
1 inch = 665 feet

PROJECT NUMBER: 040353022

DECEMBER 2016

FIGURE 1

FIGURE 2 – CENSUS TRACTS AND BLOCK GROUPS



K:\VRB_Environmental\40353022 Wakulla Airport SE\ENV\GIS\MXD\Census Map.mxd

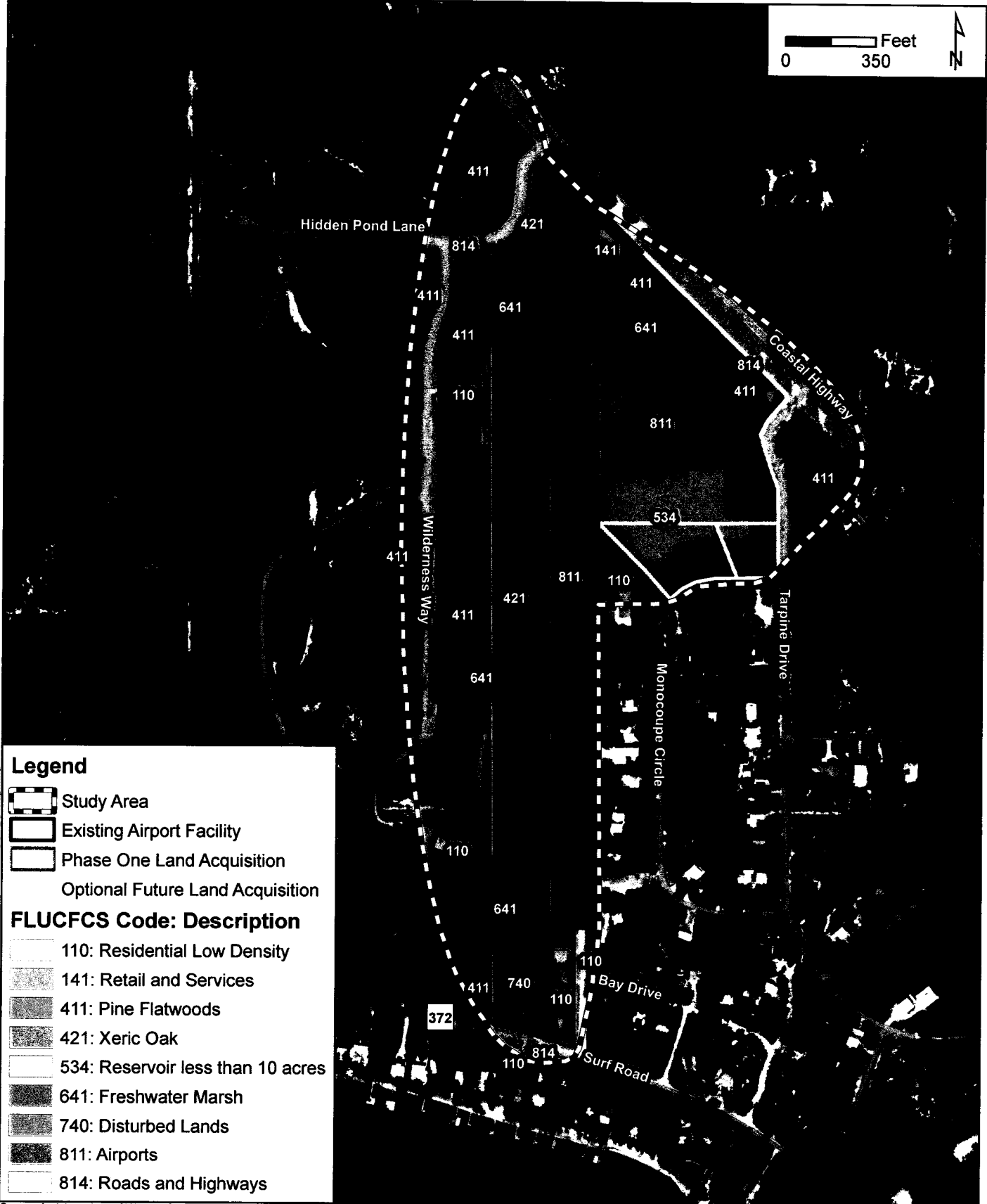
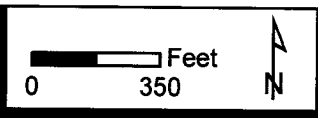
Legend

- Existing Airport Facility
- Phase One Land Acquisition
- Optional Future Land Acquisition
- Census Tracts

Source: Aerial courtesy of Wakulla County; Habitat data courtesy of KHA

<p style="font-size: 24pt; font-weight: bold; margin: 0;">Kimley»Horn</p> <p style="font-size: 10pt; margin: 0;">© 2016 Kimley-Horn and Associates, Inc. 2615 Centennial Boulevard, Suite 102 Tallahassee, FL 32308 (850) 553-3500 www.kimley-horn.com</p>	<p>Census Tract and Block Group Map</p> <p>Project Development and Environment (PD&E) Study</p> <p>Wakulla County Airport (2J0)</p> <p>Wakulla County, Florida</p> <p>ETDM #: 14281</p>		
	1 inch = 500 feet	PROJECT NUMBER: 040353022	DECEMBER 2016

**FIGURE 3 – FLORIDA LAND USE, COVER, FORMS AND
CLASSIFICATION SYSTEM (FLUCFCS) MAP**



Legend

- Study Area
- Existing Airport Facility
- Phase One Land Acquisition
- Optional Future Land Acquisition

FLUCFCS Code: Description

- 110: Residential Low Density
- 141: Retail and Services
- 411: Pine Flatwoods
- 421: Xeric Oak
- 534: Reservoir less than 10 acres
- 641: Freshwater Marsh
- 740: Disturbed Lands
- 811: Airports
- 814: Roads and Highways

Source: Aerial courtesy of Wakulla County; Habitat data courtesy of KHA

Kimley»Horn

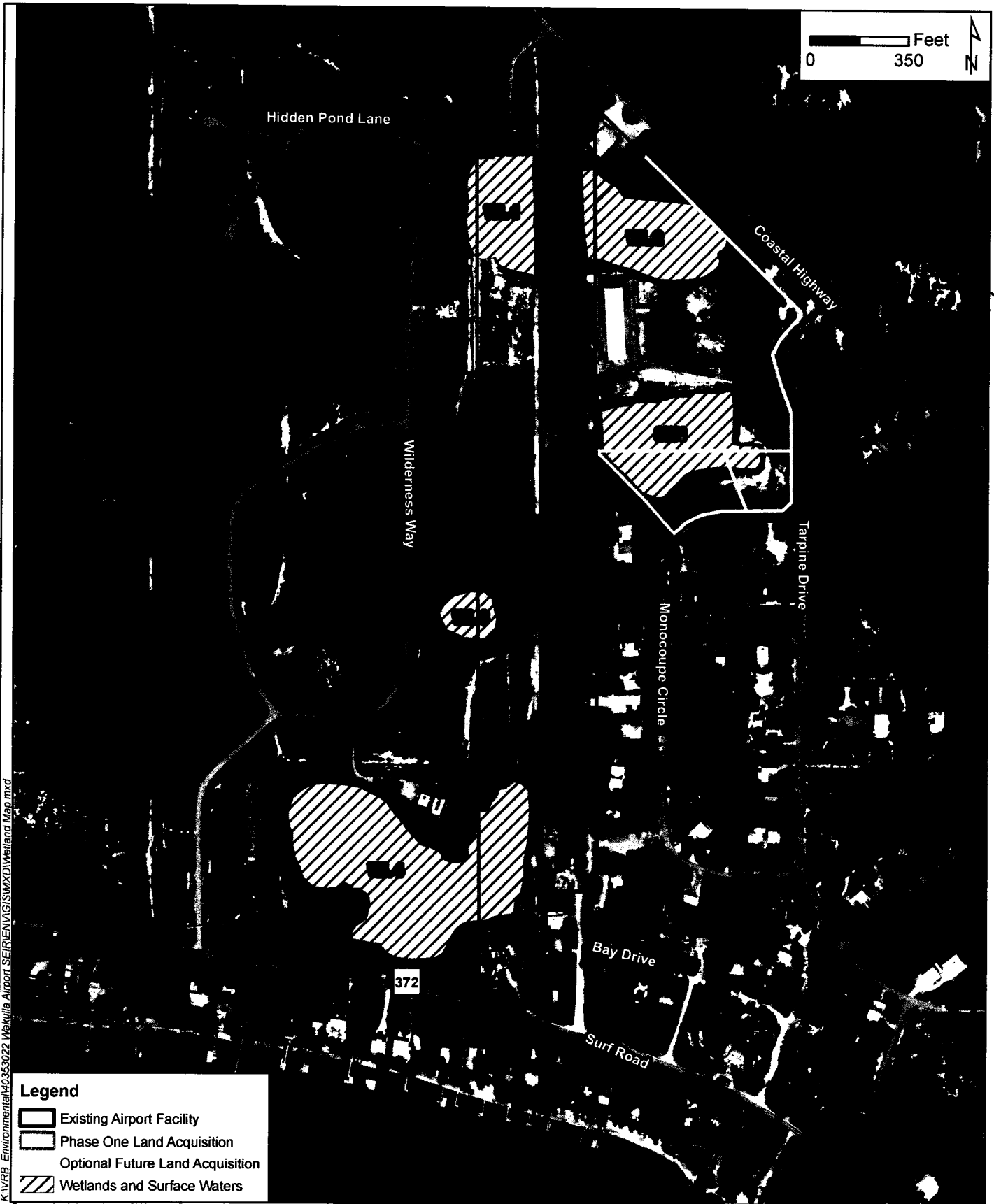
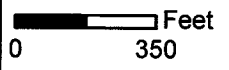
© 2016 Kimley-Horn and Associates, Inc.
 2615 Centennial Boulevard, Suite 102
 Tallahassee, FL 32308
 (850) 553-3500
 www.kimley-horn.com

Florida Land Use, Cover and Forms Classification System (FLUCFCS)

Project Development and Environment (PD&E) Study
Wakulla County Airport (2J0)
Wakulla County, Florida
ETDM #: 14281

1 inch = 500 feet	PROJECT NUMBER: 040353022	DECEMBER 2016	FIGURE 3
-------------------	---------------------------	---------------	----------

FIGURE 4 – WETLANDS AND SURFACE WATERS MAP



K:\VRB_Environmental\40353022 Wakulla Airport_SER\ENV\GIS\MapXD\Wetland Map.mxd

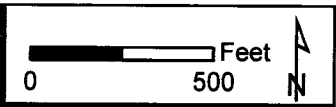
Legend

- Existing Airport Facility
- Phase One Land Acquisition
- Optional Future Land Acquisition
- Wetlands and Surface Waters

Source: Aerial courtesy of Wakulla County, Habitat data courtesy of KHA (2016)

<p style="font-size: 24pt; font-weight: bold; margin: 0;">Kimley»Horn</p> <p style="font-size: 10pt; margin: 0;">© 2016 Kimley-Horn and Associates, Inc. 2615 Centennial Boulevard, Suite 102 Tallahassee, FL 32308 (850) 553-3500 www.kimley-horn.com</p>	<p style="font-weight: bold; margin: 0;">Wetlands and Surface Waters Map</p> <p style="margin: 0;">Project Development and Environment (PD&E) Study</p> <p style="margin: 0;">Wakulla County Airport (2J0)</p> <p style="margin: 0;">Wakulla County, Florida</p> <p style="margin: 0;">ETDM #: 14281</p>		
	1 inch = 457 feet	PROJECT NUMBER: 040353022	DECEMBER 2016

**FIGURE 5 – FEDERAL EMERGENCY MANAGEMENT AGENCY
(FEMA) FLOOD ZONE MAP**



K:\VRB_Environmental\403353022 Wakulla Airport SE\ENV\GIS\MXD\FEMA 2 Map.mxd

Legend

- Existing Airport Facility
- Phase One Land Acquisition
- Optional Future Land Acquisition

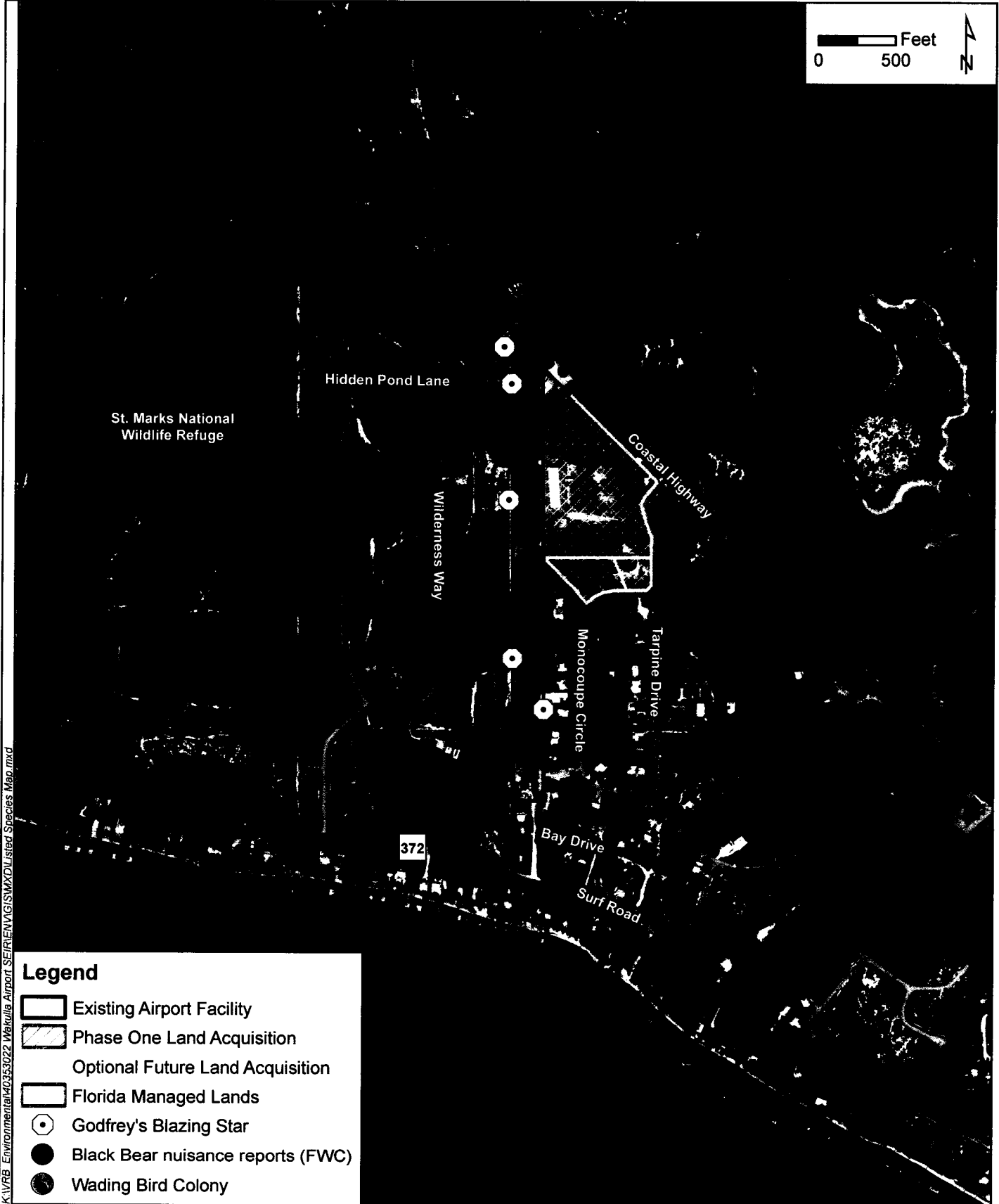
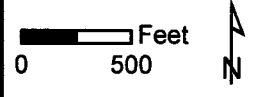
FEMA Flood Zone

- AE: 1% annual chance flood with base flood elevations determined
- VE: 1% annual chance flood with velocity hazard (wave action) and base flood elevations determined

Source: Aerial courtesy of ESRI (2016); Flood zone data courtesy of FEMA

<h1 style="margin: 0;">Kimley»Horn</h1> <p style="font-size: small; margin: 5px 0 0 0;">© 2016 Kimley-Horn and Associates, Inc. 445 24th Street, Suite 200, Vero Beach, FL 32960 Phone (772) 794-4100 www.kimley-horn.com</p>	Federal Emergency Management Agency (FEMA) Flood Zone Map Project Development and Environment (PD&E) Study Wakulla County Airport (2J0) Wakulla County, Florida ETDM #: 14281		
	1 inch = 500 feet	PROJECT NUMBER: 040353022	DECEMBER 2016

FIGURE 6 – LISTED SPECIES MAP



K:\VRB_Environmental\40353022 Wakulla Airport SE\RIENV\GIS\MXD\Listed Species Map.mxd

Legend

- Existing Airport Facility
- Phase One Land Acquisition
- Optional Future Land Acquisition
- Florida Managed Lands
- Godfrey's Blazing Star
- Black Bear nuisance reports (FWC)
- Wading Bird Colony

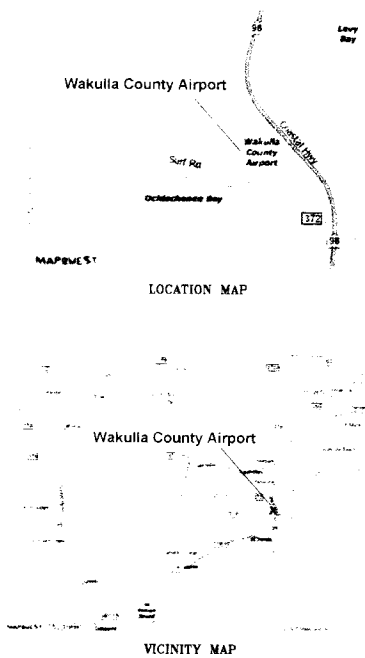
Source: Aerials courtesy of Wakulla County; Species data courtesy of USFWS and FWC

<p style="font-size: 24pt; font-weight: bold; margin: 0;">Kimley»Horn</p> <p style="font-size: 10pt; margin: 0;">© 2016 Kimley-Horn and Associates, Inc. 2615 Centennial Boulevard, Suite 102 Tallahassee, FL 32308 (850) 553-3500 www.kimley-horn.com</p>	<p style="font-weight: bold; margin: 0;">Threatened and Endangered Species Map</p> <p style="margin: 0;">Project Development and Environment (PD&E) Study</p> <p style="margin: 0;">Wakulla County Airport (2J0)</p> <p style="margin: 0;">Wakulla County, Florida</p> <p style="margin: 0;">ETDM #: 14281</p>		
	1 inch = 833 feet	PROJECT NUMBER: 040353022	DECEMBER 2016
		FIGURE 6	

APPENDIX A – AIRPORT LAYOUT PLAN (ALP)

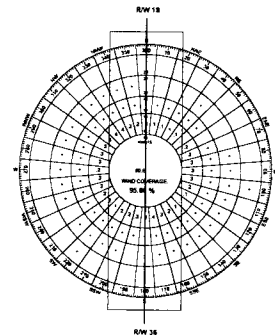
WAKULLA COUNTY AIRPORT
Wakulla, Florida

AIRPORT LAYOUT PLAN
AS-BUILT UPDATE March, 2013



INDEX OF DRAWINGS

DWG. No.	TITLE
1	TITLE SHEET
2A	EXISTING AIRPORT LAYOUT DRAWING
2B	FUTURE AIRPORT LAYOUT DRAWING
3	EXISTING LAND USE DRAWING
4	FUTURE LAND USE DRAWING
5	EXHIBIT A DRAWING
6	FUTURE PART 77 DRAWING
7	FUTURE RPZ OBSTRUCTIONS DRAWING
8	OBSTRUCTIONS LIST DRAWING



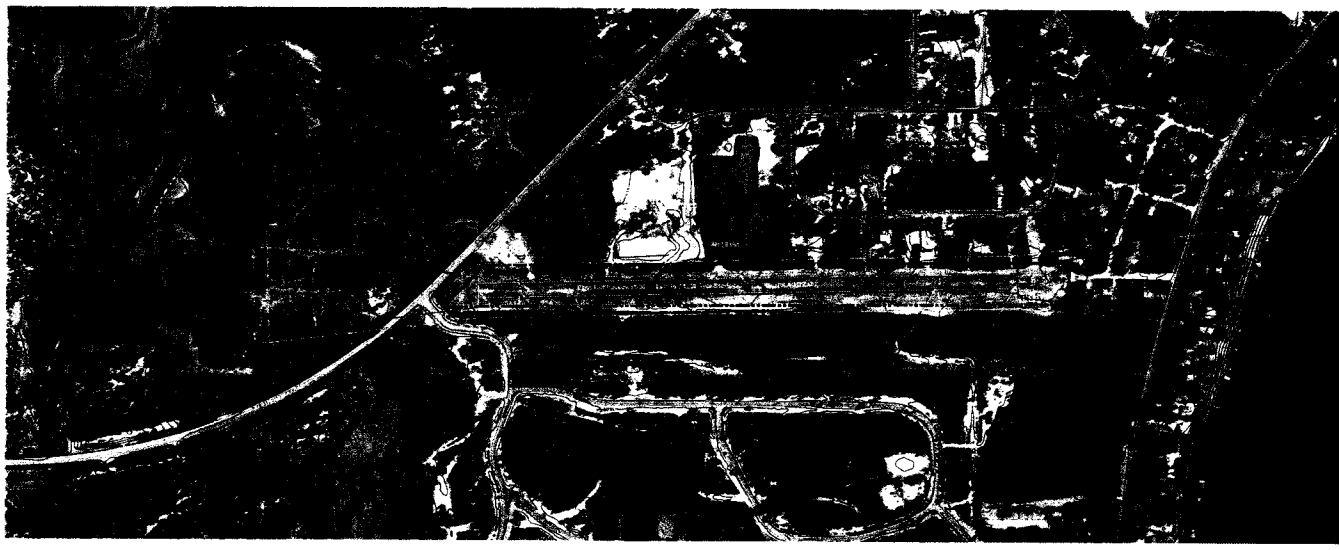
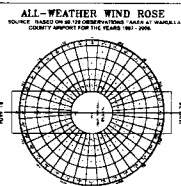
SOURCE: BASED ON 80,178 OBSERVATIONS TAKEN AT WAKULLA COUNTY AIRPORT FOR THE YEARS 1987-2008.

Kimley-Horn
and Associates, Inc.

PLANNING
TECHNOLOGY

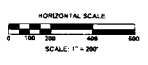


LEGEND		AIRPORT DATA		RUNWAY DATA		EXISTING BUILDING DATA	
EXISTING	ULTIMATE	DESCRIPTION	EXISTING	ULTIMATE	DESCRIPTION	ELEVATION (FOOT)	ULTIMATE (FOOT)
APPROX. REFERENCE POINT (ARIP)	SEE PHOTO	APPROX. REFERENCE POINT (ARIP)	11.7	11.7	Runway 18 End	2.15'	2.15'
BUILDINGS	SEE PHOTO	APPROX. REFERENCE POINT (ARIP)	11.7	11.7	Runway 18 Displacement Threshold	2.15'	2.15'
FENCE LINE	SEE PHOTO	APPROX. REFERENCE POINT (ARIP)	11.7	11.7	Runway 36 End	1.15'	1.15'
FENCE LINE PROPERTY LINES (SEE FENCE LOCATION)	SEE PHOTO	APPROX. REFERENCE POINT (ARIP)	11.7	11.7	Runway 36 Displacement Threshold	1.15'	1.15'
PROPERTY LINES	SEE PHOTO	APPROX. REFERENCE POINT (ARIP)	11.7	11.7	Runway 36 Displacement Threshold	1.15'	1.15'
ROADWAY	SEE PHOTO	APPROX. REFERENCE POINT (ARIP)	11.7	11.7	Runway 36 Displacement Threshold	1.15'	1.15'
UTILITY PROTECTION ZONE (U)	SEE PHOTO	APPROX. REFERENCE POINT (ARIP)	11.7	11.7	Runway 36 Displacement Threshold	1.15'	1.15'
SAFETY PROTECTION ZONE (S)	SEE PHOTO	APPROX. REFERENCE POINT (ARIP)	11.7	11.7	Runway 36 Displacement Threshold	1.15'	1.15'
EXISTING CURB	SEE PHOTO	APPROX. REFERENCE POINT (ARIP)	11.7	11.7	Runway 36 Displacement Threshold	1.15'	1.15'



NOTE: All NAVD83 elevations and MGRS coordinates are based on photogrammetry data compiled by Sunwing, Inc. dated May 25, 2007.

Construction Notice Requirement
 To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA review takes approximately 60 days.



True
 1:500
 Annual Rate of Change (P.M.S.L.W.)
 The NOAA National Geophysical Data Center
 NOAA (National Oceanic and Atmospheric Administration)

NO.	DATE	BY	DESCRIPTION	APP'D	DATE	BY
1	10/20/07	JH	Initial Issue of Airport Layout Planning 2007			
2	10/20/07	JH	Final Issue of Airport Layout Planning 2007			



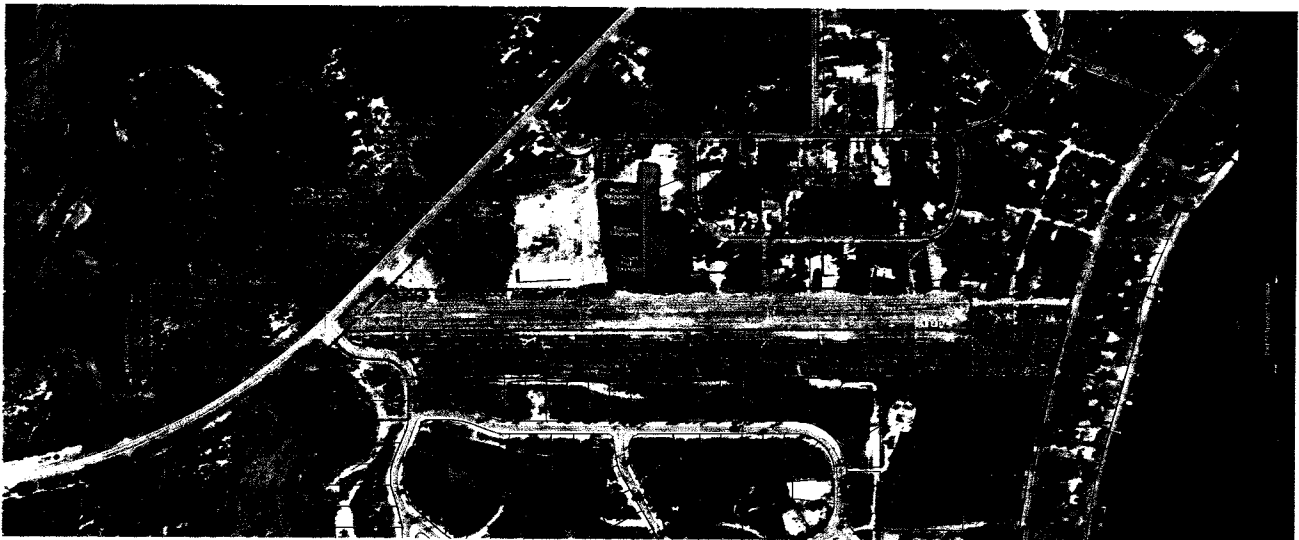
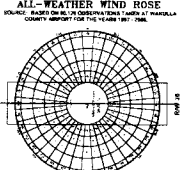
FAA APPROVAL
 APPROVED BY: _____
 TITLE: _____
 DATE: _____



**WAKULLA COUNTY AIRPORT
 EXISTING AIRPORT LAYOUT DRAWING**

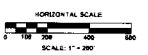
WORK ORDER NO.
 CONTRACTOR'S NO.
 PROJECT NO.

LEGEND		AIRPORT DATA		RUNWAY DATA		EXISTING BUILDING DATA		FUTURE BUILDING DATA		
ABSORBENT REFERENCE POINT (AMP)	①	DESCRIPTION	COORDINATES	RUNWAY DESCRIPTION	ELEVATION (NAVD83)	EXISTING (NAVD83)	ULTIMATE (NAVD83)	NO.	FACILITY	ELEV.
BUILDINGS	■	Runway 18	66.42 ACRES (2.1)	Runway 18 End	13.3	13.3	13.3	1	Concrete Pad, No Roof	13.3
FENCE	▬	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder Threshold	13.4	13.4	13.4	2	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	3	Concrete Pad, No Roof	13.3
ROADWAY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	4	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	5	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	6	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	7	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	8	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	9	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	10	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	11	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	12	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	13	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	14	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	15	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	16	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	17	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	18	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	19	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	20	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	21	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	22	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	23	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	24	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	25	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	26	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	27	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	28	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	29	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	30	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	31	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	32	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	33	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	34	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	35	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	36	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	37	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	38	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	39	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	40	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	41	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	42	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	43	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	44	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	45	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	46	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	47	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	48	Concrete Pad, No Roof	13.4
UTILITY	—	Runway 18 End	1.5 ACRES	Runway 18 End	13.3	13.3	13.3	49	Concrete Pad, No Roof	13.3
UTILITY	—	Runway 18 Shoulder	1.5 ACRES	Runway 18 Shoulder	13.4	13.4	13.4	50	Concrete Pad, No Roof	13.4



NOTES:
 1. RSA dimensions per Advisory Circular 150/5300-1, Table 3-1.
 2. RPP dimensions per Advisory Circular 150/5300-1, Table 3-4.
 3. TSO - To Be Determined by Others.
 4. Ultimate Area includes Bay Drive and Future Property Acquisitions.
 5. No line shown in Runway 18 RPP yields a Landing Length of 673 meter feet.
 6. All NAVD83 elevations and NAVD83 coordinates are based on georegistry data compiled by Swinerton, Inc. dated May 29, 2007.

Construction Notice Requirement
 To protect operational safety and secure development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA review takes approximately 90 days.



Vertical Datum: NAVD83
 Annual Rate of Change: 0.5623"
 For NOAA National Geophysical Data Center
 NOAA (National Oceanic and Atmospheric Administration)

NO.	DATE	BY	DESCRIPTION	APP'D	DATE	BY
1	10/15/11	JK	AS-BUILT Update of Airport Layout Plan using 2007 Aerial Photography Coverage by Swinerton, Inc.			
2	10/15/11	JK	Proposed Runway Extension, RPP Dimensions, and Future Runway Extension at Runway 18 End, 71 and Property Acquisitions.			



FAA APPROVAL:
 PROJECT ENGINEER: [Signature]
 SENIOR ENGINEER: [Signature]
 DATE: [Date]
 SCALE: 1" = 200'
 SHEET: 28 OF 30
 CHECKED/APPROVED BY: [Signature]



WAKULLA COUNTY AIRPORT
FUTURE AIRPORT LAYOUT DRAWING

WORK ORDER NO.
 CONSULTANT'S NO.
 PROJECT NO.
 SHEET 28

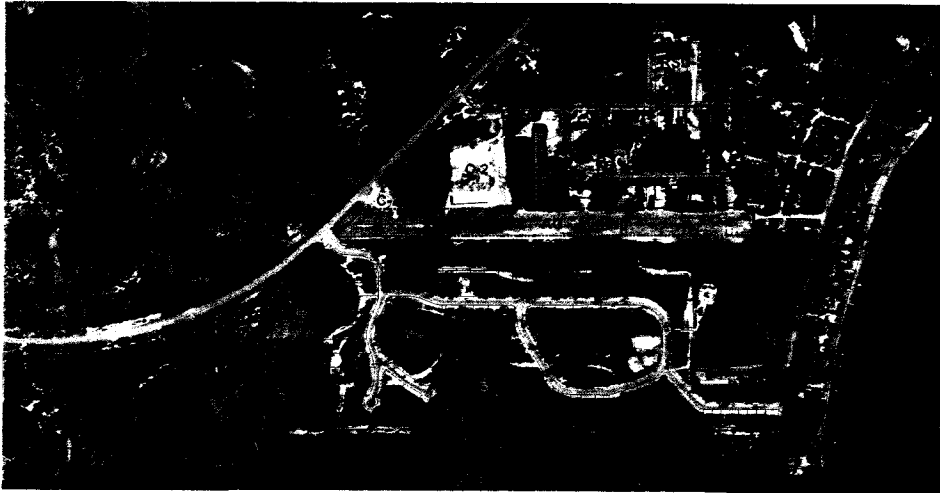
LAND USE (LEGEND) - WAKULLA COUNTY

Table 102 for Wakulla County contains a list of the zoning codes currently in effect and the zoning districts that are in effect and the jurisdiction of the Wakulla County Comprehensive Growth Management Plan. For more information, please contact the Wakulla County Community Development Department.

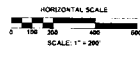
ALL PROPERTY LINE INFORMATION SHOWN PROVIDED BY WAKULLA COUNTY PROPERTY APPRAISER'S OFFICE.

Symbol	Description	Symbol	Description	Symbol	Description
R-1	Professional	RS-1	Single-family residential	R-2	Two-family (duplex) residential
R-2	Construction	RS-2	Single-family residential	R-3	Multi-family residential
AG	Agriculture	RS-3	Single-family residential	YH	Youth residential
RS-1	Rural residential	RS-4	Single-family residential	CB-1	Conventional cabinet processing
RS-2	Rural residential	RS-5	Single-family residential	CB	Cabinet commercial
RS-3	Special residential	RS-6	Single-family residential	CB-2	Heavy commercial
RS-4	Special residential	RS-7	Single-family residential	CB-3	Diverse commercial
RS-5	Special residential	RS-8	Single-family residential	LI	Light industrial
RS-6	Special residential	RS-9	Single-family residential	LI-2	Heavy industrial

NOTE: ALL PROPERTY LINE INFORMATION SHOWN PROVIDED BY WAKULLA COUNTY PROPERTY APPRAISER'S OFFICE.

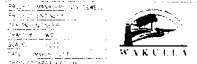


Construction Notice Requirement
 To protect operational safety and future development, all proposed construction on the airport must be controlled by the Airport owner with the FAA Airport District Office prior to construction. FAA's review takes approximately 60 days.



True
 NAD 83
 NAD 83 UTM
 Annual Rate of Change 0.08, 7.0
 Per NOAA National Geospatial Data Center
 NOAA (National Oceanic and Atmospheric Administration)

KEY: [Symbol] [Description]

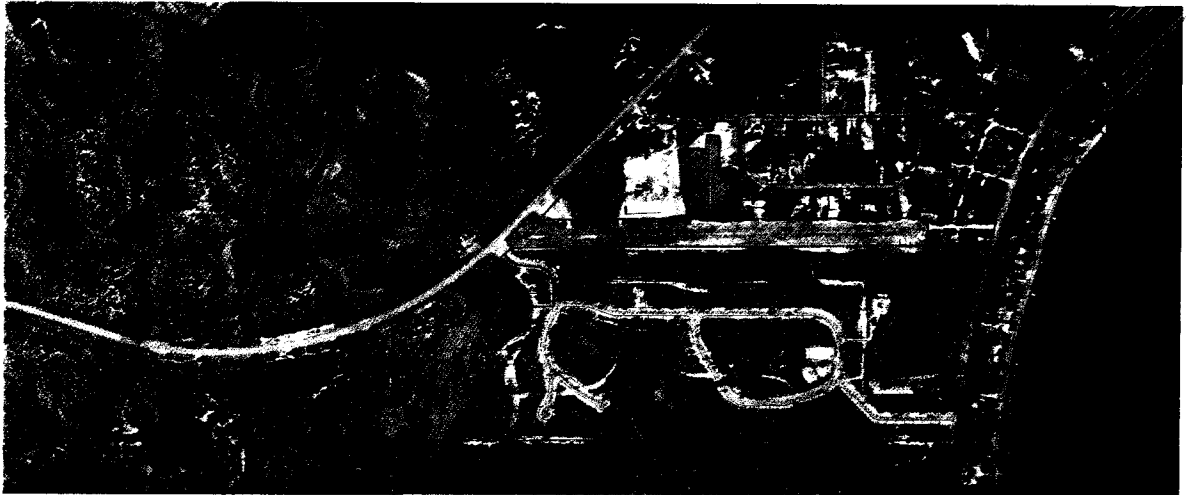


WAKULLA COUNTY AIRPORT
EXISTING LAND USE DRAWING

DATE: 10/15/14
 SHEET 3

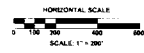
- LEGEND
- URBAN 1 (yellow)
 - URBAN 2 (yellow)
 - AIRPORT PROPERTY LINES
 - FUTURE AIRPORT PROPERTY LINES

NOTE: ALL ADJACENT PROPERTY LINE INFORMATION PROVIDED BY WAKULLA COUNTY PROPERTY APPRAISER'S OFFICE.



Construction Notice Requirement

To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA's review takes approximately 60 days.



True
 000
 NAD 83
 Annual Rate of Change 0.98"/yr
 Per NOAA National Oceanic and Atmospheric Administration

REVISIONS

NO.	DATE	DESCRIPTION
1	02/14/13	ISSUE FOR PERMITTING
2	03/28/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
3	04/11/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
4	04/25/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
5	05/08/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
6	05/22/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
7	06/05/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
8	06/19/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
9	07/03/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
10	07/17/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
11	07/31/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
12	08/14/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
13	08/28/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
14	09/11/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
15	09/25/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
16	10/09/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
17	10/23/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
18	11/06/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
19	11/20/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
20	12/04/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
21	12/18/13	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
22	01/01/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
23	01/15/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
24	01/29/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
25	02/12/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
26	02/26/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
27	03/12/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
28	03/26/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
29	04/09/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
30	04/23/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
31	05/07/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
32	05/21/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
33	06/04/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
34	06/18/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
35	07/02/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
36	07/16/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
37	07/30/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
38	08/13/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
39	08/27/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
40	09/10/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
41	09/24/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
42	10/08/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
43	10/22/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
44	11/05/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
45	11/19/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
46	12/03/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
47	12/17/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
48	12/31/14	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
49	01/14/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
50	01/28/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
51	02/11/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
52	02/25/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
53	03/11/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
54	03/25/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
55	04/08/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
56	04/22/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
57	05/06/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
58	05/20/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
59	06/03/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
60	06/17/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
61	06/30/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
62	07/14/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
63	07/28/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
64	08/11/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
65	08/25/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
66	09/08/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
67	09/22/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
68	10/06/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
69	10/20/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
70	11/03/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
71	11/17/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
72	11/30/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
73	12/14/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
74	12/28/15	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
75	01/11/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
76	01/25/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
77	02/08/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
78	02/22/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
79	03/08/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
80	03/22/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
81	04/05/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
82	04/19/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
83	05/03/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
84	05/17/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
85	05/31/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
86	06/14/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
87	06/28/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
88	07/12/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
89	07/26/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
90	08/09/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
91	08/23/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
92	09/06/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
93	09/20/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
94	10/04/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
95	10/18/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
96	11/01/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
97	11/15/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
98	11/29/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
99	12/13/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA
100	12/27/16	REVISIONS TO ACCOMMODATE COMMENTS FROM THE FAA

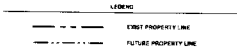


**WAKULLA COUNTY AIRPORT
 FUTURE LAND USE DRAWING**

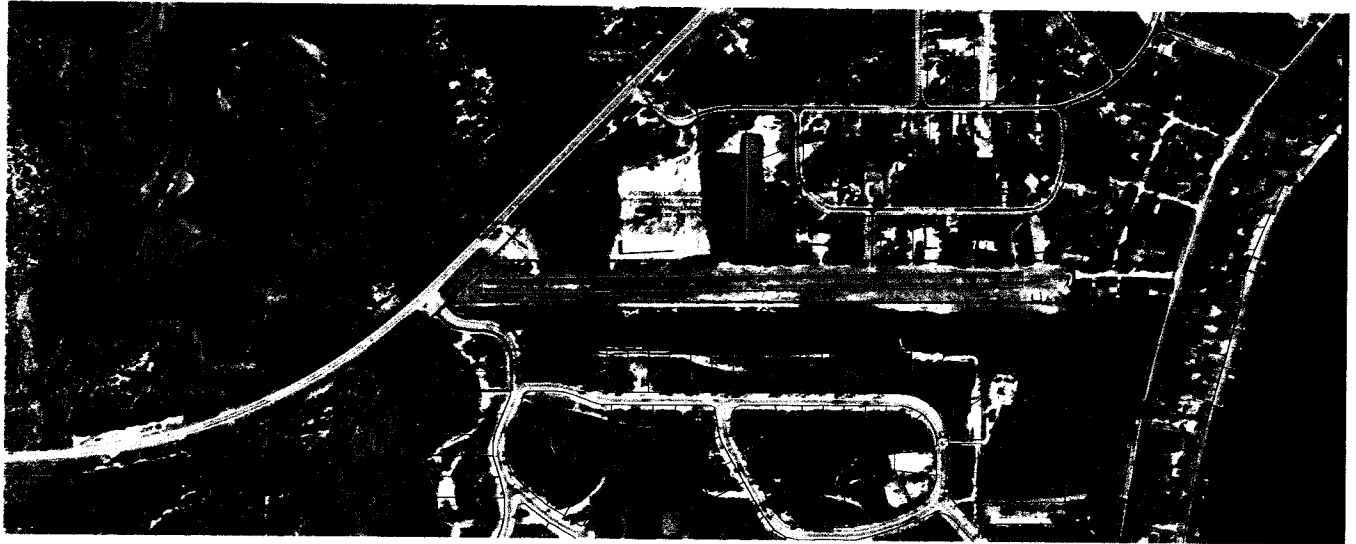
SHEET 4

BEARING	DISTANCES
S 47°51'11" E	76.32'
S 13°32'31" E	162.35'
S 87°22'31" E	274.21'
S 87°42'31" W	178.34'
N 87°22'31" W	274.21'
N 13°32'31" W	162.35'
N 47°51'11" W	76.32'

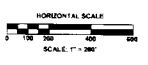
SPECIAL NOTE:
PROPERTY INFORMATION SHOWN ON THIS MAP IS TAKEN FROM A SURVEY PERFORMED BY THOMAS WOODSBERY & ASSOCIATES, INC. DATED 10/11/10. "PANACEA AIRPORT" DATED 8/20/08. THIS SURVEY WAS COMPARED TO PROPERTY LINE INFORMATION FOR WAKULLA COUNTY PROPERTY OFFICE. A SITE SURVEY HAS NOT BEEN CONDUCTED IN CONNECTION WITH THIS UPDATED A.P. TO VERIFY THE BOUNDARY INFORMATION OR ACCURACY OF THE SURVEY PLOT.



NOTES:
1. ALL PROPERTY LINE INFORMATION SHOWN PROVIDED BY WAKULLA COUNTY PROPERTY APPRAISER'S OFFICE.
2. TOTAL AREA 84.43 ACRES, INCLUDES EXISTING 13.17 ACRES PLUS FUTURE ACQUISITION 71.26 ACRES.



Construction Notice Requirement
To avoid operational safety and issues development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airports District Office prior to construction. FAA review takes approximately 90 days.



True
MAG
GAD 81101417M
Annual Rate of Change (P04.2) W
The NOAA National Geospatial Data Center
NOAA (National Oceanic and Atmospheric Administration)

NO.	DATE	BY	DESCRIPTION	APP'D	DATE	BY
1	08/28/08	AW	AS-BUILT Update of Airport Layout Plan on the basis of aerial photography coverage to 10/11/10.			
2	08/28/11	AW	Finalized Survey Information and Description, and Final Boundary Information and Future Plan, 77 and 78 Property Acquisitions.			
3						

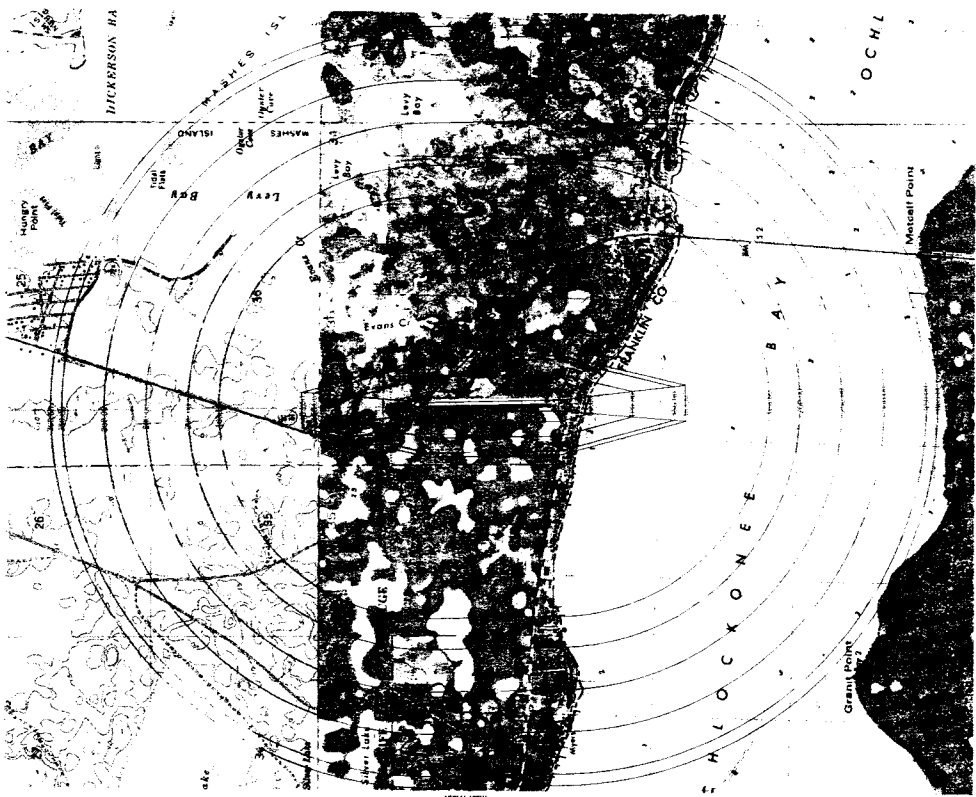


F.A.A. APPROVAL	PROJECT MANAGER (P. SHELTON)
APPROVED BY: _____	PROJECT ENGINEER
FILE: _____	DATE: 08/28/11
DATE: _____	SCALE: 1"=200'
	CHECKED/APP'D BY: _____



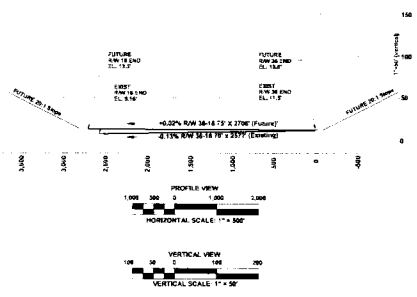
**WAKULLA COUNTY AIRPORT
EXHIBIT "A" PROPERTY DRAWING**

WORK ORDER NO.
CONTRACTOR'S NO.
PROJECT NO.



AERIAL VIEW
 HORIZONTAL SCALE: 1" = 1,000'

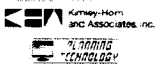
OBSTRUCTION NOTE
 See Sheet 7 (RFZ Obstructions) and
 Sheet 8 (Obstructions List) for
 penetrations of this Part 77 Surface.



PROFILE VIEW
 HORIZONTAL SCALE: 1" = 500'
 VERTICAL SCALE: 1" = 50'

REVISIONS

NO.	DATE	DESCRIPTION
1	01/15/14	ISSUED FOR PERMITS
2	02/10/14	REVISED FOR COMMENTS
3	03/10/14	REVISED FOR COMMENTS
4	04/10/14	REVISED FOR COMMENTS
5	05/10/14	REVISED FOR COMMENTS
6	06/10/14	REVISED FOR COMMENTS
7	07/10/14	REVISED FOR COMMENTS
8	08/10/14	REVISED FOR COMMENTS
9	09/10/14	REVISED FOR COMMENTS
10	10/10/14	REVISED FOR COMMENTS
11	11/10/14	REVISED FOR COMMENTS
12	12/10/14	REVISED FOR COMMENTS

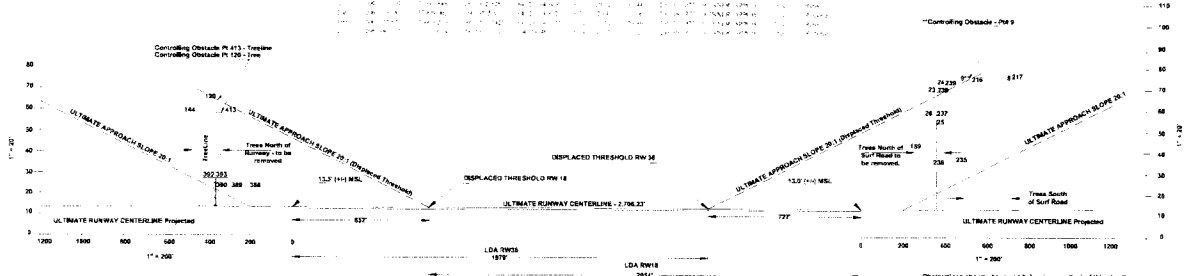


WAKULLA COUNTY AIRPORT
PART 77 SURFACE DRAWING
 (ULTIMATE CONDITIONS)

SHEET 6

NOTE: All obstruction elevations per SHAWHOUT, INC photogrammetry data collected on May 23, 2007. Easing in no conditions and obstructions are subject to an on-site survey for verification. Data shown herein is for Information and Planning Purposes Only and not for airport design or aircraft navigation. For complete listing of obstructions, see Obstruction List on Sheet 8.

Point	Symbol	Height	Remarks
144	Tree	144.0	Tree North of Runway - to be removed
145	Tree	145.0	Tree North of Runway - to be removed
146	Tree	146.0	Tree North of Runway - to be removed
147	Tree	147.0	Tree North of Runway - to be removed
148	Tree	148.0	Tree North of Runway - to be removed
149	Tree	149.0	Tree North of Runway - to be removed
150	Tree	150.0	Tree North of Runway - to be removed
151	Tree	151.0	Tree North of Runway - to be removed
152	Tree	152.0	Tree North of Runway - to be removed
153	Tree	153.0	Tree North of Runway - to be removed
154	Tree	154.0	Tree North of Runway - to be removed
155	Tree	155.0	Tree North of Runway - to be removed
156	Tree	156.0	Tree North of Runway - to be removed
157	Tree	157.0	Tree North of Runway - to be removed
158	Tree	158.0	Tree North of Runway - to be removed
159	Tree	159.0	Tree North of Runway - to be removed
160	Tree	160.0	Tree North of Runway - to be removed
161	Tree	161.0	Tree North of Runway - to be removed
162	Tree	162.0	Tree North of Runway - to be removed
163	Tree	163.0	Tree North of Runway - to be removed
164	Tree	164.0	Tree North of Runway - to be removed
165	Tree	165.0	Tree North of Runway - to be removed
166	Tree	166.0	Tree North of Runway - to be removed
167	Tree	167.0	Tree North of Runway - to be removed
168	Tree	168.0	Tree North of Runway - to be removed
169	Tree	169.0	Tree North of Runway - to be removed
170	Tree	170.0	Tree North of Runway - to be removed
171	Tree	171.0	Tree North of Runway - to be removed
172	Tree	172.0	Tree North of Runway - to be removed
173	Tree	173.0	Tree North of Runway - to be removed
174	Tree	174.0	Tree North of Runway - to be removed
175	Tree	175.0	Tree North of Runway - to be removed
176	Tree	176.0	Tree North of Runway - to be removed
177	Tree	177.0	Tree North of Runway - to be removed
178	Tree	178.0	Tree North of Runway - to be removed
179	Tree	179.0	Tree North of Runway - to be removed
180	Tree	180.0	Tree North of Runway - to be removed
181	Tree	181.0	Tree North of Runway - to be removed
182	Tree	182.0	Tree North of Runway - to be removed
183	Tree	183.0	Tree North of Runway - to be removed
184	Tree	184.0	Tree North of Runway - to be removed
185	Tree	185.0	Tree North of Runway - to be removed
186	Tree	186.0	Tree North of Runway - to be removed
187	Tree	187.0	Tree North of Runway - to be removed
188	Tree	188.0	Tree North of Runway - to be removed
189	Tree	189.0	Tree North of Runway - to be removed
190	Tree	190.0	Tree North of Runway - to be removed
191	Tree	191.0	Tree North of Runway - to be removed
192	Tree	192.0	Tree North of Runway - to be removed
193	Tree	193.0	Tree North of Runway - to be removed
194	Tree	194.0	Tree North of Runway - to be removed
195	Tree	195.0	Tree North of Runway - to be removed
196	Tree	196.0	Tree North of Runway - to be removed
197	Tree	197.0	Tree North of Runway - to be removed
198	Tree	198.0	Tree North of Runway - to be removed
199	Tree	199.0	Tree North of Runway - to be removed
200	Tree	200.0	Tree North of Runway - to be removed



Obstructions shown above and below in green typical this sheet.

HORIZONTAL SCALE
1" = 200'

VERTICAL SCALE
1" = 20'

REVISIONS

1. 05/23/07

2. 05/23/07

3. 05/23/07

4. 05/23/07

5. 05/23/07

6. 05/23/07

7. 05/23/07

8. 05/23/07

9. 05/23/07

10. 05/23/07



WAKULLA COUNTY AIRPORT
RPZ - OBSTRUCTIONS DRAWING
(ULTIMATE CONDITIONS)

SHEET 7

NOTE: All obstruction elevations per SURVEYOR, INC. photogrammetry data collected on May 15, 2007. Existing site conditions and obstructions are subject to an aerial survey for verification. Data shown herein is for information and Planning Purposes Only and not for airport design or aircraft navigation.

Obst. No.	Code	Lat	Long	Elev. (ft.)	Remarks	Obstruction
1	100	30.5111	-84.1667	100	100	100
2	100	30.5111	-84.1667	100	100	100
3	100	30.5111	-84.1667	100	100	100
4	100	30.5111	-84.1667	100	100	100
5	100	30.5111	-84.1667	100	100	100
6	100	30.5111	-84.1667	100	100	100
7	100	30.5111	-84.1667	100	100	100
8	100	30.5111	-84.1667	100	100	100
9	100	30.5111	-84.1667	100	100	100
10	100	30.5111	-84.1667	100	100	100
11	100	30.5111	-84.1667	100	100	100
12	100	30.5111	-84.1667	100	100	100
13	100	30.5111	-84.1667	100	100	100
14	100	30.5111	-84.1667	100	100	100
15	100	30.5111	-84.1667	100	100	100
16	100	30.5111	-84.1667	100	100	100
17	100	30.5111	-84.1667	100	100	100
18	100	30.5111	-84.1667	100	100	100
19	100	30.5111	-84.1667	100	100	100
20	100	30.5111	-84.1667	100	100	100
21	100	30.5111	-84.1667	100	100	100
22	100	30.5111	-84.1667	100	100	100
23	100	30.5111	-84.1667	100	100	100
24	100	30.5111	-84.1667	100	100	100
25	100	30.5111	-84.1667	100	100	100
26	100	30.5111	-84.1667	100	100	100
27	100	30.5111	-84.1667	100	100	100
28	100	30.5111	-84.1667	100	100	100
29	100	30.5111	-84.1667	100	100	100
30	100	30.5111	-84.1667	100	100	100
31	100	30.5111	-84.1667	100	100	100
32	100	30.5111	-84.1667	100	100	100
33	100	30.5111	-84.1667	100	100	100
34	100	30.5111	-84.1667	100	100	100
35	100	30.5111	-84.1667	100	100	100
36	100	30.5111	-84.1667	100	100	100
37	100	30.5111	-84.1667	100	100	100
38	100	30.5111	-84.1667	100	100	100
39	100	30.5111	-84.1667	100	100	100
40	100	30.5111	-84.1667	100	100	100
41	100	30.5111	-84.1667	100	100	100
42	100	30.5111	-84.1667	100	100	100
43	100	30.5111	-84.1667	100	100	100
44	100	30.5111	-84.1667	100	100	100
45	100	30.5111	-84.1667	100	100	100
46	100	30.5111	-84.1667	100	100	100
47	100	30.5111	-84.1667	100	100	100
48	100	30.5111	-84.1667	100	100	100
49	100	30.5111	-84.1667	100	100	100
50	100	30.5111	-84.1667	100	100	100
51	100	30.5111	-84.1667	100	100	100
52	100	30.5111	-84.1667	100	100	100
53	100	30.5111	-84.1667	100	100	100
54	100	30.5111	-84.1667	100	100	100
55	100	30.5111	-84.1667	100	100	100
56	100	30.5111	-84.1667	100	100	100
57	100	30.5111	-84.1667	100	100	100
58	100	30.5111	-84.1667	100	100	100
59	100	30.5111	-84.1667	100	100	100
60	100	30.5111	-84.1667	100	100	100
61	100	30.5111	-84.1667	100	100	100
62	100	30.5111	-84.1667	100	100	100
63	100	30.5111	-84.1667	100	100	100
64	100	30.5111	-84.1667	100	100	100
65	100	30.5111	-84.1667	100	100	100
66	100	30.5111	-84.1667	100	100	100
67	100	30.5111	-84.1667	100	100	100
68	100	30.5111	-84.1667	100	100	100
69	100	30.5111	-84.1667	100	100	100
70	100	30.5111	-84.1667	100	100	100
71	100	30.5111	-84.1667	100	100	100
72	100	30.5111	-84.1667	100	100	100
73	100	30.5111	-84.1667	100	100	100
74	100	30.5111	-84.1667	100	100	100
75	100	30.5111	-84.1667	100	100	100
76	100	30.5111	-84.1667	100	100	100
77	100	30.5111	-84.1667	100	100	100
78	100	30.5111	-84.1667	100	100	100
79	100	30.5111	-84.1667	100	100	100
80	100	30.5111	-84.1667	100	100	100
81	100	30.5111	-84.1667	100	100	100
82	100	30.5111	-84.1667	100	100	100
83	100	30.5111	-84.1667	100	100	100
84	100	30.5111	-84.1667	100	100	100
85	100	30.5111	-84.1667	100	100	100
86	100	30.5111	-84.1667	100	100	100
87	100	30.5111	-84.1667	100	100	100
88	100	30.5111	-84.1667	100	100	100
89	100	30.5111	-84.1667	100	100	100
90	100	30.5111	-84.1667	100	100	100
91	100	30.5111	-84.1667	100	100	100
92	100	30.5111	-84.1667	100	100	100
93	100	30.5111	-84.1667	100	100	100
94	100	30.5111	-84.1667	100	100	100
95	100	30.5111	-84.1667	100	100	100
96	100	30.5111	-84.1667	100	100	100
97	100	30.5111	-84.1667	100	100	100
98	100	30.5111	-84.1667	100	100	100
99	100	30.5111	-84.1667	100	100	100
100	100	30.5111	-84.1667	100	100	100

Construction Notice Requirement
 To protect operational safety and future development, all proposed construction on the airport must be coordinated by the airport owner with the FAA Airport District Office prior to construction. Fact review takes approximately 60 days.

True
 NAD 83
 400' x 10' 48" W
 Annual Rate of Change: 0.062 W
 for NAD 83 National Geodetic Control
 NOAA (National Oceanic and Atmospheric Administration)

NO.	DATE	BY	DESCRIPTION	APP'D	DATE	BY
1	10/15/07	SM	AS-BUILT UPDATE TO AIRPORT CENTER MAP USING 2007 Aerial Photogrammetry Coverage by Surimag, Inc.			
2	3/20/13	SM	Revised Notice Requirement, Obstruction, and Future Building/Storage Plot Form/Future Plot, 75 and Property Acquisition			
3						



FAA APPROVAL:
 APPROVED BY:
 TITLE:
 DATE:

PROJECT NUMBER AND SCALE:
 PROJECT NUMBER:
 DESIGN ENGINEER:
 CHECKER:
 SCALE: 1"=200'
 DATE: March 2013
 C/CHECKED BY:



WAKULLA COUNTY AIRPORT
OBSTRUCTIONS LIST DRAWING
 (ULTIMATE CONDITIONS)

WORK ORDER NO.
 CONSULTANT'S NO.
 PROJECT NO.
 SHEET #

**APPENDIX B – ADVANCED NOTIFICATION (AN) COMMENTS
ETDM #14281**

Track State Clearinghouse Projects Report

#14281 Wakulla County Airport

District: District 3

County: Wakulla

Planning Organization: FDOT District 3

Plan ID: Not Available

Federal Involvement: Other Federal Permit

Phase: Project Development

From: Wakulla County Airport

To:

Financial Management No.:

Contact Information: Peggy Kelley (850) 330-1517 peggy.kelley@dot.state.fl.us

Snapshot Data From: AN Package Review Screen Start on 07/21/2016 by Wendy Lasher

Program Information

Category: Other Federal Permit

Review Type: Consistency

Type: State Agency

Date Closed: Not Closed

Project Description

The Wakulla County Airport (Airport) is located at 30 Bay Drive, Panacea FL, 32346 within unincorporated Wakulla County. The Airport consists of a turf runway in a north/south orientation with several adjacent supporting structures. The Airport is generally bordered by US 98 (Coastal Highway) to the north and CR 372 (Surf Road) to the south. Additionally, the Airport is generally surrounded by the Tarpine Fly-In Community, a private residential community with private plane access to the airport.

The proposed project includes evaluating the parcels identified in the Master Plan for acquisition in order to shift the northern terminus of runway 18-36, west. This proposed shifting of the runway is intended to bring the Airport primary surface into compliance with state licensing standards. This evaluation of the Airport and adjacent properties will be conducted through Project Development and Environment (PD&E) Study and a State Environmental Impact Report (SEIR) will be prepared. There is no federal funding for the project, but federal permits may be required. The runway will remain turf and no paving of the runway surface is proposed. In addition to relocating the runway, drainage improvements will be evaluated and considered at each runway end to minimize the flooding currently occurring on the existing runway.

CFDA

Number	Department	Agency	Title
20.205	Department of Transportation	Federal Highway Administration	Highway Planning and Construction Grant Program

Routing / Consistency

Date Received	Routed	Comment Due	Letter Due	Extension Requested	Revision Due 1	Revision Due 2
07/21/2016	07/21/2016	09/04/2016		No Extension Requested	No Revision Due	No Revision Due

Consistency Notes

No Notes Recorded.

Applicant Information

Applicant	Name	Address	City	State	Zip	Phone	Email
FDOT District 3	Peggy Kelley	1074 Highway 90	Chipley	FL	32428	(850) 330-1517	peggy.kelley@dot.state.fl.us

Funding

Alternative 1

Segment	Funding Sources	Amount
---------	-----------------	--------

Federal Consistency Determination

Federal Consistency: No determination has been made.

Comments:

No Comments Recorded.

Definitions

Finding	Definition
Consistent	Based on the information contained in the Advance Notification and comments submitted by the reviewing agencies, the state has no objections to allocation of federal funds for the subject project and, therefore, the funding award is consistent with the Florida Coastal Management Program. State agency comments should be considered in developing the preliminary project design. For projects subject to coastal management consistency review that advance to the work program, the final review of the project's consistency with the Florida Coastal Management Program will be conducted during the environmental permitting review.
Consistent, With Comments	Although the final alignment and design details have not yet been determined, at this time the State of Florida has no objections to the project concept described in the Advance Notification and no objections to the allocation of federal funds for the necessary planning, preliminary design and environmental evaluation activities. Therefore, the funding award is consistent with the Florida Coastal Management Program. Specific comments and recommendations concerning the project concept have been submitted to the project sponsor through the Efficient Transportation Decision Making (ETDM) process. Specific objections to the project, if any, that have been identified during ETDM will be resolved through the ETDM conflict resolution (Part IV, AOA) process prior to the project advancing in the FDOT Five-Year Work Program for any purpose other than technical studies and preliminary design to resolve the objections. For projects subject to coastal management consistency review that advance to final design, right-of-way acquisition or construction, the final review of the project's consistency with the Florida Coastal Management Program will be conducted during the environmental permitting review.
Inconsistent	The project has been determined to be inconsistent with the Florida Coastal Management Program. Unless the objections are addressed and the project determined to be consistent, the project shall not proceed further in the programming and PD&E phases.

Federal Consistency Reviews

FL Department of State

Finding: Consistent on 07/22/2016

Comments: No federal consistency review comments were found.

FL Fish and Wildlife Conservation Commission

Finding: Consistent on 09/01/2016

Comments:

We recommend that the Project Development and Environment Study address natural resources by including a plant community mapping and wildlife surveys for the occurrence of wildlife species listed by the Federal Endangered Species Act as Endangered or Threatened, or by the State of Florida as Threatened or Species of Special Concern, to be performed within and adjacent to the study area polygon, and within sites proposed for Drainage Retention Areas (DRAs) or construction equipment staging. Based on the survey results, a plan should be developed to address direct, indirect, and cumulative effects of the project on wildlife and habitat resources, including listed species. Avoidance, minimization, and mitigation measures should also be formulated and implemented. A compensatory mitigation plan should include the replacement of any wetland, upland, or aquatic habitat functional values for listed species which are lost as a result of the project.

Northwest Florida Water Management District

Finding: Consistent on 08/29/2016

Comments: No federal consistency review comments were found.

The following agencies are required to review federal consistency, but no federal consistency finding has been received for the selected screening event:

- FL Department of Agriculture and Consumer Services
- FL Department of Economic Opportunity
- FL Department of Environmental Protection

Advance Notification / Federal Consistency Comments

US Environmental Protection Agency (08/29/2016)

In the advanced notice for Florida DOT Project 14281 State Environmental Impact Report (SEIR) for the runway expansion and removal of encroachments of the Wakulla County Airport. The proposed project includes evaluating the parcels identified in the Master Plan for acquisition in order to shift the northern terminus of runway 18-36, west. This proposed shifting of the runway is intended to bring the Airport primary surface into compliance with state licensing standards.

After reviewing the advanced notice EPA recommends that the SEIR should include a thorough review of water quality impacts. The proposed project is located near Dickerson and Ochlocknee Bay, both of which are Florida impaired waters. EPA recommends that an updated Water Quality Impact Evaluation (WQIE) is conducted and that the review of water quality impacts include a review of TMDL requirements for Dickerson Bay (WBID 1223) and Ochlocknee Bay (WBID 1248A) and how any regulations and/or requirements may affect the proposed project and environmental resource permits. Additionally, impacts of increased impervious surface area for stormwater collection and management for the entire project area should be evaluated. EPA also recommends that the SEIR should include a thorough review of wetland impacts, such as a wetlands evaluation, as freshwater marsh and forested wetlands are located within the project area.

Potential impacts to the Dickerson Bay /Bald Eagle Point project, which is located east of the Wakulla County Airport project; and the St. Marks National Wildlife Refuge which located approximately 1,000 feet west of the project footprint should be evaluated. Furthermore, EPA recommends that consultation with the Florida Geological Survey (or other agencies) may be required to determine impact to karst areas and/or areas with a potential for sinkhole activity. The GIS analysis data indicates that there is one area (123.91 acres) of property within the project study area that is defined as sensitive karst area.

National Marine Fisheries Service (08/29/2016)

NOAA's National Marine Fisheries Service (NMFS) has reviewed the information contained in the Environmental Screening Tool for the Advance Notification Package for ETDM Project # 14281. Wakulla County proposes shifting the Wakulla County Airport runway (northern terminus) to the west to meet current safety standards in Wakulla County, Florida.

NMFS staff conducted a site inspection on August 16, 2016, to assess potential concerns related to living marine resources within Ochlockonee Bay. Lands adjacent to the airport are residential properties. The project will not directly impact any NMFS trust resources. However, the airport's runway lies within 830 feet of Ochlockonee Bay. Ochlockonee Bay contains estuarine habitats (e.g. seagrass, salt marsh, oyster reef) used by federally-managed fish species and their prey. Work on the runway could result in the release of sediment, oil and grease, metals, and other pollutants to estuarine habitats utilized by marine fishery resources. Therefore, NMFS recommends that best management practices be employed during construction to control erosion and prevent sedimentation of nearby estuarine habitats. If applicable, stormwater treatment systems should be upgraded to prevent degraded water from entering the estuary as well.

Northwest Florida Water Management District (08/29/2016)

No comments.

US Army Corps of Engineers (08/16/2016)

A review of the EST revealed the presence of approximately 19.92 acres of palustrine wetlands and 5.51 acres of estuarine wetlands within the study area. The level of importance would be moderate.

The Corps recommends a continued emphasis on wetland avoidance and minimization opportunities throughout the planning process. A wetland survey should be conducted within the study area to identify the wetlands and a jurisdictional determination should be completed. A review of the Corps RIBITS indicates the study area would traverse the geographical service areas of NFWMD-Shuler In-Lieu Fee (ILF) Program (southern portion of the project area) that currently has 27.90 palustrine forested credits available and the St. Marks River Mitigation Bank (northern portion of the project area) that currently has 0.56 palustrine emergent and 132.42 palustrine forested credits available. This is because the project area is bisected by the Lower Ochlochonee HUC (south portion of project area) and the Apalachee Bay-St. Marks HUC (north portion of the project area). Appropriate mitigation for unavoidable jurisdictional wetland impacts would be the purchase of ILF credits for impacts in the Lower Ochlochonee HUC and the purchase of bank credits in the Apalachee Bay-St. Marks HUC. The wetland functional assessment for the ILF and MB is the Uniformed Mitigation Assessment Method (UMAM). Any potential unavoidable wetland impacts should be assessed using UMAM. Any proposed application would need to be reviewed for a Department of the Army Individual Permit for impacts to the palustrine wetlands. If the wetland impacts are 0.5 acre or below, the Corps recommends using the Nationwide Permit 14 (NWP-14) for any proposed impacts to waters of the U.S. (Wetlands or surface waters). A NWP-14 can be used for airport runways if the proposed jurisdictional wetland impacts are 0.5 acre or less.

Natural Resources Conservation Service (07/25/2016)

GIS analysis indicates that there are no Important Farmland soils (Prime, Unique, Local) or land in agricultural use at any buffer width. Therefore, no impact.

Capital Region TPA (07/22/2016)

The CRTPA has reviewed the Advance Notification and does not have any comments.

FL Department of State (07/22/2016)

We look forward to reviewing the cultural resources assessment survey for this project.

The following agencies were invited to review the AN for consistency, but no general AN comment has been received for the selected screening event:

- FIHS Central Office
- FL Department of Agriculture and Consumer Services
- FL Department of Environmental Protection
- Federal Highway Administration
- Federal Transit Administration
- National Park Service
- Seminole Tribe of Florida
- US Coast Guard
- US Forest Service

**APPENDIX C – WAKULLA COUNTY AIRPORT PROJECT
NEWSLETTER**



WAKULLA
COUNTY

PROJECT NEWSLETTER Wakulla County Airport

State Environmental Impact Report

Project Background

The Wakulla County Airport (Airport) is located at 30 Bay Drive, Panacea FL, 32346 within unincorporated Wakulla County. The Airport consists of a turf runway in a north/south orientation and has been in operation as a public airport since 1963.

A State Environmental Impact Report (SEIR) is being completed to determine the environmental condition and suitability of the airport and lands adjacent to the runway. The completed SEIR will identify the associated environmental impacts that may result from runway activity, while also identifying mitigation efforts required as a result of those impacts.



The Airport is seeking compliance with Florida Administrative Code (FAC) Chapter 14-60.007 Airfield Standards for Licensed Airports, to improve the safety of operations on the runway. The purpose of this project is not intended to expand the Airport or increase the frequency of flight operations.

Figure 1 provides a visual depiction of the Airport location and the SEIR study area.

County Contact Information

Elizabeth Clary

Project Coordinator, Wakulla County
850-926-0940
eclary@mywakulla.com

Project Contact Information

Jon Sewell

Project Manager, Kimley-Horn
850-553-3500
Jon.Sewell@kimley-horn.com

Figure 1

Wakulla County Airport Master Plan

The Wakulla County Airport Master Plan (AMP) and Airport Layout Plan (ALP) were updated and adopted on December 9th, 2013. This AMP was an update to the previous AMP completed in 1989, and the ALP is an update to the last (not adopted) ALP from 2008. Both of these planning documents make note of necessary safety improvements that would bring the Airport into compliance with FAC Chapter 14-60.007.

Figures 2, 3, and 4 are photographs of the airport and adjacent properties.

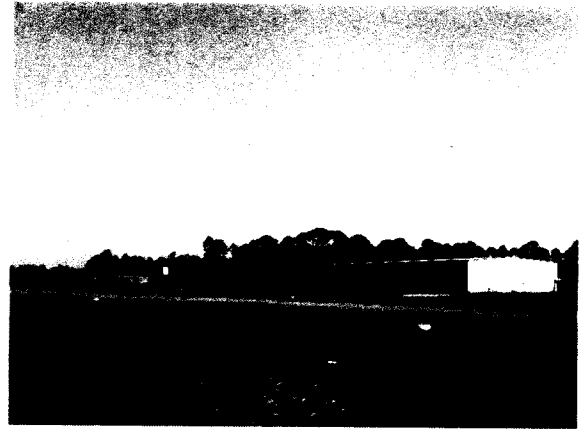


Figure 2



Figure 3



Figure 4

Public Involvement

Public notification is important to the SEIR process and the project team. A total of four (4) meetings will be held within Wakulla County to present on the status of the project. Three (3) of the presentations will be at regularly scheduled Board of County Commission (BOCC) meetings, and the fourth will be a project specific Public Hearing for the SEIR. The completion of the SEIR process provides that a public hearing be held, and that the public are informed of these meetings through both paper and online media sources.

Presentations at the three (3) BOCC meetings will be held in March, June, and August of 2016. These meetings will inform the public and BOCC of the project status.

The Public Hearing will be held in December of 2016 and allow the public to provide comments and feedback on the work conducted, prior to the project documentation being finalized.

Wakulla County Airport SEIR Schedule														
Year	2016													2017
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	
Deliverable														
Task 1 - Efficient Transportation Decision Making (ETDM)														
Task 2 - Public and Stakeholder Involvement			21-Mar			20-Jun		15-Aug					**	
Task 3 - Engineering Analysis and Reports														
Task 4 - Environmental Analysis and Reports														
Task 5 - Project Management, Meetings, and Coordination														
Task 6 - Project Documentation														

**Public Hearing Date (TBD)

APPENDIX D – PUBLIC MEETING MATERIALS



NOTICE OF PUBLIC MEETING
Wakulla Airport Environmental
Assessment Project

Wakulla County Open House Public Meeting

This meeting will be held on December 19, 2016

6:00 p.m. to 7:30 p.m.

WAKULLA COUNTY WELCOME CENTER,
1493 Coastal Highway, Panacea, FL 32347

Purpose of Meeting:

Allow for the review of technical and summary documents for the Wakulla County Airport Environmental Assessment Project. This meeting will allow participants to review the technical documents for the environmental assessment and provide comments. No presentation will be given. Draft documents will be available on the County website prior to the meeting. Kimley-Horn and Associates, Inc., the project team, will be in attendance to answer questions.

Persons with a disability needing a special accommodation should contact the Wakulla County Board of County Commissioners Administration Office at least two (2) days prior to the meeting at (850) 926-0919; Hearing & Voice Impaired at 1-800-955-8771; or email at ADARquest@mywakulla.com

FIRST NAME	LAST NAME	ADDRESS_1	ADDRESS_2	ADDRESS_3	CITY NAME	ST	ZIPCODE	CNTRY
JOHN JOYNER &	CHANCY RICKIE	2521 WAUKEENAH HWY			MONTICELLO	FL	32344	
ANDREA	RANDELL	315 HIAWATHA FARMS SOUTH			MONTICELLO	FL	32344	
ARASH A	MASSOUDI	3714 BOBBIN BROOK E			TALLAHASSEE	FL	32312	
AUDIE	CARTER	12371 GRUMMAN WAY			PORT ST LUCIE	FL	34987	
BECK FAMILY TRUST		1330 MAIN STREET UNIT 4			SARASOTA	FL	34236	
BENEDICT A. SILVERMAN,	C/O MCARED REALTY	300 71ST ST SUITE 448			MIAMI BEACH	FL	33141	
BEVERLY JANE	KEISTER	100 MONOCOUCPE CR			PANACEA	FL	32346	
BONNIE L.	COULTER	566 E KELSO RD			COLUMBUS	OH	43202	
BRETT C.	WILSON	2925 HIGHWAY 195			LESUE	GA	31764	
CODY	SOLBURG	7595 SMITH CREEK RD			SOPCHOPPY	FL	32358	
DANNY & MAHNA Z.	MASSOUDI	1376 DEVONSHIRE DR			TALLAHASSEE	FL	32317	
DARREL & BOBBIE H.	LEDFORD	P O BOX 493			PANACEA	FL	32346	
DAVID	HEWITT	4510 CO ROAD 92			GRAHAM	AL	36263	
DAVID & KAREN	MCCURLEY	72 TARPINE DRIVE			PANACEA	FL	32346	
DAVIS EUGENE	MORDECAI	41 MONOCOUCPE CIR			PANACEA	FL	32346	
FIRST BAPTIST CHURCH OF	OCHLOCKNEE BAY	PO BOX 444			PANACEA	FL	32346	
FRANCIS A. & BESS S.	DICKSON	97 NORTH LAKE ELLEN LN			CRAWFORDVILLE	FL	32327	
GEORGE H. & JACQUELINE S.	SHIVELY	473 MONTCLAIR CIRCLE RD			NORTH TAZWELL	VA	24630	
GRANT	FROWNFELTER	10234 FENTON RD			FENTON	MI	48430	
GREGORY M. & KRISTINA O.	THOMAS	88 TARPINE DR			PANACEA	FL	32346	
HORN	VI LLC	18305 BISCAYNE BLVD STE 400			AVENTURA	FL	33160	
HOWELL R.	STOVALL	166 STILWELL CIRCLE			ALBANY	GA	31707	
JOHN ANDREW & KAY WOODHAM	SMITH	8981 EAGLES RIDGE DR			TALLAHASSEE	FL	32312	
JOHN J. & SHARON W.	RYAN	6 BOB MILLER RD			CRAWFORDVILLE	FL	32327	
JOHN P.	NORRIS, JR	142 BAY DR			PANACEA	FL	32346	
JOHN T. HARBISON, TRUSTEE OF THE	JOHN T. HARBISON TRUST	14325 TAMBOURINE DR			ORLANDO	FL	32837	
JOHNNY C. & JUNE	HARPER	189 LONGLEAF DRIVE			CRAWFORDVILLE	FL	32327	
KARI	BECK	C/O REGENT ADVISORS LLC	1330 MAIN STREET #4		SARASOTA	FL	34236	
KARL A	KUERSTEINER	72 MONOCOUCPE CIR			OCHLOCKNEE BAY	FL	32346	
KATHY H. NAVIA AS PERS. REP.	OF ANA N SHILLING ESTATE	1116 CHALET DR W			MOBILE	AL	36652	
KMZ	LAND, LLC	3714 BOBBIN BROOK E			TALLAHASSEE	FL	32312	
L. JAMES & RAMSAY C.	PARHAM	2519 SURF RD			PANACEA	FL	32346	
LARRY A. & DARLENE	SINGLETARY	311 HENDERSON RD			TALLAHASSEE	FL	32312	
LARRY D.	MOODY	99 MONOCOUCPE CIR			PANACEA	FL	32346	
LELA DELL JORDAN MCCOY TRUST		3604 LONDERRY DR			TALLAHASSEE	FL	32308	
LEROY G. & MARY S.	NOEL	LEGACY RIDGE II	1095 SILVERCREST CIR #212		IOWA CITY	IA	52240	
LINDA M. RUSSELL TRUST		110 TARPINE DR			PANACEA	FL	32346	
MARIE COWART,	AS TRUSTEE	4190 DIPLOMACY CIR			TALLAHASSEE	FL	32308	
MARK A. & CARNIE R.	GAVIN	1257 HOOKS MILL RD			LESUE	GA	31764	
MELISSA JANE	KASPAR	2228 POWELL RD			POWELL	OH	43065	
MICHAEL	MORGAN	3140 COASTAL HWY			CRAWFORDVILLE	FL	32327	
MICHAEL & KERI	BECK	1330 MAIN STREET UNIT 4			SARASOTA	FL	34236	
MICHAEL GARWOOD	BRIGGS	100 B W OAKLAND AVE			CAMILLA	GA	31730	
MICHAEL J. MCDONNELL,	AS TRUSTEE OF THE MICHAEL J. MCDO	3205 STORINGTON DR			TALLAHASSEE	FL	32309	
MICHAEL L	KRESBACH	PO BOX 4111			TALLAHASSEE	FL	32315	
MICHAEL W.	PUCKETT	102 TARPINE DR			PANACEA	FL	32346	
NORMA M.	KIRBY	117 MONOCOUCPE CIRCLE			PANACEA	FL	32346	
NORMAN AND LINDA P.	ROYSTER	4101 HENIARD DR			TALLAHASSEE	FL	32303	
PANACEA COASTAL	PROP, INC	P O BOX 608			PANACEA	FL	32346	
PAYNE H. MIDYETTE, JR. TRUST		10006 JOURNEYS END			TALLAHASSEE	FL	32312	
PEAVY & SON	CONSTRUCTION CO., INC.	39 SCHWALL ROAD			HAVANA	FL	32333	
PHILIP G. JR & LUELLA S.	HUNT	2657 ROBINHOOD DRIVE			MOBILE	AL	36605	
RALPH F	PIGOTT, III	12 SHAR MEL RE LN			CRAWFORDVILLE	FL	32327	

RAY	SEWELL	PO BOX 518		BREMEN	GA	30110
RICHARD N. & CHERYL THOMPSON,	AS TRUSTEES OF THE THOMPSON MACAS TRUSTEES OF THE THOMPSON	164 CENTER ST		PANACEA	FL	32346
ROBERT L. & CAROL	ODELL	96 MONOCOUCO CIR		PANACEA	FL	32346
ROBERT N. & MARSHA S.	NESET	86 TARPINE DR		PANACEA	FL	32346
SANDRA AND STEVEN P.	FULTS, AS JTRS	35 MONOCOUCO CIRCLE		PANACEA	FL	32346
SCOTT & MARYANN	SICKELS, TRUSTEES OF TRUST	323 SONGBIRD RD		COLLIERVILLE	TN	38017
SHELLBACK,	LLC	2990 LAKE BRADFORD RD.		TALLAHASSEE	FL	32310
STAN & CHARLOTTE	BROWN	69 BAY DR		PANACEA	FL	32346
STEDEBANI	ENTERPRISE CO., INC	1239 COASTAL HWY		PANACEA	FL	32346
STEPHEN & DEBRA	BECK	1330 MAIN ST UNIT 4		SARASOTA	FL	34236
STEVEN & MILDRED	SHARP	P.O. BOX 854		PANACEA	FL	32346
STEVEN D. & SHARON G.	PATONAI	1770 30TH AVE DR NE		HICKORY	NC	28601
STEVEN P. & DEBRA S.	FULTS	35 MONOCOUCO CIR		PANACEA	FL	32346
SUZANNE	HALSTEAD	9720 S.W. 62 STREET		MIAMI	FL	33173
TAMARA	SOUTHWORTH	2152 GAME BIRD CT		TALLAHASSEE	FL	32311
THE NEW REFUGE AT PANACEA	HOMEOWNERS' ASSOCIATION INC	PO BOX 3326		TALLAHASSEE	FL	32315
THEODORE R.	WILLIAMS, JR.	2206 ALTOONA DR		TALLAHASSEE	FL	32309
THERESA V	PECK	1305 FONTAINE CT		LAWRENCEVILLE	GA	30043
THOMAS JOE	KEISTER	24 BAY DR		PANACEA	FL	32346
TODD & MARJORIE	BERGHAUS	4439 JOHNSON AVE		WESTERN SPRINGS	IL	60558
TROY & LEIGH ANN	MILLS	2301 WILTON DR APT 402		WILTON MANORS	FL	33311
W. FRANK & ELENA G.	COMPTON	PO BOX 125		CRAWFORDVILLE	FL	32326
WAKULLA	PROPERTIES, LLC	3019 N SHANNON LAKE DR	STE 201	TALLAHASSEE	FL	32309
WILLIAM C. & SHERYL	KUERSTEINER	8 STENSON TAXIWAY		OCHLOCKNEE BAY	FL	32346
WILLIAM D. KUERSTEINER AS	TRUSTEE OF THE MARTHA LEE KUERSTI8	STINSON TAXIWAY		PANACEA	FL	32346
WILLIAM J. & LEA S.	MANIFOLD	3506 LIMERICK DRIVE		TALLAHASSEE	FL	32309

WELCOME, PLEASE SIGN IN
Wakulla County Airport – Environmental Impact Report
 Monday, December 19, 2016 6:00 p.m. to 7:30 p.m.

NAME	AGENCY/CITIZEN	EMAIL	PHONE	HOME ZIP CODE
Jon Sewell	Kimley-Horn and Associates, Inc.	Jon.Sewell@Kimley-Horn.com	(850) 553-3500	32308
Jane Doe	Citizen	fake@email.com	(555) 555-5555	32346
George Shively	Citizen	gshively@comcast.net	304-952-1969	32346
Jackie Shively	"	jackie-mitch@comcast.net	304-952-1969	32346
Dallas Marshall	"	lindelmar@emborgmail.com	850-509-0992 562-3030	32303
Carrie Hess	"	c.a.hess1@gmail.com	526-0603	32327
Cheek Hess	County Commissioner	chess@mywakulla.com	57-58780	32327
Deb Fuitts	"	bobcatmutter@aol.com	(850) 392-1160	32346
Tom Keister	"		556-9220	32346

WELCOME, PLEASE SIGN IN
Wakulla County Airport – Environmental Impact Report
 Monday, December 19, 2016 6:00 p.m. to 7:30 p.m.

NAME	AGENCY/CITIZEN	EMAIL	PHONE	HOME ZIP CODE
Jon Sewell	Kimley-Horn and Associates, Inc.	Jon.Sewell@Kimley-Horn.com	(850) 553-3500	32308
Jane Doe	Citizen	fake@email.com	(555) 555-5555	32346
REGIE ASHLEY	CITIZEN	RASHLY@AOL.COM	567-4045	32346
Robert Sherman	Citizen	003ace@aol.com	863-529-5096	32346
STAN BROWN	CITIZEN	SALTYDOG/BROWN@Comcast.NET	850-528-1542	32346
Sherry Kuersteiner	Citizen	boonedocksllc@reagan.com	850-459-8519	
Walt Dickson	citizon	PANCAST01@yahoo.com	850-599-6727	
STAVE SHAWP			850-688-6820	
Reg + Craig Bordner		craigscustoms@comcast.net	(719) 944-9141	

WELCOME, PLEASE SIGN IN
Wakulla County Airport – Environmental Impact Report
 Monday, December 19, 2016 6:00 p.m. to 7:30 p.m.

NAME	AGENCY/CITIZEN	EMAIL	PHONE	HOME ZIP CODE
Jon Sewell	Kimley-Horn and Associates, Inc.	Jon.Sewell@Kimley-Horn.com	(850) 553-3500	32308
Jane Doe	Citizen	fake@email.com	(555) 555-5555	32346
<i>Marcus Leonard</i>	<i>citizen</i>	<i>marcward@fsu.edu</i>	<i>850 897 2766</i>	<i>32346</i>
<i>Ted ...</i>	<i>...</i>	<i>...</i>	<i>573 263 2127</i>	<i>72346</i>
<i>...</i>	<i>...</i>		<i>...</i>	<i>...</i>
M. Holly Harbison	citizen		850-984-9944	32346
Bob + Carol Odell	Citizen	rcodell@aol.com rcodell1@comcast.net	984-5017	32346

WELCOME, PLEASE SIGN IN
Wakulla County Airport – Environmental Impact Report
 Monday, December 19, 2016 6:00 p.m. to 7:30 p.m.

NAME	AGENCY/CITIZEN	EMAIL	PHONE	HOME ZIP CODE
Jon Sewell	Kimley-Horn and Associates, Inc.	Jon.Sewell@Kimley-Horn.com	(850) 553-3500	32308
Jane Doe	Citizen	fake@email.com	(555) 555-5555	32346
STEVEN FULTS	WAKULLA AIRPORT MANAGER	FULTSIE@AOL.COM	850-321-0578	32396

WALHALLA COUNTY AIRPORT - ENVIRONMENTAL IMPACT REPORT
COMMENT FORM

Name: STAN BROWN

Address: 109. BAY DR. PANACEA FLA.

(1) IS THE VALUE GAINED BY PROVIDING PUBLIC FUNDS TO MAINTAIN AND IMPROVE THE AIRPORT WORTH THE USAGE AND ECONOMIC VALUE GAINED. THIS INCLUDES LOSING WETLANDS AND ADDITIONAL WATER RUN-OFF IN A VERY POORLY DRAINED, HIGH WATER TABLE AREA AS THE REPORT SHOWS

(2) CAN THE AIRPORT RUNWAY BE MAINTAINED IN THIS ENVIRONMENT AS A GRASS STRIP OR WILL WE NEED TO BRING IN FILL OR BASE TO RAISE THE SURFACE AGAINST THE REGULATIONS OF A V-ZONE FLOOD ZONE.

(3) THIS IS AN ENVIRONMENTALLY SENSITIVE AREA. DOES AN IMPROVED AIRSTRIP BELONG HERE

WAKULLA COUNTY AIRPORT - ENVIRONMENTAL IMPACT REPORT
COMMENT FORM

Name: STEVEN FULTS

Address: 35. MONOCOUPE CIRCLE PANACEA FL 32346

IMPROVING THE SAFETY OF THE WAKULLA COUNTY AIRPORT IS PARAMOUNT. THIS STUDY IS EXTREMELY COMPLETE AND IMPRESSIVE. I HOPE THIS PROJECT MOVES FORWARD QUICKLY. THANKS TO ALL FOR THE HARD WORK.

Steven

WAKULLA COUNTY AIRPORT - ENVIRONMENTAL IMPACT REPORT
COMMENT FORM

Name: DEBBIE SHIVELY

Address: 45 MONOCOQUE CIRCLE, PANACEA, 32346

THE REASON THAT I BOUGHT & MOVED HERE IS THE
AIRPORT. I AM A STRONG SUPPORTER OF THE AIRPORT.
MOST PEOPLE IN TARPINE THINK THE SAME AS I.

WAKULLA COUNTY AIRPORT - ENVIRONMENTAL IMPACT REPORT
COMMENT FORM

Name: REGIE ASHLEY

Address: 125 TARRIVE DR.

Active pilot with plane at 250. Support this project as I have watched this process for 20 years. Now is time to move forward.

The supporters of this project have bent over backwards to please everyone. This is a good deal for the community.

WAKULLA COUNTY AIRPORT – ENVIRONMENTAL IMPACT REPORT
COMMENT FORM

Name: Thomas Keister

Address: 24 Bay Dr, Panama 32346

I have reviewed the draft reports.

I fully support improvements to the Wakulla
County Airport.

WAKULLA COUNTY AIRPORT - ENVIRONMENTAL IMPACT REPORT
COMMENT FORM

Name: Robert and Carol Odell

Address: 96 Monocoupe Circle, Schlockee Bay/Panacea

Thanks to Kimley Horn for a thorough environmental study at the land adjacent to the Wakulla County Airport. The results of the study are positive in that no Indian artifacts were found and only one plant is noted. Some wetland mitigation may need to be done.

I encourage the Wakulla County BOC to move forward with the plan to improve the Wakulla County Airport and safety for all pilots who use the airport.

Bringing the Airport into Compliance will be a positive step as well as helping the real estate market in the adjacent airport.

WALLULA COUNTY AIRPORT - ENVIRONMENTAL IMPACT REPORT
COMMENT FORM

Name: Robert Sherman

Address: 58 Woodland Circle Panama ST.

Reports look good. Sites look great
except for those with "clay" - 200' or
high - Wetlands have several spots

I fully support this project

WADSWORTH COUNTY AIRPORT - ENVIRONMENTAL IMPACT REPORT
COMMENT FORM

Name: CRANIC. Rardin

Address: 31 Mohrwood Rd. Jonesboro GA 32234

I am so glad to see that everything will
be in compliance at the start & end of this
project

I also please that this can be a big
improvement for the community to bring
more people here to see this beautiful
area

Keep up the good work

From: Jim Parham <LJP@RedHillsLandCo.com>
Sent: Thursday, January 12, 2017 10:57 AM
To: Widness, Katelyn
Cc: skeeler@mywakulla.com; Sewell, Jon
Subject: RE: Wakulla Airport Environmental Assessment Project

Ms. Widness:

Thank you for the personal reply below. The ALP approved by the Wakulla BOCC was amended by comment from Mr. David Edwards that "no trees south of Surf Road will be cut",... it was with that caveat that the BOCC voted for approval of the ALP.

Other than that specific point relative to the ALP, please register the following comments:

- The economic effect/impact of the Wakulla Airport will be minimal. The number of restaurant patrons via the airport and the dollar volume spent by those patrons is a pittance as compared to that which waterfront homeowners spend at the restaurants and local merchants year-round. As the airport increases in intensity of use, the values of our homes will decrease to the point that the properties will become unattractive to those who have the levels of discretionary incomes to support the businesses.
- I agree that an airport in a rural county CAN have a positive effect as an incubator for businesses and light industry to cluster near to. The location of the Wakulla Airport is such that there is no high/dry buildable land nearby. Any new construction (or remodeling over 50% of current values) must meet current code, i.e. on stilts above the flood plain. That factor alone underscores the propriety of relocating the airport in mid-county,... while remaining within 10-15 minutes of waterfront restaurants and more proximate to the 2 primary attractions of Wakulla County: The St. Marks Wildlife Refuge and Wakulla Springs,... each of which is closer to the Tallahassee Airport than the Wakulla Airport,... with TLH having rental car facilities. The mid-county placement also has existing infrastructure of hotels and linkage to two primary US highways; one of which is in the work plan to be upgraded.
- Waterfront homes are the underpinning of the tax base of Wakulla County; the highest concentration of which are on Ochlockonee Bay. Our lot was platted within 30 days of the date of deeding the airport land to the county in 1963 with the homes of some of our neighbors dating to the 1940's and 1950's. Tarpine was platted in 1981,... attaching itself to a county owned facility.

- Most of us in the Surf Road neighborhood have been very clear that we do not wish the airport to be closed. We only wish to preserve the ambiance of our neighborhood while keeping the existing airport open (primarily for our Tarpine neighbors) via compliance with minimum standards,... not with expanded features.

Thank you again for your personal reply.

L. James Parham
2519 Surf Road - Ochlockonee Bay, FL 32346-2641
850-728-1293 (Mobile/Home)

LJP@RedHillsLandCo.com

From: Katelyn.Widness@kimley-horn.com [mailto:Katelyn.Widness@kimley-horn.com]
Sent: Wednesday, January 11, 2017 5:00 PM
To: LJP@redhillslandco.com
Cc: skeeler@mywakulla.com; Jon.Sewell@kimley-horn.com
Subject: RE: Wakulla Airport Environmental Assessment Project

Mr. Parham,

Thank you for your questions and comments regarding the Wakulla Airport Environmental Impact Report. There was no formal question or comment segment at the meeting that I can provide to you as it was an open house workshop.

The end date for public comments is Friday, January 13th.

The plan for the airport is to bring it into compliance with Florida Administrative Code (FAC) Chapter 14-60.007 Airfield Standards for Licensed Airports and to improve the safety operations at the Airport. The Airport Layout Plan (ALP) was approved and adopted by Wakulla County and the Florida Department of Transportation. There is no plan for removal of obstructions south of Surf Road **other than routine tree height reductions** that need to be in compliance with the runway protection zone, which have already been addressed outside of this environmental impact report.

Please let me know if you have any other questions.

Best,
Kate Widness

From: Jim Parham [mailto:LJP@RedHillsLandCo.com]
Sent: Thursday, December 29, 2016 7:39 AM

To: Widness, Katelyn <Katelyn.Widness@kimley-horn.com>

Cc: Sewell, Jon <Jon.Sewell@kimley-horn.com>; Dana Peck <dpeck4@gmail.com>; Bill Anderson <wea222@comcast.net>; Stan Brown <saltydogbrown@comcast.net>; Marie E. Cowart <mcowart@fsu.edu>; Robert Franco <bfranco@c-rfoods.com>; Val LaHart <vlahart2@gmail.com>; Darrel Ledford <Duke_101@bellsouth.net>; Payne Midyette <RunningM@EmbarqMail.com>; Leigh Ann Mills <leighmills7@gmail.com>; Troy Mills <TroyMills@mac.com>; Molly Williams <mollybwilliams@embarqmail.com>; Burton Williams <BWilliams@Cain-Bultman.com>; Brett Wilson <lagrangealibi@bellsouth.net>; David Edwards <dedwards@mywakulla.com>; Jerry Moore <jmoore@mywakulla.com>; Ralph Thomas <rthomas@mywakulla.com>; Randy Merritt <rmerritt@mywakulla.com>; Chuck Hess <C.A.Hess1@gmail.com>

Subject: RE: Wakulla Airport Environmental Assessment Project

Ms. Widness:

I understand this is the first day back in the office for you after the Christmas break and appreciate that you might be swamped with things to tend to. I'll try to make my inquiry as least invasive of your time as I can.

I downloaded and looked over the documents posted on the Wakulla BOCC website. After speaking with neighbors over the past week, I learned that the intent is to expand the airport only to the extent as required by FDOT to meet minimum standards, i.e. widen the airstrip by 50 feet with a shift to the west to avoid the obstructions that were built in the transition area to the east (Tarpine dwellings, hangar,...). That is, the airport is not to be lengthened to enable larger aircraft.

Yet, it appears the land acquisition has not been altered from that which was a part of the ALP as presented to the BOCC a year or so ago; the ALP as shown in the current documents shows a lengthened airport. Further, it was clearly stated on the record that there would be no removal of any obstructions south of Surf Road and the ALP was to be revised accordingly as per direction by the BOCC, the county administrator and with Mr. Sewell's assurance to do so. However, the ALP (Sheet 7) continues to show obstructions (trees) south of Surf Road to be removed.

So, what is the plan for airport? I look forward to your reply.

Thank you,

L. James Parham
2519 Surf Road • Ochlockonee Bay, FL 32346-2641
850-728-1293 (Mobile/Home)

LJP@RedHillsLandCo.com

From: Jim Parham [<mailto:LJP@RedHillsLandCo.com>]
Sent: Friday, December 23, 2016 12:02 PM
To: 'Katelyn.Widness@kimley-horn.com' <Katelyn.Widness@kimley-horn.com>
Cc: 'Jon Sewell Kimley>Horn (Jon.Sewell@Kimley-Horn.com)' <Jon.Sewell@Kimley-Horn.com>
Subject: Wakulla Airport Environmental Assessment Project

Ms. Widness:

I hope the open house last Monday (Dec 19) was beneficial. I was unable to attend and have just returned home. If there are any other pertinent documents and exhibits beyond those on the Wakulla website (as stated in the meeting notice), I would appreciate a link thereto.

The meeting notice states that there would be no presentation,.... which I am aware is customary for public meetings. However, if a verbal comment/question segment evolved and there is a recording thereof, I would appreciate access to that as well.

I understand that comments/feedback are to be in writing; please attach one of your forms in reply to this email.

Finally, noting the date of the meeting having occurred in the heart of the holiday season, I would hope that ample time for comments/feedback takes that into consideration. What is the cutoff date for submitting comments/feedback?

Thank you, and I look forward to your reply.

L. James Parham
2519 Surf Road • Ochlockonee Bay, FL 32346-2641
850-728-1293 (Mobile/Home)

LJP@RedHillsLandCo.com

December 28, 2016

Ms. Kimberly Widness
Kimley-Horn and Associates Inc.

Dear Ms. Widness:

Here are my comments after reading the reports obtained at the Public Hearing held on December 19, 2016 regarding the Wakulla Airport.

1. Regarding Water levels, the report uses retroactive data exclusively and does not take into account future patterns. Aside from future climate patterns, the report indicates there will be economic development advantages as a result of the improved air strip. Increased impervious surface from construction related to the proposed economic development will also impact water runoff patterns and levels and should be taken into consideration.

The static snapshot approach to reporting data would be more informative if a trend line approach were included.

2. Wetlands are addressed as if each were independent rather than contiguous. These wetlands are all interrelated not only with each other, but with the nearby adjacent bodies of water.

3. A paved runway will be destroyed during a storm incurring increased costs to county taxpayers.

4. While the Geotechnical report shows that there is Karst ground in the runway area, this significant finding is ignored in the summary report.

Thank you for the opportunity to comment on the reports provided at the Public Hearing.

Marie E. Cowart
2501 Surf Rd. (not a mailing address)

From: Widness, Katelyn
Sent: Wednesday, December 21, 2016 1:18 PM
To: CenturyLink Customer
Subject: RE: Wakulla Airport Environmental Assessment Project

Good afternoon,

At the public meeting the technical documents for the Environmental Impact Report completed for the Wakulla County Airport were available for review and participants could provide comments. No presentation was given. The technical documents are available on the County website following this link:

http://www.mywakulla.com/departments/wakulla_county_airport/public_meetings.php

After your review of the documents, if you have any comments you would like included as part of the Environmental Impact Report, please feel free to email me.

Happy Holidays,
Kate Widness

Kate Widness CNU-A
Kimley-Horn | 2615 Centennial Blvd, Suite 102, Tallahassee, FL
850 553 3500 | Katelyn.Widness@kimley-horn.com

From: CenturyLink Customer [mailto:seatroutmcd@embarqmail.com]
Sent: Wednesday, December 21, 2016 11:56 AM
To: Widness, Katelyn <Katelyn.Widness@kimley-horn.com>
Subject: Wakulla Airport Environmental Assessment Project

Good Morning:

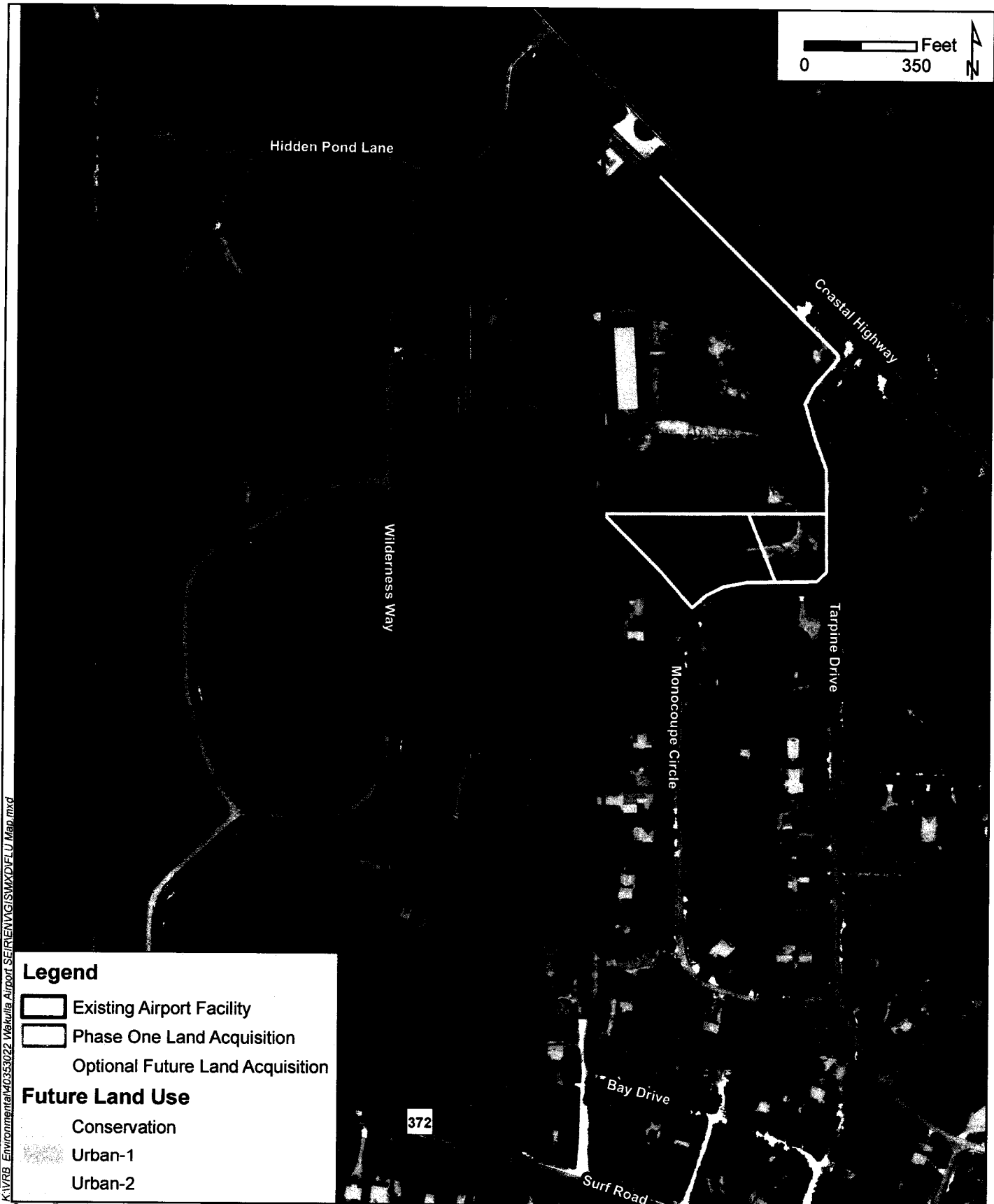
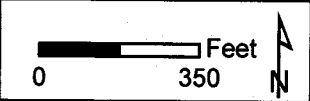
I own a lot in the Refuge and was unable to make the meeting on December 19. Could you please email me what transpired at the meeting as I am totally ignorant what is occurring.

Thank you in advance,

Best Regards,

Mike McDonnell

APPENDIX E – WAKULLA COUNTY FUTURE LAND USE MAP



K:\VRB_Environmental\140353022_Wakulla_Airport_SE\REN\GIS\MXD\FLU_Map.mxd

Legend

- Existing Airport Facility
- Phase One Land Acquisition
- Optional Future Land Acquisition

Future Land Use

- Conservation
- Urban-1
- Urban-2

Source: Future Land Use data courtesy of Wakulla County

<p>© 2016 Kimley-Horn and Associates, Inc. 2615 Centennial Boulevard, Suite 102 Tallahassee, FL 32308 (850) 553-3500 www.kimley-horn.com</p>	Wakulla County Future Land Use Map Project Development and Environment (PD&E) Study Wakulla County Airport (2J0) Wakulla County, Florida ETDM #: 14281		
	1 inch = 400 feet	PROJECT NUMBER: 040353022	DECEMBER 2016
		APPENDIX D	

APPENDIX F – RIGHT-OF-WAY (R/W) REPORT



Licensed Real Estate Broker

November 21, 2016

Ryan S. Wetherell, P.E.
Kimley-Horn
2615 Centennial Boulevard, Suite 102
Tallahassee, FL 32308

RE: Wakulla Airport EA/SEIR ROW Cost Estimate

Dear Ryan:

The total right of way costs (all phases) for the acquisition of the parcels under Eminent Domain depicted in the table below is estimated at \$1,494,400:

Table with 7 columns: Parcel #, Tax ID Number, Owner, Use (C, R, V), Take (Whole/Partial), and Take SF. It lists 12 parcels with their respective owners and estimated take costs.

Notes:

- 1) The areas of the take were provided by Kimley-Horn. This estimate does not include provisions for water retention and/or for design changes.
2) This estimate assumes right of way acquisition under Eminent Domain. In consultation with the FDOT District Three cost estimator, it was noted that conditions call for current FDOT cost estimates to assume a 100% litigation rate as standard within the District. Accordingly, this estimate is based on a 100% litigation rate.
3) It is possible that Wakulla County could reach an amicable settlement on some of these parcels, specifically on parcels 23 and 53 that are currently owned by an airport stakeholder. Under this scenario, the total cost associated with right of way acquisitions could be lower than this estimate.

- 4) This estimate does not include any cost-to-cure to address any reconfiguration of the entrance into the Refuge at Panacea subdivision. If the entrance is impacted by the project, it is assumed the County will include the cost to address this within the construction budget.
- 5) At present time, the market conditions at the project area are relatively depressed. Different market conditions may alter the total right of way cost at the time of the acquisition.
- 6) This estimate was prepared with confidence level D.

Thank you for the opportunity to be of service.

Sincerely,



Jan Rybak, SR/WA, R/W-RAC
President

**APPENDIX G – STATE HISTORIC PRESERVATION OFFICER
(SHPO) CULTURAL RESOURCES ASSESSMENT SURVEY (CRAS)
CONCURRENCE CLEARANCE LETTER**



FLORIDA DEPARTMENT OF STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

Ms. Kate Widness
Kimley-Horn & Associates, Inc.
2615 Centennial Boulevard, Suite 102
Tallahassee, Florida 32308

October 27, 2016

Re: DHR Project File No.: 2016-4483 / Received by DHR: September 30, 2016
Cultural Resource Assessment Survey of the Wakulla Airport, Wakulla County, Florida

Dear Ms. Widness:

Our office received and reviewed the above referenced report for possible effects on historic properties listed, or eligible for listing, on the *National Register of Historic Places*. The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and its implementing regulations in *36 CFR Part 800: Protection of Historic Properties*.

In June 2016, SEARCH conducted a Phase I archaeological survey of the proposed runway realignment at the Wakulla Airport on behalf of Kimley-Horn & Associates, Inc. and Wakulla County. SEARCH identified two historic structures (8WA936 and 8WA1204), and determined that they are ineligible for the NRHP. Twenty-four previously recorded historic structures are located within the indirect APE, however, they have all been previously determined to be ineligible by our office.

It is the opinion of SEARCH and Wakulla County that the proposed project will have no effect on cultural resources listed, or eligible for listing in the NRHP, or otherwise of archaeological, historical, or architectural significance within the survey area.

Based on the information provided, our office concurs with these determinations and finds the submitted report complete and sufficient in accordance with Chapter 1A-46, *Florida Administrative Code*.

If I can be of any further help, or if you have any questions about this letter, please feel free to contact me at Sarah.Liko@DOS.MyFlorida.com, or by phone at 850.245.6453.

Sincerely,

For

Timothy A. Parsons, Ph.D.
Director, Division of Historical Resources
and State Historic Preservation Officer

Division of Historical Resources
R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399
850.245.6333 • 850.245.6436 (Fax) FLHeritage.com



86

**APPENDIX H – UNIFORM MITIGATION ASSESSMENT METHOD
(UMAM) DATA FORMS**

**PART I – Qualitative Description
(See Section 62-345.400, F.A.C.)**

Site/Project Name Wakulla Airport		Application Number	Assessment Area Name or Number WL1, WL3, WL4	
FLUCCs code 641	Further classification (optional) Freshwater Marsh		Impact or Mitigation Site? Impact	Assessment Area Size 3.64 acres
Basin/Watershed Name/Number Dickerson Bay Basin/Ochlockonee River Basin	Affected Waterbody (Class) None	Special Classification (i.e.OFW, AP, other local/state/federal designation of importance) None		
Geographic relationship to and hydrologic connection with wetlands, other surface water, uplands The freshwater marshes are located west of the existing airport facility. They are near, but not connected to the Ochlockonee Bay. Adjacent upland habitats include xeric oak and pine flatwoods. These wetlands are not connected to other wetlands or surface waters.				
Assessment area description The AA represents the freshwater marshes located adjacent to the Wakulla County Airport (2J0). These wetlands are vegetated with either sawgrass, Carolina willow, and cordgrass.				
Significant nearby features Area north of Airport (north of Coastal Highway) is Levy Bay and area south of the Airport is Ochlockonee Bay. Area west of the Airport is the St. Marks National Wildlife Refuge.		Uniqueness (considering the relative rarity in relation to the regional landscape.) Freshwater marshes are found throughout this entire area, and are therefore, not considered unique.		
Functions Primary production, nutrient transport and cycling, foraging, spawning, and nursery habitat, support of multiple life stages for fish and invertebrates		Mitigation for previous permit/other historic use No		
Anticipated Wildlife Utilization Based on Literature Review (List of species that are representative of the assessment area and reasonably expected to Anticipated utilization by amphibians, reptiles, freshwater fish species, wading birds, songbirds.		Anticipated Utilization by Listed Species (List species, their legal classification (E, T, SSC), type of use, and intensity of use of the Feeding grounds for white ibis (SSC), tricolored herons (SSC), little blue heron (SSC), snowy egret (SSC), roseate spoonbill (SSC), Atlantic salt marsh snake (T), wood stork (0)		
Observed Evidence of Wildlife Utilization (List species directly observed, or other signs such as tracks, droppings, casings, nests, etc.): While conducting site reconnaissance of the project, no wildlife was seen. The only sign of wildlife seen was an armadillo burrow.				
Additional relevant factors:				
Assessment conducted by: Tori O'Malley		Assessment date(s): 7/21/2016		

PART II – Quantification of Assessment Area (impact or mitigation)
(See Sections 62-345.500 and .600, F.A.C.)

Site/Project Name Wakulla County Airport (2J0)	Application Number	Assessment Area Name or Number WL1, WL3, WL4
Impact or Mitigation Impact	Assessment conducted by: Tori O'Malley	Assessment date: 7/21/2016

Scoring Guidance
 The scoring of each indicator is based on what would be suitable for the type of wetland or surface water assessed

Optimal (10)	Moderate(7)	Minimal (4)	Not Present (0)
Condition is optimal and fully supports wetland/surface water functions	Condition is less than optimal, but sufficient to maintain most wetland/surface waterfunctions	Minimal level of support of wetland/surface water functions	Condition is insufficient to provide wetland/surface water functions

<p>.500(6)(a) Location and Landscape Support</p> <p>w/o pres or current with</p> <p>8 0</p>	<p>The wetlands are adjacent to the existing airport and residential developments therefore have become somewhat isolated from adjacent habitats. However, disturbance rates (i.e. from human activities) is likely low. Minimal coverage of Chinese Tallow (exotic species) observed in each of the freshwater marsh wetland areas.</p>
<p>.500(6)(b)Water Environment (n/a for uplands)</p> <p>w/o pres or current with</p> <p>8 0</p>	<p>Water levels and soil moisture appropriate for community type. Appropriate vegetation was present. Water quality degradation due to runoff from residential developments and airport are likely low. Marsh habitats are not connected to nearby Ochlockonee Bay.</p>
<p>.500(6)(c)Community structure</p> <p>1. Vegetation and/or 2. Benthic Community</p> <p>w/o pres or current with</p> <p>7 0</p>	<p>The adjacent land use is either airport activities or residential developments, therefore this has somewhat impacted the community structure of the wetlands. Specifically, WL1 and WL2 (within the study area but not proposed to be impacted) were historically connected, however the construction of the airport separated the two wetlands.</p>

Score = sum of above scores/30 (if uplands, divide by 20)

current	with
0.77	

If preservation as mitigation,

Preservation adjustment factor =
Adjusted mitigation delta =

For impact assessment areas

FL = delta x acres = 2.80

Delta = [with-current]
-0.77

If mitigation

Time lag (t-factor) =
Risk factor =

For mitigation assessment areas

RFG = delta/(t-factor x risk) =

APPENDIX I – WATER QUALITY IMPACT EVALUATION (WQIE)

WQIE CHECKLIST

Project Name: Wakulla County Airport (2J0)

County: Wakulla County

FIN (Financial Number): N/A

Federal Aid Project No: N/A

Brief project description: This PD&E Study evaluated proposed improvements, including the relocation of the existing grass runway immediately to the west. The runway will remain grassed.

PART 1: DETERMINATION OF WQIE SCOPE

Does project discharge to surface or ground water? Yes No

Does project alter the drainage system? Yes No

Is the project located within a permitted MS4? Yes No

If the answer to the questions above are no, complete the applicable sections of Part 2 and 3, and then complete the WQIE by checking Box A in Part 4.

PART 2: PROJECT BASIN AND RECEIVING WATER CHARACTERISTICS

Surface Water

Receiving water(s) names: N/A

Water Management District: Northwest Florida Water Management District

Coordination meeting date: None. NFWFMD provided comments to the Advance Notification that was prepared for this project.

Attach meeting minutes to the checklist.

Water Control District Name (list all that apply): N/A

Is the project located within a springshed or recharge area? Yes No

Ground Water

Sole Source Aquifer (SSA): Yes No Name: _____
If yes, complete Part 4, D.

Aquifer? Yes No Name: Floridan

Spring vents? Yes No Name: _____

Well head protection area? Yes No Name: _____

Groundwater recharge?

Yes No

Name: _____

Notify District Drainage Engineer if karst conditions are expected or if a higher level of treatment may be needed due to a project being located within a WBID verified as impaired in accordance with Chapter 62-303, F.A.C.

Date of notification:

PART 3: WATER QUALITY CRITERIA

See Table 1 for all WBIDs and all parameters for which a WBID has been verified impaired, or has a TMDL.

Note if BMAP or RAP has been identified in Table 1, Table 2 must be completed.

EST recommendations confirmed with agencies? Yes No

BMAP Stakeholders contacted? Yes No

TMDL program contacted? Yes No

RAP Stakeholders contacted? Yes No

Were regional water quality projects identified in the Environmental Look Around?

Yes No

If yes, describe:

Were any direct effects associated with the project construction and/or operation identified?

Yes No

If yes, describe: The project will not be increasing impervious surfaces. The project will not be discharging directly into nearby Ocklockonee Bay or Dickerson Bay. Best management practices will be employed during project construction to control erosion and prevent sedimentation from entering these estuarine habitats. The project consists of a grassed runway. Water will percolate into the ground with no direct discharges off-site.

Discuss any other relevant information related to water quality.

PART 4: WQIE DOCUMENTATION

- A. No involvement with water quality
- B. No water quality regulatory requirements apply.
- C. Water quality regulatory requirements apply to this project (Provide Evaluator's information below). Water quality and quantity issues will be mitigated through compliance with the design requirements of authorized regulatory agencies.
- D. EPA Ground/Drinking Water Branch review required. Yes No
Concurrence received? Yes No

Evaluator Name (print): Tori O'Malley
Title: Environmental Scientist

Signature: *Tori O'Malley*

Date: 12/5/2016

