

# ENVIRONMENTAL ASSESSMENT

## Virginia Highlands Airport

Abingdon, Virginia

JUNE 2010

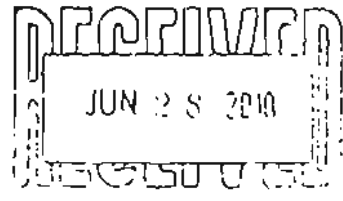
This environmental assessment becomes a federal document when evaluated and signed by the responsible Federal Aviation Administration (FAA) official.



Responsible Federal Aviation Administration Official

8/18/2010

Date





U. S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone: 703/661-1354  
Fax: 703/661-1370

August 24, 2010

Mr. Mickey Hines  
Airport Manager  
P.O. Box 631  
Abingdon, VA 24212

Re: Finding of No Significant Impact - Record of Decision – Virginia Highlands Airport

Dear Mr. Hines:

Enclosed is one copy of the Finding of No Significant Impact (FONSI) Record of Decision (ROD), for the proposed development projects at Virginia Highlands Airport. We wish to thank you for your efforts in completing this action.

In accordance with FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, you are required to publish a notice of availability of the FONSI-ROD and Final EA in the local newspaper. We would suggest that the public notice be published two times. We also request that you please forward proof of publication of the notice to this office for our files.

If you have any questions, please contact me at (703) 661-1365.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. Osburn', with a horizontal line extending from the end.

Christopher Osburn  
Environmental Specialist

cc: John Robinson, WADO  
Scott Deny, Virginia Department of Aviation  
Colleen Angstadt, Delta Airport Consultants

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
EASTERN REGION

---

***FINDING OF NO SIGNIFICANT IMPACT  
AND RECORD OF DECISION***

---

**Extend Runway 6 to 5,500 feet,  
Construct Partial Parallel Taxiway, Obstruction Removal,  
Security Fencing and Land Acquisition**

Virginia Highlands Airport  
Abingdon, Washington County, Virginia



**August 18, 2010**

**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION**

**FINDING OF NO SIGNIFICANT IMPACT/  
RECORD OF DECISION**

**Extend Runway 6 to 5,500 feet, Construct Partial Parallel Taxiway,  
Obstruction Removal, Security Fencing and Land Acquisition**

**Virginia Highlands Airport  
Abingdon, Washington County, Virginia**

**I. Introduction:**

This document serves as a Finding of No Significant Impact (FONSI) and Record of Decision (ROD) for the Federal Aviation Administration's (FAA) proposed federal action of unconditional approval of the portion of the Airport Layout Plan (ALP) that depicts the Runway 6 extension, partial parallel taxiway construction, land acquisition, obstruction removal, relocation of airport and Commonwealth of Virginia owned navigational aids, T-hangar development and security fence installation for Virginia Highlands Airport (VJI). The airport is owned and operated by the Virginia Highlands Airport Authority (VHAA).

This FONSI/ROD is based on the Environmental Assessment prepared for the VHAA, dated August 2010. The EA was prepared in accordance with the requirements of NEPA as defined in FAA Orders 5050.4B, *National Environmental Policy Act Implementing Instructions for Airport Actions*, 1050.1E, *Environmental Impacts: Policies and Procedures* and *Environmental Desk Reference for Airport Actions*.

This FONSI/ROD will describe the purpose and need of the project, actions to be taken by the FAA, alternatives examined in the Final EA, environmental effects of the preferred alternative, committed mitigation and the FAA's decision. The nature and extent of the FAA's decision is clearly stated in this FONSI/ROD, which is a decision document.

**II. Purpose and Need of the Proposed Project:**

The existing facilities at VJI include one runway and associated taxiways, a passenger terminal, and general aviation and airport support facilities. Runway 6/24 is 75 feet wide and 4,471 feet long with an Airport Reference Code (ARC) of B-II (small) at VJI. The purpose of the proposed project is to provide airfield infrastructure to support the current and future critical aircraft design which meet FAA Airport Design Standards for future ARC B-II (large) and meet enhanced safety, enhanced operational utility/efficiency, and sustained/enhanced economic benefit. The proposed project will be designed in accordance with FAA AC 150/5300-13, *Airport Design*. This project is part of the National Plan of Integrated Airport Systems (NPIAS), which is planned to provide public airport facilities conforming to minimum design standards.

Obstruction removal includes the removal of existing trees within the protected airspace for Runway 6/24 and the elimination of obstructions to the Federal Aviation Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace* surfaces. Property interest acquisition is necessary to gain control of property needed for construction of runway and taxiway pavements, the Runway Protection Zones (RPZ), Object Free Areas (OFA), approach slopes and to facilitate obstruction removal and the relocation of State Road 611.

The Federal actions requiring review pursuant to the NEPA are listed below in Section III of this FONSI/ROD. They include unconditional approval of the portion of the Airport Layout Plan (ALP) that depicts the proposed Runway 6 extension, partial parallel taxiway construction, land acquisition, obstruction removal, relocation of navigational aids, T-hangar development, and



security fence installation. The Proposed Project is depicted on Exhibit 2-3 of the EA and has been included in this FONSI/ROD.

The following is a description of the Proposed Project:

- Extend Runway 6 from 4,471 feet to 5,500 feet.
- Relocate Runway 24 threshold 470 feet to the west.
- Construct partial parallel taxiway 35 feet by 3,060 feet.
- Borrow site/ grading area.
- Acquire approximately 46 acres of fee-simple land and 23 acres of avigation easement.
- Remove obstructions for Runway 6 to the 20:1 approach surface, 21 acres.
- Relocate Navigational Aids (NAVAIDs) to include; Localizer, Automated Weather Observation System (AWOS), Omni-Directional Approach Lighting System (ODALS), Precision Approach Path Indicators (PAPIs), and Runway End Identifier Lighting (REILS).
- Construct 10-unit T-hangar and associated apron
- Install security fence.
- Relocate State Road 611.
- Stream modification.
- Demolish barn on airport property.
- Relocate cemetery.
- Construction of retaining wall and possible purchase of the National Register of Historic Places (NRHP) eligible St. John's property (2.8 acres) for mitigation purposes.

### III. Agency Action:

The FAA actions involved in the implementation of the Proposed Project include the following:

- 1) Unconditional approval of the portion of the Airport Layout Plan (ALP) that depicts the proposed runway extension and associated improvements submitted by the Virginia Highlands Airport Authority for the Virginia Highlands Airport pursuant to 49 U.S.C. §§ 40103(b) and 47107(a)(16). The ALP, depicting the proposed improvements, has been reviewed by the FAA to determine conformance with FAA design criteria and implications for Federal grant agreements (refer to 14 CFR Parts 77 and 157);
- 2) Determination under 49 U.S.C. §§40101(d)(1) and 47105(b)(3) whether the proposed project meets applicable design and engineering standards set forth in FAA Advisory Circulars;
- 3) Determination and actions, through the aeronautical study process, of the effects of the proposed projects upon the safe and efficient utilization of navigable airspace pursuant to 14 CFR Parts 77 and 157 and 49 U.S.C. §44718;
- 4) Determination under 49 U.S.C. § 44502(b) that the airport development is reasonably necessary for use in air commerce or in the interests of national defense;
- 5) Installation of the following visual aid equipment: Runway End Identifier Lighting (REIL) and runway and taxiway edge lighting. This equipment is necessary to enhance the safety of air navigation for aircraft operations at VJI; and
- 6) Eligibility for Federal funding under the Airport Improvement Program (AIP) under 49 U.S.C. §§ 47106 and 47107.

### IV. Alternatives Analysis

The alternatives analysis in Chapter 2 of the Final EA identifies the range of reasonable alternatives including the Proposed Project, as required by 40 CFR 1502.14. The EA considered but did not carry forward alternatives that involved an extension to Runway 24, instead of Runway 6, and the use of Tri-Cities Regional Airport.

The EA did not carry forward alternatives that included an extension to Runway 24, because any extension to Runway 24 was determined to be undesirable due to the terrain and impacts to the development beyond the runway end which includes the following:

- Relocation of State Route 11 (Lee Highway), Jerry Lane, and Skyking Lane – necessary to accommodate runway extension, parallel taxiway and associated safety areas;
- Placement of two Omni-directional Approach Lighting System lights within the Forest Memorial Garden;
- Terrain – Substantial fill and grading would be required to meet safety area regulations and to address obstructions to the 34:1 approach surface, thus impacting the church and memorial garden properties;
- Noise – Runway 24 extension would bring the runway end closer to the Town of Abingdon;
- Avigation Easement – required to clear FAA Part 77 obstructions; and
- Fee Simple Land Acquisition – 14 properties impacted
  - Three business relocations
  - Nine residential properties
  - Relocation of Emanuel Baptist Church (would fall within Runway 24 Runway Protection Zone (RPZ))
  - Fee simple acquisition of a portion of Forest Memorial Garden (would fall within Runway 24 RPZ)

The VHAA also spent several years obtaining easements on the Runway 24 end to support a 34:1 approach. To date, easements over 17 parcels have been acquired. Extension on the 24 end would require additional easements and acquisition of properties. Based upon the impacts detailed, it was determined that an extension on the Runway 24 end was not feasible.

The use of Tri-Cities Regional Airport was also discussed as an alternative to the proposed runway expansion and associated projects at VJI. However, as Tri-Cities Regional Airport is located approximately 45 minutes away from VJI, outside of the FAA's NPIAS 30 minute service area; it is not considered practical or desirable for airport users as defined by NPIAS.

Due to the impracticality of extending the Runway 24 end and the inability of Tri-Cities Regional Airport to accommodate the project's purpose and need it was found that there is no prudent and feasible alternative for this project that does not involve the extension of Runway 6.

The Final EA also considered the following three alternatives;

Alternative 1: No Action; no build Alternative

Alternative 2: Develop the airport as a B-II (large) with an extension of Runway 6 and associated development, the approach to Runway 6 would be changed from the existing 20:1 visual to a 34:1 non-precision approach;

Alternative 3 (Proposed Project): Develop the airport as a B-II (large) with an extension of Runway 6 and associated development, the approach to Runway 6 end would remain a 20:1 visual approach.

These three alternatives were retained for further analysis, pursuant to FAA Order 1050.1E and 40 CFR 1502.14(d).

## **V. Environmental Impacts and Possible Adverse Effects:**

The Final EA received from the VHAA included analysis and review of the Proposed Project (Alternative 3) and Alternative 2. The EA has satisfied FAA guidelines identified in FAA Orders 5050.4B and 1050.1E for the preparation of an EA.

The Final EA addresses the effect of the proposed project on the quality of the human and natural environment, and is made a part of this FONSI/ROD. The following impact analysis highlights the more thorough analysis presented in the Final EA prepared in August 2010.

**1. AIR QUALITY.** VJI is located in Washington County, Virginia which has been designated as an attainment area for all pollutants; therefore, general conformity requirements do not apply. In order to show the impact of the Proposed Project and Alternative 2 on air quality, an emissions inventory was completed. The projected emissions from the Proposed Project were analyzed and found to be below *de minimis* levels specified in 40 CFR Part 91.153 pursuant to Section 176(c) of the Clean Air Act Amendments of 1990. These emissions are summarized in Table 4-2 of the Final EA and are clearly below the *de minimis* levels specified in the federal regulation and are not regionally significant. Consequently, the proposed project will not have a significant adverse impact on air quality.

The No Action Alternative would have no impacts since no construction would take place.

**2. COASTAL RESOURCES.** VJI is not located within the coastal zone.

**3. COMPATIBLE LAND USE.** The Proposed Project would require approximately 46 acres of fee-simple land acquisition and 23 acres of aviation easement to protect the Runway Protection Zone (RPZ) protect the safety areas and allow for obstruction removal. The fee-simple acquisition would include the partial fee-simple acquisition of three residential properties off of the Runway 6 end and one commercial property off of the Runway 24 end. In addition, for mitigation purposes, as discussed below, one additional residential property, the NRHP eligible St. John House (consisting of 2.8 acres), may be purchased if the landowner voluntarily agrees to sell.

Alternative 2 would require approximately 53 acres of fee-simple land acquisition and 58 acres of aviation easement. The fee-simple acquisition would include the complete acquisition of six residential properties off of the Runway 6 end, the partial acquisition of three residential properties off of the Runway 6 end, and the acquisition of one commercial property off of the Runway 24 end. In addition, similar to the Proposed Project, the (NRHP) eligible St. John House (consisting of 2.8 acres), may be purchased if the landowner voluntarily agrees to sell. The proposed aviation easements on residential properties off the Runway 6 end would provide the VHAA with sufficient property interest to prevent incompatible land uses within the RPZs and allow for obstruction removal for FAR Part 77.

All acquisitions are anticipated to be accomplished through voluntary agreement in accordance with FAA regulations and the Uniform Relocation and Real Property Acquisitions Policies Act of 1970. Partial acquisition refers to the fee simple acquisition of a portion of the total property; complete acquisition refers to the acquisition of the entire parcel. While not anticipated, in instances of partial property acquisition, if the properties not purchased are determined to be an uneconomic remnant; fee-simple acquisition of the total property may be required.

The proposed land and aviation easement acquisition would not constitute a significant adverse effect under 49 USC 47106 (C)(1)(B) therefore, no significant impact to compatible land use is expected as a result of the proposed project.

The No Action Alternative would not alter the current conditions at the airport.

**4. CONSTRUCTION IMPACTS.** Construction operations for the Proposed Project and Alternative 2 will cause specific impacts resulting solely from and limited exclusively to the construction period. The Proposed Project and Alternative 2 would result in short-term and temporary impacts to air quality, increases in noise levels during periods of active construction and water quality impacts from erosion of exposed land surfaces. These impacts are described in more detail in Section 4 of the EA. All construction projects will comply with guidelines set forth in FAA AC 150/5370-108. Best Management Practices for construction activities will be implemented.

The No Action Alternative would have no impacts since no construction would take place.

**5. DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f).** The 4(f) property (St. John House) is a private residence eligible for the NRHP as described by the Virginia Department of Historic Resources (VDHR) the Virginia State Historic Preservation Officer, and is further described in Section 10 (Historic, Architectural, Archaeological, and Cultural Resources) below. The Section 4(f) Statement and Memorandum of Agreement (MOA), between VHAA, FAA, and VDHR describing the proposed treatment of the St. John House are attached to this FONSI/ROD. As discussed in the 4(f) statement and in the Alternatives discussion above there were no prudent and feasible alternatives that exist for this project besides the extension of Runway 6. Further, as the extension of Runway 6 necessitates impacts to the St. John Property there are no prudent and feasible alternatives that avoid impacting the St. John property. However, through the MOA, a mitigation plan has been developed that will mitigate the projects effects on the St. John property to the greatest extent possible.

The proposed 4(f) mitigation action includes the airport offering a negotiated purchase of the property (with no threat of condemnation). If the owner and VHAA reach an agreement on the purchase, the purchase of the property would constitute a physical use of the property under 4(f). If the purchase occurred the property would be listed with the National Register of Historic Places, and re-sold with an easement to protect the property. If VHAA and the current owner do not reach an agreement on the purchase, the owner will retain ownership. Regardless of whether or not the owners of the St. John's house voluntarily agree to sell the property, for mitigation purposes, a retaining wall will be constructed on existing airport property, south of the St. John House. The construction of the retaining wall would not result in direct physical impacts to the historic property; however, the setting of the historic property would be impacted. It was determined that construction of the wall would result in the fewest impacts to the site. No grading or construction would take place on the property and visual impacts would be mitigated by landscaping the area between the wall and St. John property to block the southern view to the extent possible. If the purchase of the property does not occur, these visual impacts associated with the construction of the retaining wall would result in a constructive use of the St. John's property under 4(f). Regardless, of whether the owners of the St. John House voluntarily agree to sell the property the proposed project will not result in a significant adverse impact to properties protected by Section 4(f) of the Department of Transportation (DOT) Act.

On April 21, 2010, in accordance with Section 4(f) of the Department of Transportation (DOT) Act and 49 U.S.C. 303, policy on lands, wildlife and waterfowl refuges, and historic sites, the FAA developed a Section 4(f) Statement describing the MOA for the Treatment of St. John House and submitted to the Department of Interior (DOI) for review and comment. On June 14, 2010 the FAA received concurrence from the DOI on no available prudent and feasible alternatives and with the described measures to minimize harm to the St. John House as outlined within the MOA.

Under the No Action Alternative, the land would be maintained in the current state and would not constitute a physical or constructive use of any properties protected by DOT Act, Section 4(f).

**6. FARMLAND.** The FAA completed Form AD-1006, *Farmland Conversion Impact Rating*, and coordinated it with the Natural Resources Conservation Service in December 2006 to determine impacts to prime and unique farmlands. Under the Proposed Project and Alternative 2 it was determined that approximately 49 acres were considered prime and unique farmland would be impacted. According to the Farmland Protection Policy Act, a total score below 160 requires no further analysis. The total score on Form AD-1006 for VJI was 149; therefore, the Proposed Project and Alternative 2 would result in no significant impacts to farmlands, see Appendix F in the Final EA.

Under the No Action Alternative, the land would be maintained in the current state and would not be farmed or developed.

**7. FISH, WILDLIFE AND PLANTS.** A Biological Assessment was completed in June 2006; see Appendix E in the Final EA, which included a wetland survey, flora and fauna assessment and threatened and endangered species survey for VJI. No endangered or threatened species or

critical habitats were observed. The Proposed Project and Alternative 2 will not impact fish, wildlife or plants.

The No Action Alternative would have no impacts since no construction would take place.

**8. FLOODPLAINS.** The Proposed Project and Alternative 2 are not located in a designated 100-year floodplain. The Proposed Project, Alternative 2 and the No Action Alternative would result in no impacts to floodplains.

**9. HAZARDOUS MATERIALS, POLLUTION PREVENTION AND SOLID WASTE.** The Proposed Project and Alternative 2 will take place on entirely on airport property. A due diligence hazardous waste evaluation was completed for properties proposed for acquisition and there was no evidence of hazardous waste connected with these properties. The Proposed Project and Alternative 2 will result in no impacts to hazardous materials.

Under the No Action Alternative, ground disturbing activities would not occur and no impacts to hazardous materials.

**10. HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL AND CULTURAL RESOURCES.** The Proposed Project and Alternative 2 will impact both the St. John Cemetery and St. John House, the latter being eligible for listing on the NRHP. The house was built in 1860 and embodies the distinctive Greek Revival style of the mid-nineteenth-century. The integrity of the exterior is able to convey the architectural context of this period and style of architecture and maintains the integrity necessary to be recommended as potentially eligible for listing in the NRHP under Criterion C. The Area of Potential Effect is defined as the current tax parcel which is approximately 2.8 acres.

The VDHR, in a letter dated September 18, 2006, concurred with the FAA's determination that the St. John Cemetery was not eligible for inclusion within the National Register of Historic Places and recommended that the site be avoided, however if not possible all requisite permits for the relocation of human remains and interments be obtained. Additionally, the VDHR concurred with FAA's determination of adverse effects to the St. John House on September 12, 2008. Pursuant to 36 Code of Federal Regulations Part 800.6, a Memorandum of Agreement (MOA) was prepared. The MOA was executed by VHAA, VDHR, and the FAA on April 13, 2010. On April 26, 2010 the Advisory Council on Historic Preservation (ACHP) confirmed receipt and filing of the MOA, and acknowledged completion of the requirements of Section 106 upon execution of the MOA terms. The MOA describes the steps required for the treatment of the St. John House to mitigate impacts from the proposed projects at VJI; to include the construction of a retaining wall and VHAA offering a negotiated purchase of the property. No significant adverse impact is expected to occur.

The No Action Alternative would result in no impacts to cultural resources since no construction would take place.

**11. LIGHT EMISSIONS AND VISUAL IMPACTS.** The proposed lighting improvements for the airport under the Proposed Project and Alternative 2 require the relocation of the existing localizer for Runway 6/24 in association with the runway extension, as well as the following visual aids; Runway End Identifier Lights (REILs), Omni Directional Approach Path Indicators (ODALS) and Precision Approach Path Indicators (PAPIs). The existing airport is a fully lighted airfield providing 24-hour-a-day services. Both alternatives will require the removal of trees, however, development at the airport would compliment the county's proposed use of adjacent properties. No significant impacts are expected as a result of the Proposed Project or Alternative 2.

The No Action Alternative would not result in an impact to light emissions since the runway would remain the same.

**12. NATURAL RESOURCES AND ENERGY SUPPLY.** The Proposed Project and Alternative 2 will result in a slight increase in electric demand to serve the runway extension and partial parallel

taxiway. No significant impacts to energy supply and natural resources are expected from the Proposed Project and Alternative 2.

The No Action Alternative would result in no impacts to energy supply and natural resources since no construction would take place.

**13. NOISE.** The existing (2007) and future (2012) 65 DNL noise contours remain on airport property for the Proposed Project and Alternative 2. No residences or other noise-sensitive institutions are contained within the 65 DNL noise contour. Therefore, the Proposed Project and Alternative 2 will not increase noise over any noise-sensitive land uses within the 65 DNL noise contour.

The No Action Alternative future (2007) 65 DNL noise contour would remain on airport property.

**14. SECONDARY (INDUCED) IMPACTS.** Under the Proposed Project and Alternative 2 property interest acquisition would occur, however, there will be no shifts in patterns of population movement. Therefore, there would be no significant impacts from the Proposed Project and Alternative 2.

The No Action Alternative would result in no secondary impacts since no construction would take place.

**15. SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS.** Construction of Alternative 2 would require the complete acquisition of six residential properties off of the Runway 6 end, the acquisition of portions of the total of three residential properties off of the Runway 6 end, and the acquisition of one commercial property off of the Runway 24 end. In addition, under Alternative 2 the St. John House may be purchased in fee simple. Approximately 58 acres of aviation easement would be required for Alternative 2 to prevent incompatible land uses within the RPZs and allow for obstruction removal.

Construction of the Proposed Project will include the fee-simple acquisition of three residential properties off of the Runway 6 end, one commercial property off of the Runway 24 end, and possibly the St. John House. Approximately 23 acres of aviation easement would be required for the Proposed Project.

The Proposed Project and Alternative 2 would also include the relocation of State Road 611 to accommodate the runway extension and associated partial parallel taxiway, RPZ, OFAs and RSA. State Road 611 would be realigned approximately 1,800 feet to the west of the existing right-of-way and reconnect to an existing portion of Westinghouse Road.

Under the Proposed Project and Alternative 2, none of the properties to be acquired would impact minority or low-income populations and no businesses would be relocated. All acquisitions are anticipated to be accomplished through voluntary agreement in accordance with FAA regulations and the Uniform Relocation and Real Property Acquisitions Policies Act. While not anticipated, in instances of partial property acquisition, if the properties not purchased are determined to be an uneconomic remnant, fee-simple acquisition of the total property may be required.

Based on the information listed above, there would be no significant impacts from the Proposed Project and Alternative 2. The No Action Alternative would result in no socioeconomic impacts since no construction would take place.

**16. WATER QUALITY.** The Proposed Project and Alternative 2 would impact Spring Creek. The runway extension along with the associated partial parallel taxiway would extend into the path of the creek and the stream would be redirected through a culvert under the proposed runway extension. A Virginia Water Protection Permit was issued by the Virginia Department of Environmental Quality (VDEQ) on June 11, 2009. Temporary construction impacts would be addressed through the preparation and implementation of the Erosion and Sedimentation Control Plan. All construction plans would be required to comply with FAA AC 150/5370-10B.

Based on the information listed above, there would be no significant impacts to water quality from the Proposed Project and Alternative 2. The No Action Alternative would not result in a significant environmental impact to water quality.

**17. WETLANDS.** A field review indicated that there were approximately 0.15 acres of jurisdictional wetlands located on airport property adjacent to Spring Creek. The Proposed Project and Alternative 2 would impact 0.15 acres of wetlands. No "non-jurisdictional" wetlands were identified on the project site.

After coordination with the Virginia Marine Resource Commission, U.S. Army Corps of Engineers, and the VDEQ mitigation requirements have been determined. Mitigation will include payment into the Virginia Aquatic Resources Trust Fund for the impact to 0.15 acres of wetlands.

The No Action Alternative would result in no wetland impacts since no construction would take place.

**18. WILD AND SCENIC RIVERS.** There are no designated Wild and Scenic Rivers in the Commonwealth of Virginia. The Proposed Project, Alternative 2 and the No Action Alternative would not have an impact on any Wild and Scenic Rivers.

**19. CUMULATIVE IMPACTS.** In accordance with the CEQ guidelines, the Final EA was prepared to consider both direct and cumulative impacts for the Proposed Project and the consequences of subsequent related actions (40 CFR § 1508.7). The Final EA evaluated past, present and reasonably foreseeable on and off airport projects to assess their potential for significant environmental impacts.

In addition to the Proposed Project, the Final EA considered impacts projects such as the west side development which included the construction of connector Taxiway "C", two taxilanes, west side access road, drainage systems and stormwater detention basin. In addition, there is an ongoing obstruction removal project that began in 2001 on the Runway 24 end. This project includes acquiring avigation easements to approximately 40 parcels to remove obstructions penetrating the approach surfaces.

Off-airport projects include an 80-acre retail development south of I-81, improvement of the sewage treatment plant, residential development north of Abingdon town limits, county administration development and several road construction projects proposed for the area near the airport as well as a new exit off of I-81.

Based on the potential level of impact the Proposed Project and Alternative 2 would not result in significant cumulative impacts.

**Alternatives analysis conclusion:**

Based on the information disclosed in the Final EA, the FAA has determined that the Proposed Project (Alternative 3) meets the purpose and need of the project and is environmentally preferable to Alternative 2.

The Proposed Project and Alternative 2 will have the same impacts except in the categories of property interest acquisition and obstruction removal. The Proposed Project will require fewer acres of avigation easement and less obstruction removal. The Proposed Project would require the removal of approximately 21 acres of trees to eliminate obstructions and Alternative 2 would require the removal of approximately 26 acres of trees and seven residential buildings.

The Proposed Project would require approximately 46 acres of fee-simple land acquisition (not including the potential acquisition of the St. John House) and 23 acres of avigation easement to protect the RPZ, protect the safety areas, and allow for obstruction removal. The fee-simple acquisition would include one residential property, the St. John House which is eligible for listing on the National Register for Historic Places as well as the partial fee-simple acquisition of three

residential properties off of the Runway 6 end and one commercial property off of the Runway 24 end. All acquisitions would be accomplished in accordance with the Uniform Relocation Assistance Real Property Acquisition Policies Act of 1970. The Proposed Project would require the removal of approximately 21 acres of trees to eliminate obstructions to the proposed 20:1 approach surface for the extension of Runway 6.

Alternative 2 would require approximately 53 acres of fee-simple land acquisition (not including the potential acquisition of the St. John House) and 58 acres of avigation easement. The fee-simple acquisition would include the complete acquisition of seven residential properties off of the Runway 6 end, (if the St. John House is included) as well as the partial acquisition of three residential properties off of the Runway 6 end and one commercial property off of the Runway 24 end. The proposed avigation easements on residential properties off the Runway 6 end would provide the VHAA with sufficient property interest to prevent incompatible land uses within the RPZs and allow for obstruction removal for FAR Part 77. Alternative 2 would require the removal of approximately 26 acres of trees and seven residential buildings which penetrate the FAR Part 77 approach surface for the proposed 34:1 non-precision, approach slope to Runway 6.

Therefore, the FAA, in this FONSI/ROD, has determined that the Alternative 3 is the FAA's preferred alternative. This alternative would meet FAA airport design standards at Virginia Highlands Airport and accommodate current activity levels. In arriving at this decision, the FAA considered all pertinent factors including the environmental impacts of various alternatives, as well as the FAA statutory charter in the Federal Aviation Act of 1958, as amended, to assure safe and efficient use of navigable airspace (49 U.S.C. § 40103).

## VI. MITIGATION

**REQUIRED MITIGATION MEASURES:** In accordance with 40 CFR § 1505.3, the FAA will take appropriate steps, through Federal funding grant assurances and conditions, Airport Layout Plan approvals, and contract plans and specifications, to ensure that the mitigation action is implemented during project development, and will monitor the implementation of these mitigation actions as necessary to assure that representations made in the Final EA with respect to mitigation are carried out. The approvals contained in this FONSI/ROD are specifically conditioned upon full implementation of these mitigation measures.

**Fee Simple Acquisition of Residences.** The land acquisition will be undertaken in accordance with the FAA regulations and the Uniform Relocation and Real Property Acquisitions Policies Act of 1970, as amended (42 U.S.C. 4601, et seq.).

**Water Quality and Jurisdictional Wetlands.** Mitigation will include payment into the Virginia Aquatic Resources Trust Fund for the impact to 0.15 acres of wetlands.

**Cultural and Department of Transportation Section 4(f) Resources.** The Proposed Project will have an adverse impact to the St. John House. VHAA shall ensure stipulations set forth in the executed Memorandum of Agreement with the State Historic Preservation Office and FAA are met as required. See attached MOA and DOT 4(f) Statement. Additionally, a relocation permit must be obtained from the Washington County Circuit Court prior to the relocation of interments contained within the St. John Cemetery.

**Preparation of Erosion and Sediment Control Plan.** VHAA will prepare an Erosion and Sedimentation Control Plan to meet Virginia's Erosion and Sediment Control Law (Virginia Code 10.1-567) and regulations (4 VAC 50-30-30 *et seq.*) and Stormwater Management Law (Virginia Code 10.1-603.5) and regulations (4 VAC 50-60 *et seq.*) as locally administered. Local erosion and sediment control, and stormwater management requirements should be coordinated with Washington County.

**FAA Advisory Circulars.** Construction contract specifications will contain the provisions of FAA ACs 150/5370-10E, *Standards for Specifying Construction of Airports* and 150/5320-5C, *Airport Drainage*.



**Permits.** No construction of the proposed project will commence until all required permits and certifications are obtained.

**Reporting.** VHAA will provide FAA with an annual progress report regarding the status of the mitigation measures listed in this Section until construction has been completed.

**FONSI/ROD.** If major steps towards the implementation of the proposed project have not commenced within three years from the date of approval of this FONSI/ROD, a written reevaluation of the adequacy, accuracy and validity of the supporting documents shall be required.

## VII. AGENCY FINDINGS

In accordance with the guidelines described in paragraph 1203 of FAA Order 5050.4B, the FAA has made the following findings and determinations, as necessary, for the Proposed Project based upon appropriate evidence set forth in the administrative record required by the Airport and Airway Improvement Act of 1982, as amended.

**a) The proposed action is reasonably consistent with existing plans of public agencies for development of the area (49 U.S.C. § 47106(a)(1)).** Virginia Highlands Airport is situated entirely on land owned and controlled by the Virginia Highlands Airport Commission. The Proposed Project is located entirely on airport property. The land surrounding the airport to the north is zoned general agricultural, areas between Route 11 and I-81 are designated for general business uses and areas south of I-81 are zoned residential. No residences or other noise-sensitive institutions are contained within the 65 DNL noise contour. The Proposed Project is consistent with the plans, goals and policies for the area.

**b) The Secretary is satisfied the interests of communities in or near the project location have been given fair consideration (49 U.S.C. § 47106(b)(2)).** Throughout the EA preparation process, government officials, agencies, organizations, and residents of nearby communities have been consulted, or have participated in activities that have contributed to the preparation of the Final EA. Appendix H of the Final EA contains correspondence from the various agencies that were consulted and the public participation comments.

The Draft EA was made available to the public from February 3, 2009 to March 13, 2009 and a public hearing was held on March 4, 2009. Three public meetings were held on November 9, 2005, February 23, 2006 and August 29, 2006. Three comments were received (See Appendix H of the Final EA) from the public. Again the Draft EA was made available to the public from June 30, 2010 to July 30, 2010. No comments were received.

**c) To the extent reasonable, the airport sponsor has taken or will take actions to restrict land uses in the airport vicinity, including the adoption of zoning laws, to ensure that uses are compatible with airport operations (49 U.S.C. § 47107(a)(10)).** The Virginia Highlands Airport is compatible with the surrounding land uses and the general agricultural and general business uses.

**d) A certification from the airport sponsor that it has provided an opportunity for a public hearing. The hearing is offered to consider economic, social and environmental effect of the location and the location's consistency with the objectives of any planning that the community (i.e., jurisdictional authority) has carried out (49 U.S.C. § 47106(c)(1)(A)(i)).** The public comment period was held from February 3, 2009 to March 13, 2009. Three written public comments were received. The Department of Environmental Quality, Virginia Department of Aviation and FAA held a public hearing on March 4, 2009. One oral and two written comments were received during the public hearing. Again the Draft EA was made available to the public from June 30, 2010 to July 30, 2010. No comments were received.

- e) **There is no practicable alternative to FAA's preferred alternative, and the preferred alternative includes all practicable measures to minimize resultant unavoidable harm to wetlands.** As described in the Final EA, the Proposed Project, Alternative 2 and the No Action Alternative were studied extensively to determine the potential assessed impacts and appropriate mitigation measures. FAA provided input, advice, and expertise throughout the planning and technical analysis, along with an administrative and legal review of the project. The FAA has determined that the preferred alternative includes all practicable measures to minimize harm to wetlands as described in Executive Order No. 11990, Protection of Wetlands.
- f) **The FAA has given this proposal the independent and objective evaluation required by the Council on Environmental Quality (40 CFR 1506.5).** As described in the Final EA, the Proposed Project, Alternative 2 and the No Action Alternative were studied extensively to determine the potential assessed impacts and appropriate mitigation measures. FAA provided input, advice, and expertise throughout the planning and technical analysis, along with an administrative and legal review of the project.
- g) **The air emissions resulting from the Proposed Project have been determined by the FAA to be "*de minimis*" and are therefore presumed to conform with the State Implementation Plan for air quality pursuant to Section 176 (c)(1)(a) and (b) of the Federal Clean Air Act as amended in 1990.** VJI is located in Washington County which has been designated as an attainment area for all pollutants. In order to show the minimal impact of the Proposed Project and Alternative 2 on air quality, an emissions inventory was completed. The projected emissions from the Proposed Project were analyzed and found to be below *de minimis* levels specified in 40 CFR Part 91.153 pursuant to Section 176(c) of the Clean Air Act Amendments of 1990. These emissions are summarized in Table 4-2 of the Final EA and are clearly below the *de minimis* levels specified in the federal regulation and are not regionally significant. The general conformity requirements do not apply.
- h) **Determination that the airport development is reasonably necessary for use in air commerce or in the interests of national defense pursuant to (49 U.S.C. § 44502(b)).** The FAA has determined that the Proposed Project described in the Final EA would improve the safety and efficiency of the airport. FAA has determined the proposed runway extension and partial parallel taxiway can be operated safely. The Airport Layout Plan was evaluated under airspace case number 2004-AEA-423-NRA.

#### VIII. Decision and Order

The FAA has identified Alternative 3 as the FAA's preferred alternative. FAA must now select one of the following choices:

- Approve agency actions necessary to implement the Proposed Project, or
- Disapprove agency actions to implement the Proposed Project.

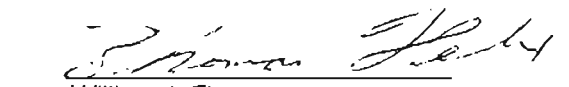
Approval would signify that applicable federal requirements relating to airport development and planning have been met and would permit the Virginia Highlands Airport Authority to proceed with the proposed development and possibly receive federal funding. In addition, Virginia Highlands Airport Authority is required to comply with FAA grant assurances upon acceptance of a grant offer. Not approving these agency actions would prevent Virginia Highlands Airport Authority from proceeding with implementation of the Proposed Project.

**Decision:** I have carefully considered the FAA's goals and objectives in relation to the various aeronautical aspects of the Proposed Project at Virginia Highlands Airport as discussed in the Final EA. The review included: the purpose and need that this project would serve; the alternative means of achieving the purpose and need; the environmental impacts of these alternatives; and the mitigation necessary to preserve and enhance the human environment.

Under the authority delegated to me by the Administrator of the Federal Aviation Administration of the Federal Aviation Administration, I find that the project is reasonably supported. I therefore direct that action be taken to carry out the following agency actions discussed more fully in Section III of this FONSI/ROD, including:

- 1) Unconditional approval of the portion of the Airport Layout Plan (ALP) that depicts the proposed runway extension and associated improvements submitted by the Virginia Highlands Airport Authority for the Virginia Highlands Airport pursuant to 49 U.S.C. §§ 40103(b) and 47107(a)(16). The ALP, depicting the proposed improvements, has been reviewed by the FAA to determine conformance with FAA design criteria and implications for Federal grant agreements (refer to 14 CFR Parts 77 and 157);
- 2) Determination under 49 U.S.C. §§40101(d)(1) and 47105(b)(3) whether the proposed project meets applicable design and engineering standards set forth in FAA Advisory Circulars;
- 3) Determination and actions, through the aeronautical study process, of the effects of the proposed projects upon the safe and efficient utilization of navigable airspace pursuant to 14 CFR Parts 77 and 157 and 49 U.S.C. §44718;
- 4) Determination under 49 U.S.C. § 44502(b) that the airport development is reasonably necessary for use in air commerce or in the interests of national defense;
- 5) Installation of the following visual aid equipment: Runway End Identifier Lighting (REIL) and runway and taxiway edge lighting. This equipment is necessary to enhance the safety of air navigation for aircraft operations at VJL; and
- 6) Eligibility for Federal funding under the Airport Improvement Program (AIP) under 49 U.S.C. §§ 47106 and 47107.

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements. I also find the proposed Federal action, with the required mitigation referenced above, will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to Section 102 (2)(C) of NEPA. As a result, FAA will not prepare an Environmental Impact Study (EIS) for this action.

  
 William J. Flanagan  
 Eastern Region Airports, Division Manager

8/18/10  
 Date

#### Right of Appeal

*This decision, including any subsequent actions approving a grant of Federal funds to Virginia Highlands Airport Authority in Abingdon, Virginia, is taken pursuant to 49 U.S.C. § 47101 et seq., and constitutes an order of the Administrator which is subject to review by the U.S. Circuit Courts of Appeals for the District of Columbia, or U.S. Circuit Courts of Appeal for the circuit in which the person contesting the decision lives or has a principal place of business in accordance with the provisions of 49 U.S.C. Section 46110.*

## **Attachments**

### **Memorandum of Agreement & Section 4(f) Statement**



U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone: 703/661-1354  
Fax: 703/661-1370

April 21, 2010

Mr. Willie R. Taylor  
Director, Office of Environmental Policy and Compliance  
U.S. Department of Interior  
Main Building, MS 2342  
1849 C Street, S.W.  
Washington, DC 20240

Re: Submittal of Section 4(f) Statement for DOI Review – Virginia Highlands Airport Environmental Assessment

Dear Mr. Taylor:

The Washington Airports District Office of the Federal Aviation Administration (FAA), in cooperation with the Virginia Highlands Airport Authority, and their consultant, has prepared a Section 4(f) Evaluation for the proposed extension of Runway 6 and other airport development actions at Virginia Highlands Airport located in Abingdon, Virginia. In accordance with Section 4(f) of the Department of Transportation (DOT) Act and 49 U.S.C. 303, policy on lands, wildlife and waterfowl refuges, and historic sites, the FAA has enclosed, for Department of Interior review and comment, copies of the Section 4(f) Statement.

Enclosed you will find 12 hardcopies of the Section 4(f) Evaluation, including a copy of the Memorandum of Agreement (MOA) for the Treatment of Architectural Site VDHR #095-5264 (St. John House) at the Airport as signed by the FAA, Virginia Highlands Airport Authority, and the Virginia Department of Historic Resources within the Section 106 process. The Draft EA and supporting documents and Appendixes can be provided upon request.

FAA requests your review of the Section 4(f) Evaluation transmitted by this letter. The FAA would appreciate any comments within 45 days of the receipt of this letter. If you have any questions, please contact the undersigned at (703) 661-1365 or at [chris.osburn@faa.gov](mailto:chris.osburn@faa.gov).

Sincerely,

Christopher Osburn  
Environmental Specialist  
FAA – Washington Airports District Office

Enclosures – 12 Copies of Virginia Highlands Airport 4(f) Statement

cc: Mr. Mickey Hines, Airport Manager (via email)  
Ms. Colleen Angstadt, Delta Airport Consultants, Inc. (via email)



United States Department of the Interior

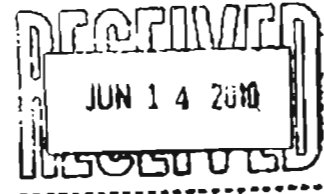
OFFICE OF THE SECRETARY  
Washington, DC 20240



JUN 9 2010

9043.1  
PEP/NRM

ER 10/372



Mr. Christopher Osburn  
Environmental Specialist  
Washington Airports District Office  
Federal Aviation Administration  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

Dear Mr. Osburn:

This is in response to a request for the Department of the Interior's review and comment on the Draft Section 4(f) Evaluation for **Extension of Runway 6 and other developments located at the Virginia Highlands Airport in Abington, Virginia**. We offer the following comments on this project for your consideration.

**Section 4(f) Comments**

The Department concurs that there is no prudent and feasible alternative to the above listed project, which consists of providing airfield infrastructure at Virginia Highlands Airport, that safely and effectively accommodates current and projected demands for aviation activity in Washington County. The measures to minimize harm to historic resources eligible for the National Register of Historic Places must, however, be explicitly consistent with the Memorandum of Agreement (MOA) developed in consultation with the Virginia State Historic Preservation Officer and concurred with by the Advisory Council on Historic Preservation. We recommend that a signed copy of the MOA be included in the final documentation of compliance for the project to reflect procedures for protecting cultural resources.

We appreciate the opportunity to provide these comments.

Sincerely,

Willie R. Taylor  
Director, Office of Environmental  
Policy and Compliance

**VIRGINIA HIGHLANDS AIRPORT  
ENVIRONMENTAL ASSESSMENT  
SECTION 4(F) STATEMENT**

**PROJECT DESCRIPTION**

The purpose of the proposed action is to provide airfield infrastructure at Virginia Highlands Airport (VJI) that safely and effectively accommodates the current and projected demand for aviation activity in the Washington County Area. VJI is owned and operated by the Virginia Highlands Airport Authority (VHAA). VJI consists of one runway (6/24) which is 4,471 feet in length. Due to the current runway length the airport is currently categorized by the Federal Aviation Administration (FAA) guidance as an Airport Reference Code (ARC) B-II Small Airport. However, the existing and future aviation demand at the airport requires it to be converted to an ARC B-II Large Airport. In order to meet this need through this project VHAA proposes to extend the runway to 5,500 feet long by 75 feet wide; construct a parallel taxiway 3,060 feet long by 35 feet wide to serve the extension; construct borrow sites/grading areas; acquire approximately 52 acres of land in fee-simple and approximately 12.5 acres of aviation easements; remove obstructions to the Part 77 surfaces; relocate visual aids, navigational aids (NAVAIDS), and Automated Weather Observing System (AWOS); construct a 10-unit T-hangar and associated apron; install security fencing; relocate State Road 611 (approximately 3,800 feet); demolish a barn and relocate a cemetery. The runway extension would consist of an extension to the Runway 6 end.

**OWNER**

The Section 4(f) property has been identified as the St. John House. The current owners are Rufus T. and Joanne Hairston (the Hairston's). There are no existing easements, leases, or restrictions on the property.

**SIZE**

The approximate 2.8 acre property is entirely surrounded by airport property and is located on Route 611 (Providence Road), north of the Runway 6 end. The entire property is eligible for the National Register of Historic Places (NRHP) based upon Virginia Department of Historic Resources' (VDHR) determination on May 29, 2008 and FAA's concurrence dated September 12, 2008. Related correspondence may be found in **Appendix C** of the Environmental Assessment (EA).

**VISUAL INFORMATION**

A detailed map of the property may be found in the EA, **Exhibit 4-3**.

**USES**

The 4(f) property is a private residence eligible for the NRHP as described by the VDHR. The St. John House was built circa 1860 and embodies the distinctive Greek Revival style of the mid-nineteenth century. The interior of the house maintains the original form and materials from the time of its construction. Contributing interior factors to the integrity of the home include, but are not limited to, the hand hewn timbers in the framing, the hand hewn stair railing, the intact wall surfaces and floors, the intact moldings, the examples of finely crafted built-in cabinets, the original mantels that are still intact, and the examples of Greek Revival door and window surrounds. In addition to the significance of the interior is the integrity of the exterior, which has been diminished due to a rear addition, but still able to convey the architectural context of this period. The house was determined eligible for the NRHP under Criterion C for architecture.

The Phase II Architectural Report and related correspondence for the St. John House may be found in **Appendix C** of the EA.

The proposed action includes the airport offering a negotiated purchase of the property (with no threat of condemnation). If the Hairstons and VHAA reach an agreement on the purchase, the purchase of the property would constitute a physical use of the property under 4(F). If the purchase occurred the property would be listed with the National Register of Historic Places, and re-sold with an easement to protect the property. If VHAA and the Hairstons do not reach an agreement on the purchase, the Hairstons will retain ownership. In addition to the voluntary purchase, the project will construct a retaining wall on existing airport property, south of the St. John House. These actions would result in no direct physical impacts to the historic property. It was determined that construction of the wall would result in the fewest impacts to the site. No grading or construction would take place on the property and visual impacts would be mitigated by landscaping the area between the wall and St. John property to block the southern view to the extent possible. If the purchase of the property does not occur, these visual impacts associated with the construction of the retaining wall would result in a constructive use of the St. John's property under 4(f).

#### **ACCESS**

The St. John House property is located on Route 611 (Providence Road) and as a result of the proposed extension of Runway 6, it would be necessary to relocate Route 611 away from the St. John property. However, the portion of the existing Route 611 currently providing vehicular access to the St. John House property would remain open. See **Exhibit 4-3** in the EA for an illustration of the proposed road relocation.

#### **ASSOCIATED AREAS**

The affected resource is not anticipated to have an impact on any other similarly used lands in the area.

#### **PRUDENT AND FEASIBLE ALTERNATIVES**

The EA fully evaluated two build alternatives to extend Runway 6, as well as a No Action alternative. Each of these build alternatives meet the purpose and need of the project and each create equivalent impacts to the St. John's property due to the extension of Runway 6. For the reasons that follow, however, it was determined that there were no prudent and feasible alternatives that met the purpose and need of this project and that also avoided impacting the St. John's property. The details of the alternatives fully evaluated in the EA are as follows:

- 1) Alternative 1 - (No Action Alternative) – Airport remains in its current configuration
- 2) Alternative 2 - Extend Runway 6 by 1,399 feet and change existing 20:1 visual approach to 34:1
- 3) Alternative 3 - (Preferred Alternative) – Extend Runway 6 by 1,399 feet and maintain existing 20:1 visual approach

Alternative 1, No Action, involved the fewest environmental impacts and would have avoided impact to the St. John property; however it did not meet the purpose and need of the proposed action. As stated above, both build alternatives would equivalent create impacts to the St. John property; However, the analysis concluded that the potential impacts from Alternative 2 (besides the impacts to the St. John's property) appeared to be significantly greater in terms of obstruction removal and additional property interest acquisition. Therefore, Alternative 3 was selected as the preferred development alternative from the EA, as it meets the defined purpose



and need and significant environmental impacts are not anticipated with this alternative. Alternative 3 is depicted on the existing Airport Layout Plan, approved by the FAA.

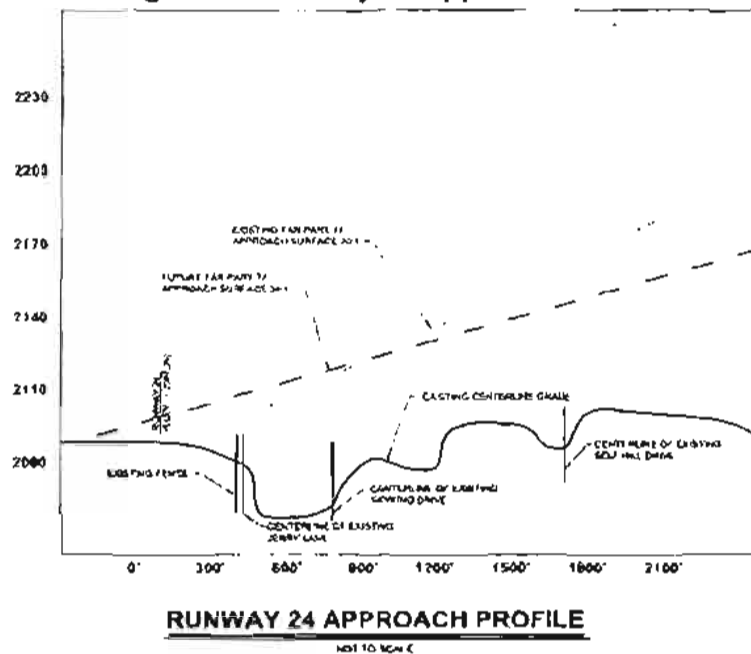
Additional Alternatives initially considered but not carried forward in the EA included an extension to Runway 24, which was considered as an alternative to extending Runway 6. However, this scenario was determined to be undesirable due to the terrain and impacts to the development beyond the runway end which includes the following:

- Relocation of State Route 11 (Lee Highway), Jerry Lane, and Skyking Lane – necessary to accommodate runway extension, parallel taxiway and associated safety areas;
- Placement of two Omnidirectional Approach Lighting System (ODAL) lights within the Forest Memorial Garden;
- Terrain – Substantial fill and grading would be required to meet safety area regulations and to address obstructions to the 34:1 approach surface (see Figure 1), thus impacting the church and memorial garden properties;
- Noise – Runway 24 extension would bring the runway end closer to the Town of Abingdon;
- Avigation Easement – required to clear FAA Part 77 obstructions; and
- Fee Simple Land Acquisition – 14 properties impacted
  - Three business relocations
  - Nine residential properties
  - Relocation of Emanuel Baptist Church (would fall within Runway 24 Runway Protection Zone (RPZ))
  - Fee simple acquisition of a portion of Forest Memorial Garden (would fall within Runway 24 RPZ)

The Virginia Highlands Airport Authority (VHAA) has also spent several years obtaining easements on the Runway 24 end to support a 34:1 approach. To date, easements over 17 parcels have been acquired. Extension on the 24 end would require additional easements and acquisition of properties.

Based upon the numerous impacts detailed here, it was determined that an extension on the Runway 24 end was not feasible.

**Figure 1 – Runway 24 Approach Profile**



The use of Tri-Cities Regional Airport (TRI) was also discussed as an alternative to the proposed runway expansion and associated projects at VJI. However, as TRI is located approximately 45 minutes away from VJI, outside of the FAA's National Plan of Integrated Airport Systems (NPIAS) 30 minute service area; it is not considered practical or desirable for airport users as defined by NPIAS.

Due to the impracticality of extending the Runway 24 end and the inability of Tri-Cities Regional Airport to accommodate the project's purpose and need it was found that there is no prudent and feasible alternative for this project that does not involve the extension of Runway 6. Furthermore, as each of the two build alternatives considered in the EA would impact the St. John House, due to the extension of Runway 6, it is found that there is no prudent and feasible alternative that avoids 4(f) impacts to this historic property.

#### **MITIGATION**

Mitigation requirements have been outlined in a Memorandum of Agreement (MOA) between the FAA, VHAA, and VDHR. Previously the preferred mitigation alternative contemplated clearing and grading a portion of the St. John Property, with accompanying impacts to Spring Creek and wetlands located on the site in order to meet FAA design standards for the proposed runway and parallel taxiway. As the entire 2.8 acre parcel was determined eligible for the NRHP, the earthwork would impact the historic setting of the property. As required by FAA Order 5050.4B, additional mitigation alternatives that would minimize harm or avoid the 4(f) resource entirely were considered. Through the additional analysis the FAA and VDHR determined that the mitigation alternative that would mitigate impacts on the St. John property to the greatest extent possible would involve; 1) the construction of a retaining wall on existing airport property, south of the St. John property and historical boundary; and 2) the voluntary acquisition of the property. This mitigation alternative has been selected as the preferred mitigation alternative in the MOA.

Pursuant to the terms of the MOA, the retaining wall will be constructed whether or not VHAA and the Hairstons reach an agreement on purchase of the property. The construction of the retaining wall will avoid physical impacts to the 2.8-acre historic property. Visual impacts would be mitigated by planting trees to block the southern view to the extent possible. The VHAA would be required to submit to the VDHR the proposed design of the retaining wall for their review. All related correspondence is located in **Appendix C** of the EA and the signed MOA has been included in **Appendix I** of the EA. A list of mitigation options in preferred order is included **Table 1** below.

**Table 1 - St. John House 4(f) Mitigation Alternatives**

<b>Alternative</b>	<b>Description</b>	<b>Benefits</b>	<b>Cons</b>
<b>Preferred- Property bought and sold through voluntary acquisition and construct Retaining Wall to the South of the St. John House on Airport Property</b>	St. John house would remain on existing parcel (historic boundary). The property would be purchased by the FAA, DOAV, and VHAA and be sold to private owner with preservation covenants. The current owner shall be given the first chance to repurchase the property from the VHAA. A retaining wall would be constructed on existing airport property, south of the St. John House. Stream would flow under retaining wall. Historic boundary would not be impacted. Visual impacts from the wall would be mitigated by the planting of trees in front of it.	Architectural elements are preserved in current location.  Existing owner has option to remain.  Property is maintained.  No clearing and grading within the property's historic boundary would occur nor would there be impacts to Spring Creek and the wetland area within the historic boundary resulting in overall reduced physical and visual impacts.	Construction impacts including noise, visual, and air quality.  There would be enduring visual impacts from the retaining wall, however, those would be mitigated by the planting of trees to block the southern view.
<b>Property bought and sold to private owner with restrictive easements.</b>	St. John house would remain on existing parcel (historic boundary). The property would be purchased by the FAA, DOAV, and VHAA and be sold to private owner with preservation covenants. The current owner shall be given the first chance to repurchase the property from the VHAA. Construction easements would be necessary as grading and clearing are required to meet FAA design standards. Temporary construction impacts may occur but would be mitigated by use of Best Management Practices. Visual impacts would be mitigated through planting of trees to block the southern view.	Architectural elements are preserved in current location.  Property is maintained.	Possible difficulty finding buyer due to location.  Construction impacts including noise, visual, and air quality.  Historic boundary would be impacted by proposed development in order to meet FAA standards.  Impacts to the historical setting due to physical impacts including clearing and grading within the historical boundary as well as impacts to Spring Creek and wetlands within the historic

Alternative	Description	Benefits	Cons
			boundary.  Visual impacts within the historic boundary itself by virtue of the aforementioned physical impacts as well as additional enduring visual impacts to the southern view which would be mitigated through the planting of trees to block the southern view.
Current owner maintains property with restrictive easements.	St. John house would remain on existing parcel (historic boundary). Preservation covenants would be placed upon the owner. Construction easements would be necessary as grading and clearing are required to meet FAA design standards. Temporary construction impacts may occur but would be mitigated by use of Best Management Practices. Visual impacts would be mitigated through planting of trees to block the southern view.	Architectural elements are preserved in current location.  Existing owner remains.  Property is maintained.	Historic boundary would be impacted by proposed development in order to meet FAA standards.  Construction impacts including noise, visual, and air quality.  Impacts to the historical setting due to physical impacts including clearing and grading within the historical boundary as well as impacts to Spring Creek and wetlands within the historic boundary.  Visual impacts within the historic boundary itself by virtue of the aforementioned physical impacts as well as additional enduring visual impacts to the southern view which would be mitigated through the planting of trees to block the southern view.
Relocation via FAA, DOAV, & VHAA.	House would be purchased from current owner at FMV. Responsibility of FAA, DOAV, & VHAA to relocate the house and preserve elements. Following the house relocation, it may be sold to private party with preservation covenants. The current owner shall be given the first chance to repurchase the property from the VHAA.	All architectural elements are preserved.  Airport able to utilize property for aviation related uses.	Probable significant cost associated with purchase and relocation.  Possible difficulty finding buyer.  Historical setting of property completely destroyed.

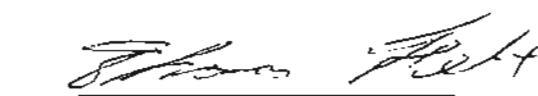
Alternative	Description	Benefits	Cons
Property purchased and ownership retained by VHAA.	Property purchased by FAA, DOAV, and VHAA retains ownership. Property leased to private entity for use home, bed and breakfast or similar use.  Preservation easements over property would be incurred to preserve historic properties.  Either retaining wall would be erected with the effects as described in alternative 1 or there would be clearing and grading and stream and wetland impacts as discussed in alternative 2.	Architectural elements are preserved in current location.  Property is maintained.	Construction impacts including noise, visual, and air quality  More expensive than alternative 1 with no additional mitigation of adverse effects.
Dismantle & Preserve Architectural Elements for re-use.	FAA, DOAV, & VHAA purchase house at FMV. Architectural elements are advertised for sale and re-use prior to demolition. House is documented as required by DHR & ACHP.	Architectural elements are preserved and re-used in another structure.  House is documented.	House is destroyed.
Demolition.	FAA, DOAV, & VHAA purchase house at FMV and demolish. Prior to demolition the house would be documented as required by DHR & ACHP.	Proposed development may move forward as planned.  House is documented.	House is destroyed and no architectural elements are preserved.

FMV – Fair Market Value  
VHAA – Virginia Highlands Airport Authority  
ACHP – Advisory Council on Historic Preservation

DOAV – Virginia Department of Aviation  
FAA – Federal Aviation Administration

### DETERMINATION

Based on the attached Section 4(f) analysis, I have determined there is no prudent and feasible alternative that would avoid using the St. John House, a Section 4(f) protected resources. The project includes all possible planning to minimize harm to this resource. FAA will condition its approval of this project to fulfill its Section 4(f) responsibilities.

  
William J. Flanagan  
Eastern Region Airports, Division Manager

8/18/10  
Date

### **Exhibit 4-3 - Virginia Highlands Airport – St. John House**

COATING	DESCRIPTION	LEVEL	PROFILES
1	PRIMER	1	1
2	ADHESION PROMOTER	2	2
3	ADHESION PROMOTER	3	3
4	ADHESION PROMOTER	4	4
5	ADHESION PROMOTER	5	5
6	ADHESION PROMOTER	6	6
7	ADHESION PROMOTER	7	7
8	ADHESION PROMOTER	8	8
9	ADHESION PROMOTER	9	9
10	ADHESION PROMOTER	10	10
11	ADHESION PROMOTER	11	11
12	ADHESION PROMOTER	12	12
13	ADHESION PROMOTER	13	13
14	ADHESION PROMOTER	14	14
15	ADHESION PROMOTER	15	15
16	ADHESION PROMOTER	16	16
17	ADHESION PROMOTER	17	17
18	ADHESION PROMOTER	18	18
19	ADHESION PROMOTER	19	19
20	ADHESION PROMOTER	20	20
21	ADHESION PROMOTER	21	21
22	ADHESION PROMOTER	22	22
23	ADHESION PROMOTER	23	23
24	ADHESION PROMOTER	24	24
25	ADHESION PROMOTER	25	25
26	ADHESION PROMOTER	26	26
27	ADHESION PROMOTER	27	27
28	ADHESION PROMOTER	28	28
29	ADHESION PROMOTER	29	29
30	ADHESION PROMOTER	30	30
31	ADHESION PROMOTER	31	31
32	ADHESION PROMOTER	32	32
33	ADHESION PROMOTER	33	33
34	ADHESION PROMOTER	34	34
35	ADHESION PROMOTER	35	35
36	ADHESION PROMOTER	36	36
37	ADHESION PROMOTER	37	37
38	ADHESION PROMOTER	38	38
39	ADHESION PROMOTER	39	39
40	ADHESION PROMOTER	40	40
41	ADHESION PROMOTER	41	41
42	ADHESION PROMOTER	42	42
43	ADHESION PROMOTER	43	43
44	ADHESION PROMOTER	44	44
45	ADHESION PROMOTER	45	45
46	ADHESION PROMOTER	46	46
47	ADHESION PROMOTER	47	47
48	ADHESION PROMOTER	48	48
49	ADHESION PROMOTER	49	49
50	ADHESION PROMOTER	50	50
51	ADHESION PROMOTER	51	51
52	ADHESION PROMOTER	52	52
53	ADHESION PROMOTER	53	53
54	ADHESION PROMOTER	54	54
55	ADHESION PROMOTER	55	55
56	ADHESION PROMOTER	56	56
57	ADHESION PROMOTER	57	57
58	ADHESION PROMOTER	58	58
59	ADHESION PROMOTER	59	59
60	ADHESION PROMOTER	60	60
61	ADHESION PROMOTER	61	61
62	ADHESION PROMOTER	62	62
63	ADHESION PROMOTER	63	63
64	ADHESION PROMOTER	64	64
65	ADHESION PROMOTER	65	65
66	ADHESION PROMOTER	66	66
67	ADHESION PROMOTER	67	67
68	ADHESION PROMOTER	68	68
69	ADHESION PROMOTER	69	69
70	ADHESION PROMOTER	70	70
71	ADHESION PROMOTER	71	71
72	ADHESION PROMOTER	72	72
73	ADHESION PROMOTER	73	73
74	ADHESION PROMOTER	74	74
75	ADHESION PROMOTER	75	75
76	ADHESION PROMOTER	76	76
77	ADHESION PROMOTER	77	77
78	ADHESION PROMOTER	78	78
79	ADHESION PROMOTER	79	79
80	ADHESION PROMOTER	80	80
81	ADHESION PROMOTER	81	81
82	ADHESION PROMOTER	82	82
83	ADHESION PROMOTER	83	83
84	ADHESION PROMOTER	84	84
85	ADHESION PROMOTER	85	85
86	ADHESION PROMOTER	86	86
87	ADHESION PROMOTER	87	87
88	ADHESION PROMOTER	88	88
89	ADHESION PROMOTER	89	89
90	ADHESION PROMOTER	90	90
91	ADHESION PROMOTER	91	91
92	ADHESION PROMOTER	92	92
93	ADHESION PROMOTER	93	93
94	ADHESION PROMOTER	94	94
95	ADHESION PROMOTER	95	95
96	ADHESION PROMOTER	96	96
97	ADHESION PROMOTER	97	97
98	ADHESION PROMOTER	98	98
99	ADHESION PROMOTER	99	99
100	ADHESION PROMOTER	100	100

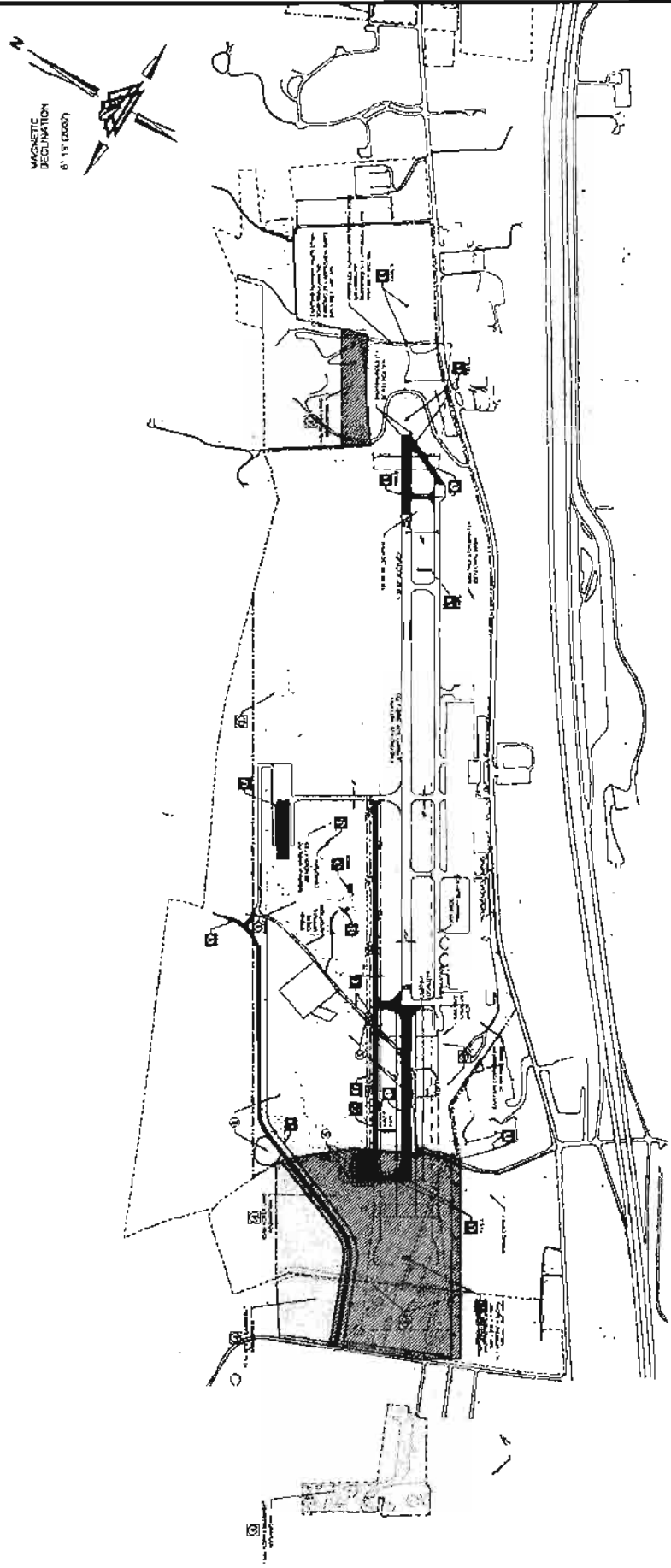
1 CITY OF HUNTSVILLE, ALABAMA, REQUESTING A PARTIAL  
RECALL OF HUNTSVILLE CITY COUNCIL, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675,

- |    |                                       |
|----|---------------------------------------|
| 2  | CONSTRUCT 1/2 MILE, 14 MILES, 1400 YD |
| 3  | CONSTRUCT 1/2 MILE, 14 MILES, 1400 YD |
| 4  | CONSTRUCT 1/2 MILE, 14 MILES, 1400 YD |
| 5  | CONSTRUCT 1/2 MILE, 14 MILES, 1400 YD |
| 6  | CONSTRUCT 1/2 MILE, 14 MILES, 1400 YD |
| 7  | CONSTRUCT 1/2 MILE, 14 MILES, 1400 YD |
| 8  | CONSTRUCT 1/2 MILE, 14 MILES, 1400 YD |
| 9  | CONSTRUCT 1/2 MILE, 14 MILES, 1400 YD |
| 10 | CONSTRUCT 1/2 MILE, 14 MILES, 1400 YD |
| 11 | CONSTRUCT 1/2 MILE, 14 MILES, 1400 YD |
| 12 | CONSTRUCT 1/2 MILE, 14 MILES, 1400 YD |

**71109**

- 
2. MAKE A SHORT-TERM SCHEDULE TO MATCH WITH DATES OF TEACHING THE COURSE (I CAN CORRECTLY DATE NOW)
3. VITATION FOR STRONG IMPACTS WILL BE OBTAINED THROUGH COORDINATION WITH VARIOUS DISCIPLINES TO INNOVATIVE THINKING AND NEW CREATING OF EXPERIMENTS





- PROPOSED PROJECTS**
- 1. IMPROVE RUNWAY 7 SURF, 1/2 MILE SOUTHEAST OF EXISTING RUNWAY 7
  - 2. CONSTRUCT A PARALLEL PARALLEL TAXIWAY
  - 3. ROADWAY IMPROVEMENTS
  - 4. PROPERTY INTEREST ACQUISITION
  - 5. ONE TRUCK TRAIL REMOVAL
  - 6. CONSTRUCT A PARALLEL PARALLEL TAXIWAY
  - 7. TAXIWAY IMPROVEMENTS
  - 8. TAXIWAY IMPROVEMENTS
  - 9. TAXIWAY IMPROVEMENTS
  - 10. TAXIWAY IMPROVEMENTS
  - 11. TAXIWAY IMPROVEMENTS
  - 12. TAXIWAY IMPROVEMENTS

NO.	DESCRIPTION	DATE	BY	REVISION
1	ADDED PROJECTS	11/11/10	WJ	1
2	ADDED PROJECTS	11/11/10	WJ	2
3	ADDED PROJECTS	11/11/10	WJ	3
4	ADDED PROJECTS	11/11/10	WJ	4
5	ADDED PROJECTS	11/11/10	WJ	5
6	ADDED PROJECTS	11/11/10	WJ	6
7	ADDED PROJECTS	11/11/10	WJ	7
8	ADDED PROJECTS	11/11/10	WJ	8
9	ADDED PROJECTS	11/11/10	WJ	9
10	ADDED PROJECTS	11/11/10	WJ	10
11	ADDED PROJECTS	11/11/10	WJ	11
12	ADDED PROJECTS	11/11/10	WJ	12



**Memorandum of Agreement (MOA) – Signed Copy**

Treatment of Architectural Site VDHR #095-5264 (St. John House) at Virginia Highlands Airport



U. S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone: 703/661-1354  
Fax: 703/661-1370

May 06, 2010

Mr. Marc Holma, Manager  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

Re: Executed Memorandum of Agreement – Virginia Highlands Airport, Washington County, Virginia

Dear Mr. Holma:

Enclosed is one original signed copy of the Memorandum of Agreement (MOA) for the proposed Runway Extension and other associated projects at Virginia Highlands Airport. The MOA is signed by the Federal Aviation Administration, the Virginia Highlands Airport Authority, and the Virginia Department of Historic Resources and is provided for your records. The attached would constitute the Final MOA for potential execution; following a letter dated April 21, 2010 from Mr. Wade Massie notifying both the FAA and the VDHR of Mr. and Mrs. Hairston's election to not sign the MOA. In addition, I have included the received correspondence from the Advisory Council on Historic Preservation (ACHP) identifying their filing of the Virginia Highlands Airport MOA. We appreciated your support to date and look forward to continuing to work with you on this project.

If you have any questions, please contact me at 703-661-1365.

Sincerely,

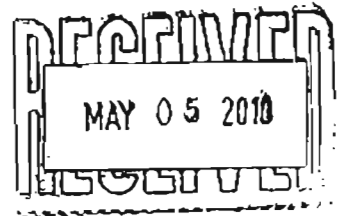
Christopher Osburn  
Environmental Specialist  
FAA – Washington Airports District Office

Enclosures

cc: Mr. Mickey Hines, Airport Manager, (Original Signed MOA)  
Mr. & Mrs. Rufus Hairston, (Copy of Signed MOA)  
Ms. Colleen Angstadt, Delta Airport Consultants, Inc. (via email)



*Preserving America's Heritage*



April 26, 2010

Mr. Christopher Osburn  
Environmental Specialist  
Federal Aviation Administration  
Washington Airports District Office  
23723 Air Freight Lane, Suite 210  
Dulles, VA 20166

***Ref: Proposed Extension of Runway 6 at Virginia Highlands Airport  
Arlington, Virginia***

Dear Mr. Osburn:

On April 20, 2010, the Advisory Council on Historic Preservation (ACHP) received the Memorandum of Agreement (MOA) for the above referenced project. In accordance with Section 800.6(b)(1)(iv) of the ACHP's regulations, the ACHP acknowledges receipt of the MOA. The filing of the MOA, and execution of its terms, completes the requirements of Section 106 of the National Historic Preservation Act and the ACHP's regulations.

We appreciate you providing us with a copy of this MOA and will retain it for inclusion in our records regarding this project. Should you have any questions or require additional assistance, please contact me at (202) 606-8505, or via email at [rwallace@achp.gov](mailto:rwallace@achp.gov).

Sincerely,

*Raymond V. Wallace*

Raymond V. Wallace  
Historic Preservation Technician  
Office of Federal Agency Programs

**MEMORANDUM OF AGREEMENT  
AMONG THE  
FEDERAL AVIATION ADMINISTRATION,  
THE VIRGINIA STATE HISTORIC PRESERVATION OFFICE,  
AND THE VIRGINIA HIGHLANDS AIRPORT AUTHORITY  
REGARDING THE EXTENSION OF RUNWAY 6 AND ASSOCIATED PROJECTS  
FOR THE VIRGINIA HIGHLANDS AIRPORT**

**WHEREAS**, the Virginia Highlands Airport Authority (AUTHORITY) owns and operates the Virginia Highlands Airport located in Abingdon, Virginia, and proposes to construct an extension of Runway 6 and associated projects as included in the new Airport Layout Plan; and

**WHEREAS**, the Authority's proposed extension of Runway 6 and associated projects are described in Chapter 2 of the Environmental Assessment dated January 2009 and consists of the extension of Runway 6/24 to 5,500 feet long by 75 feet wide; construction of a parallel taxiway 3,060 feet long by 35 feet wide to serve the extension; construction of a borrow sites/grading areas; acquisition of approximately 52 acres of fee-simple land acquisition and 12.5 acres of aviation easements; removal of obstructions to the Part 77 surfaces; relocation of visual aids, navigational aids (NAVAIDS), and AWOS; construction of a 10-unit T-hangar and associated apron; installation of security fencing; relocation of State Road 611 (approximately 3,800 feet); demolition of a barn and relocation of a cemetery, all as depicted in **Attachment A**; and

**WHEREAS**, the Federal Aviation Administration (FAA) plans to unconditionally approve the Virginia Highlands Airport's Airport Layout Plan (ALP)(Undertaking) for the Virginia Highlands Airport, Abingdon, Virginia pursuant 49 U.S.C. § 40101 et seq. and 49 U.S.C. § 47101 et seq.; and

**WHEREAS**, pursuant to regulations at 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended, 16 U.S.C. 470f, the FAA is required to consider the effects of its undertakings on properties included in or eligible for inclusion in the National Register of Historic Places prior to the approval of the undertaking and to consult with the Virginia State Historic Preservation Office (SHPO); and

**WHEREAS**, the FAA has defined its unconditional approval of an airport layout plan as an undertaking as defined in FAA Order 5050.4B, paragraph 9.g. and in 36 CFR Part 800.16(y); and

**WHEREAS**, pursuant to Section 404 of the Clean Water Act of 1973 (33 U.S.C. 1344), a Department of the Army permit is required from the Norfolk District Corps of Engineers (Corps), and the Corps has designated the FAA as the lead federal agency in a letter dated December 10, 2008 to fulfill their collective responsibilities under Section 106 of the NHPA; and

**WHEREAS**, the FAA in consultation with the SHPO has determined that the Undertaking's Area of Potential Effects (APE), as defined in 36 CFR Part 800.16(d), is all areas within airport property, construction limits, and those areas proposed for acquisition as depicted in the map attached to the FAA's March 31, 2006 letter to the SHPO; and

**WHEREAS**, pursuant to 36 CFR Part 800.2.(a)(3) the FAA has delegated the responsibility for completing the identification of historic properties to the AUTHORITY and the AUTHORITY, in consultation with the SHPO, has completed an identification survey of the Undertaking's APE and reported the results in the document titled *Phase I Cultural Resources Survey Proposed*

*Memorandum of Agreement  
Treatment of Architectural Site VDHR #095-5264 (St. John House)  
Virginia Highlands Airport, Virginia*

*Improvements, Virginia Highlands Airport, Abingdon, Virginia (Coastal Carolina Research, Inc., October 2006) and identified one archaeological site, Site 44WG0579, and one architectural resource, the St. John's House (SHPO inventory no. 095-5264), requiring further study to determine their eligibility in terms of the National Register criteria; and*

**WHEREAS**, the AUTHORITY has completed an Evaluation (Phase II) survey titled *Archaeological Evaluation of Site 44WG0579, Virginia Highlands Airport, Washington County, Virginia* (Coastal Carolina Research, Inc., September 2007) and determined in consultation with the SHPO that Site 44WG0579 did not meet the criteria for inclusion in the National Register of Historic Places (NRHP); and

**WHEREAS**, the AUTHORITY in consultation with the SHPO has completed an Evaluation (Phase II or intensive level) survey titled *Architectural Evaluation Survey for the Proposed Improvements to Virginia Highlands Airport, Washington County, Virginia* (Coastal Carolina Research, Inc., November 2006); and

**WHEREAS**, the FAA in consultation with the SHPO has determined that the St. John House (SHPO survey no. 095-5264) is eligible for the National Register of Historic Places (NRHP) under Criterion C; and

**WHEREAS**, the FAA has determined in consultation with the SHPO pursuant to 36 CFR 800.5 that the Undertaking will have an adverse affect on the St. John House; and

**WHEREAS**, the AUTHORITY consistent with the FAA's requirements for environmental review has considered ways to avoid the effect on the St. John's House and evaluated a number of alternatives in consultation with the SHPO and other consulting parties as presented in **Attachment B** and has concluded that there is no prudent and feasible alternative; and

**WHEREAS**, the FAA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination pursuant to 36 CFR Part 800.6(a)(1), and invited the ACHP to participate in this consultation and the ACHP has elected not to participate; and

**WHEREAS**, the FAA has invited the AUTHORITY to participate in this consultation pursuant to 36 CFR Part 800.2(c)(4) and has invited the AUTHORITY to be a signatory to this Memorandum of Agreement (MOA) pursuant to 36 CFR Part 800.6 (c)(2) and the AUTHORITY has elected to participate; and

**WHEREAS**, the FAA has invited Mr. & Mrs. Rufus Hairston (the Hairstons) as the current owners of the St. John House to participate in this consultation pursuant to 36 CFR Part 800.2(c)(5) and to sign this MOA as a concurring party pursuant to 36 CFR Part 800.6(c)(3), and the Hairstons have elected to participate; and

**WHEREAS**, the FAA has invited the Eastern Band of the Cherokee Indians (Band) to participate in consultation pursuant to 36 CFR Part 800.2(c)(2) and to sign this MOA as a concurring party pursuant to 36 CFR Part 800.6(c)(3), and the Band did not respond; and

**WHEREAS**, the FAA has invited the Historical Society of Washington County ( Society) to participate in this consultation pursuant to 36 CFR Part 800.2(c)(5) and to sign this MOA as a concurring party pursuant to 36 CFR Part 800.6(c)(3) and the Society did not respond; and

**WHEREAS**, the FAA has invited the Virginia Council on Indians (VCI) to participate in this consultation pursuant to 36 CFR Part 800.2(c)(5) and to sign this MOA as a concurring party pursuant to 36 CFR Part 800.6(c)(3), and the VCI has elected not to participate; and

**WHEREAS**, the FAA has informed and involved the public in Section 106 review through public meetings, a public hearing and comment period pursuant to 36 CFR Part 800.2(d), and has specifically invited comments on the Section 106 process. The Draft Environmental Assessment was made available to the public from February 3, 2009 to March 13, 2009 and a public hearing was held on March 4, 2009. Three public meetings were held on November 9, 2005, February 23, 2006 and August 29, 2006;

**NOW, THEREFORE**, the FAA and the SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the Undertaking's effects on historic properties.

### **STIPULATIONS**

The FAA shall ensure that the following stipulations are implemented:

#### **I. Treatment of the St John House**

**A. Treatment:** The AUTHORITY shall offer to purchase the 2.8-acre tax parcel containing the St. John House (the Property) pursuant to the following provisions:

1. Before any other grant is offered to the AUTHORITY for the Undertaking, the first grant offered by the FAA will be for the purchase of the property.
2. The AUTHORITY shall offer to purchase the Property from the Hairstons at Fair Market Value within six (6) months from the execution of the grant agreement for purchase of the St. John House between FAA and AUTHORITY. At the option of both the AUTHORITY and the Hairstons, they may mutually agree on an appraiser to determine the Fair Market Value of the property. The AUTHORITY shall follow Federal Regulation 49 CFR Part 24 for the acquisition of the property.
3. If after a period of six (6) months from when the AUTHORITY makes a written offer to purchase the Property at Fair Market Value as determined pursuant to Stipulation I.A.2 above, the Hairstons do not accept the offer the AUTHORITY may withdraw its offer to purchase the Property.
4. If the AUTHORITY purchases the Property, the AUTHORITY shall develop a marketing plan to resell the Property to a private owner. The AUTHORITY shall submit a draft marketing plan to the FAA and the SHPO for review and approval. The AUTHORITY shall market the Property within six (6) months from the acceptance of the final marketing plan by the FAA and the SHPO. The Hairstons shall be given the first chance to repurchase the property from the AUTHORITY.
5. During the period that the AUTHORITY owns the Property it shall take all reasonable and prudent steps to protect the Property from vandalism and the elements.
6. The AUTHORITY shall market the Property for twelve (12) months. If the AUTHORITY cannot find a buyer for the Property within the twelve (12)-

month period, the AUTHORITY shall notify the FAA, the SHPO, and the other consulting parties that it has failed to sell the Property. The SHPO, the AUTHORITY and the FAA shall re-consult to decide upon one of 3 (three) options: 1) the AUTHORITY shall market the Property for another twelve (12) months; 2) the AUTHORITY shall permanently maintain the Property in accordance with "The Secretary of the Interior's Standards for the Treatment of Historic Properties" (Standards) in order to preserve the historic integrity of the Property. The AUTHORITY may request technical assistance from the SHPO in the application of the Standards as long as the AUTHORITY owns the Property; or 3) the AUTHORITY may demolish the Property provided that the other conditions of this MOA have been met.

7. The AUTHORITY shall construct a retaining wall on existing land owned by the AUTHORITY south of the St. John House as depicted in **Attachment C**. The construction of the retaining wall shall avoid physical impacts to the 2.8-acre historic Property. The AUTHORITY shall submit to the SHPO and the Hairstons the proposed design of the retaining wall for their review and comment. The AUTHORITY shall consider all comments received from the SHPO and the Hairstons in developing its final design.
8. A grant to build the retaining wall and other elements of the project cannot be given until after either the Property is purchased, or six (6) months have passed from the date of a grant, which ever occurs sooner.

**B. National Register of Historic Places and Virginia Landmark Nomination**

1. Within six (6) months from execution of this MOA the AUTHORITY shall submit to the SHPO a draft NRHP nomination to the SHPO for review and listing to the Virginia Landmarks Register (VLR) and forwarding to the National Park Service (NPS) for listing to the NRHP. If the AUTHORITY is the owner of the Property at the time the draft nomination is submitted to the SHPO, the AUTHORITY shall give its permission for the Property to be listed to the VLR and the NRHP. If the Hairstons are the owners of the Property at the time, the Hairstons agree to give permission for the Property to be listed to the VLR and the NRHP. If a third party is the owner of the Property at the time that the draft nomination is submitted to the SHPO then the AUTHORITY shall work with the SHPO to encourage the new owner to list the Property to the VLR and the NRHP.
2. The AUTHORITY shall contract with someone who meets the Professional Qualifications for an architectural historian as described in Stipulation II, below, to write and edit the draft NRHP nomination.

**C. Review of Documentation and other Mitigation Deliverables.**

The SHPO and other consulting parties shall have thirty (30) days upon receipt of the complete documentation and other mitigation deliverables to provide comments to the AUTHORITY. If a party does not provide the AUTHORITY comments within the thirty (30) day review period, the AUTHORITY may assume that the non-responding party has no comment and may proceed pursuant to the terms of this MOA.

## **II. Performance Standards**

The FAA shall ensure that all historic preservation work carried out pursuant to this MOA is carried out by or under the supervision of a person or persons meeting at a minimum the Secretary of the Interior's *Professional Qualifications Standards* (48 FR 44738-9, September 29, 1983) in Architectural History.

## **III. Post-Review Discoveries**

A. The FAA shall ensure that the AUTHORITY includes the provisions in Stipulation III.A.1 to 5 in all construction contracts:

1. If previously unidentified historic properties or unanticipated effects to historic properties are discovered during construction, the construction contractor shall immediately halt all activity within a one hundred (100) foot radius of the discovery, notify the AUTHORITY of the discovery and implement interim measures to protect the discovery from looting and vandalism.

2. Immediately upon receipt of the notification required in Stipulation III.A.1, the AUTHORITY shall:

- (a) inspect the construction site to determine the extent of the discovery and ensure that construction activities have halted;
- (b) clearly mark the area of the discovery;
- (c) implement additional measures, as appropriate, to protect the discovery from looting and vandalism; and
- (d) have a professional archeologist inspect the construction site to determine the extent of the discovery and provide recommendations regarding its NRHP eligibility and treatment; and
- (e) notify the FAA and other consulting parties of the discovery describing the measures that have been implemented to comply with Stipulations III.A.1 and A.2.

3. Within forty-eight (48) hours of receipt of the notification described in Stipulation III.A.2 (e), the FAA shall provide the AUTHORITY, the SHPO, and other consulting parties with its assessment of the NRHP eligibility of the discovery and the measures it proposes to take to resolve adverse effects. In making its official evaluation, the FAA, in consultation with the SHPO, may assume the discovery to be NRHP eligible for the purposes of Section 106 pursuant to 36 CFR Part 800.13(c). The AUTHORITY, the SHPO and other consulting parties shall respond within forty-eight (48) hours of receipt.

4. The FAA, which shall take into account consulting parties' recommendations on eligibility and treatment of the discovery, shall ensure that the AUTHORITY carries out appropriate actions, and provides the FAA and consulting parties with a report on these actions when they have been implemented.

5. Construction activities may proceed in the area of the discovery, when the FAA has determined that implementation of the actions undertaken to address the discovery pursuant to Stipulation III. A are complete.



B. When the discovery contains human remains, the AUTHORITY shall comply with Stipulation III.A.1 and A.2 and Virginia Code § 10.1-2305 and § 57-36 through 39. In addition to meeting the requirements of this statute, the AUTHORITY shall consult with the Band on ways to avoid impacts to any American Indian human skeletal remains, burial site or associated funerary artifacts, and make a good faith effort to ensure that the general public is excluded from viewing any American Indian human remains, burial site or associated funerary artifacts.

1. The FAA, the AUTHORITY, the SHPO, and the other consulting parties to this MOA agree to release no photographs of any American Indian burial site or associated funerary artifacts to the press or general public.

2. If the AUTHORITY, in consultation with the Band and the FAA, determines that the American Indian human skeletal remains and associated funerary artifacts must be disinterred, the AUTHORITY will first apply for a permit pursuant to Virginia Code § 10.1-2305 and § 57-36 through 39. The AUTHORITY will then resolve disposition and reinterment of the remains, in consultation with the FAA, the Band and any other Indian tribes as appropriate, on the basis of the determination made by VCI in accordance with the Virginia Code. The disposition of any other human skeletal remains and associated funerary artifacts shall be governed as specified in any permit issued by the SHPO or any order of the local court authorizing their removal under state law.

#### **IV. Dispute Resolution**

##### **A. Disputes among the Signatory Parties**

1. Should any Signatory to this MOA object in writing to the FAA or to the AUTHORITY regarding any action carried out or proposed pursuant to this MOA, the FAA shall consult with the objecting Signatory to resolve the objection.
2. If after initiating such consultation the FAA determines that the objection cannot be resolved through consultation, the FAA shall forward all documentation relevant to the objection to the ACHP, including the proposed response to the objection.
3. Within thirty (30) calendar days after receipt of all pertinent documentation, the ACHP shall exercise one of the following options:
  - a) Advise the FAA that the ACHP concurs in the proposed response to the objection, whereupon the FAA shall respond to the objection accordingly;
  - b) Provide the FAA with recommendations, which the FAA shall take into account in reaching a final decision regarding its response to the objections; or
  - c) Respond to the FAA that it will not consider the dispute or provide recommendations, in which case the FAA may proceed with the proposed resolution; or
  - d) Notify the FAA that the objections shall be referred for ACHP comment pursuant to 36 CFR Part 800.7(c), and proceed to refer the objection for comment. Any ACHP comment rendered pursuant to this stipulation shall be understood to apply only to the subject of the objection; all other responsibilities of the parties stipulated in this MOA shall remain unchanged.
4. Should the ACHP not exercise one of the above options within thirty (30) calendar days after receipt of all pertinent documentation, the FAA may move forward with its proposed response to the objection and make a final decision on how to respond to the objection.

- B. At any time during implementation of the measures stipulated in this MOA, should an objection pertaining to this MOA or the effect of the Undertaking on historic properties be raised by a member of the public, the FAA shall notify the parties to this MOA and take the objection into account, consulting with the objector and, should the objector so request, with any of the parties to this MOA to resolve the objection.

**V. Amendment**

- A. Any of the signatories may request that this MOA be amended according to 36 CFR Part 800.6(c)(7). Any amendment shall be effective on the date the amended MOA is signed by all signatories. The FAA shall ensure a copy of amended MOA is filed with the ACHP.
- B. The FAA shall provide an annual status report within twelve (12) months of the execution of this MOA, and every twelve (12) months thereafter, to all consulting parties until the stipulations laid out by this MOA are complete.

**VI. Termination**

In the event the terms of this MOA cannot be or are not being carried out, the signatories shall consult to seek amendment of this MOA. If an agreement cannot be reached on an amendment, the FAA, SHPO or AUTHORITY may terminate it pursuant to 36 CFR Part 800.6(c)(8). The FAA shall either execute a new MOA under 36 CFR Part 800.6(c)(1) or request and consider the comments of the ACHP pursuant to 36 CFR Part 800.7(a).

**VII. Duration**

This MOA shall be considered null and void if its terms have not been implemented within five (5) years from the year of the MOA's execution. Six (6) months prior to this time the Signatories may meet to determine whether the MOA needs to continue and whether any changes may be needed. The review and determinations may take place on a conference call, in a physical meeting or in writing as needed. Reviews of this MOA shall occur until the successful completion of the mitigation measures stipulated in this MOA.

Execution of this MOA by the FAA and the SHPO, filing of the MOA with the ACHP pursuant to 36 CFR Part 800.6(b)(1)(iv), and implementation of its terms is evidence that the FAA has taken into account the effects of the undertaking on historic properties protected under Section 106 of the National Historic Preservation Act and afforded the ACHP an opportunity to comment on the undertaking pursuant to that Act.

*Memorandum of Agreement  
Treatment of Architectural Site VDHR #095-5264 (St. John House)  
Virginia Highlands Airport, Virginia*


SIGNATORIES

**FEDERAL AVIATION ADMINISTRATION**

By:   
Terry J. Page  
Manager, Washington Airports District Office

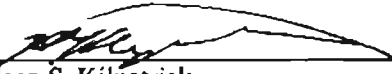
Date: 3/31/2010

**VIRGINIA HIGHLANDS AIRPORT AUTHORITY**

By:   
Mark Nelson  
Chairman, Virginia Highlands Airport Authority

Date: 4/13/10

**STATE HISTORIC PRESERVATION OFFICER**

By:   
Kathleen S. Kilpatrick  
Director, Department of Historic Resources

Date: 4/6/10

CONCURRING PARTIES

By: \_\_\_\_\_  
Mr. & Mrs. Rufus Hairston

Date: \_\_\_\_\_

*Memorandum of Agreement  
Treatment of Architectural Site VDHR #095-5264 (St. John House)  
Virginia Highlands Airport, Virginia*

**ATTACHMENT A  
Proposed Project**



**ATTACHMENT B**  
**Description of Measures Considered to Avoid Effects to Historic Properties**

Three alternatives were identified for evaluation: a No Action alternative was considered, as required by the NEPA and the FAA, as well as two build alternatives. The purpose of the build alternatives was to further develop the airport as a B-II, and included: Alternative 2 – Extend Runway 6 (34:1 Non-Precision Approach); Alternative 3 – Extend Runway 6 (20:1 Visual Approach).

As a result of the alternative screening, the sponsor's preferred alternative was selected. Although Alternative 1, No Action, involved the fewest environmental impacts, it did not meet the purpose and need of the proposed action. Both of the remaining development alternatives would have met the most critical aspects of the defined purpose and need; however, the potential impacts from Alternative 2 appeared to be significantly greater in terms of obstruction removal and property interest acquisition. Therefore, Alternative 3 was selected as the preferred development alternative from the EA, as it meets the defined purpose and need and significant environmental impacts are not anticipated with this alternative.

The sponsor's preferred action would require approximately forty-nine (49) acres of fee-simple land acquisition and twenty-three (23) acres of avigation easement. The fee-simple acquisition would include one (1) residential, out parcel within the existing airport boundary (St. John House), as well as the partial fee-simple acquisition of three (3) residential properties (Runway 6 end) and a portion of one (1) commercial property (Stockyard on Runway 24 end). In the preferred alternative, construction and operation of development areas would occur and would impact the NRHP eligible St. John House. Although the Hilt house is also eligible for the NRHP, neither build alternative would constitute a direct, indirect, or constructive use of this property for the following reasons:

- The resource is outside the identified APE, as depicted in the Phase II Survey.
- There is no physical taking (land or obstruction removal).
- The proposed project would not change the use of the property.
- The proposed project would not result in a significant noise impact as demonstrated in the EA.
- The proposed project would not adversely impact air quality as determined by an air quality analysis using the approved FAA EDMS model.

The St. John House is located on a parcel of land surrounded by existing airport property. The entire parcel is proposed for fee simple land acquisition to accommodate the proposed development which would result in an impact to the resource. The EA demonstrated that these impacts are unavoidable and necessary.

The St. John House had been planned for purchase and demolition; however, as the house has been determined eligible for the NHRP, alternatives to demolition have been reviewed and analyzed. In correspondence dated March 16, 2007, the SHPO concurred with these alternatives; however, an additional alternative has been added and is considered the preferred alternative.

The preferred alternative is to negotiate the purchase of the property by the AUTHORITY. If successful, the property would then be resold to a private owner. The current owner would be

*Memorandum of Agreement  
Treatment of Architectural Site VDHR #095-5264 (St. John House)  
Virginia Highlands Airport, Virginia*

offered the first option to repurchase the house. In addition, the AUTHORITY would construct a retaining wall to keep the construction grading outside the property. This alternative would be preferable as all architectural elements would be preserved and the house would remain on its current site.

*Memorandum of Agreement  
Treatment of Architectural Site VDHR #095-5264 (St. John House)  
Virginia Highlands Airport, Virginia*

**ATTACHMENT C  
Proposed Retaining Wall Location and Profile**



**ST. JOHN HOUSE  
VIRGINIA HIGHLANDS AIRPORT**

EXHIBIT

**DECLARATION OF INTEREST:**

NAME	AGE
------	-----

1990	1991
------	------

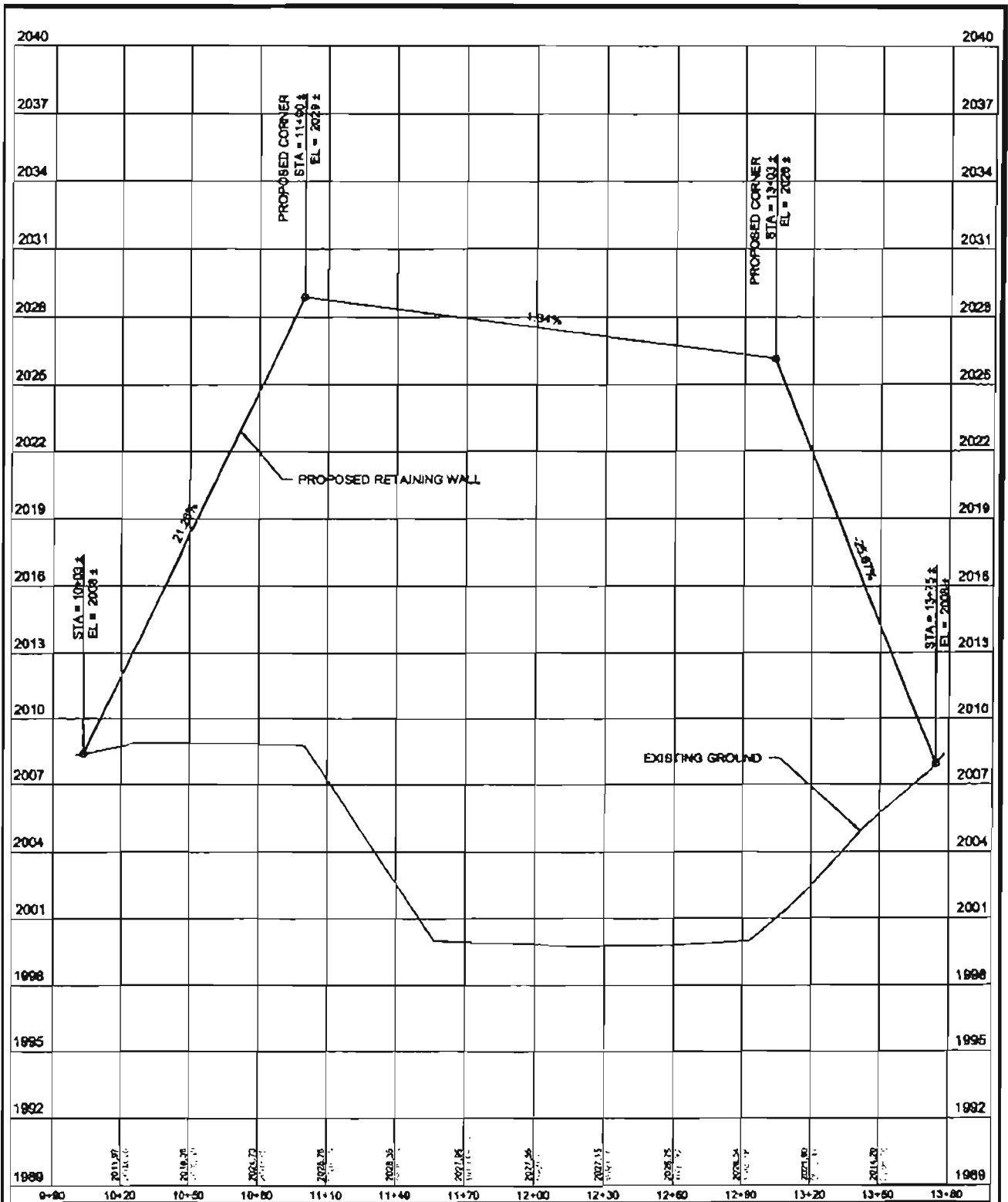
04574	
-------	--

BOOK REVIEW

1

X:\2004proj\04046\ext\bits\04046-exh-Wall Section-ACAD.dwg, Layout1, 5/26/2009 12:47:43 PM, lkh

DRAWING: 04046-exh-Wall Section-ACAD.dwg LAYOUT: Layout1



BASELINE "Wall"



# **PROPOSED RETAINING WALL PROFILE VIRGINIA HIGHLANDS AIRPORT**

**EXHIBIT**

DRAWN BY: LKH CHECKED BY: JPH SCALE: 1" = 40' DATE: MAY 2009

## TABLE OF CONTENTS

CHAPTER		PAGE NO.
1.0	PURPOSE AND NEED FOR THE PROPOSED FEDERAL ACTION.....	1-1
	A. AIRPORT SETTING AND BACKGROUND.....	1-2
	B. DESCRIPTION OF THE PROPOSED ACTION.....	1-4
	C. PROJECT BACKGROUND.....	1-6
	D. PURPOSE AND NEED FOR THE PROPOSED FEDERAL ACTION .....	1-7
2.0	PROJECT ALTERNATIVES.....	2-1
	A. ALTERNATIVES CONSIDERED BUT NOT CARRIED FORWARD.....	2-2
	B. ALTERNATIVES FURTHER CONSIDERED .....	2-3
	C. SCREENING CRITERIA AND ANALYSIS OF CONSIDERED ALTERNATIVES .....	2-22
	D. SELECTION OF THE PREFERRED ALTERNATIVE .....	2-29
3.0	AFFECTED ENVIRONMENT .....	3-1
	A. ENVIRONMENTAL SETTING.....	3-1
	B. THE HUMAN ENVIRONMENT. ....	3-5
	C. THE NATURAL ENVIRONMENT .....	3-18
4.0	ENVIRONMENTAL CONSEQUENCES .....	4-1
	A. INTRODUCTION .....	4-1
	B. ENVIRONMENTAL CONSEQUENCES .....	4-2
	C. CUMULATIVE IMPACTS .....	4-60
	D. CONSISTENCY WITH OTHER PLANS .....	4-64
	E. ADVERSE IMPACTS WHICH CANNOT BE AVOIDED.....	4-64
	F. METHODS TO MITIGATE ADVERSE IMPACTS .....	4-65
	G. MITIGATION SUMMARY .....	4-66
5.0	DOCUMENT PREPARATION.....	5-1

## LIST OF TABLES

TABLE		PAGE NO.
TABLE 1-1	CRITICAL AIRCRAFT .....	1-3
TABLE 1-2	AIRPORT OPERATIONS FORECASTS .....	1-4
TABLE 2-1	COMPARISON OF PROPOSED PROJECTS FOR BUILD ALTERNATIVES 2 & 3 .....	2-5
TABLE 2-2	COMPARISON OF ENVIRONMENTAL CONSEQUENCES FOR ALL ALTERNATIVES ...	2-28
TABLE 3-1	EXISTING FACILITIES .....	3-7
TABLE 3-2	AREA POPULATION CHANGE .....	3-8
TABLE 3-3	WASHINGTON COUNTY EMPLOYMENT BY INDUSTRY .....	3-9
TABLE 3-4	MAJOR MANUFACTURING EMPLOYERS FOR WASHINGTON COUNTY.....	3-10
TABLE 3-5	INDUSTRIAL PARKS IN WASHINGTON COUNTY .....	3-12
TABLE 3-6	NATIONAL AMBIENT AIR QUALITY STANDARDS.....	3-14
TABLE 3-7	RARE, THREATENED OR ENDANGERED SPECIES IN WASHINGTON COUNTY .....	3-24

## LIST OF TABLES

TABLE	PAGE NO.
TABLE 4-1	AIRPORT RELATED SOURCES OF AIR EMISSIONS ..... 4-4
TABLE 4-2	AIRCRAFT RELATED EMISSIONS ..... 4-5
TABLE 4-3	FAR PART 150 SOUNDS EXPOSURE /LAND USE COMPATIBILITY GUIDELINES..... 4-9
TABLE 4-4	PROJECTED ANNUAL G.A. OPERATIONS..... 4-41
TABLE 4-5	FLEET MIX PERCENTAGES ..... 4-42

## LIST OF EXHIBITS

EXHIBIT	PAGE NO.
EXHIBIT 2-1	ALTERNATIVE 1 ..... 2-6
EXHIBIT 2-2	ALTERNATIVE 2 ..... 2-7
EXHIBIT 2-3	ALTERNATIVE 3 ..... 2-8
EXHIBIT 2-4	ALTERNATIVE 2-PROPERTY INTEREST ACQUISITION-RUNWAY 6 ..... 2-12
EXHIBIT 2-5	ALTERNATIVE 2-PROPERTY INTEREST ACQUISITION-RUNWAY 24 ..... 2-13
EXHIBIT 2-6	ALTERNATIVE 3-PROPERTY INTEREST ACQUISITION-RUNWAY 6 ..... 2-14
EXHIBIT 2-7	ALTERNATIVE 3-PROPERTY INTEREST ACQUISITION-RUNWAY 24 ..... 2-15
EXHIBIT 2-8	ALTERNATIVE 2-OBSTRUCTION REMOVAL-RUNWAY 6 ..... 2-18
EXHIBIT 2-9	ALTERNATIVE 2-OBSTRUCTION REMOVAL-RUNWAY 6 ..... 2-19
EXHIBIT 3-1	LOCATION MAP..... 3-2
EXHIBIT 3-2	VICINITY MAP..... 3-3
EXHIBIT 3-3	USGS MAP ..... 3-4
EXHIBIT 3-4	EXISTING AIRPORT LAYOUT..... 3-6
EXHIBIT 3-5	CULTURAL RESOURCES ..... 3-17
EXHIBIT 3-6	CURRENT LAND USE..... 3-19
EXHIBIT 3-7	ZONING ..... 3-20
EXHIBIT 3-8	EXISTING NOISE CONTOURS... 3-21
EXHIBIT 3-9	NATIONAL WETLANDS INVENTORY MAP ..... 3-26
EXHIBIT 3-10	DELINEATED WETLANDS ..... 3-28
EXHIBIT 3-11	FLOOD INSURANCE RATE MAP ..... 3-29
EXHIBIT 3-12	SOILS MAP ..... 3-30
EXHIBIT 4-1	FARMLAND CONVERSION IMPACT RATING ..... 4-19
EXHIBIT 4-2	100 YEAR FLOODPLAIN ..... 4-24
EXHIBIT 4-3	CULTURAL RESOURCES-ALTERNATIVES 2 AND 3..... 4-35
EXHIBIT 4-4	FUTURE NOISE CONTOURS-NO ACTION ..... 4-45
EXHIBIT 4-5	FUTURE NOISE CONTOURS-ALTERNATIVE 2 ..... 4-46
EXHIBIT 4-6	FUTURE NOISE CONTOURS-ALTERNATIVE 3 ..... 4-47
EXHIBIT 4-7	WETLAND IMPACTS-ALTERNATIVES 2 AND 3 ..... 4-55
EXHIBIT 4-8	PROPOSED PROJECTS IN VICINITY OF AIRPORT..... 4-62

## LIST OF FIGURES

FIGURE		PAGE NO.
FIGURE 3-1	MOUNT ROGERS PLANNING DISTRICT.....	3-8

## LIST OF APPENDICES

APPENDIX A – GLOSSARY OF TERMS
APPENDIX B – LIST OF REFERENCES
APPENDIX C – CULTURAL RESOURCES SURVEY – PHASES I AND II
APPENDIX D – CORRESPONDENCE AND COORDINATION
APPENDIX E – BIOLOGICAL ASSESSMENT REPORT AND ACOE APPROVAL
APPENDIX F – FARMLAND
APPENDIX G – DUE DILIGENCE HAZARDOUS WASTE EVALUATION
APPENDIX H – PUBLIC PARTICIPATION
APPENDIX I – MEMORANDUM OF AGREEMENT (MOA)
APPENDIX J – SECTION 4(F) STATEMENT

This Environmental Assessment (EA) has been prepared pursuant to the National Environmental Policy Act (NEPA) in accordance with the requirements of Federal Aviation Administration (FAA) Order 5050.4B, *The Airport Environmental Handbook*; and FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*. This EA will also comply with the state of Virginia's environmental regulations, and related Washington County, Virginia, rules and regulations. This EA analyzes and discloses the impacts associated with the 2003 Airport Layout Plan (ALP) Update for the Virginia Highlands Airport (VJI).

In accordance with the Council on Environmental Quality Regulations, Section 1502.13, this chapter specifies the underlying purpose and need for the proposed recommendations at the airport. This chapter consists of the following sections:

**Airport Setting and Background** – Overview of the airport's physical setting, history of the airport and its role in the aviation community is presented.

**Description of the Proposed Action** – This section identifies the purpose and description of the development projects included in the proposed action.

**Project Background** – The underlying need for the proposed development program is related to the airport's role in promoting regional economic development. This section illustrates the operational requirements of the airport and summarizes the forecast growth in aviation activity resulting from this role.

**Purpose and Need for the Proposed Federal Action** – The relationship between the proposed improvements and the efficiency, safety, and forecasted demand at the airport is established. Following a brief overview of the airport and the major airport facilities, this section describes the need for the development projects included in the proposed action.



## **A. AIRPORT SETTING AND BACKGROUND**

Virginia Highlands Airport is a general aviation (GA) airport located approximately one mile west of the city of Abingdon, Virginia in an area known as the Great Valley region of Virginia. The airport is owned and operated by the Virginia Highlands Airport Authority (VHAA) and serves the aviation needs of Washington County and the surrounding communities. The authority is composed of a seven member Board of Commissioners with one commissioner from each of the county's seven election districts as appointed by the Washington County Board of Supervisors.

The FAA is required to publish the National Plan of Integrated Airport Systems (NPIAS) as mandated by the Airport and Airways Improvement Act of 1982. The Virginia Highlands Airport was listed as a general aviation (GA) airport in NPIAS and a general aviation regional (GR) airport in the Virginia Air Transportation System Plan (VATSP) during the initiation of this EA. NPIAS is FAA's planning system that is updated every two years and is intended to identify the nation's airport needs over a 10-year planning period, representing a continuous planning effort. Likewise, VATSP identifies Virginia's airport needs. The most recent update to the state plan was published in 2003.

The Virginia Highlands Airport serves as a vital transportation focal point to the community, serving air access needs for business and industry providing air freight shipment of parts, medicines, and bank drafts for area businesses. The airport is also home to a U.S. Forest Service aerial fire fighting unit, a Virginia State Police airplane, and a MedEvac helicopter.

The ALP Update, published March 2003, defines the current Airport Reference Code (ARC) as B-II (small), with growth to B-II (large) during the planning period (2002-2022). The term 'small' (as related to ARC) refers to aircraft of 12,500 pounds maximum gross weight and less. The ARC is based on the fleet mix of aircraft utilizing the airport on a regular basis, with the aircraft approach category of 'B' determined by



approach speed, and the airplane design group of 'II' determined by the wing span.

As documented in the 2003 ALP Update, the critical aircraft is represented by the family of Cessna Citation business jets and was selected as the design aircraft for VJI as it is the most demanding group of aircraft intended to regularly operate at the airport. Regular basis is typically defined as a minimum 500 itinerant operations per year. As noted in **Table 1-1**, each of the business jets representing the critical family of aircraft exceeds 12,500 pounds, and is therefore, classified by the FAA as large aircraft. Accordingly, the ARC for VJI would shift from B-II (small) to B-II (large) to accommodate the critical aircraft. Although the airport may occasionally serve C-I and C-II aircraft, the prominent aircraft utilizing the airport are classified as B-II.

As illustrated in **Table 1-2, Airport Operations Forecast**, business jet operations are forecasted to nearly double during the 20-year planning period, further driving the change in ARC.

**Table 1-1**  
**Virginia Highlands Airport**  
**Critical Aircraft**

AIRCRAFT	ARC	APPROACH SPEED (KNOTS)	WINGSPAN (FT)	TAKEOFF WEIGHT (LBS)
Cessna Citation II	B-II	108	51.7	13,300
Cessna Citation V	B-II	130	52.2	16,100
Dassault Falcon 200	B-II	114	53.5	30,650
Gates Learjet 25	C-I	137	35.6	15,000

Source: 2003 ALP Update, Delta Airport Consultants, Inc.  
FAA AC 150/5300-13 "Airport Design"





**Table 1-2**  
**Virginia Highlands Airport**  
**Airport Operations Forecasts**

FORECAST ELEMENT	2002	BASE	FORECAST YEARS	
		2007	2012	2022
<b>Total Based Aircraft</b>	<b>71</b>	<b>74</b>	<b>76</b>	<b>83</b>
Single Engine	49	50	51	52
Multi-Piston	8	8	9	10
Multi-Turbine	1	1	1	2
Business Jet	4	5	5	6
Rotorcraft	4	5	5	7
Other*	5	5	5	6
<b>Operations</b>	<b>23,200</b>	<b>25,050</b>	<b>27,000</b>	<b>31,500</b>
<b>GA Operations by Aircraft Type</b>				
Single Engine	15,776	16,533	17,415	19,845
Multi-Piston	1,856	2,004	2,025	2,205
Multi-Turbine	1,473	1,601	1,944	2,502
Business Jet	1,160	1,528	2,025	2,678
Rotorcraft	1,299	1,581	1,601	2,054
Other*	1,636	1,804	1,990	2,199

\* Denotes ultra-lights, gliders, and unmanned aircraft.

Source: Airport Layout Plan Update, March 2003.

## **B. DESCRIPTION OF THE SPONSOR'S PROPOSED ACTION**

This EA addresses projects that collectively enhance the airport's ability to meet forecasted growth and improve the safety and efficiency of the airport. Together the projects are defined as the proposed action in this EA and address the worst case scenario.

The projects include improvements necessary to further develop the airport as an ARC B-II (large) general aviation airport, as well as meet standards established in Advisory Circular (AC) 150/5300-13, *Airport Design* to the greatest extent practicable, and in accordance with FAA guidance. These projects are included in the airport's five-year Airport Capital Improvement Program (ACIP) with respect to land requirements, 14 CFR Part 77 surface protection, and facility development. The proposed action is described below.



The proposed action includes a runway extension to serve the existing and future aviation demand of VJI, as well as a partial parallel taxiway to serve the extension. In association with the 2003 ALP Update, runway length was analyzed using FAA Airport Design software version 4.2D. The program determined that a runway length of 5,500 feet was required to serve 75 percent of large aircraft of 60,000 pounds or less given VJI's mean daily temperature, field elevation, and assuming the aircraft is operating at 60 percent useful load capacity. Consequently, the existing length of 4,471 feet is inadequate to serve the critical aircraft and an extension to 5,500 feet is necessary. Associated with the runway extension, visual and electronic aids would be relocated as appropriate.

To accommodate this extension and associated partial parallel taxiway, Runway Protection Zone(s) (RPZ), Runway Object Free Area(s) (ROFA), and Runway Safety Area(s) (RSA), the proposed action would require the relocation of SR 611. The relocated road would provide access to and from U.S. Route 11 to the new T-hangar and general aviation hangar area on the west side of the airport. SR 611 would be realigned to the west of the existing right-of-way and reconnect to an existing portion of Westinghouse Road.

Property interest acquisition in both fee-simple and easement is necessary for VJI to obtain controlling interest in the property required for the runway extension and to protect the future critical safety areas including the RPZs, RSAs, and ROFAs as noted in FAA Order 150/5300-13. Obstruction removal would also be required by 14 CFR Part 77 to clear the approach slope once the runway has been extended.

The proposed action also includes T-Hangar development, the installation of security fencing, relocation of the Automated Weather Observing System (AWOS), small cemetery (on airport) relocation, demolition of an existing barn on airport property, and relocation of the localizer and Runway End Identifier Lights (REILs).



## **C. PROJECT BACKGROUND**

### **1. Airport Layout Plan Update**

The 2003 ALP Update determined that the future critical aircraft will be a faster, heavier aircraft than the Beechcraft King Air B200, and therefore recommended development of the airfield as an ARC B-II facility. The future B-II critical aircraft is represented by the Cessna Citation family of business jets. Accordingly, the ARC for VJI would shift from B-II (small) to B-II during the planning period (2002-2022).

As the VHAA strives to provide safe facilities to meet the performance requirements of aircraft utilizing the airport, the projects described in this report must be pursued to ensure the safety of the flying public. The proposed projects have potential environmental effects as described further in Chapter 2, *Alternatives*, and Chapter 4, *Environmental Consequences*. This report describes the anticipated impacts, the degree of those impacts, and mitigation measures if required for agency review and concurrence. The need for the proposed action is discussed in detail in Section D of this chapter. Chapter 2 evaluates alternatives for the proposed action.

### **2. Aviation Demand Forecasts**

The forecast of aeronautical activity at VJI during the 20-year planning period (2002-2022), as defined in the ALP Update, is a key element of the planning process. The FAA-approved forecast established the basis for determining and planning the airfield infrastructure and facility requirements necessary to adequately serve the community's current and future GA needs.



Forecast data used for the purposes of this EA are detailed in Table 1-2. As shown, these forecasts indicate that all aspects of aviation demand at the airport will maintain moderate growth during the planning period. Ongoing development will enable VJI to continue to accommodate the growth in aviation demand and contribute to the economic vitality of the service area. The forecast established the basis for determining and planning the airfield infrastructure and facility requirements necessary to adequately serve the community's current and future needs.

The ALP Update determined facility requirements based upon existing and forecasted aviation demand. The requirements are needed to satisfy the increasing short-term and long-term aviation needs of the community. The ALP identifies all development throughout the 20-year planning period. The proposed improvements were then planned over three development phases, Phase I (2002-2007), Phase II (2008-2012), and Phase III (2013-2022).

#### **D. PURPOSE AND NEED FOR THE PROPOSED FEDERAL ACTION**

The purpose of the proposed action is for the VHAA to provide airfield infrastructure to safely and effectively accommodate the current and projected demand for aviation activity in the Washington County area. The proposed action includes construction of a runway extension and associated partial parallel taxiway to meet the runway length requirements of the critical aircraft. Obstruction removal is also proposed as penetrations exist to the proposed 14 CFR Part 77 surfaces. The proposed development will also shift the runway approximately 470 feet to achieve Runway 24 ROFA compliance with FAA design standards. In addition, land acquisition will be required to gain control over the RPZs as required by FAA Order 150/5300-13. The proposed action is required as the airport is currently restricted to publish airfield capability for only small aircraft (<12,500 lbs. maximum gross weight); however current and projected demand, as well as the critical aircraft, includes large aircraft (>12,500 lbs. maximum gross weight).



The 2003 ALP Update determined that existing and future aviation demand requires an ARC B-II (large) airport. The change from the existing ARC of B-II (small) to B-II (large) would fulfill existing and projected aviation demands, as well as accomplish the facility requirements defined in the 2003 ALP Update for the next five years.



This chapter describes the process used to identify reasonable alternatives meeting the purpose and need for the sponsor's proposed action described in Chapter 1, as well as the following four elements: 1) Alternatives Considered but not Carried Forward, 2) Alternatives Further Considered 3) Screening of Considered Alternatives, and 4) Selection of the Preferred Alternative. As stated in Chapter 1, Section D, *Purpose and Need for the Proposed Federal Action*, this EA addresses projects that, while serving separate needs, collectively improve/support the airport's ability to meet forecasted growth and enhance safety. The Council on Environmental Quality (CEQ) regulations state that the responsible agencies shall "rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives that were eliminated from detailed study, briefly discuss the reasons for their having been eliminated." This chapter consists of the following elements:

**Alternatives Considered but not Carried Forward** – Alternatives identified in the EA scoping process that were considered and then eliminated from further consideration are described here.

**Alternatives Further Considered** – Selected potential development options as identified in the 2003 Airport Layout Plan Update (ALP Update) are presented for consideration.

**Screening Criteria and Analysis of Considered Alternatives** – The alternatives are screened in this section to identify those meriting further consideration. In accordance with CEQ regulations, the alternatives are presented in comparative form, "defining the issues and providing a clear basis for choice among options by the decision maker and the public."

**Selection of the Preferred Alternative** – The preferred alternative is identified on a comparative basis of each alternative's ability to meet the project purpose and need, while minimizing adverse impacts.



## **A. ALTERNATIVES CONSIDERED BUT NOT CARRIED FORWARD**

At the onset of the EA scoping process an extension to Runway 24 was considered as an alternative to extending Runway 6; however, as described in the 2003 ALP Update, an extension to Runway 24 is undesirable as terrain and development to the east of the airport precludes any further extension. Several businesses, including a portion of Forest Hills Cemetery would need to be relocated, as well as U.S. Route 11, and Emmanuel Baptist Church. It would also bring a significantly greater amount of air traffic over the town of Abingdon at a lower elevation, resulting in noise incompatibility issues.

Furthermore, the Virginia Highlands Airport Authority (VHAA) is currently negotiating aviation easement acquisition to the northeast of Runway 24 to remove existing obstructions to the proposed non-precision 34:1 approach surface. An extension of Runway 24 would require a re-evaluation of obstructions and further property interest acquisition. As a result, this option was eliminated from further consideration.

The use of the Tri-Cities Regional Airport (TRI) was also discussed as an alternative to the proposed runway expansion and associated projects at VJI. The National Plan of Integrated Airport Systems (NPIAS), published by the Federal Aviation Administration, has included a 30 minute driving time to define general aviation airport service areas. This drive time is a national goal of the NPIAS and is used by aviation planners as an industry standard. As TRI is located approximately 45 minutes away from the Virginia Highlands Airport, outside of the NPIAS 30 minute service area, it is not considered practical or desirable for airport users as defined by the NPIAS. Therefore, this alternative was eliminated from consideration (**Appendix E**). The airport's role is to provide access to the local community; to function as a gateway to local industry and commerce; and, in some instances, provide real estate for industrial parks.

Development alternatives considered in the ALP Update, completed in March 2003, included four options to reflect feasible concepts of future development, and the advantages and disadvantages of each. The alternatives considered were: 1) Precision Instrument Capability, 2)



Airport Reference Code: B-II versus C-II, 3) Runway Extension and State Road (SR) 611 Relocation, and 4) West Side Airport Development. As this EA focuses on the approach to Runway 6, runway extension, and taking the ARC from existing B-II (small) to an ARC B-II (large) the development options considered in the ALP Update were not brought forth with exception to the runway extension. And, as the runway extension discussion in the ALP Update clearly precluded the extension of Runway 24, there was only one development option for the extension within the ALP Update, which has been included in this EA as Alternative 2.

## **B. ALTERNATIVES FURTHER CONSIDERED**

The purpose and need presented the proposed action to be considered in this EA as a result of the recommendations made in the 2003 ALP Update. The proposed action requires a detailed analysis of its design considerations and alternatives to determine the full scope of potential impacts.

### **1. Description of Alternatives**

To effectively evaluate the potential for environmental impacts of the proposed action, federal law requires the examination of all reasonable alternatives (development options), including a No Action alternative. Two specific development options have been identified which meet the purpose and need, defining the range of possible alternatives for the airport. This section summarizes the alternatives examined as part of this EA.

#### **a. Alternative 1 – No Action**

Consideration of the No Action alternative is required through the National Environmental Policy Act (NEPA) per CEQ regulations. The No Action alternative serves as a basis of comparison with other alternatives considered for detailed analysis. Under the No Action alternative, the airport would remain as it exists today and no runway extension or





associated development would occur. Alternative 1 is depicted on **Exhibit 2-1**.

**b. Alternative 2 – Extend Runway 6 (34:1 Non-Precision Approach)**

Alternative 2 proposes to further develop the airport as a B-II with an extension of Runway 6 and associated development. The approach to Runway 6 would be changed from the existing 20:1 visual to a 34:1 non-precision approach. A non-precision approach is an instrument approach procedure which provides lateral guidance, but does not provide vertical guidance to the landing environment. A greater amount of obstruction removal would be associated with the 34:1 non-precision approach alternative. **Exhibit 2-2** depicts this alternative.

**c. Alternative 3 – Extend Runway 6 (20:1 Visual Approach)**

Alternative 3 also proposes the development of the airport as a B-II with an extension of Runway 6 and associated development. The approach to the Runway 6 end would remain a 20:1 visual approach. A visual approach is an approach that a portion or all of an instrument approach procedure is conducted with the pilot's visual references used to identify the landing environment. Alternative 3 is illustrated on **Exhibit 2-3**.

**2. Projects Common to Development Options (Alternatives 2 and 3)**

Twelve projects were identified for both development alternatives as described below and shown on Exhibits 2-2 and 2-3. **Table 2-1** summarizes the differences between the build alternatives. Projects 4 and 5, property interest acquisition and obstruction removal, vary in each alternative based upon the approach surface considered in the alternative.



Table 2-1  
Virginia Highlands Airport  
Comparison of Proposed Projects for Build Alternatives 2 & 3

Proposed Projects	Alternative	
	2	3
1. Extend Runway 6	Usable length – 5,500' RW 6 Approach: 34:1 Non-precision	Usable length – 5,500' RW 6 Approach: 20:1 Visual
2. Construct a Partial Parallel Taxiway (3,060 feet by 35 feet)	✓	✓
3. Borrow Site/Grading Area	✓	✓
4. Property Interest Acquisition	Fee Simple – 53 acres Easement – 58 acres	Fee Simple – 46 Easement – 23
5. Obstruction Removal (Runway 6)	Tree removal – 26 acres Structures (residential buildings) – 7	Tree removal – 21 acres
6. Relocation of Visual and NAVAIDs on both Runway Ends and Relocation of AWOS	✓	✓
7. T-Hangar Development	✓	✓
8. Install Security Fencing	✓	✓
9. Relocate State Road 611	✓	✓
10. Stream Modification	✓	✓
11. Demolish Barn	✓	✓
12. Cemetery Relocation	✓	✓

Source: Delta Airport Consultants, Inc Analysis



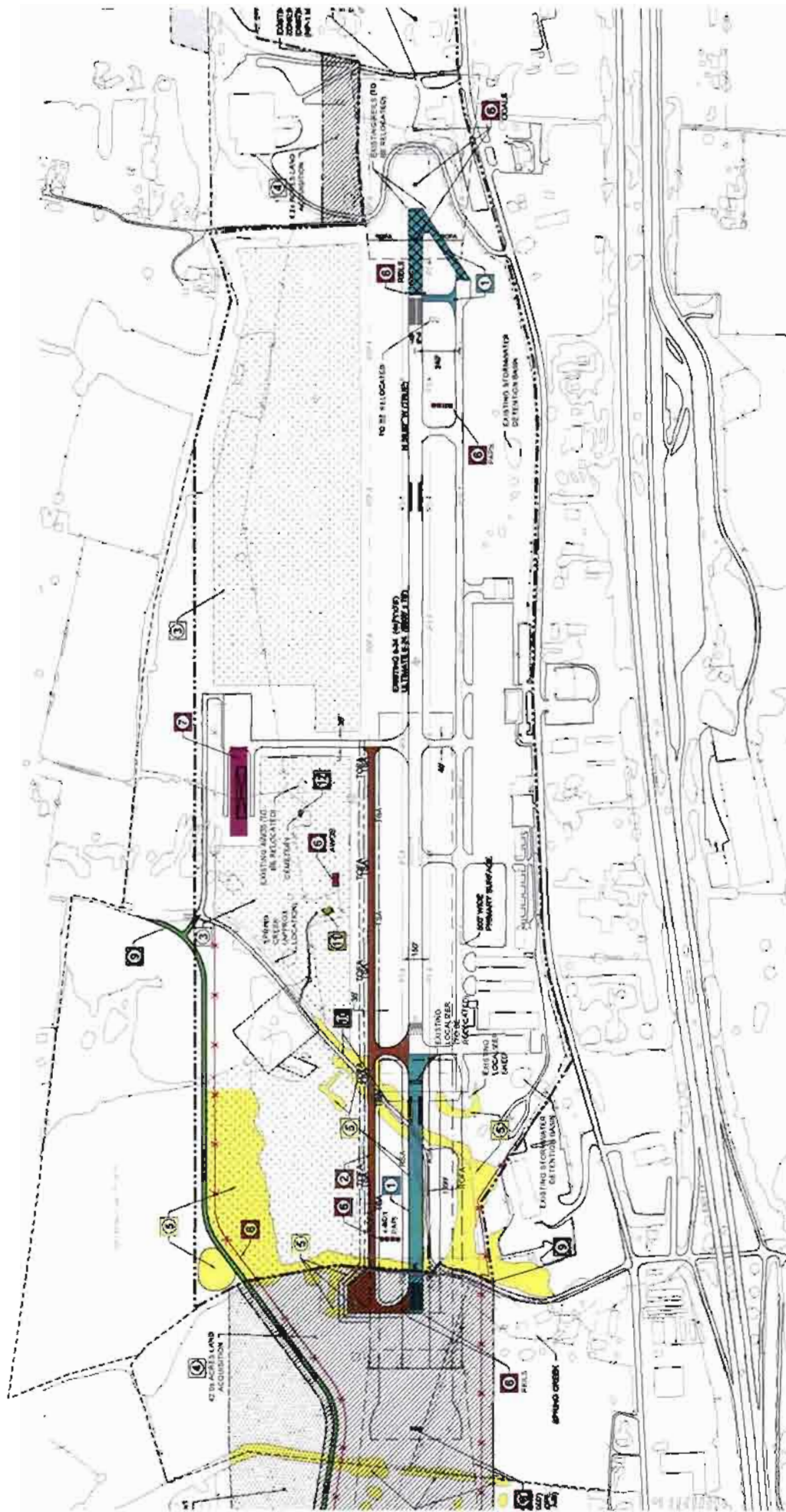




① EXTEND RUNWAY 6 - 1,398' x 75' (INCLUDES PARTIAL DEMOLITION OF RUNWAY 24 & PARALLEL TAXIWAY)

- 2 CONSTRUCT A PARTIAL PARALLEL TAXIWAY
- 3 BORROW SITE/GRADING AREA
- 4 PROPERTY INTEREST ACQUISITION
- 5 OBS TRUCTION REMOVAL
- 6 RELOCATION OF VISUAL AIDS & NAVAID'S (LOCALIZER, BEILS, ODALS, & PAPIs) BOTH RUNWAY ENDS & RELOCATION OF ANOCS
- 7 T-HANGAR DEVELOPMENT
- 8 INSTALL SECURITY FENCING
- 9 RELOCATE STATE ROAD 811
- 10 STREAM MODIFICATION
- 11 DEMOLISH BARN





### PROPOSED PROJECTS

- 1 EXTEND RUNWAY 6 - 1,398' x 75' (INCLUDES PARTIAL DEMOLITION OF RUNWAY 24 & PARALLEL TAXIWAY)
- 2 CONSTRUCT A PARTIAL PARALLEL TAXIWAY
- 3 BORROW SITE/GRADING AREA
- 4 PROPERTY INTEREST ACQUISITION
- 5 OBSTRUCTION REMOVAL
- 6 RELOCATION OF VISUAL AIDS & NAVAID'S (LOCALIZER, REILS, ODALS, & PARALLEL BOTH RUNWAY ENDS & RELOCATION OF AWOS)
- 7 T-HANGAR DEVELOPMENT
- 8 INSTALL SECURITY FENCING
- 9 RELOCATE STATE ROAD 811
- 10 STREAM MODIFICATION
- 11 DEMOLISH BARN

The FAA has determined in consultation with the SHPO pursuant to 36 CFR 800.5, that the proposed undertaking in both alternatives would have an adverse affect on the NRHP-eligible St. John House. A retaining wall is proposed in both alternatives for construction on existing airport property to avoid physical construction impacts to the 2.8-acre historic property. No obstruction removal, grading, wetland impacts, or stream relocation would occur within the historic boundary of the St. John House. However, on adjacent airport property, Spring Creek will be channeled through a culvert and wetlands impacted as the proposed project would be constructed over the stream. Grading associated with the construction of the extension would also occur on land adjacent to the St. John House historic boundary.

**a. Project 1: Extend Runway 6**

Existing Runway 6-24, at a length 4,471 feet, does not adequately support the airport's critical aircraft and growing operations. As stated in the 2003 ALP Update, an extension of Runway 6-24 to a useable length of 5,500 feet would enable the airport to accommodate 75 percent of large airplanes of 60,000 pounds or less at 60 percent useful load capacity. This project element also proposes to construct a 150-foot-long by 300-foot-wide runway safety area (RSA) for the extended end. In conjunction with the extension of Runway 6-24, the threshold of Runway 24 would be relocated 470 feet to the west from the existing end of the pavement to provide 14 CFR Part 77 clearance of the 34:1 approach surface over buildings (Emmanuel Baptist Church and associated structures) in the approach corridor. The relocation would include demolition of runway and taxiway pavement rendered unusable as a result of the relocated threshold and construction of a new taxiway connector.



**b. Project 2: Construct a Partial Parallel Taxiway (3,060 feet by 35 feet)**

A parallel taxiway to Runway 6-24 is proposed to be constructed to serve the extension of the runway. The taxiway would be a partial parallel taxiway, 35 feet wide. The taxiway would include two connector taxiways to Runway 6-24.

**c. Project 3: Borrow Site / Grading Area**

Approximately 1.5 million cubic yards of embankment is necessary for the runway extension and parallel taxiway construction. It is proposed that the necessary embankment material be obtained from the west side of the airfield as the terrain is significantly higher than that of the existing runway. This borrow location would reduce the cost of embankment for the extension.

**d. Project 4: Property Interest Acquisition**

Property interest acquisition is necessary for the airport to gain control of property needed for construction of runway and taxiway pavements, the runway protection zones (RPZs), object free areas (OFAs), approach slopes, and to facilitate obstruction removal and the relocation of SR 611. This project is needed to gain the appropriate property interest necessary to meet FAA design standards, and in turn, meet future aviation demand.



**1) Alternative 2**

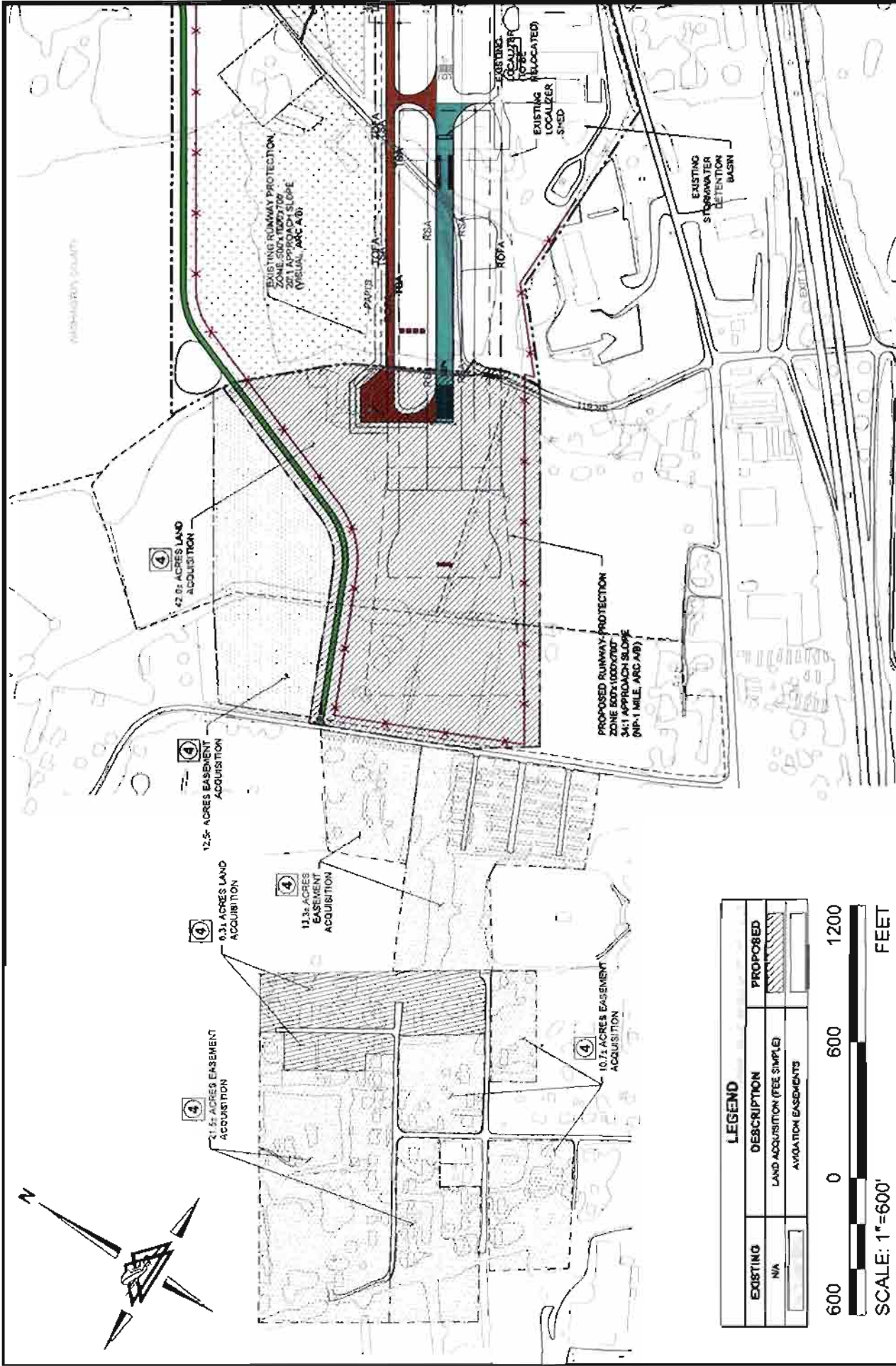
Approximately 53 acres of fee-simple land acquisition and 58 acres of avigation easement would be required as depicted on **Exhibits 2-4 and 2-5**. The fee-simple acquisition would include the complete acquisition of six residential properties (Runway 6), as well as the partial acquisition of three residential properties (Runway 6) and one commercial (Runway 24). Partial acquisition refers to the fee simple acquisition of only a portion of the total property; complete acquisition refers to the fee simple acquisition of the entire parcel. If the portion of property not to be purchased is determined an uneconomic remnant, acquisition of the entire parcel may be required; however, this is not anticipated. Proposed avigation easements, which would provide VHAA with sufficient property interest to prevent incompatible land uses and allow for obstruction removal for 14 CFR Part 77, are on residential properties off the Runway 6 end.

**2) Alternative 3**

Approximately 46 acres of fee-simple land acquisition and 23 acres of avigation easement would be required as illustrated on **Exhibits 2-6 and 2-7**. The fee-simple acquisition would include the partial fee-simple acquisition of three residential properties (Runway 6) and one commercial property (Runway 24).







LEGEND		
EXISTING	DESCRIPTION	PROPOSED
N/A	LAND ACQUISITION (FEE SIMPLE)	
	AVIATION EASEMENTS	

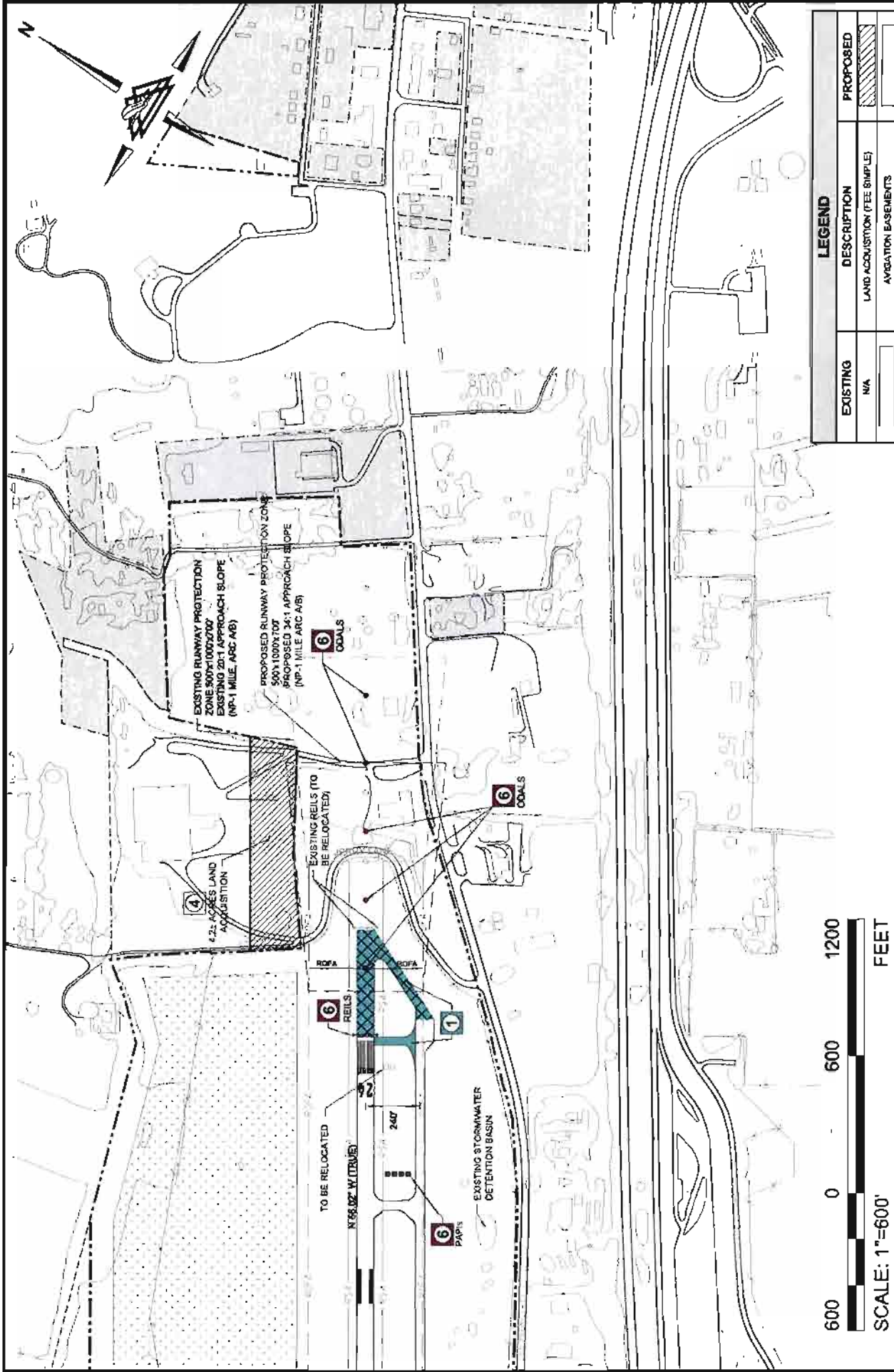


# ALT 2-PROPERTY INTEREST ACQUISITION-RUNWAY 6 VIRGINIA HIGHLANDS AIRPORT

EXHIBIT  
2-4

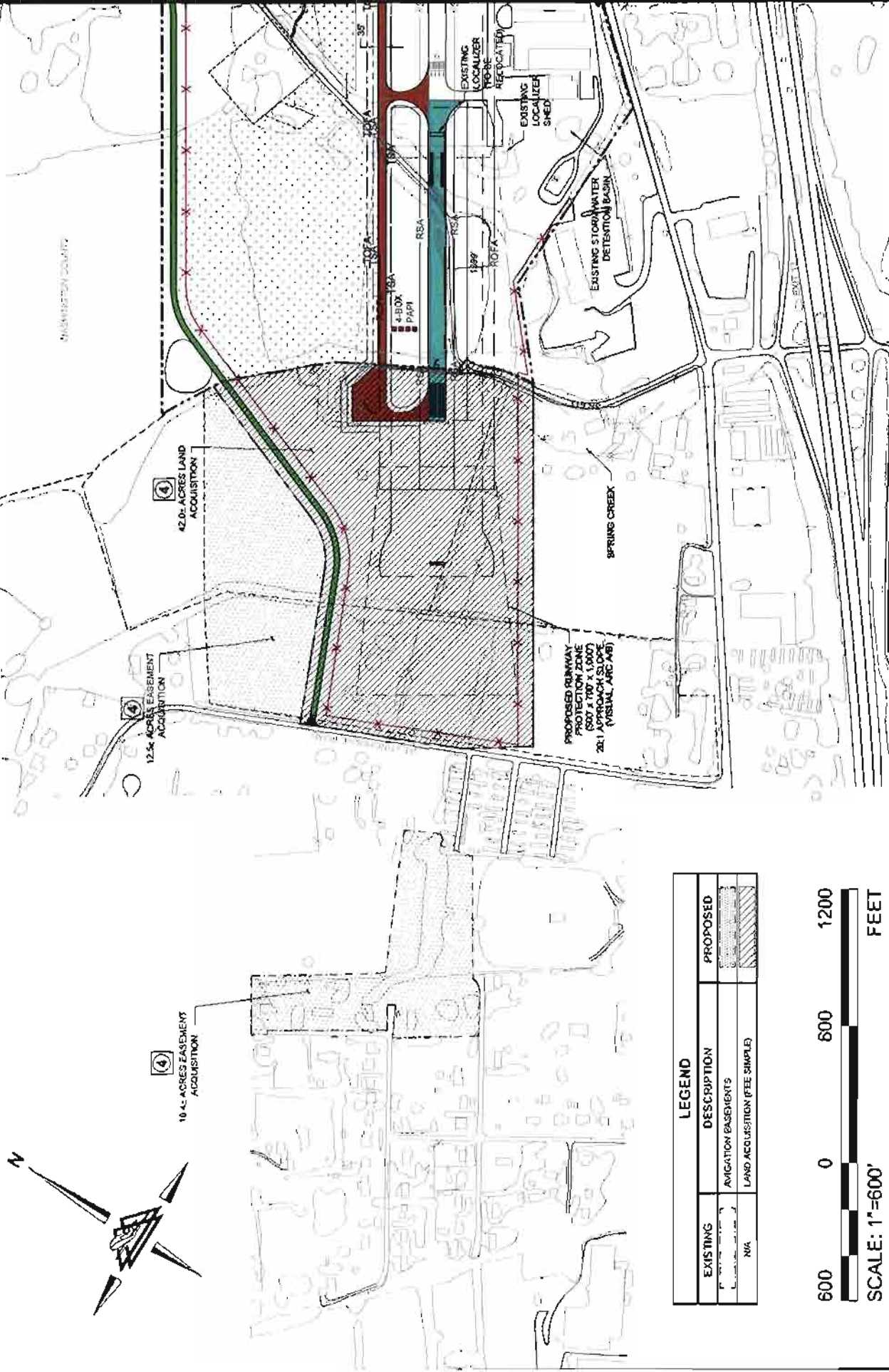
DRAWN BY: \_\_\_\_\_ CHECKED BY: \_\_\_\_\_ C/A: \_\_\_\_\_ SCALE: \_\_\_\_\_ DATE: \_\_\_\_\_

JUNE 2010

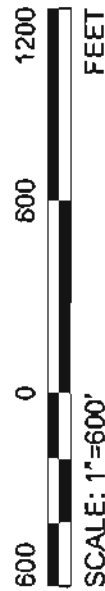


LEGEND		
EXISTING	DESCRIPTION	PROPOSED
N/A	LAND ACQUISITION (FEE SIMPLE)	
	AVIGATION EASEMENTS	



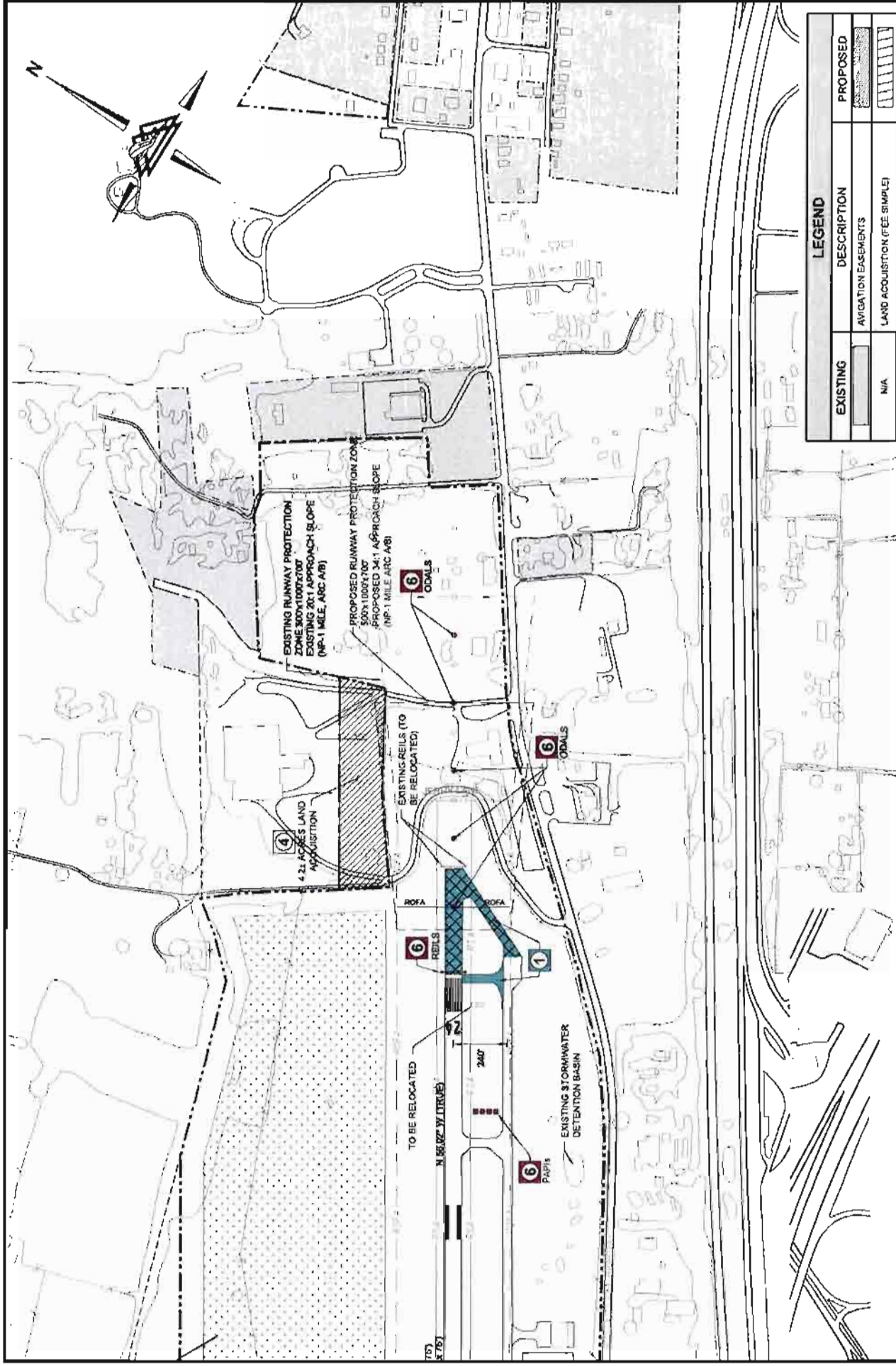


LEGEND		
EXISTING	DESCRIPTION	PROPOSED
N/A	AVIGATION EASEMENTS	
	LAND ACQUISITION (SEE SIMPLE)	



# ALT 3-PROPERTY INTEREST ACQUISITION-RUNWAY 6 VIRGINIA HIGHLANDS AIRPORT

EXHIBIT  
2-6



LEGEND			
EXISTING	DESCRIPTION	PROPOSED	
	AVIGATION EASEMENTS		
	LAND ACQUISITION (FEE SIMPLE)		

# ALT 3-PROPERTY INTEREST ACQUISITION-RUNWAY 24 VIRGINIA HIGHLANDS AIRPORT

EXHIBIT  
2-7



**e. Project 5: Obstruction Removal (Runway 6)**

This project includes the removal of obstructions to the 14 CFR Part 77, Objects Affecting Navigable Airspace, surfaces for the proposed extension of Runway 6. Some obstructions exist on airport property and the remaining obstructions exist on property which the airport has proposed to obtain the appropriate property interest needed to remove the future obstructions.

Obstructions to the Runway 24 non-precision 34:1 approach slope do exist; however, the VHAA is currently negotiating avigation easements on 40 parcels (approximately 182 acres) and fee simple acquisition of one parcel (2.5 acres) to remove existing obstructions and control future obstructions to the surface. The avigation easement acquisition and obstruction removal were previously evaluated in a checklist for environmental impacts in 2002. The FAA determined the proposed action to be a categorical exclusion (CATEX) under paragraph 23 of FAA Order 5050.4A (CATEX rcvd. July 25, 2002). Consequently, further detailed evaluation of the Runway 24 obstructions is not considered in this EA. However, the obstruction removal on Runway 24 is evaluated as part of the cumulative impacts for the proposed action in Chapter 4 of this EA.



### **1) Alternative 2**

Alternative 2 would require the removal of approximately 26 acres of trees and seven residential buildings which penetrate the 14 CFR Part 77 approach surface for the proposed 34:1 non-precision approach slope to Runway 6 as shown on Exhibit 2-8.

### **2) Alternative 3**

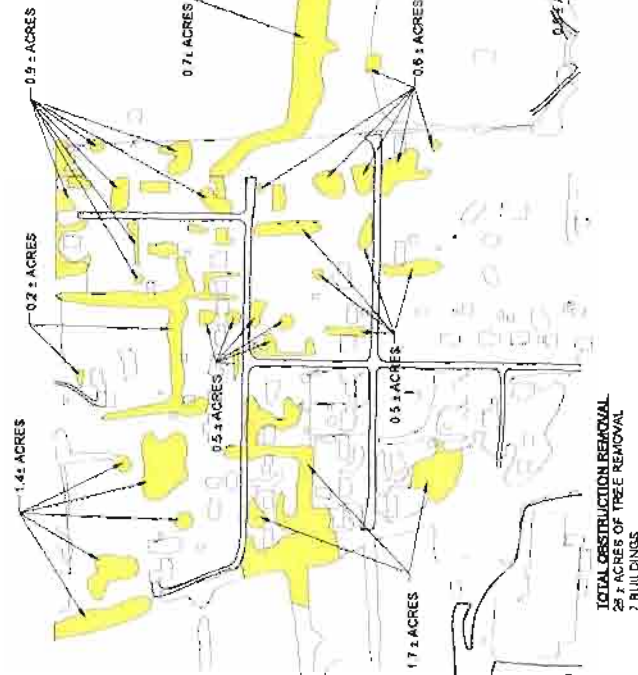
Approximately 21 acres of trees would be removed to eliminate obstructions to the proposed 20:1 approach surface for the extension of Runway 6 as shown on Exhibit 2-9.

#### **f. Project 6: Relocation of Visual and Navigational Aids (NAVAIDS) on both Runway Ends and Relocation of Automated Weather Observation System (AWOS)**

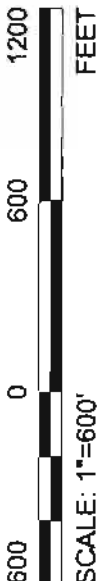
This project includes the relocation of the existing Localizer for Runway 6-24 in association with the runway extension, as well as the following visual aids: Runway End Identifier Lights (REILs), Omni-Directional Approach Lighting System (ODALS), and Precision Approach Path Indicators (PAPIs). In addition, the AWOS would require relocation to accommodate the borrow area needed for the extension.





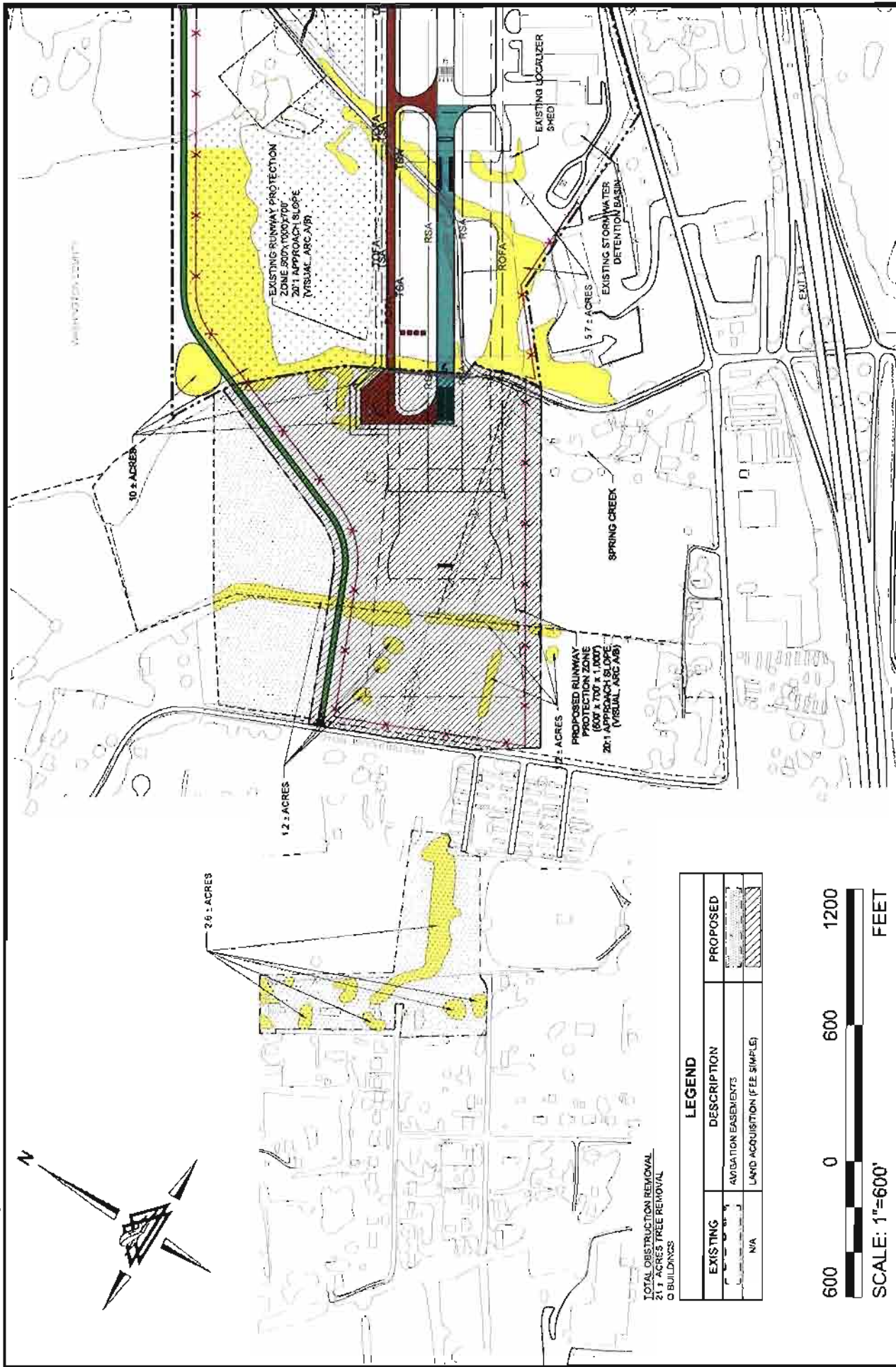


LEGEND		
EXISTING	DESCRIPTION	PROPOSED
N/A	OBSTRUCTION REMOVAL	



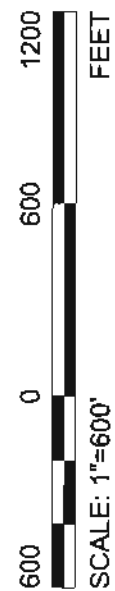
# ALT 2-OBSTRUCTION REMOVAL-RUNWAY 6

## VIRGINIA HIGHLANDS AIRPORT



TOTAL OBSTRUCTION REMOVAL  
21.1 ACRES TREE REMOVAL  
0 BUILDINGS

LEGEND		
EXISTING	DESCRIPTION	PROPOSED
	AVIATION EASEMENTS	
N/A	LAND ACQUISITION (FEE SIMPLE)	



# ALT 3-OBSTRUCTION REMOVAL-RUNWAY 6 VIRGINIA HIGHLANDS AIRPORT

EXHIBIT  
2-9



**g. Project 7: T-Hangar Development**

This project includes the construction of a 10-unit T-hangar and associated apron on the west side of the airport. The 2003 Airport Layout Plan Update indicated that as the number of based aircraft increases, the percentage of aircraft owners who desire hangar space is expected to increase. It was recommended that a future T-hangars be constructed to accommodate the growth in based aircraft forecasted for VJI. Taxilane access and necessary grading for the T-hangar have been completed (CATEX received on February, 12, 2003).

**h. Project 8: Install Security Fencing**

Fencing would be installed along the perimeter of the airport to include property to be acquired as part of a project assessed in this EA.

**i. Project 9: Relocate State Road 611**

This project includes the relocation of SR 611 as it currently exists within the footprint of the proposed runway extension and associated partial parallel taxiway, RPZ, OFAs, and RSA. The relocated road would also provide access to and from U.S. Route 11 to the new T-hangar and general aviation hangar area on the west side of the airport. SR 611 would be realigned approximately 1,800 feet to the west of the existing right-of-way and reconnect to an existing portion of Westinghouse Road. An existing portion of SR 611 would remain to allow access to the NRHP eligible St. John property.



**j. Project 10: Stream Modification**

A small creek (Spring Creek), running along SR 611 would be impacted by both build alternatives. The current alignment of the creek runs perpendicular to the south of the proposed runway extension and parallel taxiway, and then turns parallel to both on the north, requiring it to be modified in order to accommodate the runway extension. Mitigation for stream impacts will be determined through coordination with Virginia Department of Environmental Quality and Army Corps of Engineers.

**k. Project 11: Demolish Barn**

This project involves the demolition of an existing barn to allow material to be excavated from the site for the runway extension and remove possible obstructions to 14 CFR Part 77 7:1 transitional surfaces.

**l. Project 12: Cemetery Relocation**

An existing cemetery located on the west side of Runway 6-24 would be relocated to protect the human remains currently located on the site. The relocation of the cemetery would be necessary to allow excavation of the surrounding area to provide a proximate source for embankment material for the westerly extension of the runway and taxiway.



## **C. SCREENING CRITERIA AND ANALYSIS OF CONSIDERED ALTERNATIVES**

This section presents criteria to be used in the evaluation and screening of the alternatives. The screening process helps identify a preferred alternative by evaluating comparable alternatives using the following criteria: ability to meet project purpose and need, feasibility and prudence/practicability, and environmental factors.

### **Ability to Meet Project Purpose and Need**

As a fundamental condition of the purpose and need for the sponsor's preferred alternative, the ability of the airport to continue to operate safely while accommodating forecasted demand must be met. Accordingly, alternatives that do not provide the facilities required to meet demand and enhance safety in the near term, three to five years, would be inconsistent with the purpose and need of the sponsor's proposed action. Further, alternatives that do not provide the ability to continue meeting the airport's forecasted need through the 20-year planning period would not be consistent with the purpose and need of the sponsor's preferred alternative.

### **Feasibility and Prudence/Practicability**

This criterion addresses standards relating to the selection of the alternatives. NEPA requires that all reasonable alternatives be considered. Some environmental laws also specify conditions in considering an appropriate range of alternatives. The Department of Transportation (DOT) Act, Section 4(f) states that potential alternatives presenting "unique problems, extraordinary costs, or community disruption" are not considered to be prudent. In order to be considered "extraordinary" the costs of the alternative would need to be of such magnitude as to make the development financially infeasible. A prohibitively expensive alternative would also not be considered practicable.



## **Environmental Factors**

Alternatives addressing the same need may differ substantially with respect to potential environmental impacts. Alternatives that have significantly more environmental impacts when compared to other alternatives, while addressing the same needs, should be eliminated from consideration. Relevant environmental factors may include noise impacts, wetland impacts, potential disruption of existing development patterns, and potentially disproportionate impact on minority and low-income populations (environmental justice). The complete list of environmental impacts from FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures* is evaluated in detail in Chapter 4.

### **1. No Action Alternative (Alternative 1)**

In this alternative, no changes would be made to the existing airport. A summary of the screening evaluation of this alternative follows.

#### **Ability to Meet Project Purpose and Need**

This alternative does not meet the purpose and need as the airport would remain as it exists today which would not accommodate the existing aviation demand nor meet the future demand.

#### **Feasibility and Prudence/Practicability**

This alternative is considered neither practical nor prudent as it does not meet the defined purpose and need.

#### **Environmental Factors**

This alternative would not disturb environmental resources or disrupt existing



development patterns; thus, no environmental impacts would result.

## **Conclusion**

Evaluation of a No Action alternative is required under NEPA. Although this alternative would not meet the purpose and need for the proposed action, it is retained for consideration as a basis for comparing the environmental consequences of the other potential alternatives.

### **2. Alternative 2 –Extend Runway 6 (34:1 Non-Precision Approach)**

In this alternative, the airport would be further developed as a B-II with a runway extension and associated development to meet FAA design standards and existing and future aviation demand as described in Chapter 1, Purpose and Need.

#### **Ability to Meet Project Purpose and Need**

Alternative 2 would provide airfield infrastructure to support the current and projected demand for aviation activity by developing the airport as B-II (large) which would involve removing obstructions within the approach and transitional surfaces, including trees, brush, and manufactured structures. Removing all existing obstructions would achieve compliance with 14 CFR Part 77 surface requirements. The alternative also includes construction of a runway extension and associated partial parallel taxiway, relocation of navigational aids, and related elements required to meet FAA design standards as described in Section B.2., Projects Common to Development Options. Lastly, this alternative would provide the required control over Runway 6-24's proposed safety areas via fee simple and aviation easement acquisition that would facilitate obstruction removal and ensure protection in the future.



## **Feasibility and Prudence/Practicability**

This alternative is comprised of the project elements necessary for compliance with FAA design standards for ARC B-II and meets both existing and future aviation demand at VJI. The alternative also corresponds with the airport's approved ALP. However, previous conversations with air traffic control at Tri-Cities Regional Airport during the Airport Layout Plan Update in 2003 noted that a 34:1 non-precision approach to RW 6 may conflict with the Tri-Cities airspace; no further analysis was completed. Tri-Cities is located in Blountville, Tennessee, 22 nautical miles from VJI.

## **Environmental Factors**

This alternative would have impacts to Spring Creek. Coordination with both the Army Corps of Engineers (ACOE) and the Virginia Department of Environmental Quality (VDEQ) would ensure that all permitting and mitigation requirements are met as necessary.

Alternative 2 would not physically impact the NRHP eligible St. John House with the construction of a retaining wall on existing airport property, south of the St. John property. Visual impacts to the historic site would be mitigated as outlined in the MOA executed in April 2010, between the FAA, VHAA, and VDHR. **Appendix C** contains related correspondence, and the MOA has been included in **Appendix I**.

Extensive property interest acquisition, fee-simple and avigation easement, including both residential and commercial properties, would be required to remove obstructions to the proposed 34:1 non-precision approach to Runway 6 and accommodate the runway extension and associated development. Adherence to the Uniform Relocation Act would be necessary to mitigate impacts created by acquiring the properties. No other environmental impacts are anticipated.



## **Conclusion**

Alternative 2 achieves the project purpose and need as described in Chapter 1 and coincides with the approved ALP; therefore, it is considered prudent and practicable. This alternative is retained for detailed evaluation.

### **3. Alternative 3 – Extend Runway 6 (20:1 Visual Approach)**

As in Alternative 2, the basis of Alternative 3 is to further develop the existing airport as ARC B-II. However, the approach to Runway 6 would remain a 20:1 visual. The alternative also includes the Runway 6 extension and associated development to meet FAA design standards and existing and future aviation demand as described in Chapter 1, Purpose and Need.

#### **Ability to Meet Project Purpose and Need**

Alternative 3 satisfies the purpose and need and would develop the airport to meet forecasted demand for aviation activity as outlined in the ALP Update. Obstructions within the 20:1 visual approach and transitional surfaces, including trees, brush, and manufactured structures would be removed. Removing all existing obstructions would achieve compliance with 14 CFR Part 77 surface requirements. Alternative 3, like 2, includes all projects described in Section B.2., Projects Common to Development Options. This alternative would also provide the required control over Runway 6-24's proposed safety areas via fee simple and aviation easement acquisition that would facilitate obstruction removal and ensure protection in the future.

#### **Feasibility and Prudence/Practicability**

This alternative is also comprised of the project elements necessary for compliance with FAA design standards for ARC B-II and meets both existing and future aviation demand



at VJI. All projects associated with the alternative correspond with the airport's approved ALP.

### **Environmental Factors**

This alternative would have impacts to Spring Creek. Coordination with both the ACOE and the VDEQ would ensure that all permitting and mitigation requirements are met.

Alternative 2 would not physically impact the NRHP eligible St. John House with the construction of a retaining wall on existing airport property, south of the St. John property. Visual impacts to the historic site would be mitigated as outlined in the MOA executed in April 2010, between the FAA, VHAA, and VDHR. **Appendix C** contains related correspondence, and the MOA has been included in **Appendix I**.

Adherence to the Uniform Relocation Act would be required as property interest acquisition, fee-simple and avigation easement, including both residential and commercial properties, would be necessary to remove obstructions to the proposed 20:1 visual approach to Runway 6 and accommodate the runway extension and associated development. No other environmental impacts are anticipated.

A comparison of the anticipated environmental consequences for each alternative is shown in **Table 2-2** at the end of this section.

### **Conclusion**

Alternative 3 also achieves the project purpose and need as described in Chapter 1 and coincides with the approved ALP; therefore, it is considered prudent and practicable and is retained for detailed evaluation.





**Table 2-2**  
**Virginia Highlands Airport**  
**Comparison of Environmental Consequences for All Alternatives**

Impact Category	Alternative		
	1 – No Action	2	3
Air Quality	No Impact	No Impact anticipated	No Impact anticipated
Coastal Resources	No Impact	No Impact anticipated	No Impact anticipated
Compatible Land Use	No Impact	Yes – obstructions / property interest acquisition	Yes – obstructions / property interest acquisition
Construction Impacts	No Impact	BMPs <sup>1</sup> & erosion control measures will be used	BMPs & erosion control measures will be used
Department of Transportation 4(f)	No Impact	Yes, St. John House – MOA <sup>2</sup> & 4(f) statement required	Yes, St. John House – MOA & 4(f) statement required
Farmlands	No Impact	No Impact anticipated	No Impact anticipated
Fish, Wildlife, and Plants	No Impact	Tree Removal	Tree Removal
Floodplains	No Impact	No Impact anticipated	No Impact anticipated
Hazardous Materials, Pollution Prevention, and Solid Waste	No Impact	No Impact anticipated	No Impact anticipated
Historic, Architectural, Archaeological, and Cultural Resources	No Impact	Yes, St. John House – MOA required	Yes, St. John House – MOA required
Light Emissions and Visual Impacts	No Impact	No Impact anticipated	No Impact anticipated
Natural Resources, Energy Supply, and Sustainable Design	No Impact	No Impact anticipated	No Impact anticipated
Noise	No Impact	No Impact anticipated	No Impact anticipated
Secondary (Induced) Impacts	No Impact	No Impact anticipated	No Impact anticipated
Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks	No Impact	No Impact anticipated	No Impact anticipated
Water Quality	No Impact	BMPs will be used; any necessary permits will be acquired (NPDES <sup>3</sup> )	BMPs will be used; any necessary permits will be acquired (NPDES)
Wetlands	No Impact	Yes – mitigation measures will be met	Yes – mitigation measures will be met
Wild and Scenic Rivers	No Impact	Not Applicable	Not Applicable

<sup>1</sup>BMPs – Best Management Practices

<sup>2</sup>MOA – Memorandum of Agreement

<sup>3</sup>NPDES – National Pollutant Discharge Elimination System

Source: Delta Airport Consultants, Inc., 2008



#### **D. SELECTION OF THE PREFERRED ALTERNATIVE**

As a result of the alternative screening, the sponsor's preferred alternative was selected. Although Alternative 1, No Action, involves the fewest environmental impacts, it does not meet the purpose and need of the proposed action. Both of the remaining development alternatives would meet the most critical aspects of the defined purpose and need; however, the potential impacts from Alternative 2 appear to be significantly greater in terms of obstruction removal and property interest acquisition. Therefore, Alternative 3 was selected as the preferred development alternative from this EA, as it meets the defined purpose and need identified in Chapter 1 and significant environmental impacts are not anticipated with this alternative.



## AFFECTED ENVIRONMENT

---

This chapter describes the airport and the natural (e.g., wetlands, biotic communities, endangered and threatened species, wild and scenic rivers, etc.) and human or manmade (e.g., historic and cultural resources, air quality, etc.) environment that could be affected by the proposed projects and identifies other planned developments or ongoing projects at the Virginia Highlands Airport (VJI).

### A. ENVIRONMENTAL SETTING

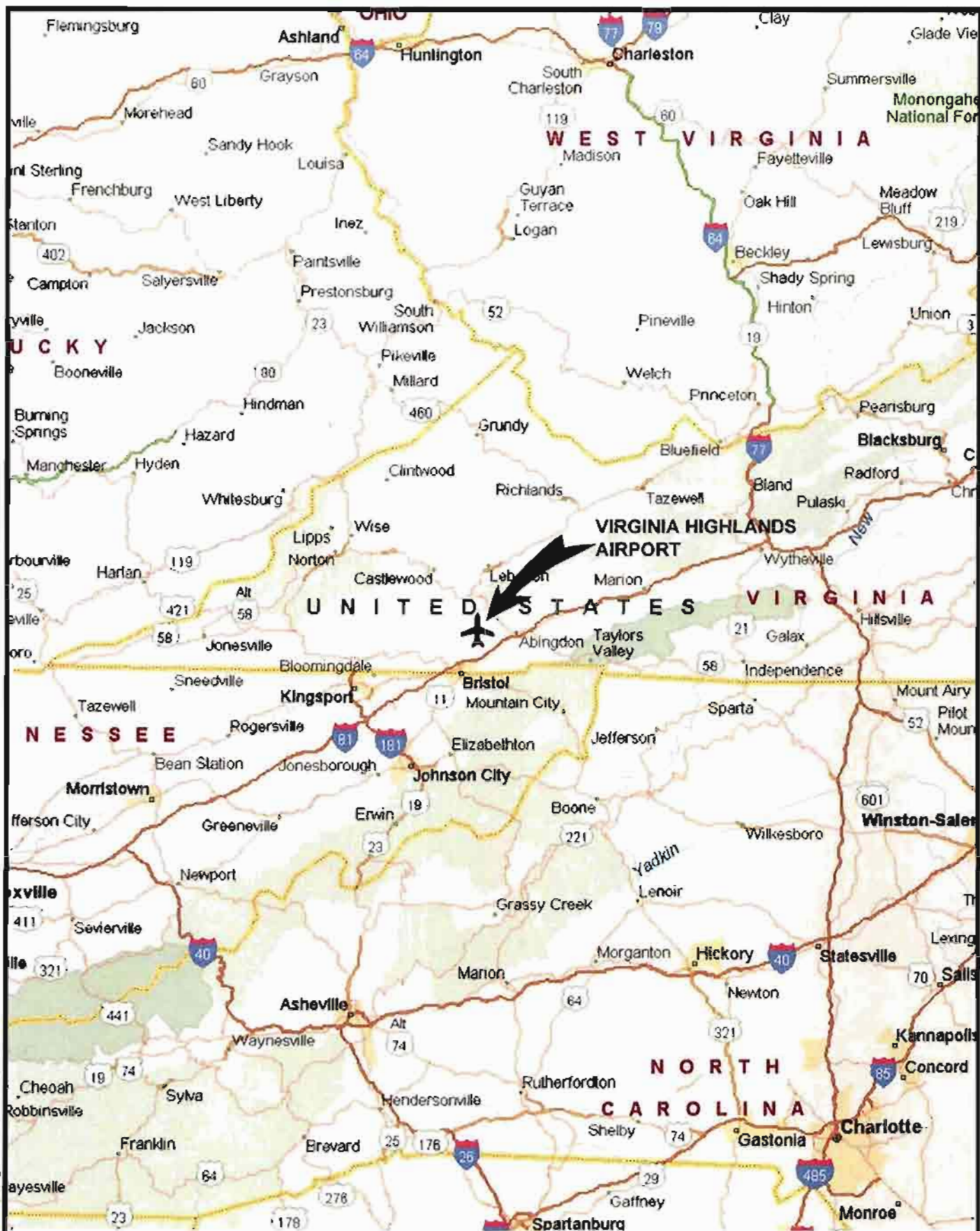
The Virginia Highlands Airport is located in Washington County, Virginia (**Exhibit 3-1**) in the southwestern region of the state. Washington County shares its southern border with Tennessee, and encompasses approximately 566 square miles or 362,280 acres. The Virginia Highlands Airport is located one mile west of Abingdon, Virginia, the county seat. The airport currently consists of approximately 260 acres, and can be accessed from I-81, via U.S. Route 11. As shown on **Exhibit 3-2**, VJI is generally bounded by Route 11 to the south, Providence Road to the west, and Jerry Lane in the east.

Virginia Highlands Airport is located in the central portion of Washington County in an area known as the Great Valley region of Virginia. The topography of the area immediately surrounding the airport consists of rolling terrain. Maximum elevation within the project area reaches approximately 2,087 feet above mean sea level (MSL), and has a current reference point of 36°41'14" North latitude and 82°02'00" West longitude (**Exhibit 3-3**). Virginia Highlands Airport is listed in the National Plan of Integrated Airport Systems (NPIAS), as a general aviation airport, and the Virginia Air Transportation System Plan (VATSP) identifies the airport as a General Aviation (GA) regional airport.

According to the Southeast Regional Climate Center, Abingdon, Virginia receives approximately 47 inches of precipitation and 16.1 inches of snowfall annually. The mean maximum



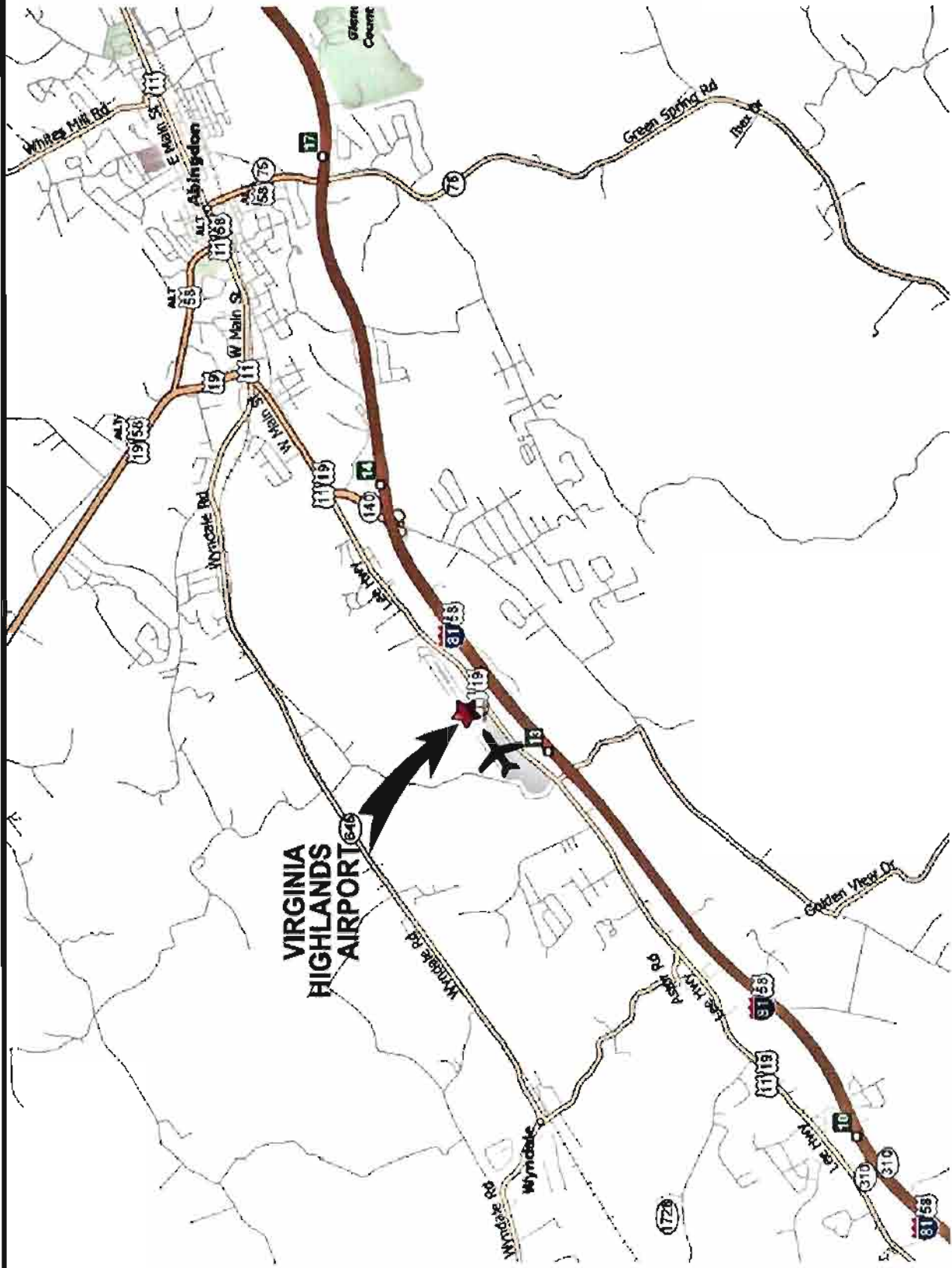
DRAWING: 04065-ext-locmap.dwg LAYOUT: LOCATION MAP



# LOCATION MAP VIRGINIA HIGHLANDS AIRPORT

EXHIBIT  
3-1

DRAWN BY: LXXI CHECKED BY: CMA SCALE: NTS DATE: April 2010



SOURCE: MAPQUEST 2009



www.dellmarairport.com

# VICINITY MAP VIRGINIA HIGHLANDS AIRPORT

EXHIBIT

3-2

DRAWN BY:

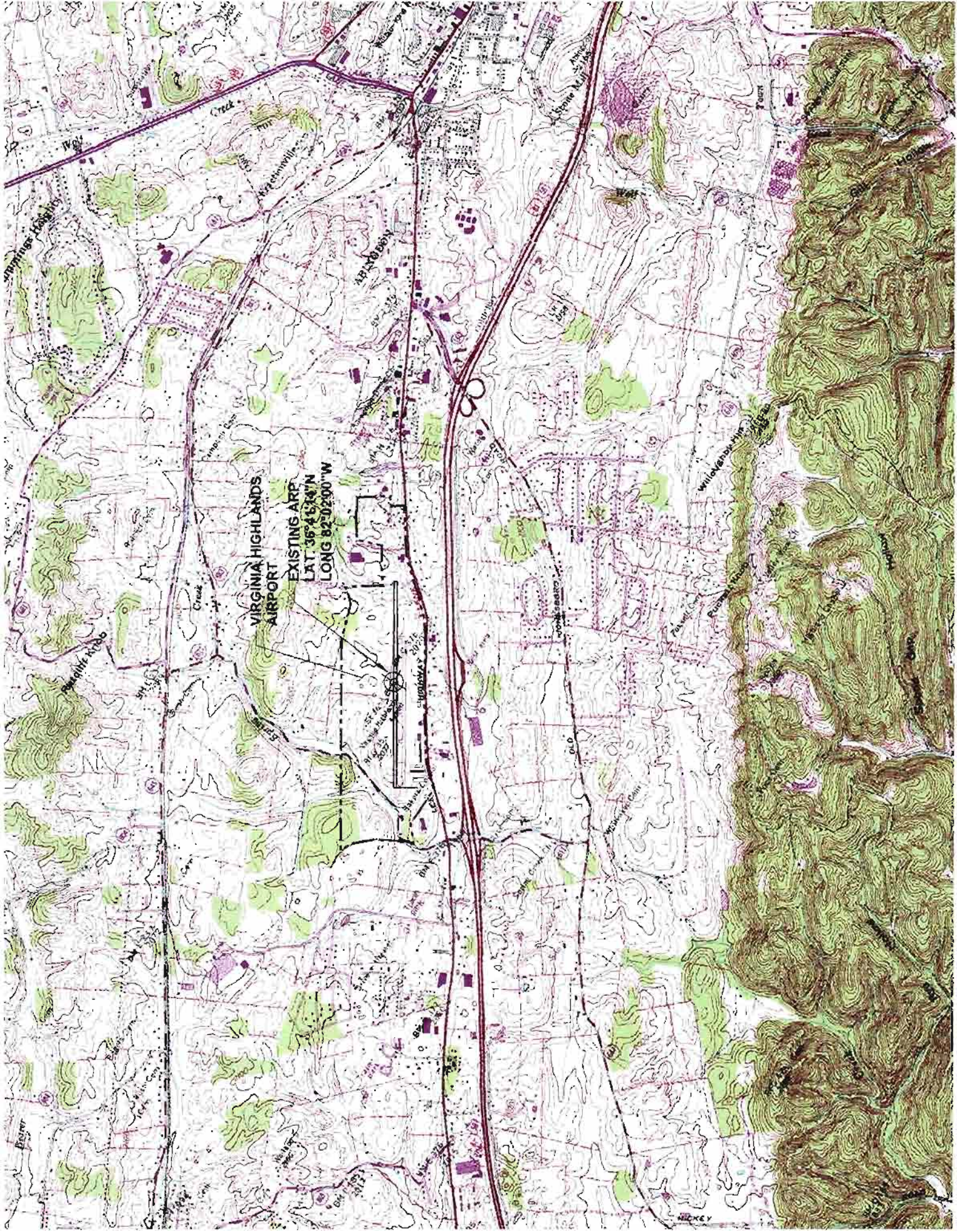
CHECKED BY:

DATE:

SCALE:

DATE:





VIRGINIA HIGHLANDS  
AIRPORT  
EXISTING ARP  
LAT. 36°45'34"N  
LONG 82°0'200"W



temperature of the hottest month is 85.1°F, while the average minimum temperature on the coldest month is 23.5°F.

## **B. THE HUMAN ENVIRONMENT**

This section provides an overview of the human (i.e., manmade) environment surrounding the Virginia Highlands Airport. Factors addressed in this section include the labor and employment characteristics of the airport service region, transportation, utilities, recreation and culture, industrial properties, air quality, section 4(f) lands, and cultural resources.

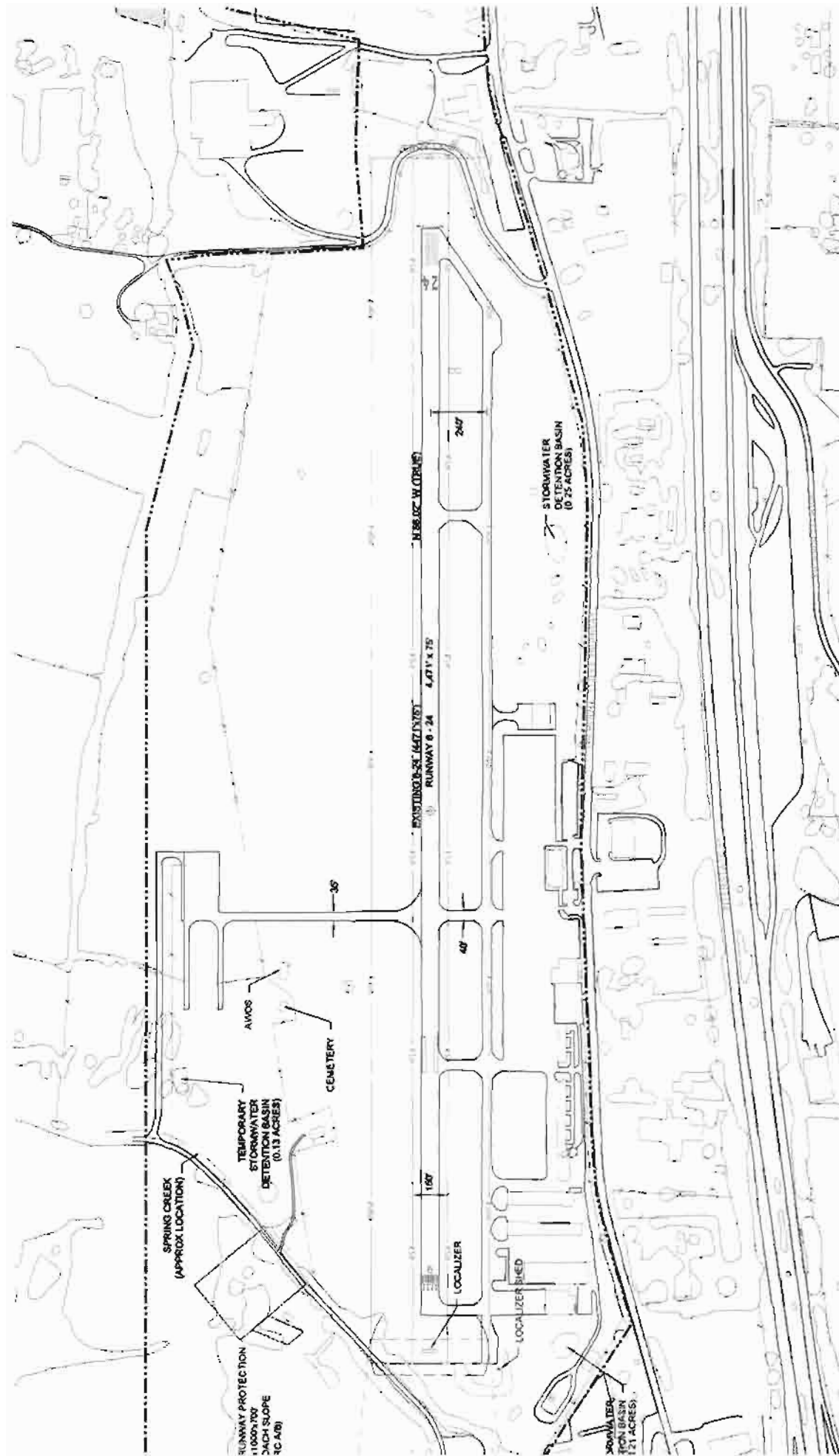
### **1. Airport Facilities**

Airport facilities, including airfield, passenger terminal, general aviation, and airport support facilities are shown on **Exhibit 3-4**, the existing airport layout. The airfield consists of one runway and associated taxiways. Runway 6-24 is 4,471 feet long and 75 feet wide and is accompanied by a parallel taxiway and a combination of connector taxiways providing access to the hangars and apron areas. Runway data, including key airfield dimensions and navigational aids, are summarized in **Table 3-1**.

### **2. County Population**

The population in Washington County has been steadily increasing since the 1990's. However, the trend in the six county Mount Rogers' Planning District, of which Washington County is a part, shows an overall loss of population from 2000 to 2004. In addition to Washington County, the Mount Rogers region includes Bland, Carroll, Grayson, Smyth, and Wythe counties and the cities of Bristol and Galax (see **Figure 3-1**). A history of population growth and the percentages of increase are shown in **Table 3-2**. The Washington County Comprehensive Plan (2002) forecasts that the population of Washington County will reach 54,984 persons in the year 2010 and 59,165 in the year 2020.







**Table 3-1**  
**Virginia Highlands Airport**  
**Existing Facilities**

ITEM	DESCRIPTION
<b>General Airport Information</b>	
Coordinates:	N 36°41'13.80" W 82°02'00.00"
Three Letter Identifier:	VJI
Field Elevation:	2087.4' MSL
Communications:	122.8 UNICOM/CTAF 128.125 AWOS-III
<b>Airport Reference Code (ARC)</b>	B-II
<b>Land</b>	
Fee Simple:	262.01 acres
Easement:	15.36 acres
<b>Runway 6-24</b>	
Length:	4,471'
Width:	75'
Type:	Asphalt
Pavement Strength:	12,500 lbs Single Wheel
<b>Instrument Approaches</b>	
Precision:	None
Non-Precision:	Runway 24
NAVAIDS:	Localizer RW 24, VOR/DME or GPS-B RW 24
<b>Weather Source</b>	AWOS-III on field
<b>Taxiways</b>	
Parallel:	Yes, 5 Exit Taxiways 40' Wide
<b>Lighting</b>	
Runway:	MIRL
Parallel Taxiway:	MITL
Visual Approach:	36" Rotating Beacon, Segmented Circle, Lighted Wind Cone
<b>Apron</b>	
Size:	Based - Approximately 15,000 SY Transient - Approximately 15,000 SY
Condition:	Excellent
Tiedowns:	60
<b>Hangars</b>	
T-Hangars:	1-4 unit, 2-10 units, 1-14 unit
Corporate Hangars:	4-Approx. 8,000 SF, 1-Approx. 10,000 SF
Maintenance Hangar:	1-Approx. 5,000 SF
<b>Fuel Farm</b>	
Type:	Above ground
Jet A Fuel Storage:	12,000 gallon
Avgas Fuel Storage:	12,000 gallon
<b>Terminal Building</b>	9,000 SF
<b>Auto Parking (Spaces)</b>	124



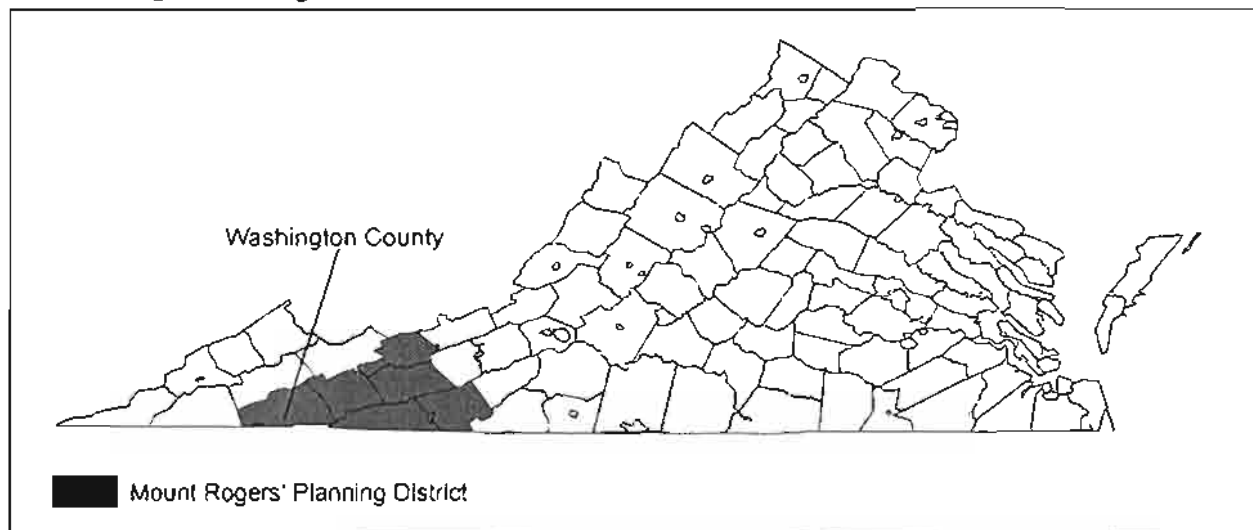
Table 3-1 (continued)

Existing Facilities

ITEM	DESCRIPTION
Security and Fire Protection	Washington County Volunteer Fire Dept.
Snow Removal	Airport Staff
Utilities	
Electricity	Appalachian Power Company
Water	Washington County Service Authority
Natural Gas	United Cities Gas Company
Sanitary	Septic

Source: 2003 Master Plan Update  
Airport Management

Figure 3-1  
Virginia Highlands Airport  
Mount Rogers Planning District



Source: Delta Airport Consultants

Table 3-2  
Virginia Highlands Airport  
Area Population Change

Locality	1990	1999	2000	2001	2002	2003	2004	Rate of Change	
								1990 - 2000	2000 - 2004
Washington County	45,887	49,900	51,103	51,243	51,330	51,570	52,030	11.4%	1.80%
Region	178,210	184,800	190,020	188,812	188,624	189,078	189,565	6.6%	-0.24%

Source: Mount Rogers Planning District Commission, Weldon Cooper Center for Public Service, UVA.



### 3. Labor and Employment

Currently, Washington County's 816 businesses employ 25,802 workers<sup>1</sup>. Manufacturing accounts for about one-fifth of total employment and is the leading industry of employment in the county<sup>2</sup>. Major manufacturing employers include Bristol Compressors, Mid-Mountain Foods, Inc., Universal Fibers, Inc., and Columbus McKinnon Corporation according to the Washington County Comprehensive Plan (2002). **Table 3-3** presents the employment by industry for Washington County, while **Table 3-4** presents a list of major manufacturing employers, the products the companies produce, and the number of workers they employ.

**Table 3-3**  
**Virginia Highlands Airport**  
**Washington County Employment by Industry**

Industry	Number	Percent
Agriculture, forestry, fishing and hunting, and mining	964	4.0
Construction	1,746	7.3
Manufacturing	5,239	22.0
Wholesale trade	965	4.1
Retail trade	3,259	13.7
Transportation and warehousing, and utilities	1,027	4.3
Information	508	2.1
Finance, insurance, real estate, and rental and leasing	1,040	4.4
Professional, scientific, management, administrative, and waste management services	1,395	5.9
Educational, health and social services	4,232	17.8
Arts, entertainment, recreation, accommodation and food services	1,694	7.1
Other services (except public administration)	946	4.0
Public administration	788	3.3

Source: U.S. Census (2000).

<sup>1</sup> Source: Washington County Comprehensive Plan (2002)

<sup>2</sup> Source: U.S. Census (2000)



**Table 3-4**  
**Virginia Highlands Airport**  
**Major Manufacturing Employers for Washington County, Virginia**

Company	Product	Number of Employees
Bristol Compressors	Hermetic Compressors	2450
Mid-Mountain Foods, Inc	Grocery Distributor	600
Universal Fibers, Inc.	Man Made Fiber	325
Columbus McKinnon Corp.	Chain Hoists	300
Sandvik Rock Tools, Inc.	Mining Machinery	180
HAPCO/American Flagpole	Flag and lighting poles	147
Joy Mining Machinery	Mining Machinery	144
HBA Cast Products Co.	Aluminum Castings	110
Universal Companies, Inc.	Spa Equipment & Supplies	104
Dutt & Wagner of VA	Whole Poultry & Egg Proc	101
General Engineering Co.	Mining Equipment	101
Steel Fab, Inc.	Air Tanks	100

Source: Washington County Growth Trends and Projections, 2002 Ch. 2, p 17.

Employment in the area depends on the Virginia Highlands Airport. In a 2003 Economic Impact Study, the Virginia Department of Aviation concluded that VJI supports 113 jobs, \$3.01 million in wages, and \$7.03 million in economic activity from direct and spin-off economic impacts. Direct impacts include both on-and off-airport impacts. On-airport impacts are activities that would not occur without the presence of the airport, with the off-airport impacts representing those that depend on the airport to bring in visitor expenditures. Economic impacts occurring from the recycling of dollars through the economy are classified as spin-off impacts. Air dependent businesses are those that greatly depend on the airport and would suffer losses or possibly even relocate if not for their proximity to the airport. The report notes that these businesses support 178 jobs, \$4.1 million in payroll, and \$11.06 million in economic activity. Other qualitative benefits include the MedEvac, State Police, and U.S. Forest Service aircraft based at VJI, as well as the link to the community that this airport provides<sup>3</sup>.

<sup>3</sup> Source: Virginia Highlands Economic Impact Study, Virginia Department of Aviation (2003).



#### **4. Transportation**

Washington County's transportation network consists of a variety of highways, railroads, and waterways. Interstate 81 (I-81) runs the length of the county and connects with U.S. Routes 11, 19, and 58. Other major highways in the county include State Routes 75, 80, and 91. Rail access is provided by a Norfolk Southern mainline that runs through the county. This mainline runs parallel to I-81 north of the Virginia Highlands Airport, and provides access to the airport area. Bulk and mixed freight service, containerized piggyback, and team track service are available.

#### **5. Utilities**

Public water is provided throughout the county by the Washington County Service Authority. Portions of the county receive sewer collection and treatment from the service authority as well, and natural gas is supplied by United Cities Gas Company. Electricity for the majority of Washington County is provided by American Electric Power, while those in areas neighboring the city of Bristol are served by the Bristol Virginia Utilities Board. Sprint, the incumbent local exchange carrier, provides phone service for the region.

#### **6. Recreation and Culture**

Washington County offers a wide array of recreation and culture to both residents and visitors. Recreation sites in the county include the Mount Rogers Recreational Area and the Harry Coomes Recreation Center. Several wildlife preserves are also located in the county including the Clinch Mountain and Hidden Valley Wildlife Management Areas. Parks in the county include the George Washington and Jefferson National Forests, Abingdon Recreational Park, Washington County Park, and the Grayson Highlands State Park. Washington County is also home to several trails including the Virginia Creeper Trail, the Virginia Highlands Horse Trail, as well as parts of the Appalachian Trail.



The county hosts over a dozen festivals throughout the year including the Virginia Highlands Festival and the Whitetop Mountain Maple Festival. The William King Regional Arts center is located in Washington County as well as several golf courses and public pools.

Washington County is also home to many small, historic towns such as Abingdon, the county seat. The twenty block historic district of Abingdon is home to a collection eighteenth and nineteenth century homes, buildings, shops, and galleries. Other attractions in Abingdon include the Martha Washington Inn, The Barter Theater, and the South Holston Lake.

## **7. Industrial Properties**

Economic growth in Washington County has occurred as a result of both private and public investments and initiatives. In 1966, the Washington County Board of Supervisors established the Industrial Development Authority (IDA) of Washington County to promote industry and encourage businesses to locate in the county. Since its inception, the IDA has been responsible for the development of six industrial parks. Table 3-5 summarizes the number of businesses and employment in each park.

**Table 3-5**  
**Virginia Highlands Airport**  
**Industrial Parks in Washington County, Virginia**

<b>Industrial Park</b>	<b>Number of Businesses</b>	<b>Number of Employees</b>
Washington County Industrial Park	16	1,390
Bristol-Washington County Industrial Park	10	2,085
Oak Park Center for Business and Industry	5	380
William A. Cole Industrial Park	9	114
Highlands Business Park	1	35
Stonemill Technology Park	9	187

Source: Industrial Development Authority – Carol Barrett, December 18, 2006.



## 8. Air Quality

The Clean Air Act Amendments (CAAA), of 1990, requires the Environmental Protection Act (EPA) to set National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment. The EPA defines ambient air within CFR 40, Part 50, as "that portion of the atmosphere, external to buildings, to which the general public has access." The NAAQS were enacted for the protection of the public health and welfare, allowing for an adequate margin of safety.

The CAAA established two types of national air quality standards. *Primary standards* set limits to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly. *Secondary standards* set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings. The EPA Office of Air Quality Planning and Standards (OAQPS) has set NAAQS for six principal pollutants, which are called "criteria" pollutants. These criteria pollutants include carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter (PM), and lead (Pb). Units of measure for the standards are parts per million (ppm) by volume, milligrams per cubic meter of air (mg/m<sup>3</sup>), and micrograms per cubic meter of air (µg/m<sup>3</sup>). The NAAQS standards are provided in **Table 3-6**.



**Table 3-6**  
**U.S. Environmental Protection Agency**  
**National Ambient Air Quality Standards**

<b>Pollutant</b>	<b>Time Period</b>	<b>Value</b>	<b>Type of Standard<sup>a</sup></b>
Carbon monoxide (CO)	1-hour average	35 ppm	Primary
	8-hour average	9 ppm	Primary
Lead (Pb)	Quarterly average	1.5 ug/m3	Primary & Secondary
Nitrogen dioxide (NO <sub>2</sub> )	Annual Arithmetic Mean	0.053 ppm	Primary & Secondary
Ozone (O <sub>3</sub> )	1-hour average	0.12 ppm	Primary & Secondary
	8-hour average <sup>b</sup>	0.08 ppm	Primary & Secondary
Particulate matter, diameter ≤ 10 µm (PM <sub>10</sub> )	24-hour average	50 ug/m3	Primary & Secondary
	Annual Arithmetic Mean	150 ug/m3	Primary & Secondary
Particulate matter, diameter ≤ 2.5 µm (PM <sub>2.5</sub> ) <sup>b</sup>	24-hour average	15 ug/m3	Primary & Secondary
	Annual Arithmetic Mean	65 ug/m3	Primary & Secondary
Sulfur Dioxide (SO <sub>2</sub> )	3-hour average	0.50 ppm	Secondary
	24-hour average	0.14 ppm	Primary
	Annual Arithmetic Mean	0.03 ppm	Primary

<sup>a</sup> Primary standards protect public health. Secondary standards protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings.

<sup>b</sup> The Clean Air Act requires that EPA review air standards every five years to insure standards reflect the latest scientific evidence. In 1997, based on health studies, EPA strengthened the standard for ozone and set a standard for particles equal to or less than 2.5 microns in diameter

ppm = parts per million by volume

mg/m3 = milligrams per cubic meter of air

ug/m3 = micrograms per cubic meter of air

Source: U.S. Environmental Protection Agency

Meteorological conditions also affect levels of air pollutants. The factors that affect air pollution include the following:

- Temperature
- Horizontal wind speed and direction, including local meteorological winds such as sea breezes, mountain/valley upslope/downslope winds, and urban/rural circulations
- Atmospheric stability which affects the dilution rate of pollutants

Typical airport-related sources of air pollutants include aircraft, ground support equipment (GSE), auxiliary power units, motor vehicle operations, construction activities, and on-site stationary sources.





Regions that comply with the NAAQS are designated as “attainment” areas. However, areas that do not meet the NAAQS are designated from marginal to extreme “non-attainment” areas. Under the CAAA and associated amendments, state and local air pollution agencies have the authority to adopt and enforce ambient air quality standards (AAQS) more stringent than the NAAQS. The state of Virginia has adopted the NAAQS. As of March 2, 2006, the EPA website has listed Washington County as an attainment area for all criteria pollutants.

## **9. Department of Transportation Act, Section 4(f) Lands**

Section 4(f) of the Department of Transportation Act provides that the Secretary of Transportation shall not approve any program or project that requires the use of any publicly owned park or other protected resource unless there is no feasible and prudent alternative to the use of such land, and that such a program or project should include all possible planning to minimize any adverse effects resulting from the use of land. Section 4(f) lands include public parks; recreation areas; or land that is a historic site of national, state, or local significance as determined by the officials having jurisdiction. According to Order 1050.1E, Section 6 (e), “for section 4(f) properties, the initial assessment will determine whether the requirements of section 4(f) are applicable. When there is an actual physical taking of lands being used for park or other purposes in conjunction with a project, there is generally no latitude for judgment regarding 4(f) applicability.

Use within the meaning of section 4(f) includes not only actual physical takings of such land, but also adverse indirect impacts (constructive use) as well. When there is no physical taking, but there is the possibility of constructive use, the FAA must determine if the impacts would substantially impair the 4(f) resource. If there would be no substantial impairment, the action would not constitute a constructive use and would not therefore invoke section 4(f) of the DOT Act.”

Two National Register of Historic Places (NRHP) architectural resources were located within the project area, St. John house and Hilt house as well as a potentially eligible archaeological



site. Further detail is provided in the following section and in Chapter 4.

## **10. Historic, Architectural, Archaeological and Cultural Resources**

This section presents an overview of cultural resources in the vicinity of the Virginia Highlands Airport and the surrounding area. Cultural resources include historic properties, defined in the National Historic Preservation Act as “any prehistoric or historic district, site building, structure or object included in or eligible for inclusion on the National Register, including artifacts, records, and material remains related to such a property.”

A cultural resources survey was conducted for the area of potential effect for the proposed projects at VJI, **Appendix C**. The survey resulted in the recording of archaeological sites and ten architectural resources. One site, Spring Creek (44WG0579) was recommended for additional testing to determine NRHP eligibility and two houses, the Hilt House (VDHR #095-5263) and the St. John House (VDHR # 095-5264), were also recommended as potentially eligible for the NRHP.

The Virginia Department of Historic Resources (DHR) concurred with these recommendations as detailed in their correspondence (See **Appendix C**). As such, it was required that Phase II architectural and archaeological surveys be conducted prior to any construction activities. The Phase II architectural survey recommended the Hilt and St. John Houses as eligible for the NRHP, while the Phase II archaeological survey recommended the Spring Creek site ineligible. The locations of the eligible sites are depicted on **Exhibit 3-5**. Both reports are located in **Appendix C**. DHR concurred with the recommendations from both Phase II surveys as noted in **Appendix C**.

## **11. Land Use, Zoning, and Noise-Sensitive Facilities**

This section provides an overview of the land use, zoning, and noise-sensitive facilities located in the study area.



EXISTING	DESCRIPTION
	RUNWAY SAFETY AREA (BSA)
	RUNWAY OBJECT FREE AREA (OFA)
	RUNWAY PROTECTION ZONE (RPZ)
	RUNWAY OBJECT FREE AREA (OFA)
	TAIPIRT SAFETY AREA (TSA)
	APPROACH PROPERTY LINE
	FENCE
	AVIGATION LIGHTS
	PHASE I DEPENDENTLY ACQUIRED SITE #1
	NOTATION: REASON
	WINDROTOR ORIENTED CIRCLE (WCS)
	AIRPORT REFERENCE POINT (ARP)
	RAILS

1	2	3	4	5
1	2	3	4	5

1. SOUNDINGS ARE APPROXIMATE.
2. MAJOR'S ARCHITECTURAL BOUNDARY IS BASED UPON DATE DETERMINATION (CALCULATED) & HAS CONSEQUENCE IN Q-002.

#### **a. Existing Land Use**

Existing land uses in the area near airport property consist of a mix of public, open space, agricultural, industrial, and residential uses. The east end of the property is adjacent to an area of public space that currently contains a church and cemetery. There are two open space areas that are located to the northeast and southeast of the property, off of the Runway 24 end. See **Exhibit 3-6** for a current land use map of the airport area.

As shown in **Exhibit 3-7**, the current airport property is zoned with an airport district designation. The land that borders this section to the north is zoned general agricultural. Areas between Route 11 and I-81 are designated for general business uses, and those areas south of I-81 are zoned residential.

#### **b. Noise-Sensitive Facilities**

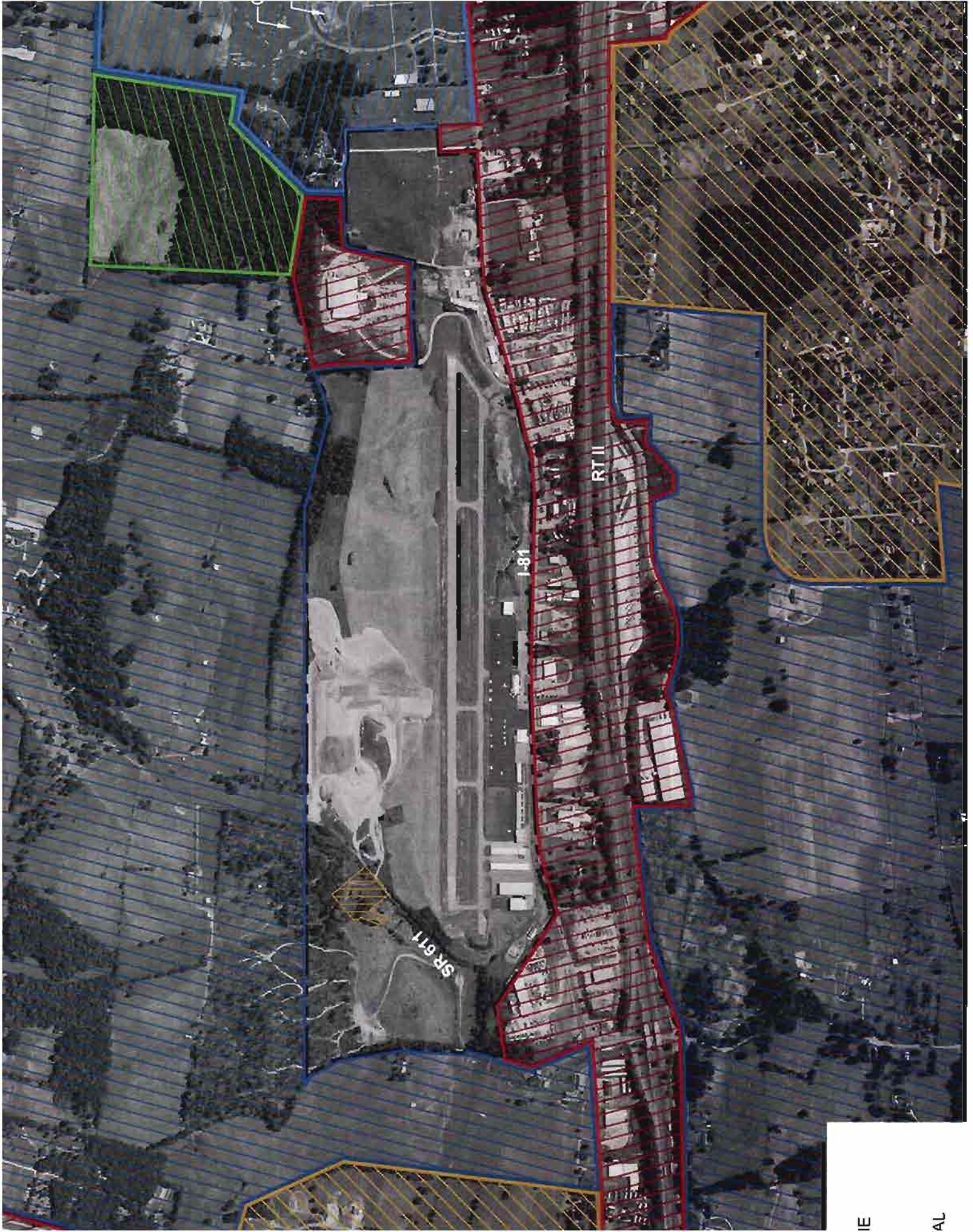
Federal Aviation Regulations Part 150 and FAA Order 1051.1E provide guidelines for land use compatibility around airports with respect to noise. Incompatible land uses generally include noise-sensitive facilities located within the DNL 65 or greater noise contours. Conversely, agricultural, commercial, and industrial uses are commonly compatible with aircraft noise. The existing noise contours for the airport are illustrated on **Exhibit 3-8**.

### **C. THE NATURAL ENVIRONMENT**

This section provides an overview of the natural environment that surrounds the airport, including water quality; fish, wildlife and plants; wetlands; floodplains; and farmland.



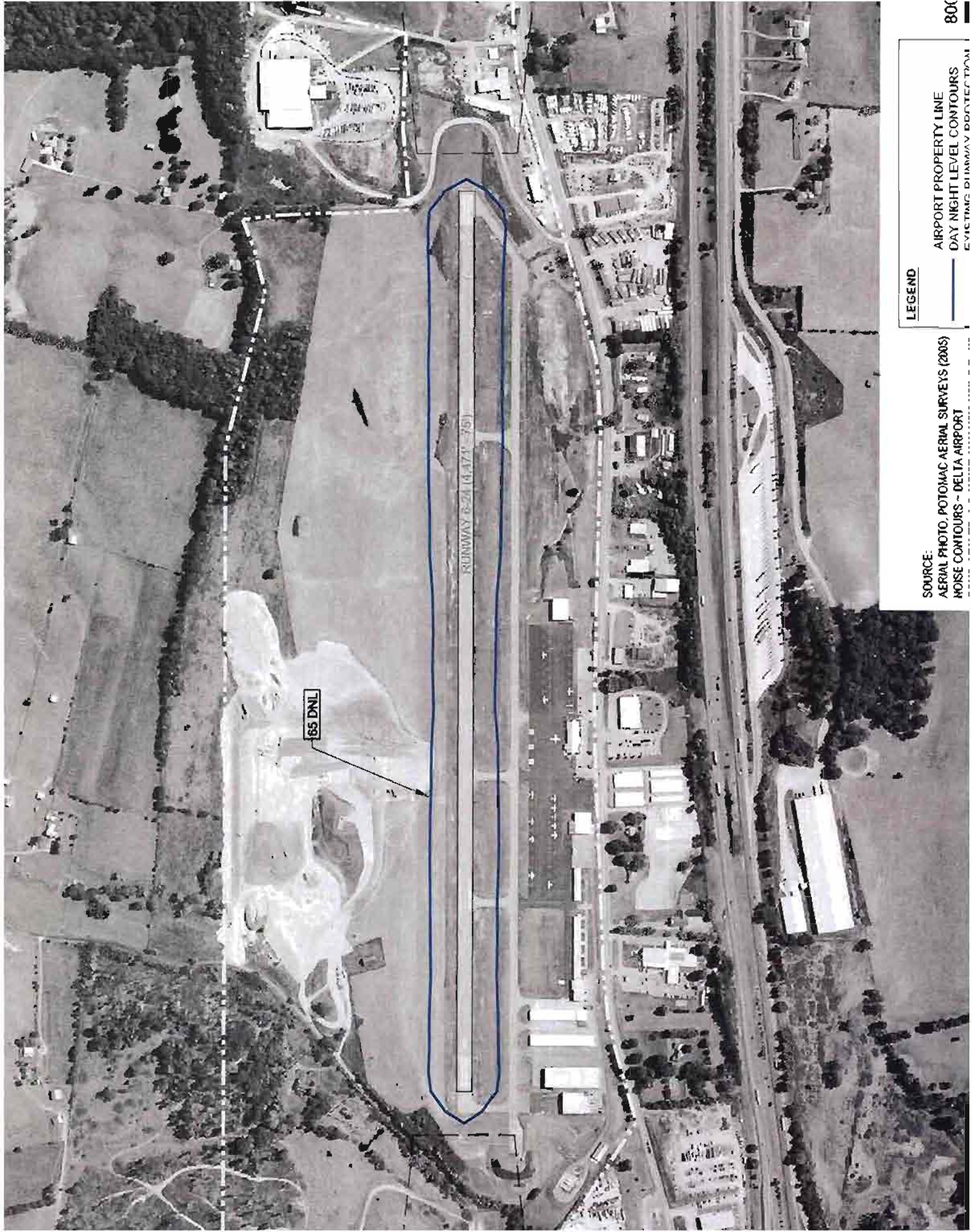












**LEGEND**

SOURCE:  
AERIAL PHOTO, POTOMAC AERIAL SURVEYS (2005)  
NOISE CONTOURS - DELTA AIRPORT

AIRPORT PROPERTY LINE  
DAY NIGHT LEVEL CONTOURS  
NOISE CONTOURS - DELTA AIRPORT

## **1. Water Quality**

Airport activities can affect water quality, primarily due to storm water runoff that carry pollutants from paved surfaces. Water pollution problems can be intensified during winter when deicing/anti-icing compounds are used to clear ice and snow from runways, taxiways, aprons, and aircraft. Addressing the issues of controlled drainage and clean water, this section provides an overview of water resources in the airport environs.

### **a. Storm Water**

Storm water runoff is generated by gradient-induced drainage of paved and impervious surfaces. Activities such as aircraft washing, fueling, and minor maintenance on paved surfaces can result in contaminants in storm water runoff. If not collected and treated, contaminated storm water may eventually be deposited into nearby tributaries or groundwater reserves. VJI has three storm water detention basins. Two basins are located near the Runway 6 end, one north, and one south of the runway. The third basin is located south of the Runway 24 end.

### **b. Wastewater Facilities**

Wastewater, or sewer flow, is mostly generated in the airport terminal area, primarily by pilots, passengers, employees, and others using the terminal. Additionally, general aviation and tenant facilities such as hangars also contribute to wastewater generation.

### **c. Permits**

Operators of industrial plants, including airports, are required to obtain storm water permits under the 1987 amendments to the Clean Water Act (CWA). The CWA provides the authority to establish water quality standards, control discharges into surface and subsurface waters, develop waste treatment management plans and





practices, and issue permits for dredged or fill material.

The CWA specifically addresses both point source and non-point source discharges. Point sources are distinct entities that discharge wastewater with pollutants into rivers or lakes through distinct conveyances such as pipes, ditches, and canals. Non-point sources do not discharge wastewater from a discrete conveyance system (e.g., agricultural lands, construction sites, parking lots, streets). Section 402 of the CWA establishes the National Pollutant Discharge Elimination System (NPDES). NPDES permits are required for all point source discharges to waters of the United States, including discharges of storm water associated with industrial and airport activities.

The airport operates under NPDES permits for discharged from the stormwater drainage system. The NPDES permits establish the effluent limitations that restrict the rates and quantities of pollutants discharged. VJI and all applicable airport tenants in the existing NPDES permits must comply with the requirements set forth. Stormwater outfall is well within the constraints of the NPDES permits.

## **2. Fish, Wildlife and Plants**

An “endangered” species is one that is in danger of extinction throughout all or a significant portion of its range, while a “threatened” species is one that is likely to become endangered in the foreseeable future. According to Newkirk Environmental, Inc. and the U.S. Fish and Wildlife Service, the following rare, threatened or endangered plant or animal species are known to occur in Washington County, Virginia. **Table 3-7** lists these species.

An on-site field investigation was conducted by Newkirk Environmental, Inc. to evaluate the present habitat conditions on and in the vicinity of the proposed airport. During this field study, Newkirk Environmental concluded no threatened or endangered species were observed within the project area and it is unlikely that any such species live or nest in the area.



**Table 3-7**  
**Virginia Highlands Airport**  
**Rare, Threatened or Endangered Species in Washington County, Virginia**

Common Name	Scientific Name	Status
Spotfin Chub	<i>Cyprinella monacha</i>	Federally Threatened
Tan Riffleshell	<i>Epioblasma florentina walkeri</i>	Federally Endangered
Fine-rayed Pigtoe	<i>Fusconaia cuneolus</i>	Federally Endangered
Shiny Pigtoe	<i>Fusconaia cor</i>	Federally Endangered
Birdwing Pearlymussel	<i>Lemiox rimosus</i>	Federally Endangered
Little-winged Pearlymussel	<i>Pegias fabula</i>	Federally Endangered
Rough Rabbitsfoot	<i>Quadrula cykindrica strigillata</i>	Federally Endangered
Cumberland Monkeyface Pearlymussel	<i>Quadrula intermedia</i>	Federally Endangered
Purple Bear	<i>Villosa perpurpurea</i>	Federally Endangered
Virginia Northern Flying Squirrel	<i>Glaucomys sabrinus fuscus</i>	Federally Endangered
Gray Bat	<i>Myotis grisescens</i>	Federally Endangered
Indiana Bat	<i>Myotis sodalis</i>	Federally Endangered
Virginia Spiraea	<i>Spiraea virginiana</i>	Federally Threatened

Source: Newkirk Environmental, Inc. 2006

Newkirk Environmental's Biological Assessment report, prepared for this EA, is located in **Appendix E**.

### 3. Wetlands

Wetlands are another critical environmental aspect to consider during construction projects. A developer is required to delineate wetlands within the project area and, if necessary, mitigate impacts on any adversely affected wetlands. Wetlands are defined in Executive Order 11990 as "those areas that are inundated by surface or ground water with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs, and similar areas such as sloughs, potholes, wet meadows, river overflows, mud flats and natural ponds."

Wetlands also include estuarine areas, tidal overflows, and shallow lakes and ponds with



emergent vegetation. Furthermore, the wetlands ecosystem includes those areas which affect or are affected by the wetland itself, for example, adjacent uplands or regions upstream and downstream. Areas covered with water for such a short time that there is no effect on moist soil vegetation are not included within the definition of wetlands, nor are the permanent waters of streams, reservoirs, and deep lakes. While wetland communities vary dramatically, all are important natural resources providing fish and wildlife habitat, flood protection, erosion control, and water quality preservation.

According to the National Water Summary on Wetland Resources conducted by the U.S. Geological Survey, Virginia is home to about 1 million acres of wetlands. One-quarter of these wetlands are tidal, and the remaining three-quarters are non-tidal. Tidal, estuarine wetlands are in abundance on both shores of the Chesapeake Bay, however the most common type of wetlands in the state are forested wetlands, or swamps. Since the 1790s, over 42 percent of the wetlands in Virginia have been lost due to the conversion of non-wetlands uses, ditching, and the creation of channels.

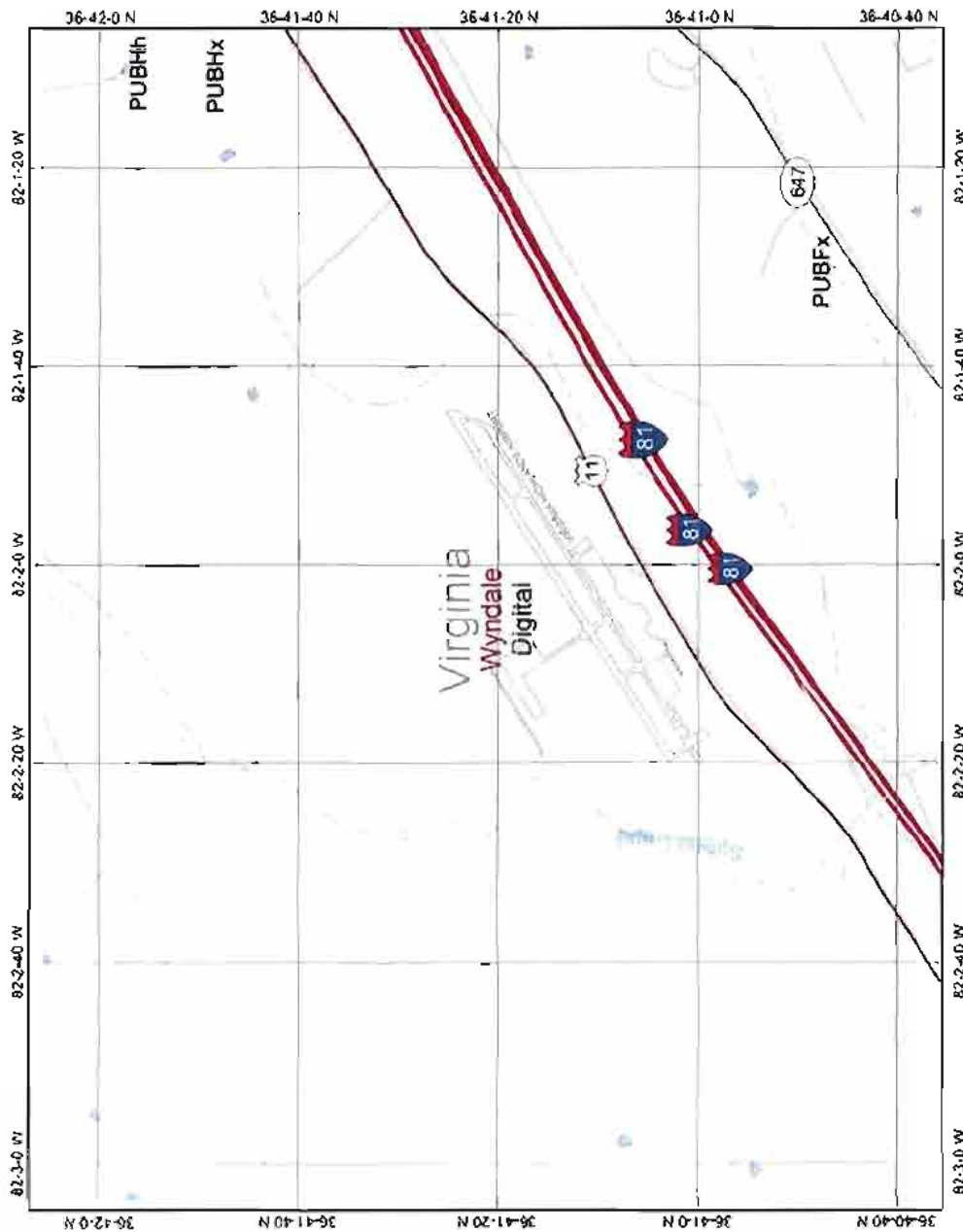
The Virginia Department of Environmental Quality also estimates that there are more than 180,000 acres of isolated wetlands. Isolated wetlands are those areas that do not have an obvious connection to a surface water source. Local examples of isolated wetlands include grafted ponds located in eastern Virginia, as well as the Delmarva Bays located on the Delmarva Peninsula.

A review of the U.S. Fish and Wildlife Service's National Wetlands Inventory (NWI) map for the Washington County, Virginia area (USGS 7.5-minute quadrangle) does not indicate previously designated wetlands or "Waters of the United States" in the area of the airport. The NWI map is included as **Exhibit 3-9**. Note that NWI maps are designed for general planning purposes only and typically do not show all wetland resources within a given area.

A wetlands delineation study was completed and is included in the Biological Assessment Report, presented in **Appendix E**. A small wetland area was located within the project area adjacent to Spring Creek, located off the Runway 6 end. Spring Creek and wetland



# Virginia Highlands Airport



Map center: 36° 41' 21" N, 82° 2' 5" W

This map is a user generated static output from an internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.

## Legend

- Interstate
- Major Roads
- Other Roads
- Interstate
- State Highway
- US Highway
- Roads
- CONUS C-Plot
- CONUS USGS Quad Index 24K
- Lower 48 Wetland Polygons
- Estuarine and Marine Outcrops
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine
- Lower 48 Available Wetland Data
- Non-Digital
- Digital
- No Data
- Scan
- MND Waterbodies
- MND Streams
- Canadian Waterbodies
- CONUS Counties 100K
- Urban Areas 100K
- CONUS States 180K
- South America
- North America

NOTE: DELTA PROVIDED THE APPROXIMATE LOCATION OF VIRGINIA HIGHLANDS AIRPORT

SOURCE: USFWS, NATIONAL WETLAND INVENTORY DIVISION, WETLANDS ONLINE  
MAPPER DATA DOWNLOADED FEBRUARY 2006 ~ ABINGDON, VIRGINIA



www.deltatoolbelt.com

## NATIONAL WETLANDS MAP VIRGINIA HIGHLANDS AIRPORT

EXHIBIT  
3-9

DRAWN BY:

USA

CHECKED BY:

CWA

SCALE:

NTS

DATE:

JUNE 10/08

boundaries are shown on **Exhibit 3-10**.

#### **4. Floodplains**

This section provides a description of floodplains in the airport environs. According to FAA Order 1050.1E, base floodplains are defined in Executive Order 11988, *Floodplain Management*, as “the lowland and relatively flat areas adjoining inland and coastal waters including flood prone areas of offshore islands, including at a minimum, that area subject to a one percent or greater chance of flooding in any given year”; that is, the area that would be inundated by a 100-year flood.

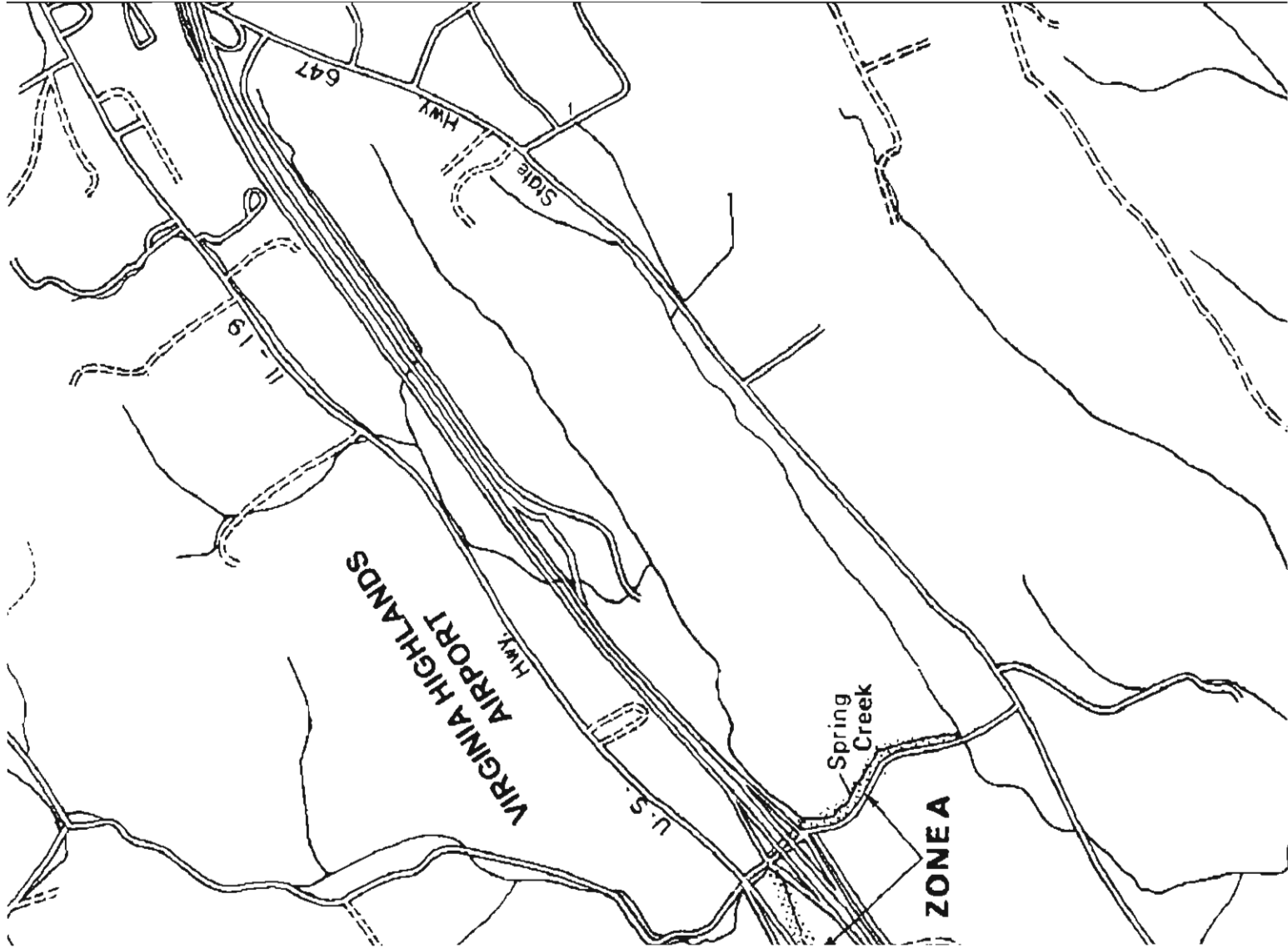
The Flood Insurance Rate Map (FIRM) for Washington County, Community Panel Number 50168-0150B, effective date March 16, 1988, is shown in **Exhibit 3-11**. This exhibit shows that the airport site is located in Flood Zone X, areas determined to be outside the 500 year flood plain. There are areas near airport property, however, that are designated as Zone A, areas within the 100-year flood plain. These areas are located south east of Runway 11 end and include Spring Creek and its tributary.

#### **5. Farmland**

There is a considerable amount of agricultural land and prime farmland soils in Washington County. According to the 2002 Census of Agriculture, Washington County reported nearly 200,000 acres of farmland and approximately 1,800 farms. Soils types near airport property are shown on **Exhibit 3-12**. As defined by the Natural Resources Conservation Service (NRCS) of the United States Department of Agriculture (USDA), prime farmland is land with the best combination of physical and chemical attributes used for producing crops and that is available for these uses. Soil properties are one of several criteria in defining prime farmland and include other properties such as land use, frequency of flooding, and the water

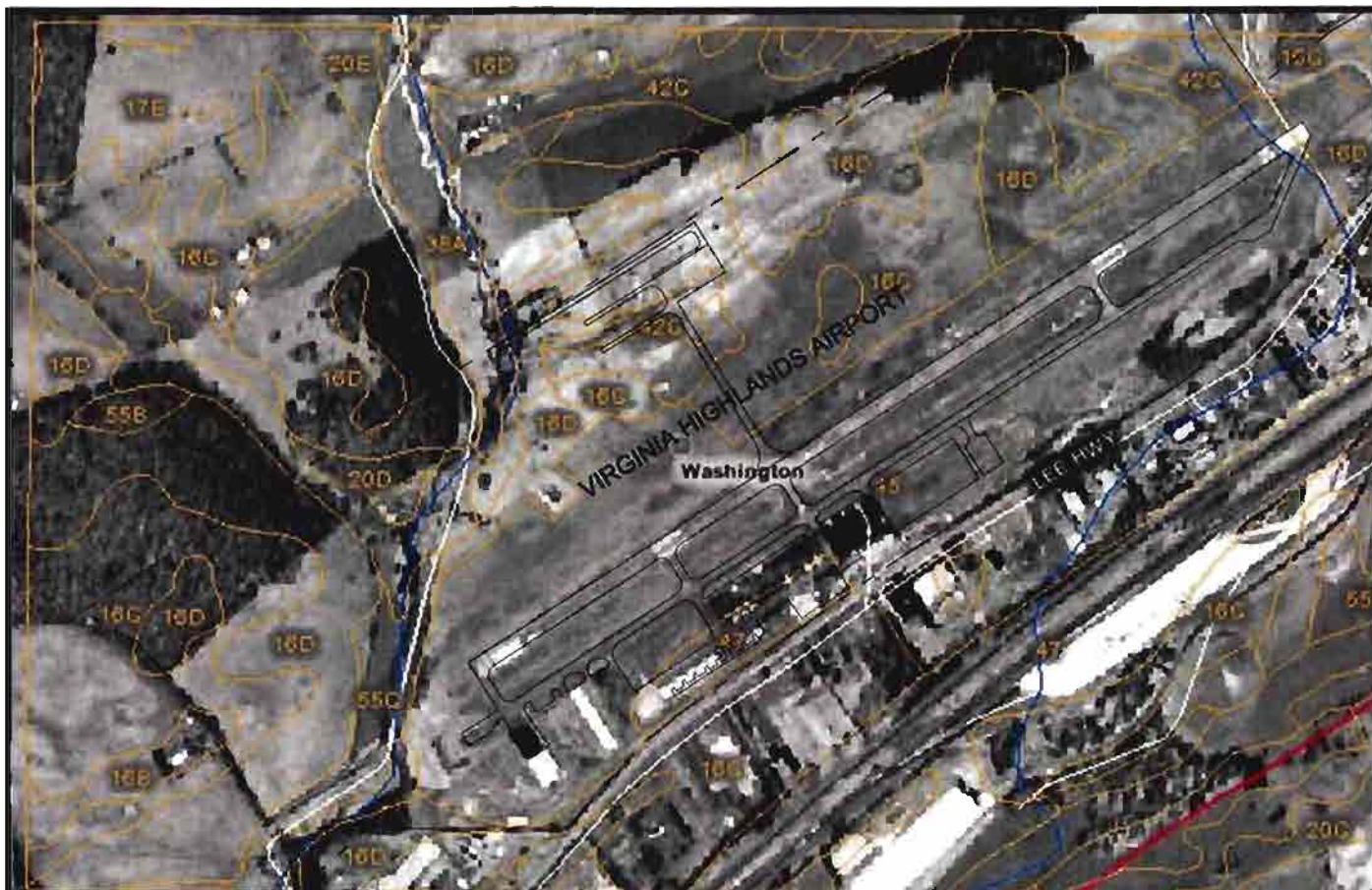






<b>ZONE AH</b>	Flood depths of ponding); base f
<b>ZONE AO</b>	Flood depths of on sloping terr; mined. For are velocities also de
<b>ZONE A99</b>	To be protecte Federal flood pr struction; no b mined.
<b>ZONE V</b>	Coastal flood v action); no base
<b>ZONE VE</b>	Coastal flood v action); base flo
<b>FLOODWAY AREAS IN ZC</b>	
<b>OTHER FLOOD AREAS</b>	
<b>ZONE X</b>	Areas of 500-yr flood with avera with drainage ai and areas prote flood.
<b>OTHER AREAS</b>	
<b>ZONE X</b>	Areas determin plain.
<b>ZONE D</b>	Areas in which mined.
<b>UNDEVELOPED COASTAL</b>	
	Floodplain Boun
	Floodway Boun
	Zone D Bounda
	Boundary Divid Zones, and Bou ferent Coastal B Special Flood Ha
	Base Flood Elevat
	Cross Section Lin (EL 987)
	Base Flood Eleva Within Zone*
	Elevation Referen





## WASHINGTON COUNTY AREA AND THE CITY OF BRISTOL, VIRGINIA

SOILS:

MAP UNIT SYMBOL	MAP UNIT NAME	ACRES IN AOI	PERCENT IN AOI
18B	FREDERICK SILT LOAM, 2 TO 7 PERCENT SLOPES	4.3	0.7
16C	FREDERICK SILT LOAM, 7 TO 15 PERCENT SLOPES	133.4	22.8
18D	FREDERICK SILT LOAM, 15 TO 25 PERCENT SLOPES	129.8	22.0
18E	FREDERICK SILT LOAM, 25 TO 45 PERCENT SLOPES	1.8	0.3
17C	FREDERICK VERY GRAVELLY SILT LOAM, 7 TO 15 PERCENT SLOPES	0.8	0.1
17E	FREDERICK VERY GRAVELLY SILT LOAM, 25 TO 45 PERCENT SLOPES	16.2	2.7
19E	HAGERSTOWN-ROCK OUTCROP COMPLEX, 15 TO 45 PERCENT SLOPES	0.3	0.1
20C	HAGERSTOWN SILT LOAM, 7 TO 15 PERCENT SLOPES	12.8	2.2
20D	HAGERSTOWN SILT LOAM, 15 TO 25 PERCENT SLOPES	22.3	3.8
20E	HAGERSTOWN SILT LOAM, 25 TO 45 PERCENT SLOPES	2.8	0.5
38A	SINDION SILT LOAM, 0 TO 3 PERCENT SLOPES, OCCASIONALLY FLOODED	12.7	2.1
41B	TIMBERVILLE-MARBIE COMPLEX, 2 TO 7 PERCENT SLOPES, FREQUENTLY FLOODED	23.1	3.9
42C	TIMBERVILLE-MARBIE COMPLEX, 7 TO 15 PERCENT SLOPES, RARELY FLOODED	28.4	4.8
45	UDORTHENTS, 0 TO 25 PERCENT SLOPES	134.4	22.8
47	UDORTHENTS-URBAN LAND COMPLEX, 0 TO 25 PERCENT SLOPES	47.9	8.1
55B	WYRICK-MARBIE COMPLEX, 2 TO 7 PERCENT SLOPES	2.5	0.4
55C	WYRICK-MARBIE COMPLEX, 7 TO 15 PERCENT SLOPES	16.4	2.8

SOURCE:  
NATURAL RESOURCES AND CONSERVATION SERVICE  
WEB SOIL SURVEY (SOILS.USDA.GOV/SURVEY)  
WASHINGTON COUNTY AND THE CITY OF BRISTOL, VIRGINIA

AIRPORT PLANAMETRICS:  
DELTA AIRPORT CONSULTANTS, INC. 2008



## SOILS MAP VIRGINIA HIGHLANDS AIRPORT

EXHIBIT  
3-12

DRAWING: 04045-act-wetlands-soil.dwg LAYOUT: SOILS MAP

DRAWN BY: LKH CHECKED BY: CM SCALE: NIS DATE: JUNE 2010



table. Prime farmland soils in the airport vicinity consist of Frederick silt loam and Wyrick-Marbie complex, occurring on 2 to 7 percent slopes and Sindion silt loam occurring on a 0 to 3 percent slope. Other farmland soils of statewide importance in the study area include Frederick and Hagerstown silt loams on 7 to 25 percent slopes, and Timberville-Marbie complex and Wyrick-Marbie complex occurring on 7 to 15 percent slopes.

As stated in FAA Order 5050.4B, if the proposed project involves the acquisition of farmland that would be converted to non-agricultural use, it must be determined whether any of that land is protected by the FPA. Prime soil currently located on airport property is not subject to regulations as it is unlikely that it would be converted to agricultural use.



## ENVIRONMENTAL CONSEQUENCES

---

### A. INTRODUCTION

This chapter presents the analysis of environmental consequences associated with the project alternatives retained for detailed consideration, as described in Chapter 2. Also, as noted in Chapter 2, the individual projects making up each build alternative stand alone; thus they may be accomplished separately from the others without additional adverse environmental impacts. Potential environmental impacts were analyzed and identified for the following alternatives:

- **Alternative 1 – No Action**

Under the No Action alternative, no substantial changes would be made to the existing airport, although maintenance activities would continue, and actions not requiring formal NEPA documentation could be implemented. The operational issues, environmental impacts, and ability to meet project needs for Alternative 1 are described in this chapter.

- **Alternative 2 – Extend Runway 6 (34:1 Non-Precision Approach)**

Alternative 2 proposes the continued development of the airport as a B-II with an extension of Runway 6 and associated development. The approach to Runway 6 would be changed from the existing 20:1 visual to a 34:1 non-precision approach.



- **Alternative 3 – Extend Runway 6 (20:1 Visual Approach)**

Alternative 3 also proposes the continued development of the airport as a B-II with an extension of Runway 6 and associated development. However, the approach to the Runway 6 end would remain a 20:1 visual approach.

Projects contained in both build alternatives include:

- Project 1: Extend Runway 6 (to 5,500 feet)
- Project 2: Construct a Partial Parallel Taxiway (3,060 feet by 35 feet)
- Project 3: Borrow Site / Grading Area
- Project 4: Property Interest Acquisition
- Project 5: Obstruction Removal (Runway 6)
- Project 6: Relocation of Visual and Navigational Aids (NAVAIDS) on both Runway  
Ends and Relocation of Automated Weather Observation System (AWOS)
- Project 7: T-Hangar Development
- Project 8: Install Security Fencing
- Project 9: Relocate State Road 611
- Project 10: Stream Modification
- Project 11: Demolish Barn
- Project 12: Cemetery Relocation

Projects 4 and 5, property interest acquisition and obstruction removal, vary in each alternative based upon the approach surface considered in the alternative. The remaining projects remain static in both alternatives.

## **B. ENVIRONMENTAL CONSEQUENCES**

FAA Order 1050.1E requires the evaluation of airport development projects as they relate to specific environmental impact categories. In addition, the handbook outlines types of impacts and thresholds that determine whether an impact is made through calculation,



measurement, or observation. In other instances, it is established through correspondence with appropriate federal, state, or local agencies.

The following sections provide an assessment of the environmental consequences of the proposed project and its alternative with respect to 18 impact categories:

- |   |  |
|---|--|
| 1. Air Quality  | 11. Light Emissions and Visual Impacts   |
| 2. Coastal Resources  | 12. Natural Resources and Energy Supply  |
| 3. Compatible Land Use  | 13. Noise  |
| 4. Construction Impacts   | 14. Secondary (Induced) Impacts  |
| 5. DOT Act Section 4(f)   | 15. Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks |
| 6. Farmlands  | 16. Water Quality  |
| 7. Fish, Wildlife and Plants  | 17. Wetlands   |
| 8. Flood plains   | 18. Wild and Scenic Rivers   |
| 9. Hazardous Materials, Pollution Prevention, and Solid Waste       |  |
| 10. Historic, Architectural, Archaeological, and Cultural Resources |  |

## 1. AIR QUALITY

In accordance with the Clean Air Act (CAA), all areas within the state of Virginia are designated with respect to the NAAQS as either attainment, non-attainment, or unclassifiable. An area with air pollutant levels lower than the NAAQS is designated attainment; an area with air pollutant levels higher than the NAAQS is designated non-attainment. An area may be designated unclassifiable when there is a lack of data to form a basis of attainment status. Per the FAA Air Quality Handbook, a NAAQS analysis was not required for this study as operations at VJI are below the threshold of 180,000 operations. **Table 4-1** provides a summary of the sources and types of air emissions associated with each source.



**Table 4-1**  
**Virginia Highlands Airport**  
**Airport-Related Sources of Air Emissions**

Source	Emissions	Characteristics
Aircraft	<ul style="list-style-type: none"> <li>• CO</li> <li>• NO<sub>x</sub></li> <li>• PM</li> <li>• SO<sub>x</sub></li> <li>• VOC</li> </ul>	Exhaust products of fuel combustion vary depending on the aircraft engine type, power setting, and period of operation.
Motor vehicles	<ul style="list-style-type: none"> <li>• CO</li> <li>• NO<sub>x</sub></li> <li>• PM</li> <li>• SO<sub>x</sub></li> <li>• VOC</li> </ul>	Exhaust products of fuel combustion from patron traffic approaching, departing, and moving about the airport site. Emissions fluctuate with vehicle type, distance traveled, operating speed, and ambient conditions.
Ground support equipment and vehicles	<ul style="list-style-type: none"> <li>• CO</li> <li>• NO<sub>x</sub></li> <li>• PM</li> <li>• SO<sub>x</sub></li> <li>• VOC</li> </ul>	Exhaust products of fuel combustion from service trucks, tow tugs, belt loaders, and other portable equipment.
Fuel storage and transfer facilities	<ul style="list-style-type: none"> <li>• VOC</li> </ul>	Emissions formed from the evaporation and vapor displacement of fuel from storage tanks and fuel transfer facilities. Emissions vary with fuel use, storage tank type, refueling method, fuel type, vapor recovery, and meteorology.
Construction activities	<ul style="list-style-type: none"> <li>• CO</li> <li>• NO<sub>x</sub></li> <li>• PM</li> <li>• SO<sub>x</sub></li> <li>• VOC</li> </ul>	Exhaust products of fuel combustion from construction equipment and vehicles; dust (e.g., soil and concrete) generated during construction and land-clearing activities released into the air by wind and machinery

Source: KB Environmental Sciences, 2009.

#### **a. Summary**

The proposed improvements at VJI that represent the potential to increase air pollutant emissions over the long term are the extension of Runway 6 and associated parallel taxiway. Emissions from other airport-related sources are independent of the proposed improvements as the number of aircraft operations remains the same regardless of the project alternative selected. To evaluate the effects of the proposed runway extension on air quality, air pollutant inventories were prepared for a base year (2007) and future (2012) development alternatives.



## b. Methodology

The air quality analysis was performed using the EPA- and FAA-required Emissions and Dispersion Modeling System (EDMS - Version 4.12). The EDMS incorporates airport data related to the aircraft fleet mix, number of operations, and taxi/idle times in mode that are specific to VJI. **Table 4-2** provides the results of the EDMS model.

**Table 4-2**  
**Virginia Highlands Airport**  
**Aircraft-Related Emissions**

Year	Source	Emissions (tons per year)*			
		CO	VOC / HC	NO <sub>x</sub>	SO <sub>x</sub>
2007	Aircraft	67.11	10.81	1.30	0.15
	GSE/AGE/APU	18.06	0.69	1.01	0.12
	Parking Lots	0.18	0.03	0.01	0.00
	<b>Total</b>	<b>85.35</b>	<b>11.53</b>	<b>2.32</b>	<b>0.27</b>
2012 (Build Alternatives)	Aircraft	80.15	15.86	1.79	0.21
	GSE/AGE/APU	27.25	1.02	1.10	0.14
	Parking Lots	0.14	0.02	0.01	0.00
	<b>Total</b>	<b>107.54</b>	<b>16.90</b>	<b>2.90</b>	<b>0.35</b>
2012 (No Build Alternative)	Aircraft	80.15	15.86	1.79	0.21
	GSE/AGE/APU	27.25	1.02	1.10	0.14
	Parking Lots	0.12	0.02	0.01	0.00
	<b>Total</b>	<b>107.52</b>	<b>16.90</b>	<b>2.90</b>	<b>0.35</b>

Note: \*EDMS reports emissions to the thousandths place. Some numbers were rounded to the hundredths place for reporting purposes.

Source: Delta Airport Consultants, Inc.



**c. Environmental Impacts (No Build and Build Alternatives)**

Based on the results of the analysis, air pollutant emissions would increase between 2007 and 2012, as expected; however, as operations do not vary between the future No Action and future build alternatives, the No Action alternative is generally equivalent to the build alternatives. The only variation between the No Action and build alternatives is a slight increase in CO emissions in the future build scenario due to increased auto parking. Therefore, no project alternative is considered to have a significant effect on regional air pollutant emissions.

**d. Mitigation**

Washington County, in which the airport is located, has been designated as an attainment area for all of the criteria pollutants. Therefore, the general conformity requirements of the CAA do not apply to the proposed project.

Notably, there would be air pollutant emissions associated with construction of the proposed improvements. The level of emissions would vary depending on the type of equipment, meteorological conditions, and duration of the construction activity. However, the effects of these emissions can be considered short-term and local in nature and would not require mitigation.

**2. COASTAL RESOURCES**

According to FAA Order 1050.1E, detailed procedures for determining federal consistency with approved coastal zone management programs are contained in the Coastal Zone Management Act of 1972 and subsequent National Oceanic and Atmospheric Administration (NOAA) regulations. The Coastal Barriers Resources Act of 1982 prohibits, with some exceptions, federal financial assistance for development within the Coastal Barrier Resource System.



**a. Summary**

Federal consistency is the review of federal projects for consistency with state coastal policies. Federal consistency applies to any activity that is in, or affects land use, water use or any natural resource in the coastal zone, if the activity is conducted by or on behalf of a federal government agency, requires a federal license or permit, receives federal funding, or is a plan for exploration, development or production from any area leased under the Outer Continental Shelf Lands Act.

**b. Environmental Impact (No Action and Build Alternatives)**

Washington County's western location in the state places it outside the designated coastal zone and therefore no significant impacts would occur.

**c. Mitigation**

No mitigation would be necessary as the proposed projects will not cause significant impacts. Nonetheless, to comply with Section 307 of the CZM Act of 1972 and the Coastal Carrier Act of 1990, DEQ is responsible for making a consistency determination. This determination will be obtained following the submittal of the draft EA for agency review.

**3. COMPATIBLE LAND USE**

The primary factor defining land use compatibility between airports and the surrounding community is typically aircraft noise. However, the airport sponsor must also maintain compatibility from an operational standpoint as well. Planning guidelines suggest that all planned airport elements, including the following, should be on airport property or property which the sponsor has acquired an appropriate interest to prevent incompatible





land uses: (A) Object Free Areas; (B) Runway Protection Zones; and (C) areas under 14 CFR Part 77 imaginary surfaces where the surfaces obtain a height of at least 35 feet above the primary surface. The FAA prefers that the airport owner control the defined runway protection zone (RPZ) area to enhance protection of people and property on the ground.

**a. Summary**

Property interest acquisition is necessary in both build alternatives so the airport may gain control of property needed for construction of runway and taxiway pavements, prevent incompatible land uses in the RPZ, object free areas, and approach slopes, and to facilitate obstruction removal and the relocation of SR 611.

Estimates of noise effects resulting from aircraft operations can be interpreted in terms of the probable effect on human activities characteristic of specific land uses. FAR Part 150 guidelines for evaluating land use compatibility with noise exposure are presented in **Table 4-3**. As described in Section 13, Airport Noise, from an environmental perspective, all land uses are considered to be compatible with noise levels less than DNL 65. Accordingly, the analysis of land use focuses on areas within the DNL 65 contour for each alternative. No significant compatible land use impacts with respect to aircraft noise levels are anticipated to result from the implementation of either build alternative, as the DNL 65 contour of both lie within the airport property boundaries.

**Table 4-3**  
**Virginia Highlands Airport**  
**FAR Part 150 Sound Exposure/Land Use Compatibility Guidelines**

Land Use	Yearly Day-Night Average Sound Level (DNL) in Decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
<b>Residential</b>						
Residential, other than mobile homes and transient lodgings	Y	N <sup>1</sup>	N <sup>1</sup>	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N <sup>1</sup>	N <sup>1</sup>	N <sup>1</sup>	N	N
<b>Public Use</b>						
Schools	Y	N <sup>1</sup>	N <sup>1</sup>	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	Y <sup>4</sup>
Parking	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
<b>Commercial Use</b>						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Retail trade—general	Y	Y	25	30	N	N
Utilities	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Communication	Y	Y	25	30	N	N
<b>Manufacturing and Production</b>						
Manufacturing, general	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	N	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y <sup>6</sup>	Y <sup>7</sup>	Y <sup>8</sup>	Y <sup>8</sup>	Y <sup>8</sup>
Livestock farming and breeding	Y	Y <sup>6</sup>	Y <sup>7</sup>	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
<b>Recreational</b>						
Outdoor sports arenas and spectator sports	Y	Y <sup>3</sup>	Y <sup>3</sup>	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables	Y	Y	25	30	N	N

**Key:**

SLUCM = Standard Land Use Coding Manual

Y (Ycs) = Land Use and related structures compatible without restrictions.

N (No) = Land Use and related structures are not compatible and should be prohibited.

NLR = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35 = Land use and related structures generally compatible, measures to achieve NLR of 25, 30 or 35 dB must be incorporated into design and construction of structure.

**Notes:**

<sup>1</sup> Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB; thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

<sup>2</sup> Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas or where the normal noise level is low.

<sup>3</sup> Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas or where the normal noise level is low.

<sup>4</sup> Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas or where the normal noise level is low.

<sup>5</sup> Land use compatible provided special sound reinforcement systems are installed.

<sup>6</sup> Residential buildings require an NLR of 25.

<sup>7</sup> Residential buildings require an NLR of 30.

<sup>8</sup> Residential buildings not permitted.

Source: Federal Aviation Regulations 14 CFR Part 150, effective January 18, 1985.



**b. Environmental Impacts**

**1) Alternative 1**

Alternative 1, the No Action alternative, would not alter the current conditions at the site. Therefore, there would be no impacts to land use.

**2) Alternative 2**

Approximately 53 acres of fee-simple land acquisition and 58 acres of avigation easement would be required to achieve land use compatibility. Exhibits 2-4 and 2-5 illustrate the land acquisition proposed for this alternative. The fee-simple acquisition includes the complete acquisition of six residential properties (Runway 6 end), as well as the partial acquisition of three residential properties (Runway 6 end) and one commercial (Runway 24). Partial acquisition refers to the fee simple acquisition of only a portion of the total property; complete acquisition refers to the fee simple acquisition of the entire parcel. If the portion of property not to be purchased is determined an uneconomic remnant, acquisition of the entire parcel may be required; however, this is not anticipated. The proposed avigation easements and fee simple acquisition off the Runway 6 end would provide the VHAA with sufficient property interest to prevent incompatible land uses within the RPZs and allow for obstruction removal for 14 CFR Part 77.

**3) Alternative 3**

Approximately 46 acres of fee-simple land acquisition and 23 acres of avigation easement would be required to protect the RPZ, protect the safety areas, and allow for obstruction removal. Exhibits 2-6 and 2-7 illustrate the land acquisition proposed for this alternative. The fee-simple acquisition would include the partial



fee-simple acquisition of three residential properties (Runway 6 end) and one commercial (Runway 24 end). The proposed avigation easements and fee simple acquisition off the Runway 6 end would provide the VHAA with sufficient property interest to prevent incompatible land uses within the RPZs and allow for obstruction removal for 14 CFR Part 77.

**c. Mitigation**

The provisions set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will be followed. As a 2.8 acre outparcel within the existing airport boundary has been determined eligible for the NRHP, a retaining wall is proposed to avoid physical impacts to the historic site. A Memorandum of Agreement (MOA) between the FAA, VHAA, and DHR was executed in April 2010 to ensure mitigation requirements are met. Further detail is located in section B10, Historic, Architectural, Archaeological, and Cultural Resources, of this chapter. The MOA is included in **Appendix I**.

**4. CONSTRUCTION IMPACTS**

**a. Summary**

Potential impacts from construction activity are not expected to be significant, provided that all activities are carried out in accordance with established Best Management Practices (BMPs). Construction impacts are not generally considered to be significant because they (1) result solely from construction operations and (2) are limited to specific construction periods.



## **b. Environmental Impacts**

Construction activity could generate impacts with respect to air quality, equipment noise, and water quality. A brief description of each of these potential impacts and associated mitigation for each build alternative follows. As no construction activities are associated with the No Action alternative, no adverse impacts would occur.

### **1) Air Quality**

In Alternatives 2 and 3, construction activities could result in short-term and temporary emissions of air pollutants from a variety of sources, such as exhaust from construction equipment and vehicles, evaporation of hydrocarbons from curing asphalt, and fugitive dust. Trucks hauling construction materials to and from the site would release exhaust emissions over the area. Fugitive dust, which may be emitted during construction and as a result of wind erosion over exposed earth surfaces, has the greatest nuisance potential. Dust generation is highly variable. The amount of dust on a given day depends on the types and amount of construction activity and on meteorological and soil conditions. Although construction activities may have a noticeable effect within a short distance from the project site, the potential for nuisance is limited and the effect is temporary. As described in Section 1 of this chapter, no significant air quality impacts would result from construction activity.

### **2) Equipment Noise**

Alternatives 2 and 3 would produce temporary increases in ambient noise levels during periods of active construction. Heavy construction



equipment operations would generate noise; however, it is expected that this noise would occur during daylight hours.

### **3) Water Quality**

Water pollution may arise during the project primarily from erosion of exposed land surfaces. Water pollution can be mitigated by the implementation of Best Management Practices (BMPs). BMPs are defined as a practice, or combination of practices, determined to be the most effective means of reducing the amount of pollution generated by non-point sources to a level compatible with water quality goals. The design will include practices to minimize the impact on the surrounding areas. The use of erosion and sedimentation controls will be required throughout the duration of the construction period.

It will be obligatory for the contractor to submit, for approval, a Storm Water Pollution Prevention Plan in accordance with the Clean Water Act prior to beginning the project. This plan will outline the contractor's erosion and sediment control practices, as well as their "good housekeeping" methods for waste disposal and spill prevention. Good housekeeping practices reduce the possibility of accidental spills, improve the response time if spills occur, and reduce safety hazards. Examples of good housekeeping on a construction project may include the following:

- **Materials Management:** Neat and orderly storage for any chemicals, pesticides, fertilizers, fuels, and so on that are being stored at the site.
- **Waste Disposal:** Regular garbage, rubbish, construction waste, and sanitary waste disposal.
- **Spill Response:** Prompt cleanup of any spills of liquid or dry materials that have occurred.



- Off-site Tracking: Cleanup of sediments that have been tracked by vehicles or have been transported by wind or storm water about the site or onto nearby roadways.

Management practices to minimize the potential for fuel/oil spills during construction should be implemented. Such practices typically include the following:

- Designation of a centralized fueling and storage area for all equipment
- Where feasible, construction of a containment around fueling area
- Location of equipment and materials to clean up petroleum spills in fueling areas and on fuel trucks
- Performance of regular preventative maintenance on all equipment to prevent leaks

VDEQ and local regulations, along with applicable provisions within FAA Advisory Circular 150/5370-10E, *Standards for Specifying Construction of Airports*, Item P156, "Temporary Air and Water Pollution, Soil Erosion, and Siltation Control," should be incorporated into project specifications to minimize any impacts to adjacent or nearby properties. Erosion and sedimentation controls usually consists of silt fencing; sediment traps (less than 5-acre drainage area); sediment basins (more than 5 acres of drainage area); erosion control blankets on steep slopes and swales; inlet protection; and seeding.

**c. Mitigation**

**1) Alternative 1**

With the No Action alternative, no construction or construction impacts would occur.



## **2) Build Alternatives (2 and 3)**

Alternatives 2 and 3 could be completed without any appreciable construction impacts to the surrounding environment since BMPs would be followed for sediment control and standard construction procedures. In the event of conflict between these requirements and the pollution control laws, rules or regulations of other federal, state, or local agencies, the more restrictive laws, rules, or regulations will apply.

## **5. DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f) LANDS**

Section 4(f) of the Department of Transportation Act provides that the Secretary of Transportation shall not approve any program or project that requires the use of any publicly owned park or other protected resource unless there is no feasible and prudent alternative to the use of such land, and that such a program or project should include all possible planning to minimize any adverse effects resulting from the use of land. Section 4(f) lands include public parks; recreation areas; or land that is a historic site of national, state, or local significance as determined by the officials having jurisdiction.

### **a. Summary**

The proposed improvements at VJI that represent a potential impact to 4(f) resources are the extension of Runway 6 and associated projects. The 4(f) resources include two NRHP homes (St. John & Hilt), as defined in the Phase I Cultural Resources Survey and the Architectural Evaluation Survey, completed as part of this EA. The St. John House has been determined eligible for the NRHP under Advisory Council on Historic Preservation (ACHP) Criterion C for Architecture. Although the FAA has determined in consultation with the SHPO pursuant to 36 CFR 800.5 that the proposed undertaking will have an adverse





affect on the NRHP-eligible St. John House, the Hilt House will not be affected for the following reasons:

- The resource is outside the identified APE, as depicted on page 3 of the Phase II Survey, **Appendix C**.
- There is no physical taking (land or obstruction removal).
- The proposed project would not change the use of the property.
- The proposed project would not result in a significant noise impact as demonstrated in Section B. 13., Aircraft Noise, of this chapter.
- The proposed project would not adversely impact air quality as determined by an air quality analysis using the approved FAA EDMS model, see Section B. 1., Air Quality of this chapter.

A Memorandum of Agreement (MOA) between the FAA, VHAA, and DHR was executed in April 2010 for impacts to the NRHP eligible St. John House as part of this EA to outline mitigation requirements. The MOA is included in **Appendix I**. A Section 4(f) evaluation has been completed in accordance with FAA "Airports Desk Reference" and included in **Appendix J**.

#### **b. Environmental Impacts (Build Alternatives)**

The FAA has determined in consultation with the SHPO pursuant to 36 CFR 800.5 that the proposed undertaking will have an adverse affect on the NRHP-eligible St. John House. No obstruction removal, grading, wetland impacts, or stream relocation would occur within the historic boundary of the St. John House. The FAA and DHR determined that the most prudent and feasible alternative would be the construction of a retaining wall in both alternatives to avoid physical construction impacts to the 2.8-acre historic site and allow the site to remain unaltered. The FAA and DHR determined visual impacts would occur due to the retaining wall construction.



Spring Creek would not be impacted on the eligible historic property. The stream is impacted downstream from the eligible historic property as the runway and parallel taxiway extension (and associated safety areas) would be constructed over the stream; the stream will be channeled through a culvert to allow continuous flow.

Section 10, Historic, Architectural, Archaeological, and Cultural Resources, of this chapter further evaluates the potential impacts to these resources.

**c. Mitigation**

As outlined in the April 2010 MOA, any visual impacts from construction of the retaining wall would be mitigated by landscaping the area between the wall and the St. John House property to block the southern view to the extent possible. In addition, the VHAA will voluntarily offer to purchase the house at fair market value and resell to a private owner with preservation easements. Within six (6) months from execution of the MOA, the VHAA will submit a draft NRHP nomination to the SHPO for review and listing to the Virginia Landmarks Register (VLR) and forwarding to the National Parks Service (NPS) for listing to the NRHP.

**6. FARMLANDS**

The Farmland Protection Policy Act (FPPA) of 1981 authorizes the U.S. Department of Agriculture (USDA) to develop criteria for identifying the effects of federal programs on the conversion of farmland to non-agricultural uses. The prime and unique farmland regulations require that the U.S. Department of Agriculture determine whether land affected by any proposed action is prime and unique farmland.



As stated in FAA Order 1050.1E, if the proposed project involves the acquisition of farmland that would be converted to non-agricultural use, it must be determined whether any of that land is protected by the FPPA.

**a. Summary**

Review of the Natural Resources Conservation Service (NRCS) Web Soil Survey indicated that there are both prime farmland soils and soils of statewide importance in the airport vicinity. See **Appendix F** for coordination with the U.S. Department of Agriculture and for the Farmland Conversion Impact Rating (Form AD-1006).

**b. Environmental Impacts**

All build alternatives would result in the conversion of approximately 49 acres of prime and statewide soils to airport dedicated property. As required, a farmland conversion form was submitted to the NRCS for coordination and determination of impacts, see **Exhibit 4-1**. The NRCS determined that significant impacts would not occur; see **Appendix F** for letter of concurrence.



Exhibit 4-1  
Farmland Conversion Impact Rating

U.S. Department of Agriculture

# FARMLAND CONVERSION IMPACT RATING

<b>PART I (To be completed by Federal Agency)</b>		Date Of Land Evaluation Request 12/15/06			
Name Of Project Virginia Highlands Airport		Federal Agency Involved Federal Aviation Administration			
Proposed Land Use Transportation - Public Airport		County And State Washington County, Virginia			
<b>PART II (To be completed by NRCS)</b>		Date Request Received By NRCS			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	Average Farm Size 108 acres
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 197,495 %	Amount Of Farmland As Defined in FPPA Acres: 139,797 %		Date Land Evaluation Returned By NRCS 1/5/06	
Name Of Land Evaluation System Used LESA	Name Of Local Site Assessment System				
<b>PART III (To be completed by Federal Agency)</b>		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly		49.0			
C. Total Acres In Site		49.0	0.0	0.0	0.0
<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>					
A. Total Acres Prime And Unique Farmland		6.1			
B. Total Acres Statewide And Local Important Farmland		39.4			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.1			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		60.0			
<b>PART V (To be completed by NRCS) Land Evaluation Criterion</b> Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		64	0	0	0
<b>PART VI (To be completed by Federal Agency)</b> Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use		9			
2. Perimeter In Nonurban Use		4			
3. Percent Of Site Being Farmed		19			
4. Protection Provided By State And Local Government		20			
5. Distance From Urban Builtup Area		0			
6. Distance To Urban Support Services		0			
7. Size Of Present Farm Unit Compared To Average		10			
8. Creation Of Nonfarmable Farmland		10			
9. Availability Of Farm Support Services		5			
10. On-Farm Investments		5			
11. Effects Of Conversion On Farm Support Services		0			
12. Compatibility With Existing Agricultural Use		0			
TOTAL SITE ASSESSMENT POINTS		160	85	0	0
<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)		100	64	0	0
Total Site Assessment (From Part VI above or a local site assessment)		160	85	0	0
TOTAL POINTS (Total of above 2 lines)		260	149	0	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Reason For Selection:					

This determination is made based on a local agricultural zoning/land use. If this not correct please contact NRCS. - J.Freyman, SRS, NRCS

(See instructions on reverse side)

This form was electronically produced by National Production Services Staff

Form AO-1006 (10-83)



## **7. FISH, WILDLIFE, AND PLANTS**

Biotic communities may be directly or indirectly affected by aviation development and aviation activities. Specifically, development that affects existing watercourses or vegetation may alter wildlife habitat in the area, resulting in potentially significant impacts to flora and fauna.

Section 7 of the Endangered Species Act, as amended, requires federal agencies to ensure that any proposed action does not jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of associated habitat. Section 7a (3) also requires that consultation occur with the U.S. Fish and Wildlife Service regarding the presence of threatened and endangered species within the proposed project area. Under the act, an “endangered” species is defined as any species that is in danger of extinction throughout all, or a significant portion, of its range. A “threatened” species is considered to be any species that is likely to become an endangered species within the foreseeable future.

### **a. Summary**

To determine the presence of biotic communities, or critical habitat, an on-site field investigation was conducted to evaluate the present habitat conditions within the proposed project area. No endangered or threatened species or critical habitats were observed.

### **b. Methodology**

A review of the list of threatened and endangered species in Virginia, maintained by the U.S. Fish and Wildlife Service and listed by county, revealed that none of the federally listed species occurring in Washington County were observed. Existing data from the Virginia Department of Conservation and Recreation



(DCR) was reviewed to locate recorded occurrences of threatened or endangered species. At the time of the assessment, there was no documentation of any rare or threatened species within the potential impact area. In addition, site visits were conducted to identify plant communities and habitats that may match where the listed species have the potential to occur. The Biological Assessment, prepared for this EA is located in **Appendix E**.

**c. Environmental Impacts (Build and No Action Alternatives)**

As no endangered or threatened species or critical habitats were observed, no significant impacts to fish, wildlife and plants are anticipated with any of the alternatives under consideration; however, correspondence from the Virginia Department of Game and Inland Fisheries (VDGIF) on March 27, 2009 indicated that the proposed modifications and culverting of Spring Creek are likely to impact local trout resources. See **Appendix D** for agency coordination.

**d. Mitigation**

The VDGIF indicated that restoration or habitat enhancement projects could be developed that would benefit trout and offset the impacts of culverting the stream. Impacts could be minimized by conducting in-stream activities during low or no-flow conditions, restoring original streambed and stream bank contours, revegetating barren areas with native vegetation, and implementing strict erosion and sediment control measures.

**8. FLOODPLAINS**

Floodplains are defined as the lowland and relatively flat areas adjoining inland and coastal waters, including flood-prone areas on offshore islands and including, at a minimum, that area subject to a one percent or greater chance of flood in any given year



(i.e., the area that would be inundated by a 100-year flood). Executive Order 11988 further directs federal agencies to take action to reduce the risk of flood loss; to minimize impacts of floods on human safety, health, and welfare; and to restore and preserve the natural and beneficial values served by floodplains.

Further, Executive Order 11988 defines the critical action floodplain as “the 500-year floodplain.” A critical action is defined in the order as “any activity for which even a slight chance of flooding would be too great.” FAA Order 1050.1E, Para. 9.2b states that “If the proposed action and reasonable alternatives are not within the limits of, or if applicable, the buffers of a base floodplain (*i.e., 100-year flood area*) a statement to that effect should be made. No further analysis is needed.”

U.S. DOT Order 5650.2, *Floodplain Management and Protection*, contains DOT’s policies and procedures for implementing Executive Order 11988. The executive order and the DOT order establish policy to avoid taking an action within a 100-year floodplain where practicable. Every effort must be made to minimize the potential risks to human safety and property damage and the adverse effects on natural and beneficial floodplains.

**a. Summary**

The airport is located at an elevation of 2,087 feet MSL. According to the Flood Insurance Rate Maps (FIRM) prepared by the Federal Emergency Management Agency (FEMA), Community Panel Numbers 50168-0150B, this site is located in Flood Zone X. Flood Zone X areas are determined to be outside the 500 year flood plain. While there is a small stream, Spring Creek, located on airport property, the portion within the project area is not designated within the 100-year floodplain.



**b. Environmental Impact**

**1. Alternative 1**

The No Build alternative does not encroach upon the base (100-year) floodplain, as no improvements to the existing airport would occur.

**2. Build Alternatives (2 and 3)**

Alternatives 2 and 3, both of which include an extension of the current runway, will impact the stream on-and off-airport property. However, as this area is not within the designated floodplain, no impacts to floodplains are anticipated. **Exhibit 4-2** illustrates the existing 100-year flood plain in relation to the proposed development.

**c. Mitigation**

Although the project area is outside the designated 100-year floodplain, the direct impacts to Spring Creek have the potential to impact the 100-year floodplain. Mitigation for stream impacts was determined through coordination with VDEQ and ACOE as described in Section 16, Water Quality, of this chapter. Mitigation efforts will ensure that 100-year base flood elevations, both upstream and downstream of the area impacted, do not change by more than one foot in order to comply with federal regulations (40CFR60.3)





- ① EXTEND RUNWAY 6 - 1,139' x 76' (INCLUDES PARTIAL DEMOLITION OF RUNWAY 24 & PARALLEL TAXIWAY)
- ② CONSTRUCT A PARTIAL PARALLEL TAXIWAY
- ③ BORROW SITE/GRADING AREA
- ④ PROPERTY INTEREST ACQUISITION
- ⑤ OBSTRUCTION REMOVAL (RW & END)
- ⑥ RELOCATION OF VISUAL AIDS & NAVAID'S LOCALIZER, REILS, COALS, & PAI's BOTH RUNWAY ENDS & RELOCATION OF AWOS
- ⑦ T-HANGAR DEVELOPMENT

[illegible]

**100 YEAR FLOOD PLAIN  
VIRGINIA HIGHLANDS AIRPORT**

**EXHIBIT  
4-2**

## 9. HAZARDOUS MATERIALS, POLLUTION PREVENTION AND SOLID WASTE

### Hazardous Materials

Two federal statutes govern hazardous materials: the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA or Superfund) and the Resource Conservation and Recovery Act (RCRA). Although there is some overlap, CERCLA focuses on inactive sites needing remediation while RCRA focuses on current handling and disposal practices. Most materials and practices at airports are governed by one or both of these laws.

Federal, state, and local laws strictly regulate the handling and disposal of hazardous substances and hazardous materials. A hazardous substance is any substance that, when released to the environment, may present danger to public health, welfare, or the environment. A hazardous material is any substance that may – because of its quantity, concentration, physical, chemical, or toxic characteristics – cause death or serious illness or pose a substantial present or potential hazard to human health or the environment when improperly handled.

Most regulated hazardous wastes are products of industrial processes not usually in place at airports. However, many airport materials are among the hundreds of materials subject to RCRA regulatory control, including solvents, deicing chemicals, and fuels contaminated with hazardous substances.

The impact area for hazardous material impacts consists of areas that would be directly affected by construction and operation of the alternatives. Potential impacts could result from construction activities that disturb existing hazardous materials or contaminated soils, causing them to be released into the surrounding environment. Additionally, impacts could also be caused by the introduction and



use of hazardous materials, such as fuels, lubricants, solvents, degreasers, cleansers, hydraulic fluids, and deicing agents in the newly developed areas. Also, the increased use and volume of these hazardous materials could increase the risk of accidental spills or leaks and result in the release of these products into the environment.

## **Solid Waste**

The addition and/or demolition of certain facilities at an airport can result in the generation of additional solid waste. Airfield improvements, however, do not normally have a direct effect on solid waste collection or disposal, other than that associated with construction. In addition to being a repository for solid waste, waste disposal sites associated with construction activity are also artificial attractants to birds. Accordingly, because of the potential for bird strikes, disposal sites in the vicinity of an airport are incompatible with safe flight operations.

The primary considerations in the evaluation of potential solid waste impacts include the following:

- Potential for solid waste generation as a result of routine Airport operations.
- Potential for temporary generation of solid wastes due to demolition and construction activities from the proposed action.
- Potential for runway facilities to be operated adjacent to active landfills that accept putrifiable wastes where a bird-strike hazard may be present.
- Airport operator's ability to comply FAA Advisory Circular 150/5200.33 "Hazardous Wildlife Attractants on or Near Airports," and FAA Order 5200.5B, "Guidance Concerning Sanitary Landfills on or Near Airports."



**a. Summary**

No hazardous waste is likely to be generated as the proposed action will not result in a change of aircraft or landside operations, increase in capacity, or an addition of a fuel farm or any other facilities. Additionally, there will not be any use of hazardous materials with the exception of fuel during construction. Consequently, there will be no significant impacts when comparing the future no action and future action alternatives. The temporary generation of solid wastes due to demolition and construction activities for the proposed action is anticipated, however, airfield development (runways, taxiways, etc.) does not normally result in any direct impact to solid waste collection, control, or disposal. The site is not adjacent to active landfills, nor are there any landfills located within 10,000 feet of the runway. A due diligence hazardous waste evaluation was completed for properties proposed for acquisition. The assessment revealed that there was no evidence of recognized environmental conditions or hazardous waste sites in connection with these properties. See **Appendix G** for a copy of the complete Due Diligence Hazardous Waste Evaluation.

**b. Environmental Impacts**

**1) Alternative 1**

No existing hazardous waste or environmental conditions are located on the existing airport. As no construction activities are associated with the No Action alternative, construction or demolition debris (with the exception of debris associated with normal maintenance activities) would not need to be disposed and no impacts would occur.



## **2) Build Alternatives (2 and 3)**

Alternatives 2 and 3 primarily focus on the extension of Runway 6, parallel taxiway extension, and associated projects. Airfield development (runways, taxiways, etc.) does not normally result in any direct impact to solid waste collection, control, or disposal other than that associated with the construction itself, therefore, no impacts are anticipated with the proposed action.

### **c. Mitigation**

Since the implementation of the proposed action would not result in hazardous waste or solid waste impacts, no mitigation would be required. BMPs will be included to minimize the impact on the surrounding areas. The use of erosion and sedimentation controls will be required throughout the duration of the construction period.

## **10. HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES**

Historic, architectural, archaeological, and cultural resources were reviewed for this EA in accordance with the following two federal acts: the National Historic Preservation Act of 1966 and the Archaeological and Historic Preservation Act of 1974.

The National Historic Preservation Act (NHPA) of 1966, as amended, establishes the National Historic Preservation Program, which includes directives for the identification, assistance, and protection of historic properties. The NHPA also establishes the Advisory Council on Historic Preservation to advise the president and Congress on historic preservation matters, to recommend measures to coordinate federal historic preservation



activities, and to comment on federal actions affecting properties included in or eligible for inclusion in the National Register of Historic Places (NRHP).

The Archaeological and Historic Preservation Act of 1974 requires the survey, recovery, and preservation of significant and prehistoric data that may be destroyed or irreparably lost as a result of federal, federally funded, or federally licensed projects.

**a. Summary**

Archaeological and Architectural Phase I surveys were performed by Coastal Carolina Research, Inc., (CCR) to determine if any cultural, archaeological, or architectural resources existed within the area of potential effect (APE). The architectural survey was conducted in December 2005 and the archaeological survey in June 2006. The studies were completed in compliance with Section 106 of the National Historic Preservation Act of 1966, and the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800. A copy of the Phase I Cultural Resources Survey is in **Appendix C**.

The APE for the survey consisted of the airport property and several properties off-airport property proposed for property interest acquisition. The survey of the potentially affected architectural resources included the airport buildings and resources adjacent to or visible from the APE. During the architectural survey, 15 previously recorded architectural resources were examined; however, no previously recorded resources were in the APE for this project. The study of these previously recorded sites helped form a context for assessing sites within the project area.

Results of the study concluded that the Spring Creek site, located within the APE, would require further investigation to make a recommendation for eligibility on



the NRHP as well as define the borders of the site. The Virginia Department of Historic Resources (VDHR) concurred with this finding stating that the site is subject to a Phase II evaluation if avoidance from construction is not possible. A Phase II archaeological report was completed in September 2007 and the site was determined not eligible for listing in the NRHP.

The St. John's Cemetery was included in the survey as it will be impacted by the proposed projects of the build alternatives. The cemetery is a small family cemetery that contains nine grave markers of the St. John family. The site is not of great age, does not contain the graves of any historically significant persons, contains no special design elements, and is not associated with significant events. Therefore upon examination, the cemetery was recommended as not eligible for the NRHP. VDHR concurred with this recommendation, but stated that the site should be avoided by all construction-related activity. If avoidance is not possible, VDHR requires that the applicant "obtain a permit to allow relocation of the internments."

Findings of the architectural survey concluded that two structures be researched further. The Hilt House was recommended as potentially eligible for the NRHP, and VDHR concurred with this result. In addition, the St. John House was recommended as potentially eligible and VDHR concurred that it be studied further in to evaluate the interior architectural integrity and other pertinent historical information. A Phase II evaluation was completed in November 2006 for both architectural sites, see **Appendix C**. VDHR concluded that the St. John House and Hilt House are eligible for the NRHP. The architectural boundary for the St. John House is based upon VDHR's determination dated May 29, 2008 and FAA's concurrence on September 12, 2008.



## **b. Methodology**

The purpose of the cultural resource survey was to determine if archaeological or architectural resources that are on or potentially eligible for, the NRHP are located within the APE for architecture and archaeology. Resources were assessed against the criteria for the NRHP in order to determine their potential for eligibility.

### **1) Archaeological Field Methods**

Much of the study area was steeply sloped. These areas were briefly examined, but not shovel tested. Surface and subsurface methods were employed in those areas that could be surveyed. In areas with visibility below 50 percent, shovel tests were excavated at 16-m (50 ft.) intervals.

Shovel tests were generally 30 cm (1 ft.) in diameter and were excavated into the subsoil or sterile soil. Soil from the shovel tests was screened through 6.35-mm (0.25 in.) mesh screen. Records of the shovel tests, including information on soil zone textures and colors, were maintained.

Black-and-white and color photographs were used to document the general conditions of the project area and the sites that were encountered. All survey areas were plotted on the project field map and USGS 7.5-minute quadrangles.

### **2) Archaeological Laboratory Methods**

Upon the completion of the fieldwork, the recovered artifacts were processed and analyzed. All artifacts were cleaned and appropriately labeled according to guidelines set forth by VDHR. The artifacts were





prepared for curation, documentation, and transfer of ownership. All processed artifacts will be submitted to the VDHR or another acceptable repository for long-term curation. Coastal Carolina prepared the artifacts for curation and will assist the client with the documentation and transfer of ownership.

### **3) Architectural Methods**

#### **a) Phase I Survey**

The architectural site files at VDHR were examined to determine if previously recorded architectural resources were present within the APE. Fieldwork for the architectural investigation was conducted by vehicle and on foot. The purpose of the study was twofold: 1) to provide specific information concerning the location, nature, and significance of buildings more than 50 years old in the APE; and 2) to identify buildings that appear to be potentially eligible for the NRHP. Each resource that was determined to be more than 50 years old was recorded and photographed. If possible, property owners were interviewed regarding the history of each structure.

#### **b) Phase II Architectural Survey**

The two potentially eligible resources, St. John House and Hilt House, were revisited. Interior and exterior photographs were taken of the St. John house and exterior only of the Hilt house. Background information, including deed research, was completed for each resource. The resources were assessed against the criteria of eligibility for the NRHP in order to evaluate their eligibility, see **Appendix C** for further detail.



**c. Environmental Impacts**

In accordance with 36 CFR, Section 800.5, the potential for the alternatives under consideration to alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP is assessed in the following sections.

**1) Alternative 1**

Alternative 1, the No Action alternative, would not alter historic, architectural, archaeological, or cultural resources at the site, accordingly, no significant impacts would occur.

**2) Build Alternatives (2 and 3)**

In the build alternatives, construction and operation of development areas would occur and would impact the Spring Creek (not eligible) site. Construction of the proposed retaining wall would prevent physical impacts to the NRHP eligible St. John House. Although the Hilt House is also eligible for the NRHP, neither build alternative would constitute a direct, indirect, or constructive use of this property for the following reasons:

- The resource is outside the identified APE, as depicted on page 3 of the Phase II Survey, **Appendix C**.
- There is no physical taking (land or obstruction removal).
- The proposed project would not change the use of the property.
- The proposed project would not result in a significant noise impact as demonstrated in Section B. 13., Aircraft Noise, of this chapter.



- The proposed project would not adversely impact air quality as determined by an air quality analysis using the approved FAA EDMS model, see Section B. 1., Air Quality of this chapter.

The St. John House was found eligible for the NRHP under ACHP Criterion C for Architecture. The house was built circa 1860 and embodies the distinctive Greek Revival style of the mid-nineteenth century. The interior of the house maintains the original form and materials from the time of its construction. The FAA concurred on September 12, 2008 with VDHR's determination made on May 29, 2008 that the NRHP boundary should contain the entire 2.8 acre parcel to capture the remaining historic setting of the dwelling. The house is located on a parcel of land surrounded by existing airport property. In order to avoid direct physical impacts to the St. John House historic setting, the proposed action would include the construction of a retaining wall on existing airport property, south of the St. John House. It was determined that construction of the wall would result in the fewest impacts to the site, as no grading or construction would take place on the property. **Exhibit 4-3** illustrates the St. John House and the proposed development.

The Spring Creek Site is a 300 by 50 meter site that includes deposits dating back to the Middle Archaic Period, and possibly could contain a late nineteenth century component. Artifacts recovered from this site included small triangle points from the prehistoric era, as well as shards of glaze from a yellowware vessel, fragments of brick, and a nail from the historic period. In a letter dated September 18, 2006, VDHR concurred with the recommendations for additional testing, stating that if it was not possible for the construction to avoid the Spring Creek Site, a Phase II evaluation would be required.





The Phase II archaeological report was completed in September 2007 and VDHR concurred in a letter dated November 5, 2007 that the Spring Creek Site is not eligible for the NRHP.

**d. Mitigation**

Both build alternatives would visually impact the NRHP eligible St. John House. Consequently, mitigation requirements as outlined in the April 2010 MOA between the FAA, VHAA, and VDHR to ensure the resource is not significantly impacted, will be met. **Appendix C** contains related correspondence, and the MOA has been included in **Appendix I**.

The St. John House had been planned for purchase and demolition; however, as the house has been determined eligible for the NHRP, alternatives to demolition have been reviewed and analyzed. The FAA and DHR determined that the most prudent and feasible alternative would be the construction of a retaining wall on existing airport property. This action would avoid physical impacts to the historic site and allow the site to remain unaltered. Any visual impacts to the site would be mitigated by planting trees to block the southern view to the extent possible. Exhibit 4-3 illustrates the proposed retaining wall in relation to the St. John House property.

As outlined in the April 2010 MOA, the VHAA will voluntarily offer to purchase the house at fair market value and resell to a private owner with preservation easements. Within six (6) months from execution of the MOA, the VHAA will submit a draft NRHP nomination to the SHPO for review and listing to the Virginia Landmarks Register (VLR) and forwarding to the National Parks Service (NPS) for listing to the NRHP.



## 11. LIGHT EMISSIONS AND VISUAL IMPACTS

Lighting required for airfield and terminal areas, obstruction marking, navigational aids, and automobile parking facilities are the chief contributors to light emissions from an airport. Airport-related light emissions are considered to have a noticeable adverse impact if light is directed toward residential areas. An analysis is necessary when the proposed project includes the introduction of new airport lighting facilities that may affect residential or other sensitive land uses. However, this typically occurs only in unusual circumstances when high-intensity strobe lights shine directly into residential areas. As the proposed project does not include the installation of additional lights, no adverse impacts are anticipated.

Visual, or aesthetic impacts, are inherently more difficult to define than light emission impacts because of the subjectivity involved, and because they deal more broadly with the extent that the proposed development contrasts with the existing environment and whether the jurisdictional agency considers this contrast objectionable.

### a. Summary

As an existing facility, VJI is a fully lighted airfield providing 24-hour-a-day services. The airfield currently maintains medium intensity runway lights, medium intensity taxiway lights, rotating beacon, segmented circle, and a lighted wind cone. The proposed development in Alternatives 2 and 3 would require the relocation of the existing localizer for Runway 6-24 in association with the runway extension, as well as the following visual aids: Runway End Identifier Lights (REILs), Omni Directional Approach Path Indicators (ODALS), and Precision Approach Path Indicators (PAPIs).



**b. Environmental Impacts**

**1) Alternative 1**

Under the No Action alternative, the existing lights would remain in their current location and no additional lighting would be added. Accordingly, no light emission, visual or aesthetic impacts would occur under this alternative.

**2) Build Alternatives (2 and 3)**

Each of these fixtures is designed to emit light visible only in specific directions or in certain areas. Therefore, light emission impacts are not anticipated to cause significant impact to surrounding properties, including the NRHP-eligible St. John House. The proposed development in Alternatives 2 and 3 would require the removal of trees for safety reasons; however, development at the airport would complement the county's proposed use of adjacent properties. Therefore, no visual or aesthetic impacts are anticipated to occur.

**12. NATURAL RESOURCES AND ENERGY SUPPLY**

The effects of airport development on energy and natural resources are generally related to the amount of energy required for aircraft, ground support vehicles, airport lighting, and terminal and other facilities. FAA Order 1050.1E indicates that, for most airport actions, changes in energy or other natural resource consumption will not result in significant impacts. If an EA identifies problems such as demands exceeding supplies, additional analysis maybe required in an EIS. Otherwise, it may be assumed that impacts are not significant.



FAA Order 1050.1E identifies two types of energy use to be considered in determining the environmental impact of proposed development:

- Uses that relate to changed demands for stationary facilities (e.g., airfield lighting and terminal building heating).
- Uses that involve the movement of air and ground vehicles

The proposed development shall be examined to identify any proposed major changes in these uses that would have a measurable effect on local supplies.

With respect to the use of natural resources, FAA Order 1050.1E states that “use of natural resources other than for fuel need be examined only if the action involves a need for unusual materials or those in short supply.”

**a. Summary**

Several different categories may be considered for the analysis of energy supplies and natural resources. Considerations for the alternatives are limited to supply and consumption factors. Electricity is supplied in Washington County by American Electric Power. Energy consumption related to the alternatives under consideration includes an increase in electrical consumption for proposed runway lights, taxiway lighting, NAVAIDs, and landside facilities lighting.

**b. Environmental Impacts**

A review of existing energy facilities was conducted to estimate the potential effects of energy supply and natural resources for each of the alternatives.





### **1) Alternative 1**

The No Action alternative would not result in construction or operation of new or modified airport facilities. Therefore, no changes on energy demand, aircraft operating times, fuel consumption, or off-airport impacts would occur.

### **2) Build Alternatives (2 and 3)**

Increases in energy consumption due to general aviation and runway/taxiway lighting would not adversely affect the areas local energy supply. Aircraft fuel consumption is also expected to increase with the forecasted operations and increased taxi times; however the local consumption would not have an adverse local or regional impact on fuel consumption.

#### **c. Mitigation**

Virginia Highlands Airport is an existing facility and the proposed projects would cause little increase in the airport's energy consumption. Accordingly, none of the alternatives under consideration would result in significant impacts with respect to energy supplies and natural resources.

## **13. AIRCRAFT NOISE**

Noise is typically the most significant off-airport environmental impact associated with airport operations. The impact is a direct result of the number and types of aircraft operating at the facility. Appropriate compatible land use planning, however, assists in controlling potential noise impacts. The most frequently used strategies for airports to achieve a high level of compatibility with surrounding areas include the purchase of land



and/or easements, as well as the actual changing of land uses from noise-sensitive to noise-tolerant areas.

Noise contours were developed for the airport utilizing the FAA Integrated Noise Model (INM). The contours were developed for 2007 (base year) and 2012 scenarios. Projected aircraft noise exposure in the airport environs is described in this section, as well as the potential effects of the project alternatives in terms of aircraft noise exposure.

**a. Summary**

Aircraft noise exposure in the airport environs was analyzed for future conditions (under each build alternative) in accordance with the methodology for preparing aircraft noise exposure maps contained in FAA Order 1050.1E. Operations at the airport are not anticipated to vary between alternatives.

The annual aircraft operations by type for 2007 and 2012 are provided in **Table 4-4**. **Table 4-5** provides the fleet mix percentages for each scenario. As noted earlier, annual aircraft operations in the projected year will remain the same regardless of the alternative.

**Table 4-4**  
**Virginia Highlands Airport**  
**Projected Annual G.A. Operations**

Aircraft Type	2007	2012
SE Piston	16,533	17,415
ME Piston	2,004	2,025
ME Turbo-Prop & Jet	1,601	1,944
ME Jet	1,528	2,025
Rotorcraft	1,581	1,601
Other*	1,804	1,990
Total	25,050	27,000

\* Denotes ultra-highs, gliders, and unmanned aircraft.

Source: Airport Layout Plan Update, March 2003, Delta Airport Consultants, Inc.



**Table 4-5**  
**Virginia Highlands Airport**  
**Fleet Mix Percentages**

Aircraft Type	2007	2012
General Aviation (Local)		
Single Engine	89.5%	89.5%
Twin Engine	10.5%	10.5%
General Aviation (Itinerant)		
Cessna 172/182	72.2%	66.7%
Cessna 441	6.9%	6.1%
King Air C-90	11.7%	13.3%
Citation II	6.2%	9.3%
Citation V	3.0%	4.6%
Rotor (Civilian)		
Bell Jet Ranger	100.0%	100.0%
Military	0.0%	0.0%

Source: Delta Airport Consultants, Inc.

The FAA's threshold of impact is DNL 65. Below DNL 65 all land uses are considered compatible. The FAA's threshold of significance, according to Order 1050.1E, paragraph 14.4d, in Appendix A, has been determined to be a 1.5 dB increase in noise over any noise-sensitive area located within the DNL 65 contour. However, as stated in FAA Order 1050.1E paragraph 14.3, the FAA recognizes that this threshold of significance is not always applicable to noise sensitive areas within national parks, national wildlife refuges and historic sites. Aircraft noise levels are expected to increase slightly between the base year and 2012; however, no noise impacts are anticipated, as the DNL 65 noise contours remain on airport property, surrounding the runway.

#### **b. Methodology**

The FAA's INM, Version 6.2, was used to prepare the aircraft noise contours to evaluate potential aircraft noise effects under each alternative of this EA. The



INM is the computer program used to determine the total effect of aircraft noise in an airport environment. The INM produces noise contours, which are computer-generated lines that connect points of equal noise levels resulting from aircraft operations.

The FAA specifies metrics to be used in measuring aircraft noise. The metric used in this analysis is DNL. DNL is the day-night average cumulative sound level that provides a measure of the total sound energy during a 24-hour period. A 10-decibel (dB) weighting penalty is added to aircraft noise occurring during the nighttime hours (between 10:00 pm and 7:00 am). The 10 dB penalty represents the added intrusiveness of noise events that occur during normal sleep hours when ambient sound levels are typically about 10 dB lower than during daytime hours, because of the annoyance associated with sleep disruption.

Estimates of noise effects resulting from aircraft operations can be interpreted in terms of the probable effect on human activities characteristic of specific land uses. FAR Part 150 guidelines for evaluating land use compatibility with noise exposure were presented in Table 4-3. These guidelines reflect the average response of large groups of people to noise. Therefore, the guidelines might not reflect an individual's perception of an actual noise environment. Compatible or non-compatible land use is determined by comparing the predicted or measured DNL at a specific site with the compatibility guidelines provided in the table. The INM was used to produce aircraft noise contours for DNL 65, 70, and 75. DNL 75 and higher is considered incompatible with most land uses by the FAA, while the DNL 65 is compatible with most land uses. Furthermore, there are some land uses that are compatible with noise levels between DNL 65-75. All land uses are considered to be compatible with noise less than DNL 65. Contours depicting the DNL 60 are illustrated on exhibits only for comparative purposes between the alternatives. Although the DNL 60 contour extends beyond the airport property



line in some places, the land in these areas is commercial in use and therefore is considered to be compatible.

**c. Environmental Impacts**

To estimate the potential effects of aircraft noise on noise-sensitive land uses under all alternatives, noise exposure maps were prepared for years 2010 forecast operations. The impact area for noise consists of those areas exposed to DNL 65 or greater as a result of each alternative. All residential and noise-sensitive facilities (including identified NRHP listed resources) are located outside the DNL 65 noise contour and are anticipated to remain outside the DNL 65 contour in all the build alternatives.

**1) Alternative 1**

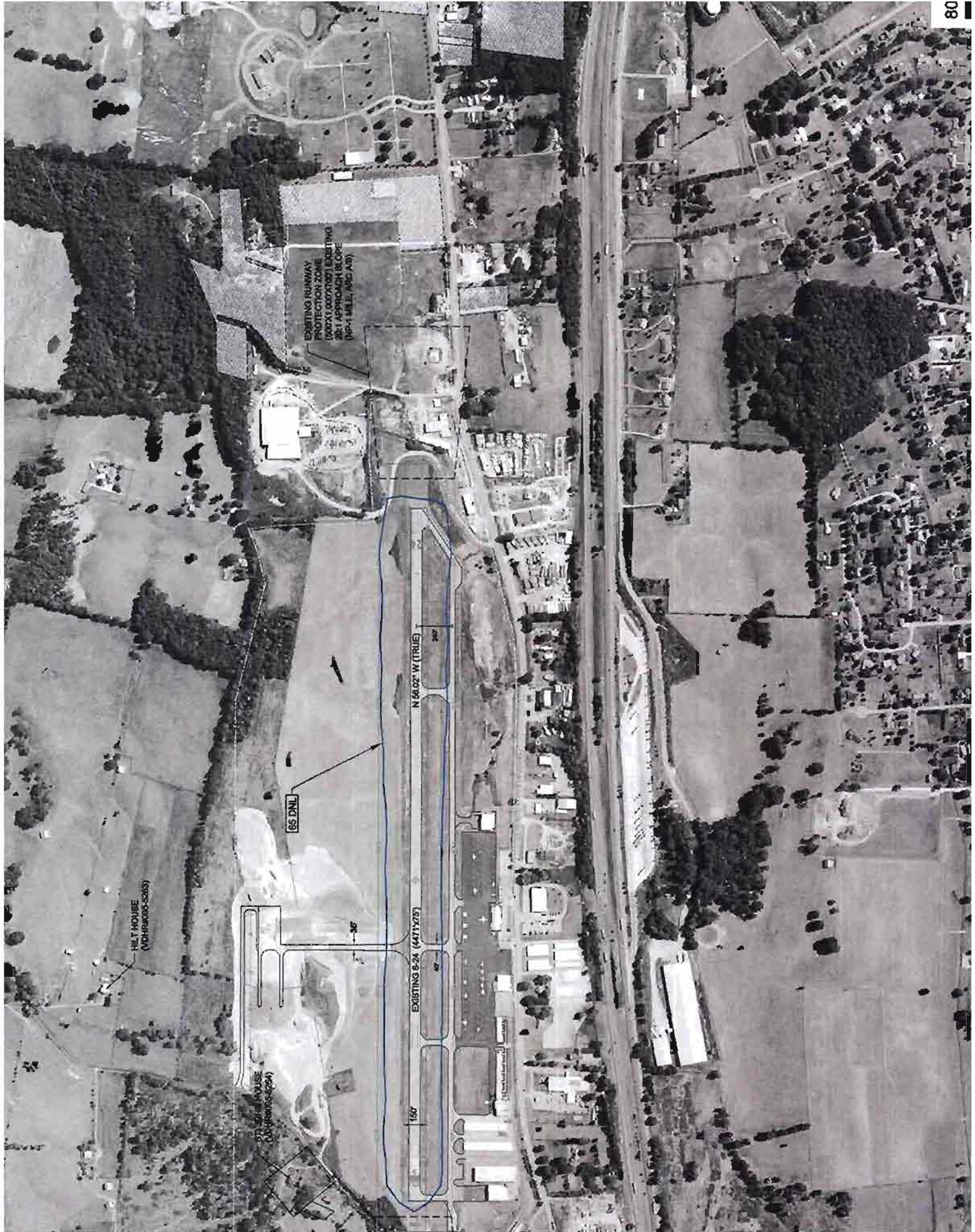
This alternative would not result in the construction of new airfield facilities or new or modified airport facilities. No aircraft noise impacts would occur with this alternative. The noise contours for this alternative as projected for 2012 is shown on **Exhibit 4-4**.

**2) Build Alternatives (2 and 3)**

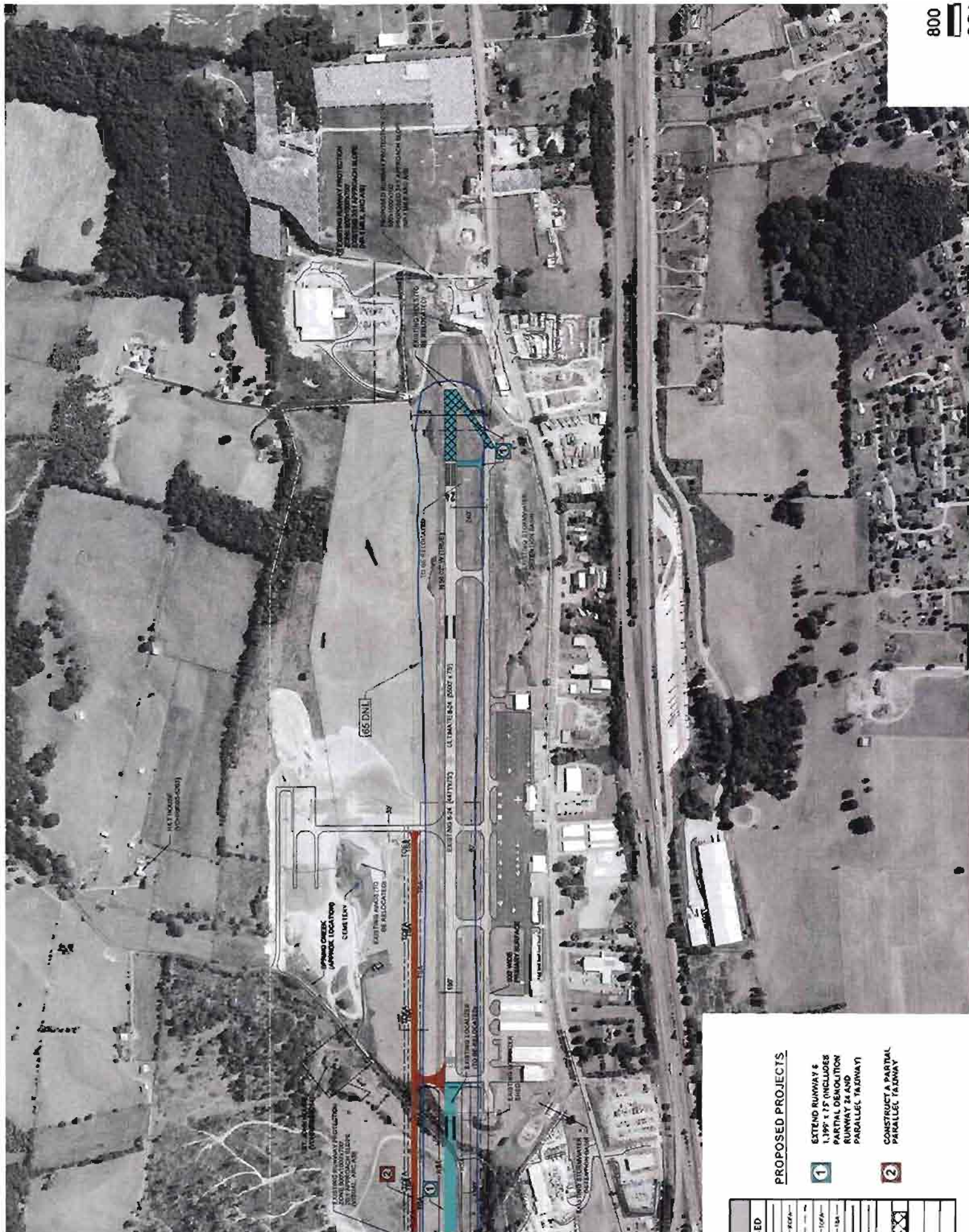
Alternatives 2 and 3 would not cause significant noise impacts on residential property or noise-sensitive facilities (including identified NRHP listed resources). The noise contours for these alternatives as projected for 2012 are illustrated on **Exhibits 4-5 and 4-6**.











### PROPOSED PROJECTS

- 1  
EXTEND RUNWAY 6  
1,399' x 75' (INCLUDES  
PARTIAL DEMOLITION  
RUNWAY 24 AND  
PARALLEL TAXIWAY)

- 2** CONSTRUCT A PARTIAL PARALLEL YAWWAY

[illegible]







**d. Mitigation**

In consideration of the criteria specified in FAA Order 1050.1E no impacts are anticipated from aircraft noise as a result of the implementation of the proposed action, therefore, no mitigation measures are required.

**14. SECONDARY (INDUCED) IMPACTS**

FAA Order 1050.1E defines induced impacts as “shifts in patterns of population movement and growth, public service demands and changes in business and economic activity to the extent influenced by the airport development.” The order also states that induced socioeconomic impacts “will normally not be significant except where there are also significant impacts in other categories, especially noise, land use, or direct social impacts”.

**a. Summary**

While not considered significant, proposed projects would require land acquisition and the relocation of residences. This action is not anticipated to cause shifts in patterns of population movement and growth.

**b. Environmental Impacts**

**1) Alternative 1**

As this alternative would not result in the construction of new airfield facilities or new or modified airport facilities, no shifts in patterns of population or changes in public service demands would occur.



## **2) Build Alternatives**

Although property interest acquisition would occur with both build alternatives as detailed in Section 15, Social Impacts, no shifts in patterns of population movement and growth are anticipated to result from the proposed action. All acquisitions and relocations would be accomplished in accordance with the Uniform Relocation Assistance Real Property Policies Act of 1970.

### **15. SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, and CHILDREN'S ENVIRONMENTAL HEALTH and SAFETY RISKS**

According to FAA Order 5050.4B, the principal social impacts of an alternative to be considered in an environmental assessment are as follows: extensive relocation of residents without sufficient replacement housing; relocation of businesses creating a severe economic hardship for the community; disruptions of local traffic patterns that would substantially reduce the levels of service of the roads serving the airport and its surrounding communities; and a substantial loss in community tax base.

Guidelines for evaluating social impacts are presented in Executive Order No. 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Population*. The three general purposes of this executive order are to: (1) focus federal agency attention on human health and environmental conditions in minority and low-income communities with a goal of achieving environmental justice; (2) foster non-discrimination in federal programs that substantially affect human health or the environment; and (3) give minority and low-income communities greater opportunities for public participation in, and access to, public information on matters relating to human health and the environment. The evaluation of environmental justice must determine if the proposed project would cause a "disproportionate impact" to minority and/or low-income populations.



Children's environmental health risks and safety risk include risks to health and to safety that are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, drinking water, recreational waters, soil, or products they might use or be exposed to.

**a. Summary**

Construction of Alternative 2 would require the complete acquisition of six residential properties (Runway 6 end), as well as the partial acquisition of three residential properties (Runway 6 end) and one commercial property (Runway 24). Approximately 58 acres of avigation easement would be required for Alternative 2 to prevent incompatible land uses within the RPZs and allow for obstruction removal. Construction of Alternative 3 will include the partial fee-simple acquisition of three residential properties (Runway 6 end) and one commercial property (Runway 24 end). Approximately 23 acres of avigation easement would be required for Alternative 3. This project would also include the relocation of SR 611 to accommodate the runway extension and associated partial parallel taxiway, RPZ, OFAs, and RSA. SR 611 would be realigned approximately 1,800 feet to the west of the existing right-of-way and reconnect to an existing portion of Westinghouse Road.

**b. Environmental Impacts**

**1) Alternative 1**

With the No Action alternative, no development would occur; therefore, no impacts are anticipated to occur.



## **2) Alternative 2**

Construction of Alternative 2 would require the acquisition of land and relocation of residences, as well as alter surface traffic patterns. Properties recommended for acquisition in both build alternatives would be for the purpose of gaining interest of the required property for the proposed airport, to prevent incompatible land uses in the safety areas and RPZs, and to clear existing obstructions and/or to prevent obstructions in the future. None of the properties to be acquired would impact minority or low-income populations and no businesses would be relocated. Exhibits 2-4 and 2-5 in Chapter 2 depict proposed land acquisition.

## **3) Alternative 3**

Construction of Alternative 2 would require the acquisition of land and relocation of residences, as well as alter surface traffic patterns. Properties recommended for acquisition in both build alternatives would be for the purpose of gaining interest of the required property for the proposed airport, to prevent incompatible land uses in the safety areas and RPZs, and to clear existing obstructions and/or to prevent obstructions in the future. None of the properties to be acquired would impact minority or low-income populations and no businesses would be relocated. Exhibits 2-6 and 2-7 in Chapter 2 depict proposed land acquisition.

### **c. Mitigation**

In order to complete the relocation of the residences involved under the proposed action, provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act (the Uniform Act) of 1970 must be met. As stated in FAA Advisory Circular 150/5100-17, *Land Acquisition and Relocation*



*Assistance for Airport Improvement Program Assisted Projects*, “It is the sponsor’s obligation under the Uniform Act to provide an adequate relocation assistance program that insures prompt and equitable relocation and reestablishment of persons displaced as a result of its federally assisted airport projects.” A property owner informational meeting was held on February 23, 2006 and all owners have been notified of the acquisition.

Children are not likely to come in contact with or ingest, such substances as air, food, drinking water, recreational waters, soil, or products they might use or be exposed to from the proposed project; therefore no further mitigation measures would be required.

## **16. WATER QUALITY**

The Clean Water Act requires that airport proprietors establish water quality standards and control discharges into surface and subsurface waters. Particular concerns include the preservation of existing drainage; the protection of aquifers from fuel spills, discharge of deicing fluids, and aircraft washing runoff; and control of sedimentation and erosion during construction.

Operators of industrial plants, including airports, are required to obtain storm water permits under the 1987 amendments to the Clean Water Act. The National Pollutant Discharge Elimination System (NPDES) permit requires (1) submission of information regarding existing programs to control pollutants and (2) field screening of major outfalls to detect improper discharges. All discharges of storm water runoff must be identified and characterized, including those containing deicing fluids, liquid fuels, and chemicals used for maintenance.



**a. Summary**

Proper construction and operation techniques, mitigation measures, and adherence to the NPDES permit will prevent significant impacts to water quality, including surface and ground waters, as a result of implementation of either build alternatives.

Although construction and operation activities could affect surface and ground water resources, potential impacts would be avoided or minimized by the use of standard construction techniques and operational mitigation measures. Results of the biological study found that this area of Spring Creek is highly degraded due to past agricultural activities. Because livestock in the past was allowed to cross over the banks and streambed, a majority of the riparian buffers have been removed.

Both build alternatives would impact Spring Creek, as the stream would be modified to accommodate the runway extension by redirecting it through a culvert. A JPA has been submitted (Appendix E) and coordination with the Virginia Marine Resource Commission (Resource Commission), ACOE, VDEQ, and EPA has been completed to analyze the stream mitigation alternatives.

**b. Methodology**

The layout of the proposed alternatives was examined to estimate potential impacts to surface and ground water resulting from the short-term impacts of construction, as well as the long-term impacts of maintenance and operational activities, stream modification, and increased storm water drainage of the various development projects.



**c. Environmental Impacts**

The area of impact for water quality encompasses areas that could be affected by construction activity and waters receiving storm water runoff. Construction and operation of airport facilities and other projects may have short- and long-term impacts on surface and ground water quality. Impacts would be minimized by the use of best management practices during construction and by following guidelines set forth in the NPDES permit.

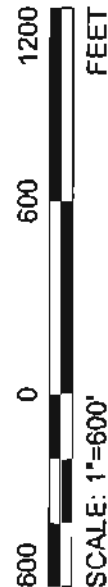
**1) Alternative 1**

The No Action alternative would not result in construction or operation of any new or modified airport facilities. No impacts to surface or ground water would occur. The existing impervious surfaces and resulting storm water runoff volumes would remain unchanged.

**2) Build Alternatives (2 and 3)**

The proposed extension of the Runway 6 end associated with the build alternatives would impact Spring Creek, as illustrated in **Exhibit 4-7**. The runway lengthening, along with the associated parallel taxiway, would extend into the path of the creek requiring a portion of the stream to be redirected through a culvert. This action would impact approximately 2,030 linear feet of stream and 0.15 acres of wetlands. A JPA has been submitted (Appendix E) and mitigation for stream impacts has been determined by VDEQ and ACOE.





## **STREAM & WETLAND IMPACTS - BUILD ALTERNATIVES (2&3)**

EXHIBIT  
4-7

DRAWN BY:	LOI	CHECKED BY:	CWA	SCALE:	1" = 600'	DATE:
-----------	-----	-------------	-----	--------	-----------	-------

JUNE 2010

DATE:

CMA	SCALE:-
-----	---------

104	CHECKED BY:
-----	-------------

**DRAWN BY:**

— 302 —



Impacts that could occur as a result of the development include increased runoff, increased water degradation, and altered drainage patterns. Degradation of water quality might be due to fuel spills, lubricant leakage, and deicing runoff from increased aircraft operations.

As described in Section B.4, Construction Impacts, best management practices, such as proper erosion control, reseeding, and adherence to the NPDES permit, would be used during construction to minimize potential water quality impacts. Operational controls, as well as mitigation measures, would also be used to minimize potential water quality impacts. These practices and controls would facilitate water quality standards being met. As required, post-construction runoff will be equal to or less than pre-construction runoff. Therefore, potential impacts to surface and ground water would not be significant.

#### **d. Mitigation**

Mitigation for stream impacts will be calculated and credits given through the implementation of various compensation practices as detailed in Virginia's Stream Impact and Compensation Assessment Manual (SICAM). "The manual describes a process to: assign a quality value to the stream to be impacted; assess the type of severity of impact; determine the compensation requirement in linear feet; and determine what types of and the amount of the various compensation practices that will satisfy the compensation requirement." Coordination with VDEQ, Resource Commission, and ACOE has been completed. Mitigation will include payment into the Virginia Aquatic Resources Trust Fund and coordination of the final JPA is ongoing.



## 17. WETLANDS

Executive Order 11990, *Protection of Wetlands*, issued May 24, 1977, is implemented by DOT Order 5660.1A, *Preservation of the Nation's Wetlands*. The executive order requires federal agencies to avoid, to the extent possible, the adverse effects associated with the destruction or modification of wetlands wherever there is a practicable alternative. FAA Order 1050.1E requires that these orders be reviewed to determine their applicability.

### a. Summary

A field review indicated that there were approximately 0.15 acres of jurisdictional wetlands located on airport property, adjacent to Spring Creek.

### b. Methodology

The project area was investigated for the presence or absence of wetlands by Newkirk Environmental, Inc. The routine criteria outlined in the *Corps of Engineers Wetland Delineation Manual*, Environmental Laboratory 1987, as modified by the 1992 Regulatory Guidance Letter, were used in this investigation. This approach recognizes the three parameters of vegetation, soils, and hydrology to identify and delineate wetlands. Prior to initiating fieldwork, background research was conducted including review of U.S. Geological Survey (USGS) quadrangle maps of the area; National Wetlands Inventory (NWI) products; Soil Conservation Service (SCS) soil surveys; and data from the Virginia Department of Conservation and Recreation (DCR). Data on soils, vegetation, and hydrology were collected by qualified wetland biologists. The complete report is presented in **Appendix E**.



The stream and wetland boundaries were surveyed and added to a previously surveyed site map presenting the proposed improvements. Impacts were computed by comparing the boundary to the limits of the build alternatives. A jurisdictional waters verification package was submitted to the ACOE on April 1, 2006.

**c. Environmental Impacts**

The potential impact area for wetlands was limited to existing airport property and those areas proposed for acquisition.

**1) Alternative 1**

The No Action alternative would not result in construction or operation of new or modified airport facilities. Therefore, no impacts to wetlands are anticipated.

**2) Build Alternatives (2 and 3)**

Both build alternatives would encroach upon the identified wetlands and Spring Creek. Impacts to the stream would require it to be redirected through a culvert to accommodate the extension. The small wetland area would also require fill. Impacts associated with both build alternatives are depicted on Exhibit 4-7.

**d. Mitigation**

A JPA has been submitted (Appendix E) to the Virginia Marine Resource Commission. The Resource Commission distributed the permit application to the remaining permitting agencies (ACOE and VDEQ) and commenting agencies for



processing of the necessary state and federal individual permits/certifications. Mitigation measures were coordinated with VDEQ and ACOE and payment will be made to the Virginia Aquatic Resources Trust Fund for the 0.15 acres of wetland impacts.

## **18. WILD AND SCENIC RIVERS**

### **a. Summary**

The Wild and Scenic Rivers Act of 1968 describes those river areas eligible to be included in a system that is protected under the act as free flowing and possessing outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values. FAA Order 1050.1E states that any action that could effectively cause the foreclosure of, or downgrade wild, scenic, or recreational river status of rivers in the Wild and Scenic Rivers system, should be coordinated with the National Park Service (NPS) and other agencies with jurisdiction prior to taking action.

### **b. Environmental Impacts**

The U.S. Department of the Interior maintains a national inventory of river segments that appear to qualify for inclusion in the National Wild and Scenic River System. A review of the inventory database indicated that there are no other designated wild and scenic rivers near the proposed airport. Accordingly, no adverse or significant impacts are anticipated to occur and no mitigation measures would be required with Alternatives 2 or 3.



## C. CUMULATIVE IMPACTS

A cumulative impact is defined by the CEQ as:

“the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.”

In accordance with FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airports* and 1050.1E, *Environmental Impacts, Policies and Procedures*, any planned development project that is not included in the alternatives section of an EA should be described to show its relationship to the proposed action and to show that the sponsor’s intentions regarding NEPA documentation for the project are considered. Other past, present, and reasonably foreseeable projects that were considered for the potential to generate cumulative impacts are discussed in this section.

### 1. Off-Airport Projects

Off-airport construction projects that have been initiated or are anticipated within the next five years were identified by the Washington County Industrial Development Authority (IDA) and the Washington County Department of Planning. The projects were considered for purposes of analyzing possible cumulative impacts. Brief descriptions of these projects are as follows:

- Retail Development – 80 acre Wal-Mart shopping center is planned for development south of I-81 at Exit 14. A large shopping center is also planned at Exit 7 on I-81 and will include a variety of restaurants as well as Lowes, Super Wal-Mart, Sam’s Club, and Home Depot.



- **Improvement of Sewage Treatment** – A new waste water treatment plant was recently constructed for the Town of Abingdon due to the increasing demand from Washington County. The construction of the new facility allows for increased capacity, up to 4 million gallons per day, serving more of the county with public sewer. Public sewer was added between Exits 7 and 10 of I-81 and to the neighborhoods of Vance's Mill and the Virginian. A line was also added from the treatment plant north to I-81. Future plans include extending the public sewer line down I-81 to Exit 14 through the subdivisions of Westwood I and II, and continuing on to Oak Park Industrial Park.
- **Residential Development** – A concept plan has been developed for a new 200 lot residential neighborhood east of Porterfield Highway (State Route 19), just north of Abingdon town limits. Other areas for proposed subdivision development include the land north of Vance's Mill as well as a site near Exit 13.
- **County Administration Development** – The county is currently in the process of selecting a location to construct a new administration park. Sites being considered are those which the county already owns, including a parcel located adjacent to airport property.
- **Road Construction** – Several road construction projects are proposed for the area near the airport as well as a new exit off of I-81 between exits 10 and 13. A relocation project is proposed that would re-route Route 1717 near the proposed Exit 11 and a new industrial access road is proposed for Oak Park, connecting it directly with Route 11.

The projects detailed above are all compatible with the existing airport and also with the proposed projects evaluated in this EA. VJI and Washington County will continue to work together to ensure compatible land uses remain around airport property. See **Exhibit 4-8** for a map of proposed projects in the vicinity of the airport.



SOURCE: WASHINGTON COUNTY DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT

## OFF-AIRPORT PROJECTS

**EXHIBIT**  
**4-8**

—  $\omega = 100, 1000, 2000$  —

**DATA FILE 157:**

45

**RECEIVED BY:**

CMA	SCALE:
-----	--------

575

**Day:**

**Q102. Power**

## **2. On-Airport Projects**

On-airport construction projects according to the most recent Airport Layout Plan Update and Capital Improvement Plan (CIP) (2005-2010) for the Virginia Highlands Airport include proposed actions in this EA. The following are airport projects that have occurred in the last three years on the property:

West Side Development – This development project included the construction of connector Taxiway “C”, the construction of two taxilanes, the construction of a west side access road, installation of required drainage systems, and the installation of a stormwater detention basin.

Obstruction Removal – There is an ongoing obstruction removal project that began in 2001 on the Runway 24 end. This project includes acquiring avigation easements to approximately 40 parcels to remove obstructions penetrating the approach surfaces.

This EA documents the airport-related projects anticipated to occur within the next five years after completion of this EA and adjacent off-airport projects. The collective group of projects is not anticipated to result in the disruption to natural habitat, wildlife, or the surrounding environment. No significant off-airport environmental impacts are anticipated. The use of BMPs during the construction of these projects will minimize the short-term impacts from earth disturbing activities. Future projects would not have additional impacts to the St. John House or Spring Creek

Consequently, there will be no cumulative impacts, and the proposed projects, when evaluated with other past and foreseeable projects, will not incrementally cause an adverse impact upon any of the environmental categories evaluated in





this document. All projects remain subject to local, state, and federal environmental permitting guidelines.

#### **D. CONSISTENCY WITH OTHER PLANS**

The sponsor's proposed action conforms to the approved ALP and does not conflict with federal, state, and local plans or objectives. Appropriate coordination would be maintained with governmental agencies, including the FAA, on issues such as the following:

1. Property Interest Acquisition (fee simple and avigation easements)
2. Obstruction Removal (Virginia Department of Environmental Quality, Washington County)
3. Jurisdictional Waters Impacts (Virginia Department of Environmental Quality, U.S. Army Corps of Engineers, Virginia Marine Resource Commission)
4. Cultural Resources (Virginia Department of Historic Resources, U.S. Department of the Interior)

#### **E. ADVERSE IMPACTS WHICH CANNOT BE AVOIDED**

The partial fee-simple acquisition of three residential properties (Runway 6 end) and one commercial property (Runway 24 end) would be necessary for construction, and to protect future existing/future critical safety areas. Obstruction removal is necessary to improve the safety and efficiency of the proposed airport. Impacts to jurisdictional waters would occur due to the proposed projects but mitigation measures would be met. The FAA and DHR determined adverse impacts to the NRHP eligible St. John House site would occur. Mitigation measures outlined in the April 2010 executed MOA will be met. While the impacts to these resources are unavoidable, they are not significant, and efforts will be undertaken to further minimize all impacts.



## **F. METHODS TO MITIGATE ADVERSE IMPACTS**

The No Action alternative has no impacts and would not require mitigation. The sponsor's preferred action, Alternative 3, would require approximately 46 acres of fee-simple land acquisition and 23 acres of avigation easement. The fee-simple acquisition would include the partial fee-simple acquisition of three residential properties (Runway 6 end) and one commercial property (Runway 24 end). The provisions set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will be followed.

Wetland and stream mitigation was coordinated with the FAA, VDEQ, Marine Resource Commission, and ACOE. The FAA was involved in the coordination process but did not assist in negotiating the necessary mitigation. A verification package was submitted to the ACOE on April 1, 2006, and a JPA was submitted on March 21, 2007 (Appendix E).

Stream impacts are measured in linear feet, while wetland impacts are measured in acres. The impacts caused by the proposed action were calculated and converted into credits. These credits determine how much mitigation the project will require. Options for mitigation include improving degraded streams within the same floodplain, buying into a mitigation bank, wetland creation or donating money to a non-profit organization directly involved in improving streams. The ACOE, VDEQ, Resource Commission, and EPA determined a stream mitigation plan for the impacts at VJI to include payment into the Virginia Aquatic Resources Trust Fund.

The NRHP listed St. John House will not be physically impacted by proposed projects at VJI as a retaining wall would be constructed to prevent grading and construction on the historic property. However, indirect, visual impacts to the site would be mitigated by planting trees to block the southern view to the extent possible. Accordingly, a Memorandum of Agreement (MOA) between the FAA, VHAA, and DHR was executed



in April 2010 to ensure mitigation requirements are met. The MOA is located in Appendix I.

## **G. MITIGATION SUMMARY**

### **1. Fee simple Acquisition of Residences**

Provisions set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will be followed.

### **2. Water Quality and Jurisdictional Waters**

The sponsor's proposed action would impact Spring Creek and adjacent wetlands. It would be necessary to modify the stream to accommodate the runway extension. The wetlands would require fill to accommodate the action as well. Coordination with the FAA, VDEQ, Virginia Marine Resource Commission and ACOE will be necessary.

### **3. Cultural Resources**

Results of the Phase I study concluded that the Spring Creek site, St. John House, and Hilt House be recommended for additional testing (Phase II) to determine eligibility for the National Register of Historic Places (NRHP). The Phase II studies for both the architectural and archaeological resources were completed and VDHR concluded that the Spring Creek site is not eligible for the NRHP. However, the St. John House has been determined eligible for the NRHP; consequently a Memorandum of Agreement (MOA) between the FAA, VHAA, and VDHR was executed in April 2010 to ensure mitigation requirements are met (Appendix I). Analysis completed in this EA determined no significant impacts



would occur to the Hilt House; therefore, no mitigation for this property would be required.

#### **4. Preparation of Erosion and Sedimentation Control Plan**

An Erosion and Sedimentation Control Plan will be completed during design of the proposed action to meet Virginia's Erosion and Sediment Control Law and Regulations (July 2003), pursuant to the Title 10.1, Chapter 5, Article 4 of the Code of Virginia. The plan will include sufficient information to evaluate the site conditions, environmental characteristics of the affected areas, potential impacts of the proposed grading on water resources, and effectiveness and acceptability of measures proposed to minimize soil erosion and off-site sedimentation. Regulations outlined in the Virginia Stormwater Management Act and the Virginia Stormwater Management Program (VSMP) Permit Regulations adopted in accordance with the Act will be followed as applicable.

#### **5. Application of Best Management Practices (BMPs)**

The implementation of BMPs will minimize construction impacts associated with the preferred alternative. BMPs are defined as a practice, or combination of practices, that are determined to be the most effective means of reducing the amount of pollution generated by non-point sources to a level compatible with water quality goals. The design of the airport will include practices to minimize the impact on the surrounding areas. The use of erosion and sedimentation controls will be required throughout the removal period.



**DOCUMENT PREPARATION**

---

The individuals who were primarily responsible for the preparation of this EA are listed below, together with their qualifications. The list includes persons affiliated with the Federal Aviation Administration, Virginia Highlands Airport Commission, Delta Airport Consultants, Inc., S&ME, Inc., Coastal Carolina Research, Inc., and Newkirk Environmental, Inc.

**Federal Aviation Administration**

Chris Osburn – Environmental Protection Specialist, Airports Division, Washington Airports District Office – Responsible for detailed FAA evaluation of all parts of the EA.

**Virginia Highlands Airport Commission**

Mickey Hines – Airport Manager

**Delta Airport Consultants, Inc.**

Colleen M. Angstadt, AICP – M.S. and B.S. Geoenvironmental Studies, 10 years experience. Project Manager – responsible for overall EA document preparation, environmental agency coordination, and public participation program/information.

Kathryn S. Keels, C.M., LEED AP – B.S. Geography, 4 years experience. Project Planner – responsible for research and assistance with EA document preparation.

Delta Airport Consultants, Inc. – Technical support



**S&ME, Inc.**

P. Alan Williams, P.E. – M.S. and B.S. Civil Engineering, 30 years experience. Senior Engineer/Environmental Services Manager – responsible for overall Due Diligence Hazardous Waste Evaluation preparation and coordination.

Wendy Polomis – A.A. Business Administration, B.S. Geology, 12 years experience. Staff Geologist – responsible for data interpretation, report preparation, and coordination with state officials.

**Coastal Carolina Research, Inc.**

Loretta Lautzenheiser, RPA – M.A. Anthropology, B.S. Anthropology, 33 years of cultural resource management experience. Project principal investigator for Phase I Cultural Resources Survey.

Michael D. Scholl, RPA – PhD. Anthropology (candidate); M.A. and B.A. Anthropology, 8 years experience as archaeological consultant. Cultural Resources Survey, document preparation.

Bill Hall – B.A. History, 11 years experience. Conducted background research and composed historic context of Phase I Cultural Resources Survey.

Jennifer Stewart – M.A. Historic Preservation, B.A. Art Education, 10 years experience. Conducted the architectural survey and evaluation.



**Newkirk Environmental, Inc.**

Stephen A. Nichols – B.S. Biology, 20 years experience in wetland delineations, wetland permitting, and threatened and endangered species studies. Managing Partner – Participated in field investigations and development of the Biological Assessment.

M. Derrick Myers – B.S. Aquaculture, Fisheries and Wildlife Biology, 10 years experience in wetland delineations, wetland permitting, and threatened and endangered species studies. Project Biologist – Project Manager for the field investigations and writer of the Biological Assessment.



# APPENDIX A

## LIST OF ACRONYMS AND GLOSSARY



**DELTA AIRPORT  
CONSULTANTS, INC.**

8008 Corporate Center Drive, Suite 330 ♦ Charlotte, North Carolina 28226  
Phone: (704) 521-9101 ♦ Fax: (704) 521-9109 ♦ [www.deltaairport.com](http://www.deltaairport.com)



## LIST OF ACRONYMS AND GLOSSARY

---

AAQS	Ambient Air Quality Standards
ACIP	Airport Capital Improvement Plan
AIP	Airports Improvement Program
ALP	Airport Layout Plan
ATCT	Air Traffic Control Tower
ACOE	Army Corps of Engineers
ADEQ	Arkansas Department of Environmental Quality
ADF	Automatic Direction Finder Indicator
APE	Area of Potential Effect
ARFF	Airport Rescue and Fire Fighting
ARC	Airport Reference Code
ARG	Walnut Ridge Regional Airport
ARTCC	Air Route Traffic Control Center
AWRC	Arkansas Water Resource Center
AZD	Airport Zoning District
BHP	Bureau for Historic Preservation
BMP	Best Management Practice
CAA	Clean Air Act
CAAA	Clean Air Act Amendments of 1990
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CIP	Capital Improvement Plan
CO	Carbon Monoxide
dBA	A-weighted Decibels
DNL	Day-night Average Noise Levels
DOD	Department of Defense
DOT	Department of Transportation
EA	Environmental Assessment



E&SC	Erosion and Sediment Control
EDMS	Emissions and Dispersion Modeling System
EPA	Environmental Protection Agency
EV	Exceptional Value Waters
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FBO	Fixed Base Operator
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FONZI	Finding of No Significant Impact
FPPA	Farmland Protection Policy Act
GA	General Aviation
GPS	Global Navigation Satellite System
GSE	Ground Service Equipment
HIRL	High-Intensity Runway Lighting
HQ	High-Quality Waters
IAP	Industrial Airpark
IFR	Instrument Flight Rules
ILS	Instrument Landing System
INM	Integrated Noise Model
MALS	Medium-Intensity Approach Lighting System
MALSF	Medium-Intensity Approach Lighting System with Sequenced Flashing Lights
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MIRL	Medium Intensity Runway Lights
MOA	Memorandum of Agreement
MOS	Modification of Airport Design Standards
MSL	Mean Sea Level
NAAQS	National Ambient Air Quality Standards



NAVAIDs	Navigational Aids
NDB	Non-directional Radio Beacon
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NO <sub>2</sub>	Nitrogen Dioxide
NPIAS	National Plan of Integrated Airport Systems
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resource Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O <sub>3</sub>	Ozone
O&D	Origin and Destination
ODAL	Omni Directional Approach Lighting System
OFA	Object Free Area
PAPI	Precision Approach Path Indicator
Pb	Lead
PCPI	Per Capita Personal Income
PM	Particulate Matter
REILS	Runway End Identifier Lights
RCRA	Resource Conservation and Recovery Act
RPZ	Runway Protection Zone
RSA	Runway Safety Area
S.R.	State Route
SHPO	State Historic Preservation Office
SO <sub>2</sub>	Sulfur Dioxide
STP	Shovel Test Probes
TAF	Terminal Area Forecast
USDA	United States Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service



USGS	United States Department of the Interior Geological Survey
VOC	Volatile Organic Compounds
VOR/DME	Very High Frequency Omni Range Station with Distance Measuring Equipment



## GLOSSARY

### A

**A-Weighted Sound Level (dBA):**—The ear does not respond equally to sound frequencies. It is less efficient at low and high frequencies than it is at medium or speech-range frequencies. Thus, to obtain a single number representing the sound level of a noise having a wide range of frequencies in a manner representative of the ear's response, it is necessary to reduce the effects of the low and high frequencies with respect to the medium frequencies. The resultant sound level is said to be A-weighted, and the units are decibels (dB); hence, the abbreviation is dBA. The A-weighted sound level is also called the noise level. Sound level meters have an A-weighting network for measuring A-weighted sound level.

**Access Taxiway:** A taxiway that provides access to a particular location or area.

**Active Based Aircraft:** Aircraft that have a current airworthiness certificate and are based at an airport.

**Actual Runway Length:** The length of full width, usable runway from end to end or full strength pavement where those runways are paved.

**Administration Building:** A building or buildings accommodating airport administration activity and public facilities for itinerant and local flying, usually associated with general aviation fixed base operations.

**Administration Space:** The space including, but not limited to, space for offices, cafeterias, conference rooms,

lobbies, waiting rooms, garages, parking lots.

**Advisory Circular:** A series of FAA publications consisting of all nonregulatory material of a policy, guidance, and informational nature.

**Aeronautical Chart:** A map representing a portion of the earth, made especially for use in air navigation.

**Air Cargo:** All commercial air express and air freight except air mail and air parcel post.

**Air Carrier Airport:** An airport (or runway) designated by design and/or use for air carrier operations.

**Air Carrier – All Cargo:** A certificated route air carrier authorized to perform scheduled air freight, express, and mail transportation service as well as the conduct of nonscheduled operations (which may include passengers over specified routes).

**Air Carrier – Certificated Route:** An air carrier holding a Certificate of Public Convenience and Necessity issued to conduct scheduled services over specified routes and a limited number of nonscheduled operations.

**Air Carrier – Commuter:** An air taxi operator which: (1) performs at least five round trips per week between two or more points and publishes flight schedules that specify the times, days of the week, and places between which such flights are performed; or (2) transports mail by air under a current contract with the U.S. Postal Service.



## GLOSSARY

**Air Carrier – Intrastate:** An air carrier licensed by a state to operate wholly within its borders but not permitted to carry interline passengers from out of state.

**Aircraft Approach Category:** A grouping of aircraft based on 1.3 times their stall speed in their landing configuration at their maximum certificated landing weight.

**Aircraft Design Group (ADG):** A grouping of airplanes based on wingspan.

**Aircraft Operations:** The airborne movement (landing or taking off) of aircraft. There are two types of operations – local and itinerant.

1. Local operations are performed by aircraft that:

- a. Operate in the local traffic pattern or within sight of the airport.
- b. Are known to be departing for, or arriving from, flight in local practice areas within a 20-mile radius of the airport.
- c. Execute simulated instrument approaches or low passes at the airport.

2. Itinerant operations are all aircraft operations other than local operations.

**Aircraft Rescue And Fire Fighting (ARFF):** The aircraft rescue and fire fighting capability required at airports under Federal Aviation Regulations (FAR) Part 139.

**Aircraft Tiedown:** Positions on the ground surface that are available for securing aircraft.

**Airfield Capacity (Hourly):** The maximum number of aircraft operations (landings or

takeoffs) that can take place on an airfield in one hour under specific conditions.

**Air Freight:** A system or service set up for the carrying of freight by air.

**Airman's Meteorological Information (AIRMET):** An in-flight weather advisory concerning weather phenomena of less severity than that covered by SIGMETs, which are potentially hazardous to certain aircraft, e.g., those having limited equipment, instrumentation, or pilot qualifications. These advisories cover moderate icing and turbulence, winds of 40 knots or more within 2,000 feet of the surface, and the initial onset of visibilities less than 2 miles or ceilings less than 1,000 feet.

**Air Navigation Facility (NAVAID):** Any facility used or designed for use as an aid to air navigation.

**Airport:** An area of land or water that is used or intended to be used for the landing and takeoff of aircraft, including its buildings and facilities. (FAR Part 1)

**Airport Advisory Service (AAS):** A service provided by flight service stations at airports not served by a control tower. This service consists of providing information to landing and departing aircraft concerning wind direction and velocity, favored runway, altimeter setting, pertinent known traffic, pertinent known field conditions, airport taxi routes and traffic patterns, and authorized instrument approach procedures.

**Airport Beacon:** A navigational aid emitting alternating white and green flashes to indicate a lighted airport or white flashes only for an unlighted airport.



## GLOSSARY

**Airport Elevation:** The highest point on an airport's usable runways expressed in feet above mean sea level (MSL).

**Airport Environs:** The area surrounding an airport that is considered to be directly affected by the presence and operation of the airport.

**Airport Imaginary Surfaces:** Imaginary surfaces established at an airport for obstruction determination purposes.

**Airport Improvement Program (AIP):** A program administered by the Federal Aviation Administration to provide financial grants-in-aid for airport planning, airport development projects, and noise compatibility programs. The program was established through the Airport and Airway Improvement Act of 1982, which was incorporated as Title V of the Tax Equity and Fiscal Responsibility Act of 1982 (P.L. 97-248).

**Airport Land Use Plan:** A generalized plan depicting proposed land uses within the airport boundary. The land use plan is a required element of an airport master plan.

**Airport Layout Plan (ALP):** The plan for an airport showing the layout of existing and proposed airport facilities and structures.

**Airport Master Plan:** Appropriate documents and drawings concerning the development of a specific airport from a physical, economic, social, and political jurisdictional perspective. The airport layout plan is a part of this plan.

**Airport Operation:** A landing or a takeoff at an airport. (A low approach below traffic pattern altitude or a touch-and-go operation

are counted as both a landing and a takeoff; i.e., two operations.)

**Airport Reference Point (ARP):** The airport reference point is the latitude and longitude of a point that is the approximate center of all existing and proposed landing and takeoff areas.

**Airport Sponsor:** A public agency or tax-supported organization, such as an airport authority, that is authorized to own and operate an airport, obtain property interests, obtain funds, and be legally, financially, and otherwise able to meet all applicable requirements of current laws and regulations.

**Airport System Planning:** The development of information and guidance to determine the extent, type, nature, location, and timing of airport development needed to establish a viable and balanced system of public airports.

**Airports Closed to the Public:** An airport not available to the public without permission from the owner.

**Airports Open to the Public:** An airport open to the public without prior permission and without restrictions within the physical capacities of available facilities.

**Air Route:** Navigable airspace between two points which is identifiable.

**Air Route Surveillance Radar (ASR):** A remote radar facility connected to an air route traffic control center and used to detect and display the azimuth and range of enroute aircraft operating between terminal areas, enabling the ATC controller to provide air traffic control services in the air route traffic control system.



## GLOSSARY

**Air Route Traffic Control Center (ARTCC):** A facility that provides air traffic control service to aircraft operating on an IFR flight plan within controlled airspace.

**Airspace:** Space in the air above the surface of the earth or a particular portion of such space, usually defined by the boundaries of an area on the surface projected upward.

**Air Traffic:** Aircraft operating in the air or on an airport surface, exclusive of loading ramps and parking areas. (FAR Part 1)

**Air Traffic Control (ATC):** A service operated by appropriate authority to promote the safe, orderly, and expeditious flow of air traffic. (FAR Part 1)

**Air Traffic Hub:** Air traffic hubs are not airports; they are the cities and Standard Metropolitan Statistical Areas requiring aviation services. Communities fall into four classes as determined by each community's percentage of the total enplaned passengers in scheduled and nonscheduled service of the domestic certificated air carriers in the 50 states, the District of Columbia, and other U.S. areas designed by the Federal Aviation Administration. The four hub types are: "L" (large), "M" (medium), "S" (small), and "N" (non-hub).

**Airway:** A path through navigable airspace within which air traffic service is provided.

**Alignment (Azimuth):** The azimuth or actual magnetic bearing of a course.

**Alignment (Elevation):** The actual angle above a horizontal plane, originating at a

specific point of a course used for altitude guidance.

**Alternate Airport:** An airport where an aircraft may land if a landing at the intended airport becomes inadvisable. (FAR Part 1)

**Ambient Noise:** The total of all noise in a system or situation, independent of the presence of the specific sound to be measured. In acoustical measurements, strictly speaking, ambient noise means electrical noise in the measurement system. However, in popular usage, ambient noise is also used to mean "background noise" or "residual noise."

**Approach Area:** The defined area over which landing and takeoff operations are made.

**Approach Clearance:** Authorization issued by air traffic control to the pilot of an aircraft for an approach for landing under Instrument Flight Rules.

**Approach Control Facility:** A terminal air traffic control facility (TRACON, CST, RAPCON, RATCF, Tower, etc.) providing approach control service.

**Approach Fix:** The fix from or over which final approach (IFR) to an airport is executed.

**Approach Gate:** That point on the final approach course which is one mile from the approach fix on the side away from the airport or five miles from the landing threshold, whichever is farther from the landing threshold.

**Approach Lighting System (ALS):** An airport lighting facility that emits radiating light beams in a directional pattern by which





## GLOSSARY

the pilot aligns the aircraft with the runway on his final approach and landing.

**Approach Path:** A specific flight course laid out in the vicinity of an airport and designed to bring aircraft in to safe landings; usually delineated by navigational aids.

**Approach Slope Ratio:** The ratio of horizontal to vertical distance indicating the degree of inclination of the approach surface.

**Approach Sequence:** The order in which aircraft are positioned while awaiting approach clearance or while on approach.

**Approach Surface:** An imaginary surface longitudinally centered on the extended centerline of the runway, beginning at the end of the primary surface and rising outward and upward to a specified height above the established airport elevation.

**Apron:** A defined area, on a land airport, intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance.

**Area Navigation (RNAV):** A method of navigation that permits aircraft operations on any course within the coverage of available navigation signals or within the limits of self-contained system capability. (FAR Part 1)

**Area Navigation Low Route:** An area navigation route within the airspace extending upward from 1,200 feet above the surface of the earth to, but not including, 18,000 feet MSL. (FAR Part 1)

**Area Navigation High Route:** An area navigation route within the airspace extending upward from, and including, 18,000 feet MSL to flight level 450. (FAR Part 1)

**Automated Radar Terminal Systems (ARTS):** Computer-aided radar display capable of associating alphanumeric data with radar returns.

**Automatic Direction Finder (ADF):** A radio device that uses radio transmissions from ground stations to automatically indicate the bearing of an aircraft in relation to the ground transmitter.

**Automatic Terminal Information Service (ATIS):** The repetitive transmission of recorded noncontrolling information in selected high-activity terminal areas.

**Avigation Easement:** A grant of property interest in land over which a right of unobstructed flight in the airspace is established.

**Aviation Safety And Noise Abatement Act Of 1979:** Public Law 96-193, enacted February 18, 1980. The purpose of the act is to provide assistance to airport sponsors in preparing and carrying out noise compatibility programs and in assuring continued safety for aviation. The act also contains the requirement for certain types of aircraft to comply with FAR Part 36, *Noise Standards: Aircraft Type and Airworthiness Certification*.



## GLOSSARY

### B

**Base Leg:** A flight path in the traffic pattern at right angles to the landing runway off the approach end and extending from the downwind leg of the extended runway centerline.

**Bearing:** The horizontal direction of an object or point, measured as an angle, usually clockwise, from true or magnetic north through 360 degrees.

**Blast Fence:** A barrier used to divert or dissipate jet blast or propeller wash.

**Building Restriction Line (BRL):** A line shown on the airport layout plan beyond which airport buildings must not be positioned in order to limit their proximity to aircraft movement areas and impact on airport imaginary surfaces.

**Bypass Taxiway:** A taxiway located adjacent to an area that accommodates moving or parked aircraft specifically designed to achieve efficient aircraft passing movements.

### C

**Capital Improvement Program (CIP):** A multiyear (sometimes single-year) schedule of capital expenditures for construction or equipment at an airport.

**Category II Operations:** An aircraft operation using a straight-in ILS approach to the runway of an airport under a Category II ILS instrument approach procedures.

**Ceiling:** The height above the surface of the earth of the lowest layer of clouds or obscuring phenomena that is reported as "broken," "overcast," or "obscuration."

**CEQ (Council On Environmental Quality) Regulations:** CEQ Regulations implementing the National Environmental Policy Act of 1969 (NEPA) were published in the Federal Register on November 29, 1978. References to the Regulations in FAA Order 5050.4A (*Airport Environmental Handbook*) identify a given section, e.g., CEQ 1500 or CEQ 1508.8.

**Circling Approach Area:** An area in which aircraft circle to land under visual conditions after completing an instrument approach.

**Co-Location:** Placement of coaxially oriented components such as in a VOR and a TACAN one above the other or a VOR/DME combination.

**Compass Calibration Pad:** An airport facility for calibrating an aircraft compass.

**Conical Surface:** A surface extending from the periphery of the horizontal surface outward and upward at a slope of 20:1 as prescribed by FAR Part 77.

**Continental Control Area:** The airspace of the 48 contiguous states, the District of Columbia, and Alaska, excluding the Alaska peninsula west of Longitude 160 degrees 00' 00" W., at and above 14,500 feet MSL. The area does not include the following:

a. The airspace less than 1,500 feet above the surface of the earth; or



## GLOSSARY

b. Prohibited and restricted areas, other than the restricted areas listed in FAR Part 71 Subpart D.

**Controlled Airspace:** Airspace within which aircraft may be subject to air traffic control.

**Control Zone:** Airspace extending upward from the surface of the earth which may include one or more airports and is normally a circular area of five statute miles in radius with extensions where necessary to include instrument approach and departure paths.

**Coverage:** The designated volume of airspace within which reliable information is produced by a facility.

**Critical Aircraft:** In airport design, the aircraft that controls one or more design items such as runway length, pavement strength, lateral separation, etc., for a particular airport. The same aircraft may not be critical to all design items.

**Crosswind:** A wind blowing across the line of flight of an aircraft.

**Crosswind Runway:** A runway that provides for wind coverage not adequately provided by the primary runways.

## D

**Day-Night Average Sound Level (DNL):** A method for predicting, by a single number rating, cumulative aircraft noise that affects communities in airport environs. The DNL value represents decibels of noise as measured by an A-weighted sound-level meter. In the DNL procedure, the noise exposure from each aircraft takeoff or landing at ground level around an airport is calculated, and these noise exposures are

accumulated for a typical 24-hour period. (The 24-hour period often used is the average day of the peak month for aircraft operations during the year being analyzed.) Daytime and nighttime noise exposures are considered separately. A weighting factor equivalent to a penalty of 10 decibels is applied to operations between 10 p.m. and 7 a.m. to account for the increased sensitivity of people to nighttime noise. The DNL values can be expressed graphically on maps using either contours or grid cells. DNL may also be used for measuring other noise sources, such as automobile traffic, to determine combined noise effects.

**dBA:** See A-Weighted Sound Level.

**Decibel (dB):** A unit for measuring the volume of a sound, equal to the logarithm of the ratio of the intensity of the sound to the intensity of an arbitrarily chosen standard sound.

**Decision Height (DH):** The height at which a decision must be made, during an ILS or PAR instrument approach, to either continue the approach or to execute a missed approach. (FAR Part 1)

**de minimis:** Below the level of significance requiring formal determination of project conformity.

**Designated Instrument Runway:** A runway that has been selected as being suitable for the installation of a precision approach aid such as an ILS, for which there is an existing or forecast need.

**DF Fix:** The geographical location of an aircraft obtained by the direction finder.

**Direction Finder (DF, VDF, UVD):** A radio receiver equipped with a directional



## GLOSSARY

sensing antenna used to take bearings on a radio transmitter.

**Displaced Threshold:** A threshold that is located at a point on the runway other than the beginning.

**Distance Measuring Equipment (DME):** Electronic equipment used to measure, in nautical miles, the slant range of the aircraft from a navigation aid.

**DME Fix:** A geographical position determined by reference to a navigational aid which provides distance and azimuth information as defined by a specified distance in nautical miles and a radial in degrees magnetic from that aid.

**DME Separation:** Spacing of aircraft in terms of distance (miles) determined by reference to distance measuring equipment. (DME).

### E

**Enplaned Passengers:** The total number of revenue passengers boarding aircraft, including originating, stopover, and transfer passengers, in scheduled and nonscheduled services.

**En Route Air Traffic Control Service:** Air traffic control service provided aircraft on an IFR flight plan when these aircraft are operating between departure and destination terminal areas.

**Environmental Assessment (EA):** A statement prepared under the requirements of the National Environmental Policy Act of 1969 (NEPA), Section 102(2) (c). The EA represents a federal agency's evaluation of the effects of a proposed action on the environment. Regulations relating to the

preparation of an EA are published in FAA Order 5050.4A, *Airport Environmental Handbook*.

**Exit Taxiway:** A taxiway used as an exit from a runway to another runway, apron, or other aircraft operating area.

### F

**FAA Order 5050.4A:** This document, entitled *Airport Environmental Handbook*, was published by the FAA on October 8, 1985. It contains all of the essential information an airport sponsor needs to meet both procedural and substantive environmental requirements.

**FAR PART 36:** Federal Aviation Regulations Part 36, *Noise Standards: Aircraft Type and Airworthiness Certification*. Establishes noise standards for the civil aviation fleet. Some extensions for compliance are included in the Aviation Safety and Noise Abatement Act of 1979.

**FAR PART 77:** Federal Aviation Regulations Part 77, *Objects Affecting Navigable Airspace*. Establishes standards for determining obstructions and conducting aeronautical studies to determine the potential effects of obstructions on aircraft operations. Objects are considered to be obstructions to air navigation according to FAR Part 77 if they exceed certain heights or penetrate certain imaginary surfaces established in relation to airports. Objects classified as obstructions are subject to an aeronautical study by the FAA to determine their potential effects on aircraft operations.

**FAR PART 91:** Federal Aviation Regulations Part 91, *General Operating and Flight Rules*. On September 25, 1991, the



## GLOSSARY

FAA issued an amendment to FAR Part 91 (14CFR91) in conformance with the requirements of the Airport Noise and Capacity Act of 1990. The amendment to the aircraft operating rules requires a phased transition to an all Stage 3 fleet operating in the 48 contiguous United States and the District of Columbia by December 31, 1999. The amendment places a cap on the number of Stage 2 aircraft allowed to operate in the United States and provides for a continuing reduction in the population exposed to noise from Stage 2 aircraft.

**FAR PART 150:** Federal Aviation Regulations Part 150, *Airport Noise Compatibility Planning*. An FAR Part 150 Program is an FAA-assisted study designed to increase the compatibility of land and facilities in the areas surrounding an airport that are most directly affected by operation of the airport. The specific purpose is to reduce the adverse effects of noise as much as possible by implementing both on-airport noise abatement measures and off-airport noise mitigation programs. The basic products of an FAR Part 150 program typically include (1) noise exposure maps for the existing condition and for 5 years in the future; (2) workable on-airport noise abatement measures, such as preferential runway use programs, new or preferential flight tracks, and curfews; (3) off-airport noise mitigation measures (land use control programs and regulations), such as land acquisition, soundproofing, or special zoning; (4) an analysis of the costs and the financial feasibility of the recommended measures; and (5) policies and procedures related to the implementation of on- and off-airport programs. A community involvement program is carried on throughout all phases of program development.

**Federal Aviation Administration (FAA):** The agency of the U.S. Department of Transportation that is charged with (1) regulating air commerce to promote its safety and development; (2) achieving the efficient use of navigable airspace of the United States; (3) promoting, encouraging, and developing civil aviation; (4) developing and operating a common system of air traffic control and air navigation for both civilian and military aircraft; and (5) promoting the development of a national system of airports.

**Final Approach Area(s):** Areas of defined dimensions protected for aircraft executing instrument approaches.

**Final Approach (IFR):** The flight path of an aircraft that is inbound to the airport on an approved final instrument approach course, beginning at the final approach fix or point.

**Final Approach (VFR):** A flight path of a landing aircraft in the direction of landing along the extended runway centerline.

**Flight Track:** The average flight path flown by aircraft within specific corridors. Deviation from these tracks occurs because of weather, pilot technique, air traffic control, and aircraft weight. Individual flight tracks within a corridor are "averaged" for purposes of modeling noise exposure using the Integrated Noise Model (INM).

## G

**General Aviation:** That portion of civil aviation that encompasses all aviation except air carriers and large aircraft commercial operators.



## GLOSSARY

**General Aviation Aircraft:** All civil aircraft except those used by air carriers.

**Glide Slope (GS):** An ILS navigation facility providing vertical guidance for aircraft during approach and landing.

**Ground Controlled Approach (GCA):** A radar landing system operated from the ground by air traffic control personnel transmitting instructions to the pilot by radio.

### H

**Handoff:** Passing control of an aircraft from one controller to another.

**Holding Apron:** (see holding bay)

**Holding Bay:** An area where aircraft can be held, or bypassed, to facilitate efficient ground traffic movement.

**Holding Point:** A designated point or location, identifiable by the pilot by visual reference to the ground or by NAVAIDs, near which he or she maneuvers the aircraft while awaiting further clearance.

### I

**IFR Airport:** An airport with an authorized approach procedure.

**IFR Conditions:** Weather conditions below the minimums for flight under visual flight rules. (FAR Part 1)

**ILS Category I:** An ILS that provides acceptable guidance information from the coverage limits of the ILS to the point at which the localizer course line intersects the glide path at a height of 100 feet above the horizontal plane containing the runway

threshold. A Category I ILS supports landing minimums as low as 200 feet, HAT and 1800 RVR.

**ILS Category II:** An ILS that provides acceptable guidance information from the coverage limits of the ILS to the point at which the localizer course line intersects the glide path at a height of 50 feet above the horizontal plane containing the runway threshold. A category II ILS supports landing minimums as low as 100 feet, HAT and 1200 RVR.

**ILS Category III:** An ILS that provides acceptable guidance information from the coverage limits of the ILS with no decision height specified above the horizontal plane containing the runway threshold. (See ILS-CAT III A operations.)

**ILS-CAT III A Operations:** Operation, with no decision height limitation, to and along the surface of the runway with a runway visual range not less than 700 feet.

**Impact:** In environmental analyses, the word "impact" is used to express the extent or severity of an environmental problem, e.g., the number of persons exposed to a given noise environment. As indicated in CEQ 1500 (Section 1508.8), impacts and effects are considered to be synonymous. Effects or impacts may be ecological, aesthetic, historic, cultural, economic, social, or health related, and they may be direct, indirect, or cumulative.

**Inner marker (IM):** An ILS navigational facility that indicates to the pilot, both aurally and visually, that he is directly over the facility at an altitude of 100 feet on final ILS approach, providing he is on the glide path.



## GLOSSARY

**Instrument Approach:** An approach to an airport, with intent to land, when the visibility is less than 3 miles and/or when the ceiling is at or below the minimum initial altitude.

**Instrument Approach Runway:** A runway served by an electronic aid providing directional guidance adequate for a straight-in approach.

**Instrument Approach System:** An air navigation system used to guide aircraft to a safe landing beginning at an initial approach point and ending at a point near enough to the ground to permit a visual landing.

**Instrument Flight Rules (IFR):** FAR rules that govern the procedures for conducting instrument flight. (FAR Part 91)

**Instrument Landing System (ILS):** A system that provides the lateral, longitudinal, and vertical guidance necessary for a landing.

**Instrument Operation:** An aircraft operation in accordance with an IFR flight plan or an operation where IFR separation between aircraft is provided by a terminal control facility or air route traffic control center.

**Instrument Runway:** A runway equipped with electronic and visual navigation aids and for which a straight-in (precision or non-precision) approach procedure has been approved or is planned.

**Integrated Noise Model (INM):** A computer model developed by the FAA and required by the FAA for use in environmental assessments, environmental impact statements, and FAR Part 150 studies

for developing existing and future aircraft noise exposure maps.

## L

**Land Use Compatibility Assurance:** Documentation provided by an airport sponsor to the FAA. The documentation is related to an application for an airport development grant. Its purpose is to assure that a reasonably appropriate action, including the adoption of zoning laws, has been taken or will be taken to restrict the use of land adjacent to the airport or in the immediate vicinity of the airport. Such uses are limited to activities and purposes compatible with normal airport operations, including the landing and takeoff of aircraft.

**Large Airplane:** An airplane of more than 12,500 pounds maximum certificated takeoff weight.

**Localizer (LOC):** An ILS navigation facility providing horizontal guidance to the runway centerline during approach and landing.

**Localizer Type Directional Aid (LDA):** A facility of comparable utility and accuracy to a localizer that is not aligned with the runway having an angle of divergence exceeding 3 degrees but not exceeding 30 degrees.

**Longitudinal Separation:** The longitudinal spacing of aircraft at the same altitude by a minimum distance expressed in units of time or miles.

**Loudness:** The judgment of the intensity of a sound by a person. Loudness depends primarily on the sound pressure of the stimulus. Over much of the loudness range, it takes about a threefold increase in sound



## GLOSSARY

pressure (approximately 10 decibels) to produce a doubling of loudness.

**Low Altitude Airway Structure:** The airways serving aircraft operations up to but not including 18,000 feet MSL.

### M

**Minimum Descent Altitude (MDA):** The lowest altitude, expressed in feet above mean sea level, to which descent is authorized on final approach or during circle-to-land maneuvering. (FAR Part 1)

**Missed Approach:** An instrument approach not completed by landing due to (1) visual contact not established at authorized minimums; or (2) landing not completed due to other reasons; or (3) instructions from air traffic control.

**Missed Approach Procedure (MAP):** Flight procedures prescribed when an aircraft fails to land after completing an instrument approach.

**Mitigation Measure:** An action that can be planned or taken to alleviate (mitigate) an adverse environmental impact. Mitigation consists of the following:

- (1) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (2) Minimizing the impact by limiting the degree or magnitude of the action and its implementation.
- (3) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- (4) Reducing or eliminating the impact

over time by preservation and maintenance operations during the life of the action.

(5) Compensating for the impact by replacing or providing substitute resources or environments. A proposed airport development project, or alternatives to that project, may constitute a mitigation measure.

### N

**NAVAID:** Any facility used in aid of air navigation, including lights; equipment for disseminating weather information, signaling, radio direction finding, or radio or other electronic communication, and any other structure or mechanism having a similar purpose for guiding or controlling flight in the air or the landing or takeoff of aircraft.

**Noise:** Any sound that is considered to be undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying.

**Noise Abatement Procedures:** Changes in runway use, flight approach and departure routes and procedures, and other air traffic procedures that are made to shift adverse aviation effects away from noise-sensitive areas (such as residential neighborhoods).

**Noise Contours:** Lines drawn on a map that connect points of equivalent DNL values. They are usually drawn in 5 dB intervals, such as connections of DNL 75 values, DNL 70 values, DNL 65 values, and so forth.

**Noise-Sensitive Land Use:** Land uses that can be adversely affected by high levels of aircraft noise. Residences, schools,





## GLOSSARY

hospitals, religious facilities, libraries, and other similar uses are often considered to be sensitive to noise.

**Nonprecision Instrument Runway:** A runway having only horizontal navigation guidance for which a straight-in, nonprecision instrument approach procedure has been approved.

**Normally Unacceptable:** DNL above 65 but not exceeding 75 decibels). The noise exposure is significantly more severe; barriers may be necessary between the site and prominent noise sources to make the outdoor environment acceptable; special building constructions may be necessary to ensure that people indoors are sufficiently protected from outdoor noise.

### 0

**100-Year Floodplain:** An area subject to flooding with an annual frequency of 1: 100.

**Obstacle Free Area (OFA):** A two-dimensional ground area surrounding runways, taxiways, and taxilanes which is clear of objects except for objects whose location is fixed by function.

**Obstacle Free Zone (OFZ):** The airspace centered about the runway that is clear of object penetrations other than frangible NAVAIDS.

**Outer Marker (OM):** An ILS navigation facility located four to seven miles from the runway edge on the extended centerline which indicates both aurally and visually, that the aircraft is passing over the facility and can begin its final approach.

### P

**Pattern:** The configuration or form of a flight path flown by an aircraft, or prescribed to be flown, as in making an approach to a landing.

**Precision Approach Procedure:** A standard instrument approach procedure in which an electronic glide slope is provided, such as ILS or PAR. (FAR Part 1)

**Precision Approach Radar (PAR):** A radar facility used to detect and display azimuth, range, and elevation of an aircraft on the final approach to a runway.

**Primary Surface:** A rectangular surface longitudinally centered about a runway. Its width is a variable dimension and it usually extends 200 feet beyond each end of the runway. The elevation of any point on this surface coincides with the elevation of its nearest perpendicular point on the runway centerline or extended runway centerline.

**Project:** The whole of an action that has a potential for resulting in a physical change in the environment, directly or ultimately, and that is any of the following:

(1) An activity directly undertaken by any public agency, including but not limited to public works construction and related activities, clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700.

(2) An activity undertaken by a person, which is supported in whole or in part through public agency contracts, grants,



## GLOSSARY

subsidies, loans, or other forms of assistance from one or more public agencies.

(3) An activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

### R

**Radar Approach Control (RAPCON):** A joint-use air traffic control facility, located at a U.S. Air Force Base, utilizing surveillance and precision approach radar equipment in conjunction with air/ground communication equipment.

**Reliever Airport:** An airport to serve general aviation aircraft that might otherwise use a congested airport served by air carriers.

**RNAV Way Point (w/p):** A predetermined geographical position used for route or instrument approach definition or progress reporting procedures that is relative to a VORTAC station position (FAR Part 1).

**Runway Alignment Indicator Light (RAIL):** An airport lighting facility consisting of five or more sequenced flashing lights installed on the extended centerline of the runway.

**Runway End Identification Light (REIL):** An airport lighting facility consisting of a single flashing high intensity white light installed at each approach end corner of a runway and directed toward the approach zone, enabling the pilot to identify the threshold of a usable runway.

**Runway Gradient (effective):** The average difference in elevation of the two ends of the runway divided by the runway length if no

intervening point lies more than five feet above or below a straight line joining the two ends of the runway. If the criteria are not met, the runway profile will be segmented and aircraft data will be applied for each segment separately.

**Runway Orientation:** The magnetic bearing of the centerline of the runway.

**Runway Protection Zone (RPZ):** An area (formerly referred to as the clear zone) used to enhance the safety of aircraft operations.

**Runway Safety Area (RSA):** A defined surface surrounding the runway prepared or suitable for reducing risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

**Runway Strength:** The ability of a runway to support aircraft of a designated gross weight for single wheel, dual wheel, and dual tandem wheel gear types.

**Runway Visual Range (RVR):** The horizontal distance a pilot can see down the runway from the approach end; based on the sighting of either high-intensity runway lights or the visual contrast of other targets, whichever yields the greater visual range.

### S

**Segmented Circle:** A basic marking device used to aid pilots in locating airports.

**Separation:** The spacing of aircraft to achieve safe and orderly movement in flight and while landing and taking off.

**Separation Minima:** The minimum longitudinal, lateral, or vertical distances by which aircraft are spaced through the application of air traffic control procedures.



## GLOSSARY

**Severe Noise Exposure:** Exposure to aircraft noise that is likely to interfere with human activity in noise-sensitive areas; repeated vigorous complaints can be expected and group action is probable. This exposure may be specified by a cumulative noise descriptor as a level of noise exposure, such as DNL 75. (See also Significant Noise Exposure.)

**Significant Effect On The Environment:** A substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself is not considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

**Significant Noise Exposure:** Exposure to aircraft noise that is likely to interfere with human activity in noise-sensitive areas; individual complaints may be expected and group action is possible. This exposure may be specified by a cumulative noise description as a level of noise exposure, such as DNL 65. (See also Severe Noise Exposure.)

**Sound Level (Noise Level):** The weighted sound pressure level obtained by the use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.

**Small Airplane:** An airplane of 12,500 pounds or less maximum certificated takeoff weight.

**Special VFR Operations:** Aircraft operating in accordance with clearances within certain control zones in weather conditions less than the basic VFR weather minimums.

**Standard Terminal Arrival Route (STAR):** A preplanned coded air traffic control IFR arrival routing.

**Statute Mile:** A statute mile equals 5,280 feet.

**Straight-In Approach:** An instrument approach wherein the final approach is commenced without first having executed a procedure turn (not necessarily completed with a straight-in landing).

## T

**Tactical Air Navigation (TACAN):** A radio transponder facility utilized by airborne equipment to compute bearing and distance relative to the facility.

**Taxilane:** The portion of the aircraft parking area used for access between taxiways and aircraft parking positions.

**Taxiway:** A defined path established for the taxiing of aircraft from one part of the airport to another.

**Terminal Building:** A building or buildings designed to accommodate the enplaning and deplaning activities of air carrier passengers.

**Terminal Facilities:** The airport facilities providing services for air carrier operations that serve as a center for the transfer of passengers and baggage between surface and air transportation.



## GLOSSARY

**Terminal Radar Approach Control (TRACON):** A terminal air traffic control facility co-located with an Airport Traffic Control Tower.

**Terminal Radar Service Area (TRSA):** A specified area around a terminal in which participating VFR pilots are provided separation from other participating VFR aircraft and IFR aircraft.

**Terminal VOR (TVOR):** Very high frequency terminal omnirange station (located on or near an airport and used as an approach aid).

**Threshold:** The designated beginning of the runway that is available and suitable for the landing of aircraft. When the threshold is located at a point other than at the beginning of the pavement, it is referred to as either a displaced threshold or a relocated threshold depending on how the pavement behind is marked.

**Traffic Pattern:** The traffic flow that is prescribed for aircraft landing at, taxiing on, and taking off from an airport. (FAR Part 1) Typical components of a traffic pattern are upwind leg, crosswind leg, downwind leg, base leg, and final approach.

**Transport Airport:** An airport designed, constructed, and maintained to serve airplanes in Aircraft Approach Category C and D.

### U

**Unicom:** Frequencies authorized for aeronautical advisory services to private aircraft.

**Utility Airport:** An airport designed, constructed, and maintained to serve

airplanes in Aircraft Approach Category A and B.

### V

**VFR Airport:** An airport without an authorized or planned instrument approach procedure.

**Victor Airway:** Phonetic designation of VOR airways.

**Visual Approach:** An approach wherein an aircraft having an air traffic control authorization may deviate from the prescribed instrument approach procedure and proceed to the airport of destination, served by an operational control tower, by visual reference to the ground.

**Visual Approach Slope Indicator (VASI):** An airport lighting facility that provides vertical visual guidance to aircraft during approach and landing, by radiating a directional pattern of high intensity red and white focused light beams.

**Visual Flight Rules (VFR):** Rules that govern the procedures for conducting flight under visual conditions. (FAR Part 91)

**Visual Meteorological Conditions (VMC):** Weather conditions that permit aircraft to be operated in accordance with visual flight rules.

**VOR/DME:** A VOR to which a specific kind of distance measuring device has been added. (See VORTAC.)

### W

**Waypoint (w/p):** A predetermined geographical position used for route definition and/or progress reporting purposes that is



## GLOSSARY

defined relative to a VORTAC station position.

**Wind Cone:** A free rotating fabric cone that indicates wind direction and wind force.

**Wind Rose:** A diagram for a given location showing relative frequency and velocity of wind from all compass directions.

**Wind Tee:** A tee-shaped free rotating device that indicates wind direction.



# APPENDIX B

## REFERENCES



**DELTA AIRPORT  
CONSULTANTS, INC.**

8008 Corporate Center Drive, Suite 330 ♦ Charlotte, North Carolina 28226  
Phone: (704) 521-9101 ♦ Fax: (704) 521-9109 ♦ [www.deltaairport.com](http://www.deltaairport.com)

## **LIST OF REFERENCES**

---

Coastal Carolina Research, Inc.

2006 *Architectural Evaluation Survey for the Proposed Improvements to Virginia Highlands Airport, Washington County, Virginia.*

Coastal Carolina Research, Inc.

2006 *Phase I Cultural Resources Survey Proposed Improvements, Virginia Highlands Airport, Abingdon, Virginia.*

Mount Rogers Planning District Commission

2006 *<http://www.mrpdc.org/econdev.htm>*

Newkirk Environmental, Inc.

2006 *Biological Assessment for the Virginia Highlands Airport, Washington County, Virginia.*

S&ME

2006 *Due Diligence Hazardous Waste Evaluation.*

United States Department of Transportation, Federal Aviation Administration

2004 FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures.*

United States Department of Transportation, Federal Aviation Administration

2006 FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.*

United States Census Bureau

2000 Washington County Data, *<http://www.census.gov>*

Virginia Department of Aviation

2002 *Virginia Highlands Economic Impact Study*

Washington County

2003 *Comprehensive Plan*



# APPENDIX C

## CULTURAL RESOURCES SURVEY: PHASES I & II



**DELTA AIRPORT  
CONSULTANTS, INC.**

8008 Corporate Center Drive, Suite 330 • Charlotte, North Carolina 28226  
Phone: (704) 521-9101 • Fax: (704) 521-9109 • [www.deltairport.com](http://www.deltairport.com)



## **Cultural Resources Survey: Reports**

**PHASE I CULTURAL RESOURCES SURVEY  
PROPOSED IMPROVEMENTS, VIRGINIA HIGHLANDS  
AIRPORT,  
ABINGDON, VIRGINIA  
VDHR FILE # 2006-0645**

**PREPARED FOR:**

**DELTA AIRPORT COUNSULTANTS, INC.  
1338 HUNDRED OAKS DRIVE  
CHARLOTTE, NORTH CAROLINA 28217**

**PREPARED BY:  
MICHAEL SCHOLL, RPA  
JENNIFER STEWART  
LORETTA LAUTZENHEISER, RPA  
*PRINCIPAL INVESTIGATOR*  
and  
BILL HALL**

**COASTAL CAROLINA RESEARCH, INC.  
P.O. BOX 1198  
407 TRADE STREET  
TARBORO, N.C. 27886**

**OCTOBER 2006**

# **Cultural Resources Survey: Correspondence**



U S Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone: 703/661-1354  
Fax 703/661-1370

March 24, 2009

Mr. Charles Seaver, President  
Historical Society of Washington County  
306 Depot Square  
P.O. Box 484  
Abingdon, VA 24212-0484

Re: St. John House – Virginia Highlands Airport

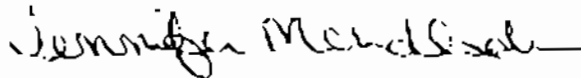
Dear Mr. Seaver,

The Federal Aviation Administration (FAA) would like to invite you to participate in the Section 106 process for the St. John House. The FAA and the Virginia Highlands Airport Commission are in the process of preparing a Draft Environmental Assessment for the proposed extension of Runway 6 at Virginia Highlands Airport. The major features of the proposed undertaking include: parallel taxiway, shifting Runway 24 threshold, relocating State Road 611, relocating a small cemetery, acquisition of land and an aviation easement.

The FAA has determined that the proposed undertaking will impact the St. John House which was built in 1860 and embodies the distinctive Greek Revival style of the mid-nineteenth-century. Contributing interior factors to the integrity of this home include, but are not limited to hand hewn timbers in the framing, the hand hewn stair railing, the intact wall surfaces and floors and the intact moldings. The integrity of the exterior is able to convey the architectural context of this period and style of architecture and maintains the integrity necessary to be recommended as potentially eligible for listing in the National Register of Historic Places under Criterion C. The Department of Historic Resources (DHR) concurred with the FAA's determination that the St. John House was eligible for the National Register of Historic Places in a letter dated December 28, 2006. Pursuant to 34 Code of Federal Regulations Part 800.6, the FAA, the DHR and the Virginia Highlands Airport Commission have prepared a Draft Memorandum of Agreement (MOA).

If you have any comments on the Section 106 process or the Draft MOA, please contact me at 703-661-1362 or by email at [Jennifer.Mendelsohn@faa.gov](mailto:Jennifer.Mendelsohn@faa.gov) by April 24, 2009.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Mendelsohn", followed by a horizontal line.

Jennifer Mendelsohn  
Environmental Specialist

Enclosure

cc: Marc Holma, Department of Historic Resources  
Mickey Hines, Airport Manager  
Colleen Angstadt, Delta Airport Consultants, Inc



# COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.  
Secretary of Natural Resources

Department of Historic Resources  
2801 Kensington Avenue, Richmond, Virginia 23221-0311

Kathleen R. Kilpatrick  
Director

Tel (804) 367-2323  
Fax (804) 367-2391  
TDD (804) 367-2396  
www.dhr.virginia.gov

29 September 2008

Ms Jennifer Mendelsohn  
Federal Aviation Administration  
Washington Airport's District Office  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

Re: National Register boundary for the St. John House, Virginia Highlands Airport  
Washington County, Virginia  
DHR File # 2006-0645

Dear Ms Mendelsohn:

We have received your letter of 12 September 2008 regarding the proposed National Register of Historic Places boundary for the St. John House (DHR survey no. 095-5264). It is our understanding that the Federal Aviation Administration (FAA) now proposes to establish the National Register limits for the St. John House as the current approximately 2.8-acre tax parcel. This determination corresponds with the recommendation that the Department of Historic Resources' (DHR) Architectural Evaluation Team made at its 29 May 2008 meeting. We, therefore, concur with the FAA's latest National Register boundary proposal.

Your letter of 12 September also requested our concurrence that the preferred alternative for the Virginia Highlands Airport improvements project will have an adverse effect on the historic St. John House. We agree that as currently designed the project will diminish those qualities, specifically the historic setting, that make the St. John House eligible for listing in the National Register. However, before formally concurring with the FAA's effect determination we want to remind your agency that, according to 36 CFR 800.6(a), a federal agency must try to avoid or minimize the adverse effect caused by its undertaking on historic properties. The DHR acknowledges that the FAA has already redesigned the scope of this undertaking in order to prevent the need to purchase and either demolish or relocate the dwelling. However, we want to

Administrative Services  
10 Courthouse Avenue  
Petersburg, VA 23803  
Tel: (804) 563-1824  
Fax: (804) 242-6196

Capital Region Office  
2801 Kensington Ave.  
Richmond, VA 23221  
Tel: (804) 367-2323  
Fax: (804) 367-2341

Tidewater Region Office  
744 S. Old Courthouse Way, 2nd Floor  
Newport News, VA 23603  
Tel: (757) 263-7877  
Fax: (757) 263-2705

Riverdale Station Office  
10301 Penmar Ave., 4F  
Roanoke, VA 24013  
Tel: (540) 847-7585  
Fax: (540) 837-7586

Southwest Region Office  
5122 Vison Street  
PO Box 319  
Stephens City, VA 22653  
Tel: (540) 868-7651  
Fax: (540) 868-7033

Page 2  
29 September 2008  
Ms Jennifer Mendelsohn

urge the FAA to again consider the current proposal to see if there is a possibility to further reduce the impacts on the historic St. John House. Please continue to consult with the DHR and the owners of the St. John House as the FAA re-examines its scope of work for the proposed improvements to the Virginia Highlands Airport.

If you have any questions about our comments, please call me at (804) 367-2523, Ext. 114.

Sincerely,

A handwritten signature in black ink, appearing to read "Marc Holma". The signature is fluid and cursive, with the first name "Marc" being more prominent than the last name "Holma".

Marc Holma, Manager  
Office of Review and Compliance

Cc: Ms Joanne Hairston  
Mr. Wade W. Massie, Esq.  
Ms Katty Harris, ACHP



U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone 703/661-1354  
Fax 703/661-1370

September 12, 2008

Mr. Marc Holma, Manager  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

Re: St. John House - Virginia Highlands Airport  
(DHR File # 2006-0645)

Dear Mr. Holma:

The Federal Aviation Administration (FAA) received your letter dated May 29, 2008 regarding the St. John House located adjacent to Virginia Highlands Airport. The letter recommends that the National Register limits for the historic house be defined as the current tax parcel which is approximately 2.8-acres. The FAA concurs with this recommendation and has revised the Area of Potential Effect (APE) drawing (enclosed).

The FAA requests your written concurrence with the revised APE and determination of adverse effects to the St. John House from the preferred alternative. FAA will begin consultation with the interested parties. If you have any questions or require additional information, please contact me at (703) 661-1362.

Sincerely,

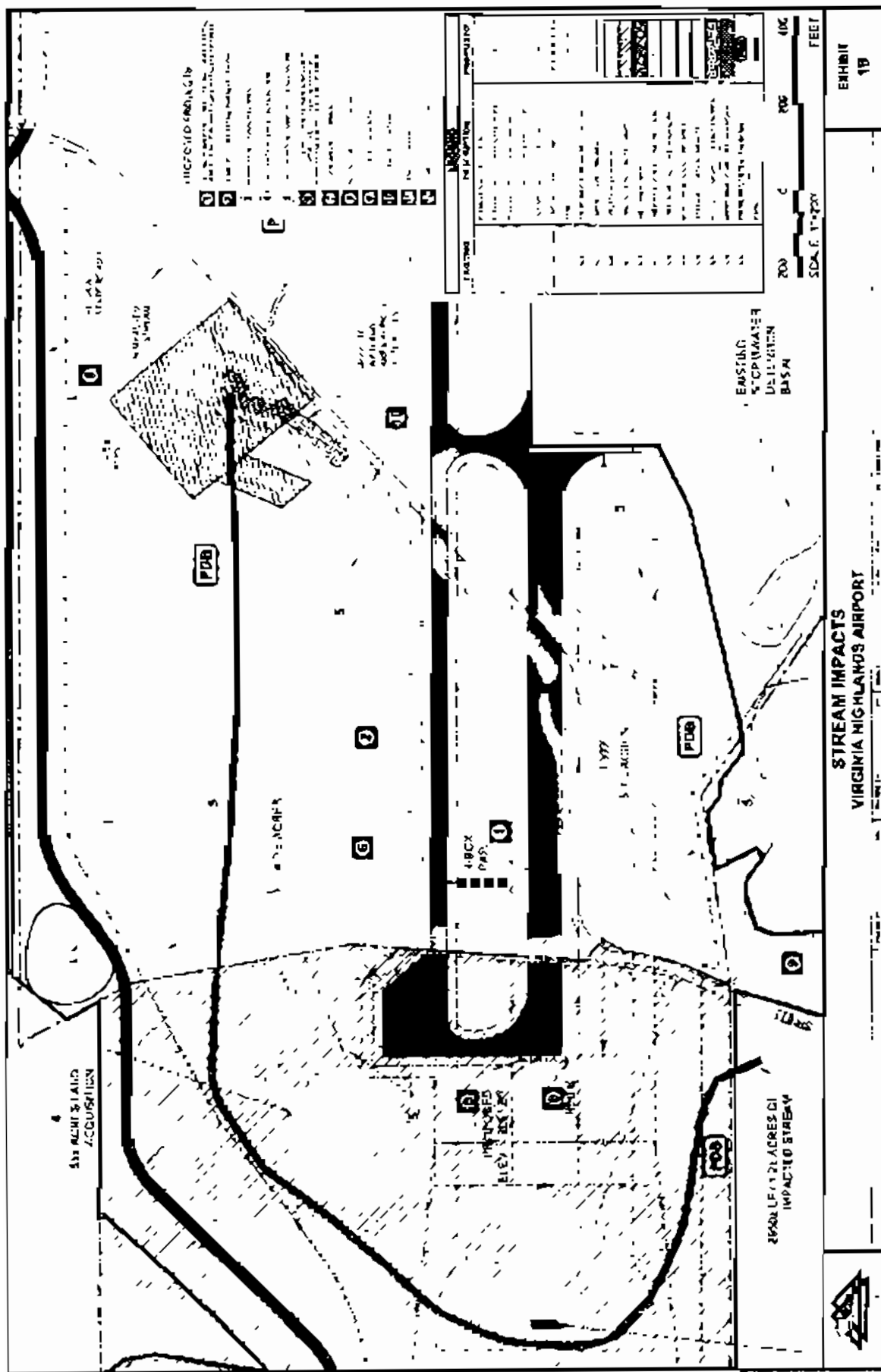
A handwritten signature in black ink, appearing to read "Jennifer Mendelsohn".

Jennifer Mendelsohn  
Environmental Specialist

Enclosure

cc Mickey Hines, Airport Manager  
Colleen Angstadt, Delta Airport Consultants, Inc.  
Mr. & Mrs. Rufus Hairston







# COMMONWEALTH of VIRGINIA

## Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221-4131

Telephone: (800) 554-3838  
 (804) 646-2000

Website: [www.dhr.virginia.gov](http://www.dhr.virginia.gov)

For more information  
 call (800) 554-3838  
 or (804) 646-2000  
 or visit [www.dhr.virginia.gov](http://www.dhr.virginia.gov)

29 May 2008

Ms Jennifer Mendelsohn  
 Federal Aviation Administration  
 Washington Airport's District Office  
 23723 Air Heritage Lane, Suite 210  
 Dulles, Virginia 20166

Re: National Register boundary for the St. John House, Virginia Highlands Airport  
 Washington County, Virginia  
 DHHR File # 2006-0645

Dear Ms Mendelsohn:

The Department of Historic Resources' Architectural Evaluation Team considered the National Register of Historic Places boundary for the St. John House at its regularly scheduled meeting on 29 May 2008. At that meeting, the Architectural Evaluation Team recommended that the National Register limits for the historic house be defined as the current tax parcel which is approximately 2.8 acres.

According to the guidance of the National Park Service expressed in *National Register Bulletin Defining Boundaries for National Register Properties*, "Boundaries should include surrounding land that contributes to the significance of the resources by functioning as the setting. This setting is an integral part of the eligible property and should be identified when boundaries are selected" (Page 3). Although the St. John House is eligible for its architectural merit under Criterion C, the Architectural Evaluation Team believes that the National Register demarcation proposed by Coastal Carolina Resources, Inc. (CCR) in its November 2006 evaluation report is too restrictive as it omits important landscape elements from the boundary such as the entrance drive, the portion of the pond included with the house, and stands of mature trees. Therefore, we believe that the 2.8-acre tax parcel is more an appropriate boundary that captures the remaining historic setting of the dwelling.

Administrative Services  
 2801 Kensington Avenue  
 Richmond, VA 23221  
 Telephone: (800) 554-3838  
 (804) 646-2000

Department of Historic Resources  
 2801 Kensington Avenue  
 Richmond, VA 23221  
 Telephone: (800) 554-3838  
 (804) 646-2000

Division of Planning  
 1115 North Commerce Street  
 Newport News, VA 23602  
 Telephone: (757) 261-5817  
 Fax: (757) 261-5824

Division of Archaeology  
 1115 North Commerce Street  
 Newport News, VA 23602  
 Telephone: (757) 261-5817  
 Fax: (757) 261-5824

Division of Historic Landmarks  
 2801 Kensington Avenue  
 Richmond, VA 23221  
 Telephone: (800) 554-3838  
 (804) 646-2000

Page 2

29 May 2008

Ms Jennifer Mendelsohn

The change in the National Register boundary will necessitate the Federal Aviation Administration (FAA) to re-evaluate its effect determination for this undertaking. However, if the FAA disagrees with DHR's boundary recommendation it may request a ruling from the Keeper of the National Register pursuant to 36 CFR Part 800.4(c)(2). Please inform us of the course the FAA will pursue.

It has come to our attention that the owners of the St. John House are not being copied by the FAA on items provided to DHR. It was our understanding that the FAA identified the property owners as consulting parties to this undertaking pursuant to 36 CFR Part 800.3(c)(5). If this is the case, the owners should be receiving the same materials from the FAA that DHR is and at the same time. However, if the FAA has not identified the property owners as consulting parties we recommend that it does since they have a demonstrated interest in the project's outcome.

If you have any questions about our comments please call me at (804) 367-2323 Ext. 114

Sincerely,



Marc Holma, Manager  
Office of Review and Compliance

Cc: Ms Joanne Harkston  
Mr. Wade W. Massie, Esq.  
Ms Katty Harris, ACHP



U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone 703/661-1354  
Fax 703/661-1370

May 5, 2008

Mr. Marc Holma, Manager  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

Re: St. John House - Virginia Highlands Airport  
(DHR File # 2006-0645)

Dear Mr. Holma:

The Federal Aviation Administration (FAA) received your letter dated April 21, 2008 regarding the St. John House located adjacent to Virginia Highlands Airport. The letter acknowledged that the Department of Historic Resources (DHR) had reviewed the evaluation report of the St. John House and concurred that the house was eligible for the National Register of Historic Places (NRHP). The St. John House was recommended as eligible for listing in the NRHP under Criterion C for Architecture. The Greek Revival house's interior maintains the original form and materials from the time of its construction. The integrity of the exterior has been diminished due to a rear addition, but it is still able to convey the architectural context of this period and style of architecture. Although once called Heavenly Rest Farm, there are no surviving farm buildings.

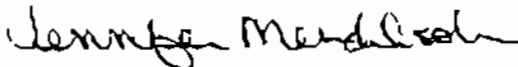
The proposed National Register boundaries for the property included the house, the yard directly surrounding it, and the spring that has historically been part of the property. As illustrated in Figure 41 of the evaluation report, the boundary is defined by woodlands to the north and a line of trees to the west and along half of the southern boundary. The remainder of the southern boundary is defined by the upper reaches (wetlands) of a pond that is primarily off of the property, and the eastern boundary is defined by the stream that runs through the property. These natural features provide an appropriate setting for the house that was determined eligible for its architecture. Boundaries were defined using the *National Register Bulletin: Defining Boundaries for National Register Properties* (Seifert 1997) as a guide. The *Bulletin* notes that "boundaries should be selected to encompass but not exceed the extent of the significant resources and land areas comprising the property" (Seifert 1997:2). Since the defining element of the resource's eligibility is its architecture, the house and yard were selected as the boundary.

When DHR concurred that the St. John House was eligible for the NRHP (December 28, 2006), these boundaries were included in the resource description. The FAA viewed this concurrence as acceptance of the resource and the boundary. Although it was the initial intent of the FAA to demolish the house, once it was determined eligible for the NRHP, the FAA considered options that would not destroy the resource. In the 18 months since the determination of eligibility, the FAA and the consultants have expended considerable time and resources to re-design the project to avoid destroying the house or encroaching on the defined boundary.

It is the opinion of the FAA that the boundary, as defined when the property was determined eligible for the NRHP in December 2006, is appropriate based upon guidelines defined in the *National Register Bulletin*. At this time we are requesting concurrence that there would be no impact to the St. John house due to the proposed airport development as the existing National Register boundary of the property remains outside of construction limits and the 65 DNL noise contour. Consequently, the property would no longer need to be acquired in fee simple acquisition.

The FAA requests your written concurrence of no impact. If you have any questions or require additional information, please contact me at (703) 661-1362.

Sincerely,



Jennifer Mendelsohn  
Environmental Specialist

cc: Ron Deloney, Airport Manager  
Colleen Angstadt, Delta Airport Consultants, Inc



# COMMONWEALTH of VIRGINIA

## Department of Historic Resources

2801 Kensington Avenue, Richmond, Virginia 23221-0311

Telephone: (804) 675-1000  
Fax: (804) 675-1000

Website: [www.dhr.virginia.gov](http://www.dhr.virginia.gov)

For more information,  
please contact:  
Mr. James K. Kasper  
(804) 675-1000

21 April 2008

Ms Jennifer Mendelsohn  
Federal Aviation Administration  
Washington Airport's District Office  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

Re: The St. John House, Virginia Highlands Airport  
Washington County, Virginia  
DHR File # 2006-0645

Dear Ms Mendelsohn:

We have received your letter of 20 March 2008 regarding the proposed expansion of the Virginia Highlands Airport in Washington County, Virginia. As you know, the plans for the airport expansion involve activities that will occur near the St. John House, a property eligible for listing to the National Register of Historic Places. The Federal Aviation Administration (FAA) believes that the undertaking as currently designed will have no adverse effect on the historic dwelling as the actions will occur outside of the National Register boundaries. These boundaries were recommended by the FAA's consultant Coastal Carolina Resources, Inc. (CCR) in its November 2006 architectural survey report.

In a 28 December 2006 letter addressed to you, the Department of Historic Resources (DHR) concurred with CCR's recommendation that the St. John House is eligible to the National Register under Criterion C for its architectural merit. Unfortunately, in our letter DHR was silent with respect to the National Register boundary proposed by CCR for the historic dwelling. It is unclear in retrospect why DHR did not comment directly on the boundary at that time. This may have been an oversight on our part, but more likely, we may have recognized that at the time we reviewed the architectural survey report, the FAA planned to acquire and demolish the St. John House, thereby making the National Register boundary question irrelevant.

Mr. James K. Kasper  
Director  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221-0311  
Phone: (804) 675-1000  
Fax: (804) 675-1000

Mr. James K. Kasper  
Director  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221-0311  
Phone: (804) 675-1000  
Fax: (804) 675-1000

Mr. James K. Kasper  
Director  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221-0311  
Phone: (804) 675-1000  
Fax: (804) 675-1000

Mr. James K. Kasper  
Director  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221-0311  
Phone: (804) 675-1000  
Fax: (804) 675-1000

Mr. James K. Kasper  
Director  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221-0311  
Phone: (804) 675-1000  
Fax: (804) 675-1000

Page 2

21 April 2008

Ms Jennifer Mendelsohn

After our 28 December correspondence, and to FAA's credit, the project was redesigned in order to preserve the St. John House and still achieve the airport's needs. However, an unexpected consequence of the change in project scope is now the issue of the National Register boundary for the St. John House becomes more important than it had been when it was anticipated the FAA would remove the historic dwelling. The FAA now argues that its planned airport expansion activities will not adversely affect the St John House because the activities will occur outside of the National Register boundary recommended by CCR. The DHR questions the validity of these suggested boundaries as they appear too restrictive and may not conform to the guidance expressed by the National Park Service in its *National Register Bulletin, Defining Boundaries for National Register Properties*. Would you please clarify the justification for the current boundaries? Do they correspond with the current tax parcel?

If you have any questions about our comments, please call me at (804) 367-2323, Ext. 114.

Sincerely,



Marc Holma, Manager  
Office of Review and Compliance

Cc Ms Joanne Hairston  
Mr Wade W. Massie, Esq.  
Ms Kerry Harris, ACHP



U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone: 703/661-1354  
Fax: 703/661-1370

January 9, 2008

Mr. Roger Kirchen  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

Re: St. John House - Virginia Highlands Airport  
(DHR File # 2006-0645)

Dear Mr. Kirchen:

Upon further coordination and review of the alternatives, Virginia Highlands Airport Authority, is proposing revisions to the alternatives presented in the ongoing Environmental Assessment (EA) at the Virginia Highlands Airport. Modifications to the proposed projects will eliminate impacts the National Register of Historic Places (NRHP) listed St. John House property (095-5264).

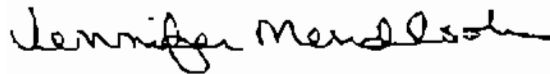
The Draft EA proposed fee simple purchase of the St. John House and property; however, as the house remains outside construction limits, the house could remain in its current location with no adverse effect. The property and resource also remain outside the future 65 DNL contour as depicted in the Draft EA. An avigation easement would be proposed for the purpose of obstruction (tree) removal and stream relocation. Access to the property would remain the same (via Route 611); however, a portion of Route 611 south of the property would be demolished as the road is being relocated to accommodate the runway extension and associated development.

Coordination with the Army Corps of Engineers recommended an alternative to the original proposal to culvert a large section of Spring Creek. Preliminary engineering determined it would be feasible to relocate the stream around the end of the proposed runway extension and associated safety areas, and tie back into the existing Spring Creek located on the St. John property. These changes will not result in impacts to the St. John House. Please see the enclosed exhibit for further detail.



The FAA has determined that the proposed undertaking will not affect the St. John House. We request your written concurrence of no impact. If you have any questions or require additional information, please contact me at (703) 661-1362.

Sincerely,



Jennifer Mendelsohn  
Environmental Specialist

Enclosure

cc: Ron Deloney, Airport Manager  
Colleen Angstadt, Delta Airport Consultants, Inc.





NOV - 6 2007

# COMMONWEALTH of VIRGINIA

Department of Historic Resources  
Secretary of Natural Resources

Department of Historic Resources  
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Gilchrist  
Director

Tel: (804) 367-2323  
Fax: (804) 367-2391  
TDD: (804) 367-2386  
www.dhr.virginia.gov

November 5, 2007

Ms. Jennifer Mendelssohn  
Federal Aviation Administration  
Washington Airports District Office  
23723 Air Freight Land, Suite 210  
Dulles, VA 20166

Re: *Archaeological Evaluation of Site 44WG0579, Virginia Highlands Airport, Washington County, Virginia*  
DHR File No. 2006-0645

Dear Ms. Mendelssohn,

We have received for review the above-referenced report prepared by Coastal Carolina Research, Inc. in support of the proposed extension of Runway 6 at Virginia Highlands Airport. We are pleased to inform you that the report meets the Secretary of the Interior's *Standards and Guidelines for the Documentation of Archaeological Sites* (48 FR 44734-44742) and our Department's *Survey Guidelines* (revised 2003). Thank you for addressing our comments of August 20, 2007.

On November 1, 2007, the archaeological subcommittee of our National Register Eligibility Evaluation Team reconvened to consider the eligibility of site 44WG0579. The committee concurs with your recommendation that site 44WG0579 is *not eligible* for listing in the National Register of Historic Place. This site appears to be largely redeposited in colluvium from an unknown site to the west. The lack of sufficient artifact density and demonstrated subsurface integrity lowers the potential for this site to contribute to our understanding of the Late Archaic period. No further work at this resource is warranted. To reiterate our earlier comments on 44WG0580, we concur that the site is *not eligible* for listing on the National Register of Historic Places and that the archaeological deposit does not contribute to the significance of St. John's House (DHR ID #095-5264).

Per this letter, we have no further concern regarding archaeological resources and look forward to working with the FAA to resolve the adverse effect to the St. John's House. If you have any questions concerning these comments, please do not hesitate to contact me at (804) 367-2323 x153 or Lonia Horton at (804) 367-2323 x137.

Sincerely,

Roger W. Kirshen, Archaeologist  
Office of Review and Compliance

Cc: Ms. Loretta Lantzenheiser, Coastal Carolina Research, Inc.

Administrative Services  
1000 Commonwealth Ave.  
Petersburg, VA 23103  
Tel: (804) 865-824  
Fax: (804) 865-818

Capital Region Office  
2801 Kensington Ave.  
Richmond, VA 23221  
Tel: (804) 367-2121  
Fax: (804) 367-2391

Tidewater Region Office  
7-415 Old Courthouse Way, 2nd Floor  
Newport News, VA 23606  
Tel: (757) 586-2800  
Fax: (757) 586-2800

Roanoke Region Office  
1030 Pennon Ave. SE  
Roanoke, VA 24013  
Tel: (540) 457-7585  
Fax: (540) 457-7588

Norfolk Region Office  
5357 Mann Street  
PO Box 510  
Salem City, VA 22654  
Tel: (540) 868-7031  
Fax: (540) 868-7035



U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone: 703/661-1354  
Fax: 703/661-1370

October 4, 2007

Mr. Roger Kirchen  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

Re: Revised Phase II Report - Virginia Highlands Airport  
(DHR File # 2006-0645)

Dear Mr. Kirchen:

As requested per your August 20, 2007 correspondence, the Cultural Resource Survey entitled, *Phase II Archaeological Evaluation*, has been revised. Additional testing was completed at Site 44WG0579 to determine eligibility for the National Register of Historic Places (NRHP).

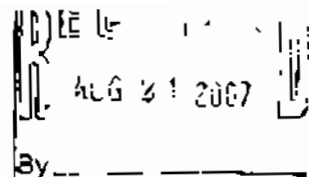
During the evaluation ten additional shovel tests and six 50x50 cm square shovel tests were excavated to examine the potential for intact subsurface deposits. However, upon completion of these tests, the recommendation remains that Site 44WG0579 is not eligible for the NRHP. The lack of subsurface features, intact stratified deposits, and in situ diagnostic material, in conjunction with a majority of the artifacts being recovered in disturbed plow deposits and the high probability of disturbed or redeposited subsurface strata, make it unlikely this site can yield additional information concerning Native American or historic occupations in Southwestern Virginia.

Two copies of the Revised Phase II report, dated September 2007, have been enclosed for your review. We request your written concurrence with the Revised Phase II report. If you have any questions or require additional information, please contact me at (703) 661-1362.

Sincerely,

Jennifer Mendelsohn  
Environmental Specialist

cc: Loretta Lautzenheiser, Coastal Carolina Research, Inc.  
Ron Delonev, Airport Manager



# COMMONWEALTH of VIRGINIA

L. Preston Byrnes, Jr.  
Secretary of Natural Resources

Department of Historic Resources  
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick  
Director

Tel (804) 367-2323  
Fax (804) 367-2398  
TDD (804) 367-2386  
www.dhr.virginia.gov

August 20, 2007

Ms. Jennifer Mendelsohn  
Federal Aviation Administration  
Washington Airports District Office  
23723 Air Freight Land, Suite 210  
Dulles, VA 20166

Re: *Archaeological Evaluation of Site 44WG0579, Virginia Highlands Airport, Washington County, Virginia*  
DHR File No. 2006-0645

Dear Ms. Mendelsohn:

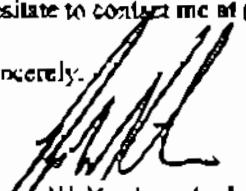
We have received for review the above-referenced report prepared by Coastal Carolina Research, Inc. in support of the proposed extension of Runway 6 at Virginia Highlands Airport.

Regarding site 44WG0580, we concur that the site is *not eligible* for listing on the National Register of Historic Places and that the archaeological deposit does not contribute to the significance of St. John's House (DHR ID #095-5264).

On August 14, 2007, the archaeological subcommittee of our National Register Eligibility Evaluation Team met to consider the eligibility of site 44WG0579. It is the committee's opinion that the archaeological investigations conducted are insufficient to determine the National Register eligibility of the site. The committee does not fully accept the argument that the cultural deposits are secondary in nature and a result of colluvial wash. Although historic plowing of the area has likely disturbed more recent components, there appears to be intact, sub-plowzone cultural deposits present at the site. To more fully assess site condition and eligibility, the committee recommends additional shovel testing over the entire site area, close-interval shovel testing around areas of artifact concentration, and a minimum of four additional test units.

Please address the above concerns and submit two copies of a revised Phase II report when available. Once the eligibility of site 44WG0579 has been resolved, we look forward to working with the FAA on the minimization and mitigation of the project's adverse effects. If you have any questions concerning these comments, please do not hesitate to contact me at (804) 367-2323 x153 or Tonia Horton at (804) 367-2323 x137.

Sincerely,

  
Roger W. Kirchen, Archaeologist  
Office of Review and Compliance

FAX TRANSMITTAL		# of pages: 1
To: Coileen	From: J. Mendelsohn	
Dept./Agency:	Phone #:	
904-521-9109	Fax #:	

Administrative Services  
10 Courthouse Avenue  
Petersburg, VA 23103  
Tel (804) 861-1624  
Fax (804) 862-6106

Capital Region Office  
2801 Kensington Ave.  
Richmond, VA 23221  
Tel (804) 367-2323  
Fax (804) 367-2391

Tidewater  
14415 Old Courthouse Way, 4th Floor  
Newport News, VA 23608  
Tel (757) 886-2307  
Fax (757) 886-2808

1030 Parkway Ave., SE  
Roanoke, VA 24013  
Tel (540) 857-7585  
Fax (540) 857-7588

3337 Main Street  
PO Box 517  
Staiths City, VA 22835  
Tel (540) 868-7031  
Fax (540) 868-7033



U S Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone: 703/661-1354  
Fax: 703/661-1370

July 17, 2007

Ms. Kristin Kirchen  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

Re: Phase II Report - Virginia Highlands Airport  
(DHR File # 2006-0645)

Dear Ms. Kirchen:

Thank you for your review of the Cultural Resource Survey entitled, *Phase I Cultural Resources Survey*, dated July 2006, which identified two archaeological sites within the Area of Potential Effect. Archaeological Site 44WG0578 was recommended as not eligible for the National Register of Historic Places (NRHP) and additional testing was recommended at Site 44WG0579 to determine eligibility for the NRHP.

A Phase II report entitled, *Archaeological Evaluation of Site 44WG0579* was completed in July 2007. Two copies of this report have been enclosed for your review. The report recommends Archaeological Site 44WG0579 as not eligible for the NRHP. Also, during the course of the evaluation, a new site was identified, Site 44WG0580. This site was also recommended as not eligible for the NRHP.

We request your written concurrence with the Phase II report. If you have any questions or require additional information, please contact me at (703) 661-1362.

Sincerely,

ORIGINAL SIGNED BY  
JENNIFER MENDELSON

Jennifer Mendelsohn  
Environmental Specialist

cc: Loretta Lautzenheiser, Coastal Carolina Research, Inc.  
Ron Deloney, Airport Manager  
Colleen Angstadt, Delta Airport Consultants, Inc.



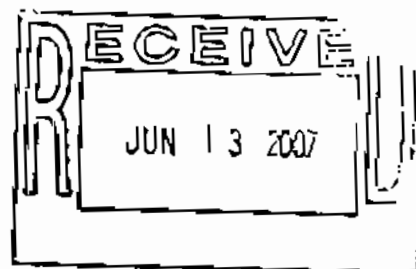
U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20168  
Telephone: 703/661-1354  
Fax: 703/661-1370

June 11, 2007

Mr. Don L. Klima, Director  
Office of Federal Agency Programs  
Advisory Council on Historic Preservation  
1100 Pennsylvania Avenue, NW, Room 803  
Washington, D.C. 20004-2501



Re: Virginia Highlands Airport

Dear Mr. Klima:

The Federal Aviation Administration (FAA) and the Virginia Highlands Airport Commission are in the process of preparing a Draft Environmental Assessment (EA) for the proposed extension of Runway 6 at Virginia Highlands Airport. The proposed undertaking will allow Virginia Highlands Airport to offer the operators of business jets and other aircraft greater operational flexibility with the additional runway length (approximately 1,400 feet). The major features of the proposed undertaking include: parallel taxiway, shifting Runway 24 threshold, relocating State Road 611, relocating a small cemetery, acquisition of land and an avigation easement.

We are contacting you in compliance with regulations for Protection of Historic Properties (Title 36, Code of Federal Regulations (CFR), Part 800.6(a)(1)). This letter is intended to formally notify the Advisory Council that the proposed undertakings may adversely affect historic properties listed in or eligible for the National Register of Historic Places (NRHP).

The Cultural Resource Survey entitled, *Phase I Cultural Resources Survey*, dated October 2006 describes the background search and fieldwork that were conducted to identify areas of cultural activity and identify buildings that are potentially eligible for the NRHP. Two archaeological sites and ten architectural resources were identified within the Area of Potential Effect (APE).

Archaeological Site 44WG0578 is unlikely to yield any significant data and is recommended as not eligible for the NRHP under Criterion D. Additional testing is required at Site 44WG0579 in order to make recommendations concerning eligibility for the NRHP. The ten architectural resources found within the APE represent common

architectural types. Alteration or additions to their original designs have frequently compromised their architectural integrity, with the exception of the Hilt House and the St. John House. These resources are recommended for evaluation as potentially eligible for the NRHP under Criteria A for Agriculture and C for Architecture.

A Phase II Architectural Evaluation has been completed on the Hilt House and the St. John House. Impacts to the Hilt House from the undertaking are not anticipated to occur as no construction is proposed on or around the area recommended as eligible, nor do existing and future noise contours, generated during the EA process, fall within the potential area. A complete analysis will be included within the EA document to illustrate no significant impact.

Impacts to the St. John House from the proposed action appear to be unavoidable as the property is proposed for fee simple acquisition due to the proximity and partial inclusion of the property as part of the undertaking. The EA document will include an analysis of the impacts and an alternatives analysis. Based on the information in the Phase II report, the FAA has determined that the proposed undertaking will adversely affect the St. John House.

The Cultural Resources Identification Survey dated October 2006 and the Architectural Evaluation dated November 2006 are enclosed for your information. To address documentation of the views of consulting parties, I enclosed a letter from the Department of Historic Resources. Once the Draft EA has been completed it will be made available to the public for review.

We would appreciate your comments on the proposed undertaking. If you have any questions or require additional information, please contact me at (703) 661-1362.

Sincerely,

ORIGINAL SIGNED BY  
JENNIFER MENDELSON

Jennifer Mendelsohn  
Environmental Specialist

Enclosures

cc: Kristin Kirchen, Department of Historic Resources  
Ron Deloney, Airport Manager  
Colleen Angstadt, Delta Airport Consultants, Inc.





# COMMONWEALTH of VIRGINIA

L. Preston Boyd, Jr.  
Secretary of Natural Resources

Department of Historic Resources  
2801 Kensington Avenue Richmond, Virginia 23221

Kathleen S. Kilgus  
Director

Tel: (804) 367-2323  
Fax: (804) 267-2391  
TDD: (804) 367-2323  
www.dhr.virginia.gov

March 16, 2007

Ms. Jennifer Mendelsohn  
Environmental Specialist  
Federal Aviation Administration  
Washington Airports District Office  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

Re: Virginia Highlands Airport  
DHR file no. 2006-0645

Dear Ms. Mendelsohn:

Thank you for your letter of February 23, 2007. It is our understanding that alternatives to the potential adverse effect on the St. John House will be evaluated in the Environmental Assessment. The alternatives to be considered include Relocation via Preservation Network, Relocation via FAA, DOAV, and VHAC, Remains in current location vacant, Dismantle and preserve architectural elements for re-use, and Demolition. We concur that these are reasonable alternatives to consider and we look forward to receiving the EA for our review as well as the evaluation report for the Spring Creek Site. If you have any questions, I can be reached at (804) 367-2323 ext. 111 or by email at [Kristin.Kirchen@dhr.virginia.gov](mailto:Kristin.Kirchen@dhr.virginia.gov).

Sincerely,

Kristin Kirchen, Architectural Historian  
Office of Review and Compliance

OPTIONAL FORM NO. 10-107

## FAX TRANSMITTAL

To: <u>Kilgus</u>	From: <u></u>
Direct Recipient: <u></u>	Phone: <u></u>
Fax: <u>104-521-9109</u>	Fax: <u></u>
NSA 2540-01-817 7348	5010-101 GENERAL SERVICES ADMINISTRATION

Administrative Services  
10 Courthouse Ave. N.  
Frederick, VA 23603  
Tel: (804) 867-1628  
Fax: (804) 867-6196

Capital Region Office  
2801 Kensington Ave.  
Richmond, VA 23221  
Tel: (804) 267-2323  
Fax: (804) 357-2391

Tidewater Region Office  
14415 Old Churchhouse Way, 2nd Floor  
Newport News, VA 23601  
Tel: (757) 882-2807  
Fax: (757) 816-2404

Roadside Region Office  
1030 Peninsula Ave., SE  
Roanoke, VA 24011  
Tel: (540) 857-7584  
Fax: (540) 857-7588

Norfolk Region Office  
3157 Main Street  
PO Box 39  
Salem City, VA 22655  
Tel: (540) 868-7031  
Fax: (540) 868-7033



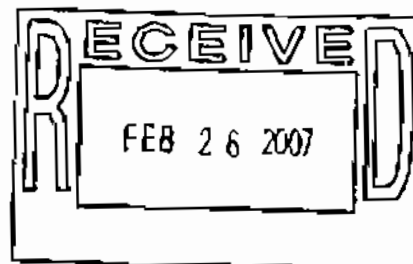
U S Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20186  
Telephone 703/661-1354  
Fax 703/661-1370

February 23, 2007

Ms. Kristin Kirchen  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221



Re: Cultural Resources Survey Report - Virginia Highlands Airport  
(DIIR File # 2006-0645)

Dear Ms. Kirchen

As requested, following your review of the Phase II Architectural Evaluation survey completed at Virginia Highlands Airport for two (2) resources, Hilt House and St. John House (095-5263 & 095-5364) the FAA is providing additional information regarding alternatives to demolishing the St. John House. Based upon your December 28, 2006 correspondence it is understood that the Hilt House will not be impacted by the proposed development and therefore no further evaluation will be necessary.

The Environmental Assessment (EA) considered three (3) alternatives for evaluation - a No Action alternative, as required by the National Environmental Policy Act (NEPA) and FAA, as well as two (2) build alternatives. The purpose of the build alternatives is to further develop the airport as an ARC B-II to meet existing and future demand. The alternatives included - Alternative 2 - Extend Runway 6 (34:1 Non-precision Approach) and Alternative 3 - Extend Runway 6 (20:1 Visual Approach)

As a result of the evaluation, the sponsor's preferred alternative was selected. Although Alternative 1, No Action, involved the fewest environmental impacts, it did not meet the purpose and need of the proposed action. Both of the remaining development alternatives would have met the most critical aspects of the defined purpose and need, however, the potential impacts from Alternative 2 appeared to be significantly greater in terms of obstruction removal and property interest acquisition. Therefore, Alternative 3 was selected as the preferred development alternative from the EA, as it meets the defined purpose and need and had fewer anticipated and known impacts.

The St. John house is located within the area of potential effect, and due to its proximity to both the existing runway and proposed extension, it had been planned for purchase and demolition. However, since the house has been determined eligible for the NRHP, alternatives to demolition will be considered within the EA as required by 36 CFR 800.6(a). The alternatives identified are shown on the enclosed table in best to worst case scenarios relative to retaining the architectural integrity of the house.

The EA will be updated to include the alternatives once concurrence has been received. It is understood based upon your December 28, 2006 correspondence that a finding of adverse effect may be issued following the alternative analysis. Once the finding has been issued the FAA will prepare a Draft Memorandum of Agreement to address the adverse impacts.

If you have any questions or require additional information, please contact me at (703) 661-1362.

Sincerely,

ORIGINAL SIGNED BY  
JENNIFER MENDELSON

Jennifer Mendelson  
Environmental Specialist

Enclosure

cc Joretta Lautzenheiser, Coastal Carolina Research, Inc  
Ron Deloney, Airport Manager  
Colleen Angstadt, Delta Airport Consultants, Inc.

**St. John House Alternatives  
Virginia Highlands Airport  
Environmental Assessment**

Alternative	Description	Benefits	Cons
Relocation via Preservation Network	House would be purchased from current owner at fair market value and advertised for sale. Current owner has right of 1 <sup>st</sup> refusal. House would be sold back to current owner or another for approximately 10 cents on dollar. Preservation covenants will be placed upon buyer. Responsibility of new owner to relocate and preserve house.	House is relocated to better suited site; all architectural elements are preserved.	Possible difficulty finding buyer should current owner not purchase.
Relocation via FAA, DOAV, & VHAC	House would be purchased from current owner at FMV. Responsibility of FAA, DOAV, & VHAC to relocate the house and preserve elements. Following the house relocation it may be sold to private party with preservation covenants.	House is relocated to better suited site; all architectural elements are preserved.	Probable significant cost associated with purchase and relocation.  Possible difficulty finding buyer.
Remains in current location vacant	St. John house is not disturbed by proposed development and remains as is today but vacant.	Architectural elements are preserved in current location.	Significant impacts to the resource would most likely occur from the proposed development due to the introduction of additional noise and removal of visual features (i.e. vegetation) to meet FAA standards. Possibility of decay as it would be vacant.
Dismantle & Preserve Architectural Elements for re-use	FAA, DOAV, & VHAC purchase house at FMV. Architectural elements are advertised for sale and re-use prior to demolition. House is documented as required by DHR & ACHP.	Architectural elements are preserved and re-used in another structure.  House is documented.	House is destroyed.
Demolition	FAA, DOAV, & VHAC purchase house at FMV and demolish. Prior to demolition the house would be documented as required by DHR & ACHP.	Proposed development may move forward as planned.  House is documented.	House is destroyed and no architectural elements are preserved.

FMV - Fair Market Value  
VHAC - Virginia Highlands Airport Commission  
ACHP - Advisory Council on Historic Preservation

DOAV - Virginia Department of Aviation  
FAA - Federal Aviation Administration

## Kathryn E. Stocum

---

**From:** Colleen M. Angstadt  
**Sent:** Thursday, January 04, 2007 2:45 PM  
**To:** Kathryn E. Stocum  
**Subject:** FW: VA Highlands Airport - DHR file no. 2006-0645

**Attachments:** Fw, VA Highlands Airport - DHR file no. 2006-0645



Fw: VA Highlands  
Airport - DHR...

Fyi...

Colleen M. Angstadt  
Project Manager  
Delta Airport Consultants, Inc.  
8008 Corporate Center Drive, Suite 330  
Charlotte, NC 28226  
704.521.9101 (ph) / 704.521.9109 (f)  
cangstadt@deltaairport.com

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

**From:** Colleen M. Angstadt  
**Sent:** Thursday, January 04, 2007 2:43 PM  
**To:** 'Ron Deloney'  
**Cc:** Roy G. Lewis; Jeremy P. Richardson; Kenneth W. Moody; 'LLauterbach@aol.com'  
**Subject:** FW: VA Highlands Airport - DHR file no. 2006-0645

Ron -

Jennifer has gotten a response back from DHR on her follow-up request for an MOA for the architectural and archaeological sites, see e-mail below. Unfortunately, DHR does not concur with completing an MOA at this time and would like to have the Phase II archaeological completed, as well as alternatives to demolishing the St. John House identified.

In a follow-up conversation with Jennifer today she noted that the FAA cannot issue the FONSI until these items are resolved. Also, as described in the attached e-mail, following completion of the Phase II, coordination will be required with the Eastern Band of the Cherokee and the Virginia Council on Indians due to the types of artifacts found.

I am drafting a letter for Jennifer to submit to DHR describing alternatives for the St. John House. She will submit to DHR for concurrence and if agreed we will include in the EA document. Coordination with the local historical society will also be necessary.

I'm coordinating with Coastal Carolina on several of the items to determine how quickly and at what cost we can complete the Phase II. We will give you a call to discuss.

Thanks,  
Colleen

Colleen M. Angstadt  
Project Manager  
Delta Airport Consultants, Inc.  
8008 Corporate Center Drive, Suite 330  
Charlotte, NC 28226  
704.521.9101 (ph) / 704.521.9109 (f)  
cangstadt@deltaairport.com

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

From: Jennifer.Mendelsohn@faa.gov [mailto:Jennifer.Mendelsohn@faa.gov]  
Sent: Thursday, January 04, 2007 10:40 AM  
To: Colleen M. Angstadt  
Subject: Fw: VA Highlands Airport - DHR file no. 2006-0645

Jennifer Mendelsohn  
Environmental Specialist  
Federal Aviation Administration  
Washington Airports District Office  
Phone: 703-661-1367  
FAX: 703-661-1370

----- Forwarded by Jennifer Mendelsohn/AEA/FAA on 01/04/2007 10:39 AM -----

"Kirchen, Kristin  
\"(DHR)\"  
<Kristin.Kirchen@  
dhr.virginia.gov>

Jennifer Mendelsohn/AEA/FAA@FAA

To

cc

01/04/2007 09:09  
AM

"Eaton, Ethel \"(DHR)\"  
<Ethel.Eaton@dhr.virginia.gov>,  
"Wilson, Joanna \"(DHR)\"  
<Joanna.Wilson@dhr.virginia.gov>  
Subject  
RE: VA Highlands Airport - DHR file  
no 2006-0645

Hi Jennifer,

I've discussed the project with my supervisor, Ethel Eaton, who I've also copied on this email. We do not believe that it is appropriate to execute an agreement at this point in time. The situation appears to be different from the Maryland project in some substantive ways. First, at issue is not only an archaeological site, but an architectural resource as well. We are not prepared to discuss mitigation for the St. John House until alternatives to its demolition have been explored. Second, as you are aware, there is some public concern about this project. Has the public been notified of the potential adverse effects and given an opportunity to comment on the adverse effect and participate in the discussions about mitigation? What consulting parties have been identified for this project? There is an active historical society in Abingdon which may or may not be interested in participating. The property owner of the St. John House is another obvious choice. We look forward to continuing consultation about this project. While an MOA may well be the end result, it is important to go through the process and give historic properties due consideration before entering into an agreement document. We look forward to receiving the results of the Phase II work on the archaeological site and a discussion of alternatives for the St. John House.

Sincerely,

Kristin Kirchen  
Architectural Historian  
Department of Historic Resources  
(804) 367-2323 ext. 111

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

From: Jennifer.Mendelsohn@faa.gov [mailto:Jennifer.Mendelsohn@faa.gov]

Sent: Wednesday, January 03, 2007 2:24 PM

To: Kirchen, Kristin (DHR)

Subject: VA Highlands Airport - DHR file no. 2006-0645

Kristin - Thank you for your letter. In Maryland, we prepared a MOA for potential impacts to an archeological site. The MOA contains stipulations to determine eligibility and subsequent treatment measures, if the site is eligible for the National Register. We would like to proceed with a similar MOA for VA Highlands for the St. John House and archeological site 44WG0579.

Please review the attached MOA and let me know if we could create a similar one for VA Highlands Airport.

(See attached file: RJD Final MOA.doc)

Thank you,

Jennifer Mendelsohn  
Environmental Specialist  
Federal Aviation Administration  
Washington Airports District Office  
Phone 703-661-1362  
FAX: 703-661-1370

**Kathryn E. Stocum**

---

**From:** Jennifer Mendelsohn@faa.gov  
**Sent:** Thursday, January 04, 2007 2:30 PM  
**To:** Colleen M. Angstadt  
**Cc:** Kyle.Allison@faa.gov  
**Subject:** Fw: VA Highlands Airport - DHR file no 2006-0645

Colleen -

We need to have the Phase II completed for this site and then coordinate this document with DHR, Eastern Band of the Cherokee and the Virginia Council on Indians prior to making any changes to the Draft EA

Jennifer Mendelsohn  
Environmental Specialist  
Federal Aviation Administration  
Washington Airports District Office  
Phone: 703-661-1362  
FAX: 703-661-1370

----- Forwarded by Jennifer Mendelsohn/AEA/FAA on 01/04/2007 02:25 PM -----

"Eaton, Ethel  
\"DHR\"  
<Ethel.Eaton@dhr.virginia.gov>

Jennifer Mendelsohn/AEA/FAA@FAA

To

cc

01/04/2007 01:27 PM

"Wilson, Joanna \"DHR\"  
<Joanna.Wilson@dhr.virginia.gov>,  
"Kirchen, Kristin \"DHR\"  
<Kristin.Kirchen@dhr.virginia.gov>

Subject

RE: VA Highlands Airport - DHR file  
no. 2006-0645

Jennifer,

I have asked Joanna Wilson about the archaeological site. I understand that 44WG0579 is a multi-component site, containing a prehistoric lithic scatter that produced one possible Brewerton ppk as well as several non-diagnostic tools and lithic debitage. This is overlain by a late 19th C component. Possible intact soils identified at the Phase I level.

Until the Phase II is done, we won't really know whether the site is eligible only under D and whether data recovery is an appropriate treatment.

One important consideration in developing any agreement involving a prehistoric site will be Native American consultation? Have you sent the Eastern Band of the Cherokee information about this project and a copy of the report? The ECBI's opinion on the treatment of this will be something to take into consideration. Our state agency, the Virginia Council on Indians, may also want to enter into consultation.



Thank you.

Ethel

Ethel R. Eaton, Ph.D., Manager  
Virginia Department of Historic Resources Office of Review and Compliance  
2801 Kensington Avenue  
Richmond, Virginia 23221  
(804) 367-2323, ext. 112  
fax (804) 367-367-2972  
ethel.eaton@dhr.virginia.gov

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

From: Kirchen, Kristin (DHR)  
Sent: Thursday, January 04, 2007 9:09 AM  
To: Jennifer Mendelsohn@faa.gov  
Cc: Eaton, Ethel (DHR); Wilson, Joanna (DHR)  
Subject: RE: VA Highlands Airport DHR file no 2006-0645

Hi Jennifer,

I've discussed the project with my supervisor, Ethel Eaton, who I've also copied on this email. We do not believe that it is appropriate to execute an agreement at this point in time. The situation appears to be different from the Maryland project in some substantive ways.

First, at issue is not only an archaeological site, but an architectural resource as well. We are not prepared to discuss mitigation for the St. John House until alternatives to it's demolition have been explored.

Second, as you are aware, there is some public concern about this project. Has the public been notified of the potential adverse effects and given an opportunity to comment on the adverse effect and participate in the discussions about mitigation? What consulting parties have been identified for this project? There is an active historical society in Abingdon which may or may not be interested in participating. The property owner of the St. John House is another obvious choice.

We look forward to continuing consultation about this project. While an MOA may well be the end result, it is important to go through the process and give historic properties due consideration before entering into an agreement document. We look forward to receiving the results of the Phase II work on the archaeological site and a discussion of alternatives for the St. John House.

Sincerely,

Kristin Kirchen  
Architectural Historian  
Department of Historic Resources  
(804) 367 2323 ext. 111

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

From: Jennifer.Mendelsohn@faa.gov [mailto:Jennifer.Mendelsohn@faa.gov]  
Sent: Wednesday, January 03, 2007 2:24 PM  
To: Kirchen, Kristin (DHR)  
Subject: VA Highlands Airport DHR file no. 2006-0645

Kristin - Thank you for your letter. In Maryland, we prepared a MOA for potential impacts to an archeological site. The MOA contains stipulations to determine eligibility and subsequent treatment measures, if the site is eligible for the National Register. We would like to proceed with a similar MOA for VA Highlands for the St. John House and

archeological site 44WGC579.

Please review the attached MOA and let me know if we could create a similar one for VA Highlands Airport.

(See attached file: RJD Final MOA.doc)

Thank you,

Jennifer Mendelsohn  
Environmental Specialist  
Federal Aviation Administration  
Washington Airports District Office  
Phone: 703-661-1362  
FAX: 703-661-1370



# COMMONWEALTH of VIRGINIA

L. Preston Battle, Jr.  
Secretary of Natural Resources

Department of Historic Resources  
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen B. Kilpatrick  
Director

Tel: (804) 367-2323  
Fax: (804) 367-2339  
TDD: (804) 367-2306  
www.dhr.virginia.gov

December 28, 2006

Ms. Jennifer Mendelsohn  
Environmental Specialist  
Federal Aviation Administration  
Washington Airports District Office  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

Re Virginia Highlands Airport  
DHR file no. 2006-0643

Dear Ms. Mendelsohn:

We have received for review a copy of the revised report *Phase I Cultural Resources Survey - Proposed Improvements, Virginia Highlands Airport, Abingdon, Virginia* (Coastal Carolina 2006) and the report *Architectural Evaluation Survey for the Proposed Improvements to Virginia Highlands Airport, Washington County, Virginia* (Coastal Carolina 2006). Thank you for providing these reports. Both reports meet our *Guidelines for Conducting Cultural Resource Survey in Virginia* and the Federal Identification and Evaluation Standards. We have previously concurred with the recommendations in the Phase I report regarding the necessity of Phase II evaluations on both archaeological site 44WG0579 (Spring Creek Site) and architectural resources the Hill House (095-3263) and the St. John House (095-3264). We also concur with the recommendations of the *Architectural Evaluation Survey* that both the Hill House (095-3263) and the St. John House (095-3264) are potentially eligible for listing on the National Register of Historic Places. The Hill House is recommended potentially eligible under Criteria A and C and the St. John House is recommended eligible under Criterion C. Further research into the history of Dr. Baker, his practice, and the murder allegations against him may yield enough information to qualify the St. John House under Criterion A as well. The architectural details of the St. John House, particularly on the interior, are unique and are probably the work of a local craftsman. It is our understanding that a Phase II evaluation of the archaeological site 44WG0579 is forthcoming.

With regards to the effects to the Hill House and the St. John House, it is our understanding that the Hill House is actually located outside of the APE for this project and will therefore not be affected by the undertaking. The St. John House, however, is proposed for fee simple acquisition and demolition. We agree that such an action would constitute an adverse effect. However, we cannot concur with a finding of adverse effect until the federal agency has conducted an alternatives analysis and explored ways to avoid, minimize, or mitigate the adverse effect as required by 36 CFR 800.6(a). The St. John House is a significant property in excellent condition; all alternatives to demolition should be carefully explored before proceeding with an MOA.

Administrative Services  
10 Commonwealth Avenue  
Richmond, VA 23205  
Tel: (804) 363-1624  
Fax: (804) 367-6106

Capital Region Office  
2801 Kensington Ave  
Richmond, VA 23221  
Tel: (804) 367-2327  
Fax: (804) 367-3341

Richmond Region Office  
74415 Old Commonwealth Way, 2<sup>nd</sup> Floor  
Newport News, VA 23606  
Tel: (757) 866-2107  
Fax: (757) 866-2108

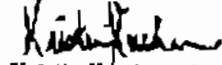
Hampton Region Office  
1030 Packer Ave., 8G  
Hampton, VA 23033  
Tel: (760) 817-9185  
Fax: (410) 837-7588

Northern Region Office  
3557 Main Street  
PO Box 515  
Staunton, VA 22655  
Tel: (540) 868-7031  
Fax: (540) 868-7031

With regards to your request for an MOA on archaeological site 44WQ0579, we cannot concur with an adverse effect on this site until it is evaluated for National Register eligibility. Once we have received the evaluation report on this site, we can then begin to discuss the effects of the undertaking.

We look forward to receiving the alternatives analysis for the St. John House and the evaluation report for the Spring Creek Site. If you have any questions about our comments, I can be reached at (804) 367-2323 ext. 111 or by email at [Kristin.Kirchen@doar.virginia.gov](mailto:Kristin.Kirchen@doar.virginia.gov).

Sincerely,



Kristin Kirchen, Architectural Historian  
Office of Review and Compliance

Co. Coastal Caroline Research, Inc

OPTIONAL FORM NO. 10

FAX TRANSMITTAL

# of Pages 2

To: Colleen

Date/Agency

J Mendelsohn

Phone #

Fax: 704-521-9109

Fax #

U.S. GSA GEN. REG. NO. 27

5010-104

GENERAL SERVICES ADMINISTRATION



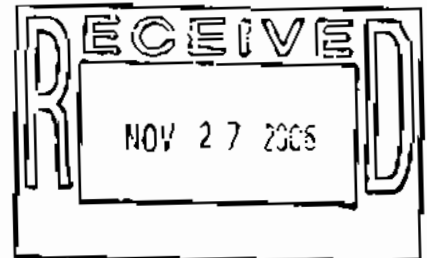
U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20168  
Telephone: 703/661-1354  
Fax: 703/661-1370

November 21, 2006

Ms. Kristin Kirchen  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221



Re: Cultural Resources Survey Report - Virginia Highlands Airport  
(DHR File # 2006-0645)

Dear Ms. Kirchen:

Thank you for your letter dated September 18, 2006 regarding the Phase I Cultural Resources Survey report completed at the Virginia Highlands Airport. In response to your comments the report has been revised and two (2) copies have been enclosed for your review and concurrence.

The Area of Potential Effect (APE) included in the Phase I report includes all areas within airport property, construction limits and those areas proposed for acquisition. The small, disconnected section of the APE as shown on the exhibit submitted in the FAA's March 31, 2006 correspondence was included due to obstruction removal that is proposed in that area. Coastal Carolina did not survey this residential area for archaeological resources since no construction activities are proposed within the area. The site was reviewed for architectural resources, as it is adjacent to the project area noted on Figure 7, page 28 of the Phase I report dated October 2006. No potentially eligible structures were noted.

As requested, further explanation and detail in regards to the archaeological methodology have been added to the report, including Figure 3 on page 6 that defines the survey areas. The constraints of each area are described in the Environmental Setting Chapter on pages 5 to 8 of the October 2006 report. Figures 4, 5 and 6 depict all shovel test locations.

Archaeological site 44WG0579 is potentially eligible, therefore the Federal Aviation Administration (FAA) requests that a Memorandum of Agreement (MOA) be drafted to ensure control of the site until a Phase II evaluation has been completed. Following the completion of the Environmental Assessment (EA), a Phase II evaluation would be completed and submitted for concurrence prior to any construction activities taking place.

The Phase I report was also revised to list the St. John House as potentially eligible based upon the Department of Historic Resource's comments. As recommended, a Phase II Architectural Evaluation has been completed on the Hilt House (095-5263) and the St. John House (095-5264). Two (2) copies of the Phase II evaluation and associated forms and photographs have been enclosed for your review and concurrence.

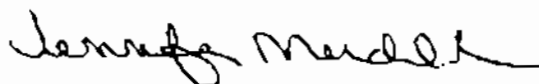
Impacts to the Hilt House from the EA's proposed action are not anticipated to occur as no construction is proposed on or around the area recommended as eligible, nor do existing and future noise contours, generated during the EA process, fall within the potential area. A complete analysis will be included within the EA document to illustrate no significant impact.

Impacts to the St. John House from the proposed action appear to be unavoidable as the property is proposed for fee simple acquisition due to the proximity and partial inclusion of the property as part of the proposed action. The EA document will include an analysis of the impacts and an alternatives analysis. Based on the information in the Phase II report, the FAA has determined that the proposed undertaking will adversely affect the St. John House.

We request your written concurrence with the revised Phase I Cultural Resources Survey dated October 2006 and the Phase II Architectural Evaluation for the proposed projects at Virginia Highlands Airport. Pursuant to 34 Code of Federal Regulations Part 800.6, the FAA will prepare a Draft Memorandum of Agreement (MOA) for your review to address adverse impacts to the St. John House and ensure control of archaeological site 44WG0579 until a Phase II evaluation has been completed.

If you have any questions or require additional information, please contact me at (703) 661-1362.

Sincerely,



Jennifer Mendelsohn  
Environmental Specialist

Enclosures

cc Loretta Lautzenheiser, Coastal Carolina Research, Inc.  
Ron Deloney, Airport Manager  
Colleen Angstadt, Delta Airport Consultants, Inc.



# COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.  
Secretary of Natural Resources

Department of Historic Resources  
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick  
Director

Tel: (804) 367-2323  
Fax: (804) 367-2391  
TDD: (804) 367-2396  
www.dhr.virginia.gov

September 18, 2006

Ms. Jennifer Mendelsohn  
Environmental Specialist  
Federal Aviation Administration  
Washington Airports District Office  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

Re: Virginia Highlands Airport  
DHR file no. 2006-0645

Dear Ms. Mendelsohn:

We have received for review a copy of the report *Phase I Cultural Resources Survey – Proposed Improvements, Virginia Highlands Airport, Abingdon, Virginia* (Coastal Carolina 2006). Thank you for providing this report. We require additional information in order to complete our review, however. Please explain why the APE illustrated on page 27 of the report does not match the APE proposed by the FAA in a letter dated March 31, 2006 and concurred with by our office. It appears that a small, disconnected portion of the APE was left off the map and presumably not surveyed. With regards to archaeological resources, the consultant indicates that much of the project area was not conducive to standard shovel testing due to slope, and as such testing was restricted to small, relatively level areas. Although we concur with this methodology, the report should provide additional documentation of these conditions to support the consultant's management decision. The plan maps on pages 21-23 do not present this data. Please provide updated project plan maps that includes, along with the shovel test locations, topographic data and any other data that would serve this purpose (including mechanical disturbance, heavy erosion, etc). Also, it appears that shovel testing was not conducted in standard transects in those areas where testing was possible. Please provide additional discussion of the placement of shovel tests if the previously requested map data does not address this issue.

Survey of the project area resulted in the identification of two previously unrecorded archaeological sites (44GW0578 and 0579) and the St. John Cemetery (44WG0577) associated with a nearby domestic site. Based upon the information provided we concur with the consultant's recommendation that 44WG0578 is *not eligible* for inclusion in the National Register of Historic Places due to lack of integrity and research potential. No further investigation of this resource is necessary. Based upon the information provided we concur with the consultant's recommendation that 44WG0579 is *potentially eligible*. This site should be avoided by all

Administrative Services  
10 Courthouse Avenue  
Richmond, VA 23219  
Tel: (804) 663-1624  
Fax: (804) 662-6106

Capital Region Office  
2801 Kensington Ave.  
Richmond, VA 23221  
Tel: (804) 367-2323  
Fax: (804) 367-2391

Tidewater Region Office  
1315 Old Courthouse Way, 2nd Floor  
Newport News, VA 23604  
Tel: (757) 896-2800  
Fax: (757) 896-2800

Piedmont Region Office  
1030 Pennine Ave., SE  
Roanoke, VA 24013  
Tel: (540) 953-7485  
Fax: (540) 953-7508

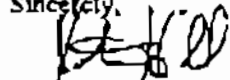
Northern Region Office  
3357 Main Street  
P.O. Box 519  
Staithes City, VA 22655  
Tel: (540) 668-7131  
Fax: (540) 668-7033

construction-related activity. If avoidance is not possible the site should be subjected to Phase II evaluation. With regard to the St. John Cemetery (44WG0577) we concur that the resource is *not eligible* for inclusion in the National Register. We recommend that this resource be avoided by all construction-related activity. If avoidance is not possible the applicant must obtain a permit to allow relocation of the interments.

With regards to architectural resources, the report documents 10 properties over 50 years of age in the APE. The following properties are recommended not eligible for listing on the National Register of Historic Places and DHR concurs with these recommendations: 095-5257 (St. John Cemetery), 095-5258 (St. John Barn), 095-5259 (Single dwelling, 18600 Westinghouse Road), 095-5260 (Johnson House), 095-5261 (Ratliff House), 095-5262 (Hortenstine House), 095-5265 (House, 19204 Lee Highway), and 095-5266 (House, 19226 Lee Highway). The St. John House (095-5264) is recommended not eligible for listing but we cannot concur with this recommendation based on the information provided. We recommend survey at the Phase II/Evaluation level to obtain the necessary historical information and details about the interior architectural integrity. The report recommends the Hilt House (095-5263) as potentially eligible and warranting further survey at the Phase II/Evaluation level. We concur with this recommendation.

Thank you for providing our office with an opportunity to review this report. We look forward to receiving the additional information requested. If you have any questions about our comments, I can be reached at (804) 367-2323 ext. 111 or by email at [Kristin.Hill@dhr.virginia.gov](mailto:Kristin.Hill@dhr.virginia.gov).

Sincerely,



Kristin Hill, Architectural Historian  
Office of Review and Compliance

Cc: Coastal Carolina Research, Inc.

To: Colleen

From: Jennifer  
FAA

704-521-9109





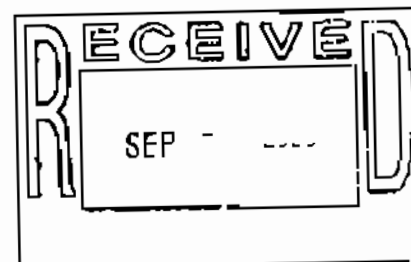
U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Oulles, Virginia 20186  
Telephone: 703/661-1354  
Fax: 703/661-1370

August 22, 2006

Dr. Ethel Eaton, Ph.D  
Architectural Historian  
Office of Review and Compliance  
Commonwealth of Virginia  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221



Re Cultural Resources Survey Report - Virginia Highlands Airport

Dear Dr. Eaton,

The Federal Aviation Administration (FAA) and the Virginia Highlands Airport Commission are in the process of preparing a Draft Environmental Assessment for the proposed extension of Runway 6 at Virginia Highlands Airport. The proposed undertaking will allow Virginia Highlands Airport to offer the operators of business jets and other aircraft greater operational flexibility with the additional runway length (approximately 1,400 feet).

The major features of the proposed undertaking include, parallel taxiway, shifting Runway 24 threshold, relocating State Road 611, relocating a small cemetery, acquisition of land and an aviation easement. The purpose of this consultation effort is to address the potential impacts of the proposed undertaking to cultural resources that occur or are likely to occur in the vicinity of the airport. The FAA has determined that the Area of Potential Effect (APE) for architecture is defined as the buildings and structures on, immediately adjacent to, or visible from, the airport and proposed airport property. The APE for archaeology includes all areas where construction will take place.

The Cultural Resource Survey entitled, *Phase I Cultural Resources Survey*, dated July 2006 describes the background search and fieldwork that were conducted to identify areas of cultural activity and identify buildings that are potentially eligible for the National Register of Historic Places (NRHP). Two archaeological sites and ten architectural resources were identified within the APE.

Archaeological Site 44WG0578 is unlikely to yield any significant data and is recommended as not eligible for the NRHP under Criterion D. Additional testing is required at Site 44WG0579 in order to make recommendations concerning eligibility for the NRHP. The ten architectural resources found within the APE represent common architectural types. Alteration or additions to their original designs have frequently compromised their architectural integrity, with the exception of the Hilt House (VDHR #095-5263). This resource is recommended for evaluation as potentially eligible for the NRHP under Criteria A for Agriculture and C for Architecture.

We request your written concurrence with the Cultural Resources Survey for the proposed projects at Virginia Highlands Airport. If you have any questions or require additional information, please contact me at (703) 661-1362.

Sincerely,

ORIGINAL SIGNED BY  
JENNIFER MENDELSON

Jennifer Mendelson  
Environmental Specialist

cc: Loretta Lautzenheiser, Coastal Carolina Research, Inc.  
Ron Deloney, Airport Manager  
Colleen Angstadt, Delta Airport Consultants, Inc.

**PHASE I CULTURAL RESOURCES SURVEY  
PROPOSED IMPROVEMENTS, VIRGINIA HIGHLANDS  
AIRPORT,  
ABINGDON, VIRGINIA**

**VDHR FILE # 2006-0645**

**PREPARED FOR:**

**DELTA AIRPORT CONSULTANTS, INC.  
1338 HUNDRED OAKS DRIVE  
CHARLOTTE, NORTH CAROLINA 28217**

**PREPARED BY:**

**MICHAEL SCHOLL, RPA  
JENNIFER STEWART  
LORETTA LAUTZENHEISER, RPA  
*PRINCIPAL INVESTIGATOR*  
and  
BILL HALL**

**COASTAL CAROLINA RESEARCH, INC.  
P.O. BOX 1198  
407 TRADE STREET  
TARBORO, N.C. 27886**

**OCTOBER 2006**

**PHASE I CULTURAL RESOURCES SURVEY  
PROPOSED IMPROVEMENTS, VIRGINIA HIGHLANDS  
AIRPORT,  
ABINGDON, VIRGINIA**

**VDHR FILE # 2006-0643**

**PREPARED FOR:**

**DELTA AIRPORT COUNSULTANTS, INC.  
1338 HUNDRED OAKS DRIVE  
CHARLOTTE, NORTH CAROLINA 28217**

**PREPARED BY:**

**MICHAEL SCHOLL, RPA  
JENNIFER STEWART  
LORETTA LAUTZENHEISER, RPA  
*PRINCIPAL INVESTIGATOR*  
and  
BILL HALL**

**COASTAL CAROLINA RESEARCH, INC.  
P.O. BOX 1198  
407 TRADE STREET  
TARBORO, N.C. 27886**

**OCTOBER 2006**

## TABLE OF CONTENTS

ABSTRACT	
LIST OF FIGURES	
LIST OF TABLES	
INTRODUCTION	I
ENVIRONMENTAL SETTING	5
Physiography and Geology	5
Soils	5
Summary	8
HISTORIC CONTEXT	9
Prehistoric Native American Settlement	9
Settlement to Society (1607-1750)	12
Colony to Nation and Early National Period (1750-1830)	12
Antebellum Period (1830-1861)	13
Civil War (1861-1865)	14
Reconstruction and Growth (1865-1917)	15
World War I to World War II (1917-1945)	16
The New Dominion (1945-Present)	16
PRIOR ARCHAEOLOGICAL RESEARCH	17
RESEARCH METHODOLOGY	19
Introduction	19
Background Research	19
Archaeological Field Methods	19
Laboratory Methods	20
Architectural Methods	20
RESULTS OF ARCHAEOLOGICAL SURVEY	21
Introduction	21
Site Descriptions	21
RESULTS OF ARCHITECTURAL SURVEY	27
RECOMMENDATIONS AND CONCLUSIONS	39
Introduction	39
Results of the Archaeological Survey	39
Results of Architectural Survey	39
REFERENCES CITED	42
APPENDIX A: ARTIFACT CATALOG	48



## ABSTRACT

Coastal Carolina Research, Inc. conducted a Phase I cultural resources survey for the area to be affected by the proposed improvements to the Virginia Highlands Airport in Abingdon, Virginia. The project area is located north of US Highway 11, and west of Abingdon. The Area of Potential Effect (APE) for architecture is defined as the buildings and structures on, immediately adjacent to, or visible from, the airport and proposed airport property. The APE for archaeology is the total of the project elements listed below and as defined on project maps. The project area as defined is about 85 acres.

All investigations have been undertaken in compliance with the provisions of Section 106 of the National Historic Preservation Act, 1966, as amended, and 36CFR 800, the regulations governing the Section 106 process. The investigation was conducted according to the Secretary of the Interior's "Standards and Guidelines for Historic Preservation Projects" (Federal Register, Vol. 48, No. 190, September 1983, P. 44716-44742, et seq.) The report was prepared according to "Guidelines for Preparing Identification and Evaluation Reports for Submission Pursuant to Sections 106 and 110, National Historic Preservation Act, Environmental Impact Reports of State Agencies, Virginia Appropriation Act, 1992 Session Amendments" issued June 1992 by the Virginia Department of Historic Resources (VDHR) as revised in 2001.

The survey resulted in the recording of two archaeological sites and 10 architectural resources. One site, 44WG0579, is recommended for additional testing to determine if it is eligible for the NRHP, and two houses, the Hilt House VDHR # 095-5263, and the St. John House, #095-5264 are recommended as potentially eligible for the NRHP and will require evaluation to determine their eligibility.

## LIST OF FIGURES

Figure 1:	General Location of the Project Area	2
Figure 2:	Location of the Project Area on the USGS 7.5' Wyndale Va., Topographic Quadrangle.	3
Figure 3:	Survey Area Field Conditions	6
Figure 4:	Highlands Virginia Airport (VJI) Showing Survey Areas, Shovel Test Locations, and Archaeological Site Locations.	22
Figure 5:	Map of Site 44WG0578	23
Figure 6:	Map of Site 44WG0579.	24
Figure 7:	Location of Newly Identified Architectural Resources Within or Near the Project Area.	28
Figure 8:	St. John Cemetery (VDHR #095-5257), View Looking Northwest.	29
Figure 9:	Ratliff House (VDHR #095-5261), View Looking Northeast	29
Figure 10:	Hilt House (VDHR #095-5263), View Looking Southeast	34
Figure 11:	Hilt House (VDHR #095-5263), View of Spring House	34
Figure 12:	St. John House (VDHR #095-5264), View Looking Northwest	36
Figure 13:	St. John House (VDHR #095-5264), View of Rear Addition.	36



## **LIST OF TABLES**

<b>Table 1</b>	<b>Archaeological Sites Near the Virginia Highlands Airport Project Area</b>	<b>18</b>
<b>Table 2</b>	<b>Native American Artifacts from the Spring Creek Site (44WS0579)</b>	<b>25</b>
<b>Table 3</b>	<b>Architectural Resources in the Virginia Highlands Airport APT</b>	<b>27</b>
<b>Table 4:</b>	<b>Summary of Architectural Resources within the Current APE.</b>	<b>40</b>

**PHASE I CULTURAL RESOURCES SURVEY  
PROPOSED IMPROVEMENTS, VIRGINIA HIGHLANDS  
AIRPORT,  
ABINGDON, VIRGINIA**

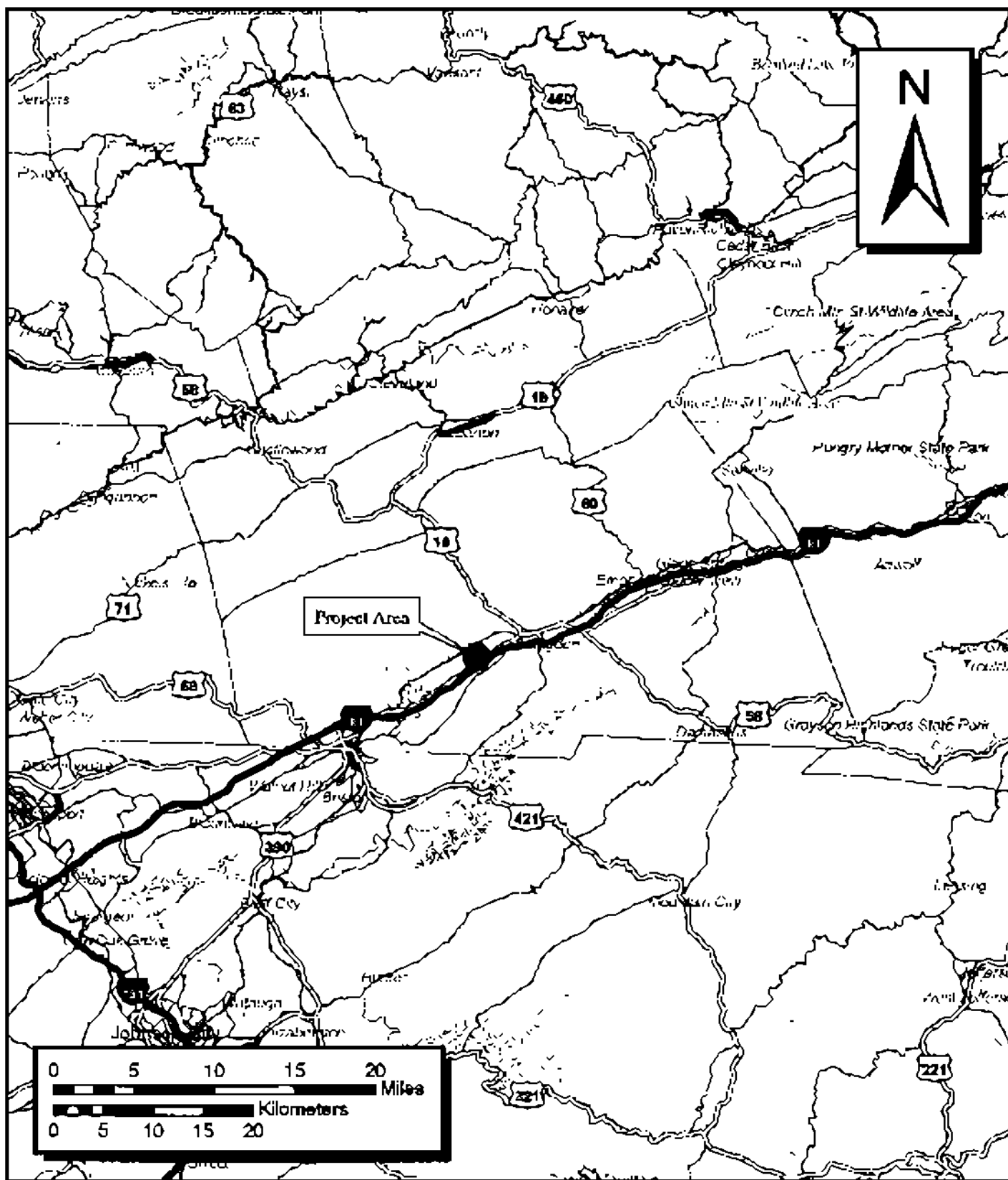
**INTRODUCTION**

Coastal Carolina Research, Inc. conducted a Phase I cultural resources survey for the area to be affected by the proposed improvements to the Virginia Highlands Airport in Abingdon, Virginia. The project area is located north of US Highway 11, and west of Abingdon (Figure 1). Figure 2 shows the location of the project area on the USGS 7.5' Wyndale, Virginia Quadrangle. The Area of Potential Effect (APE) for architecture is defined as the buildings and structures on, immediately adjacent to, or visible from, the airport and proposed airport property. The APE for archaeology is the total of the project elements listed below and as defined on project maps. The project area as defined is about 85 acres. (The acreage for the road relocation is based on a 100-foot wide corridor).

The cultural resources survey was conducted for Delta Airport Consultants, Inc., in compliance with Section 106 of the National Historic Preservation Act of 1966, and the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800. The scope of the investigations was consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*, and the report was prepared in accordance with the "Guidelines for Preparing Identification and Evaluation Reports for Submission Pursuant to Sections 106 and 110, National Historic Preservation Act, Environmental Impact Reports of State Agencies, Virginia Appropriation Act, 1992 Session Amendments" issued June 1992 by the Virginia Department of Historic Resources (VDHR) and revised in 2001.

Listed below are the proposed improvements to the Virginia Highlands Airport:

1. Extend Runway 6 (1399 x 75 feet)(2.41 acres) includes partial demolition of Runway 24 and parallel taxiway
2. Construct a partial parallel taxiway (3060 x 35 feet)(2.46 acres)
3. Borrow Site/Grading Area
4. Property Interest Acquisition
5. Obstruction Removal
6. Relocation of visual aids and NAVAD's both runway ends and relocation of AWOS
7. T-Hanger Development
8. Install Security Fencing
9. Relocate Approximately 3800 feet of State Route 611 (8.72 acres)
10. Stream relocation
11. Demolish a barn
12. Cemetery relocation



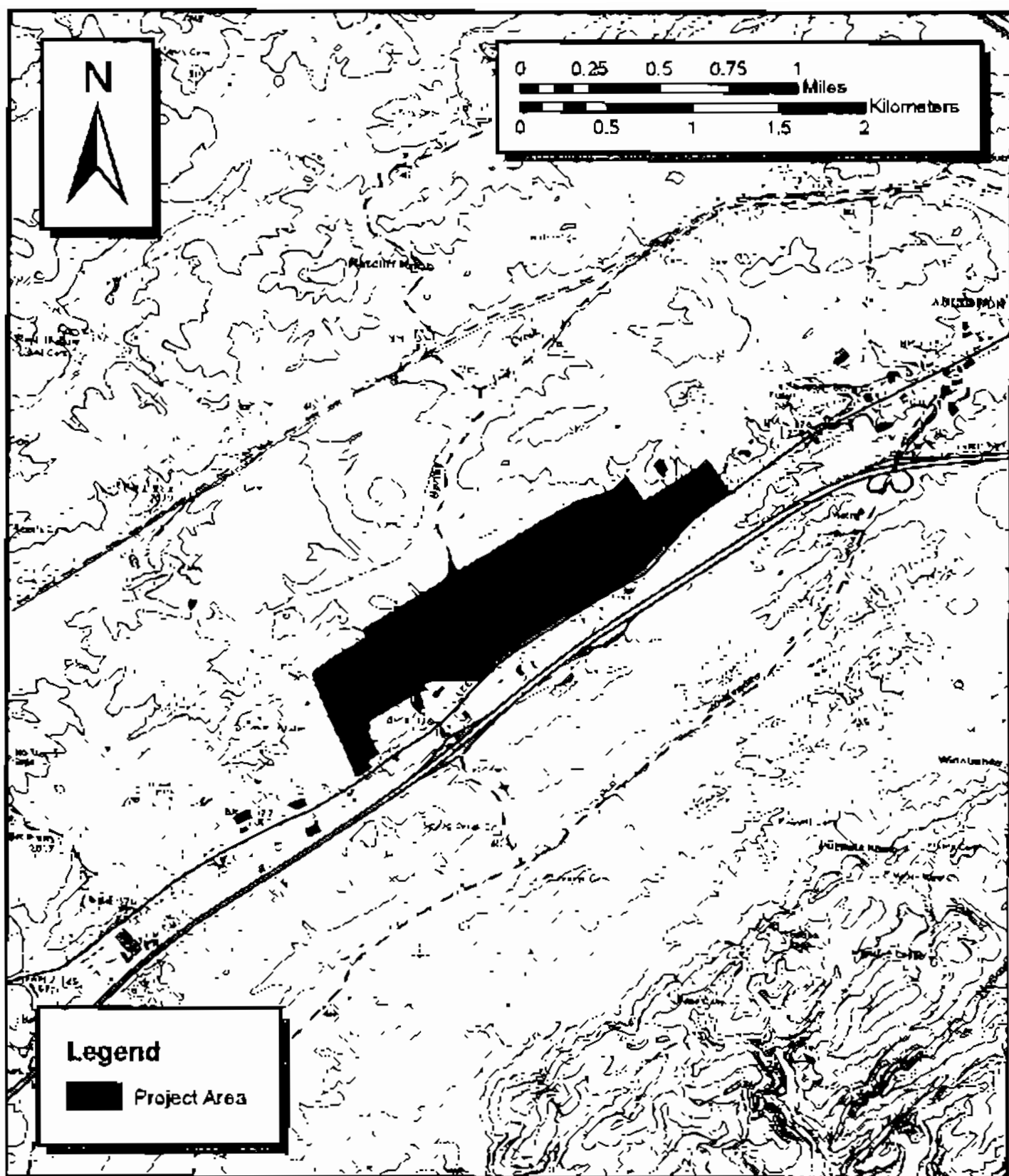


Figure 2 Location of the Project Area on the USGS 7.5' Wyndale, Va. Topographic Quadrangle



The architectural survey was conducted in December 2005 and the archaeological survey in June 2006. Loretta Lautzenheiser served as principal investigator, Michael Scholl was the project archaeologist, and Jennifer Stewart was the architectural historian. Robert Patterson was the archaeological field technician. Bill Hall and Jennifer Stewart conducted the background research for the project. Michael Scholl and Neil Mayberry prepared the graphics, and Denise Haynes prepared the site forms. Coastal Carolina Research, Inc. is grateful to property owners Johnny Johnson, Robert Hilt, and JoAnne Hairston for access to, and information on, their properties.

Research was conducted at the following locations:

- Virginia Department of Historic Resources, Richmond
- The Washington County Public Library, Abingdon
- The Clerk of Circuit Court Office, Abingdon
- Coastal Carolina Research, Inc., Library, Tarboro, NC

Historic maps of the area on file at the Washington County Public Library in Abingdon were consulted as well as maps found in the *Official Military Atlas of the Civil War* (Cowles 1983) and on the Library of Congress American Memory Project web page. The Virginia Historical Inventory available online from the Library of Virginia was also consulted.

## ENVIRONMENTAL SETTING

### Physiography and Geology

The Virginia Highlands Airport is located within the Valley and Ridge physiographic province of Virginia. This topographic setting contains valleys of various sizes cut into sedimentary bedrock composed primarily of limestone and dolomite, with shale and sandstone forming intervening ridges. Particular geological features include knobs of durable bedrock and limestone sinks. Elevations range between 1,330 and 4,000 feet above sea level (Hatch and Thomas 2006). The airport is seated at a relatively high elevation. Spring Creek flows through the northern portion of the airport at approximately 2000 feet above sea level. A steep hillside climbs approximately 100 feet to the airfield with ridges as high as 2150 feet above sea level.

### Soils

These valleys cut through geology established during the Cambrian, Devonian, Silurian, Ordovician, and Mississippian Periods (540–323 million years ago) of the Paleozoic Era (Hatch and Thomas 2006). The characteristics of these stratified beds influence the topography and form the raw material for soil. Local soils are variously formed from in-place weathering, colluvium relocated by gravity, and alluvium deposited by water. The VJI region contains a number of different soils series. The airfield (Survey Area A, Figure 3) and the outlying parcel in, and adjacent to, the Moonlight Drive-in (Survey Area B) are composed of Udorthents and Udoorthents-Urban Series soils which are created by land-leveling from filling and down-cutting of the historic landscape. Udorthents-Urban Series soils support blacktop and buildings. The characteristics of these soils are highly variable, but tend to be composed of mixed materials with bedrock being located within inches, or as much as five feet (National Cooperative Soil Survey Online 2006, Hatch and Thomas 2006). These soils series have little, if any, archaeological potential.

The broad valley of the Johnson pastures (Survey Area C), hill tops of the Sneed property (Survey Area D), and northern side-slopes of the airfield (Survey Areas G, H, I, and J) are composed of Frederick Series silt loams. A typical stratigraphic profile of intact Frederick Series soils is composed of a moderately thick (9-inches) A-horizon of brown (10YR4/3) silt loam with an abrupt wavy boundary. The abruptness of the lower boarder of the topsoil suggests agricultural activity, although the waviness suggests like equipment associated with planting of grasses rather than regular plowing. The A-horizon rests on a relatively intact series of B-horizons composed of yellowish-red (5YR 5/8) clay with mottles of brownish-yellow (10YR 6/8) clay to a depth of 70 inches. The B-horizons demonstrate fine sub-angular blocky structure and distinct clay films on the faces of soil peds. The lower portions of the B-horizon often contain masses of manganese (National Cooperative Soils Survey Online 2006, Hatch and Thomas 2006).

The middle of the northern side-slopes of the airfield (Survey Areas G and H) contains two small regions of Timberville-Marble Complex soils. Timberville Series soils are formed from limestone, sandstone and shale alluvium and colluvium formed at the base of valley slopes. A typical stratigraphic profile of these soils contains a ten inch deep Ap-horizon of dark

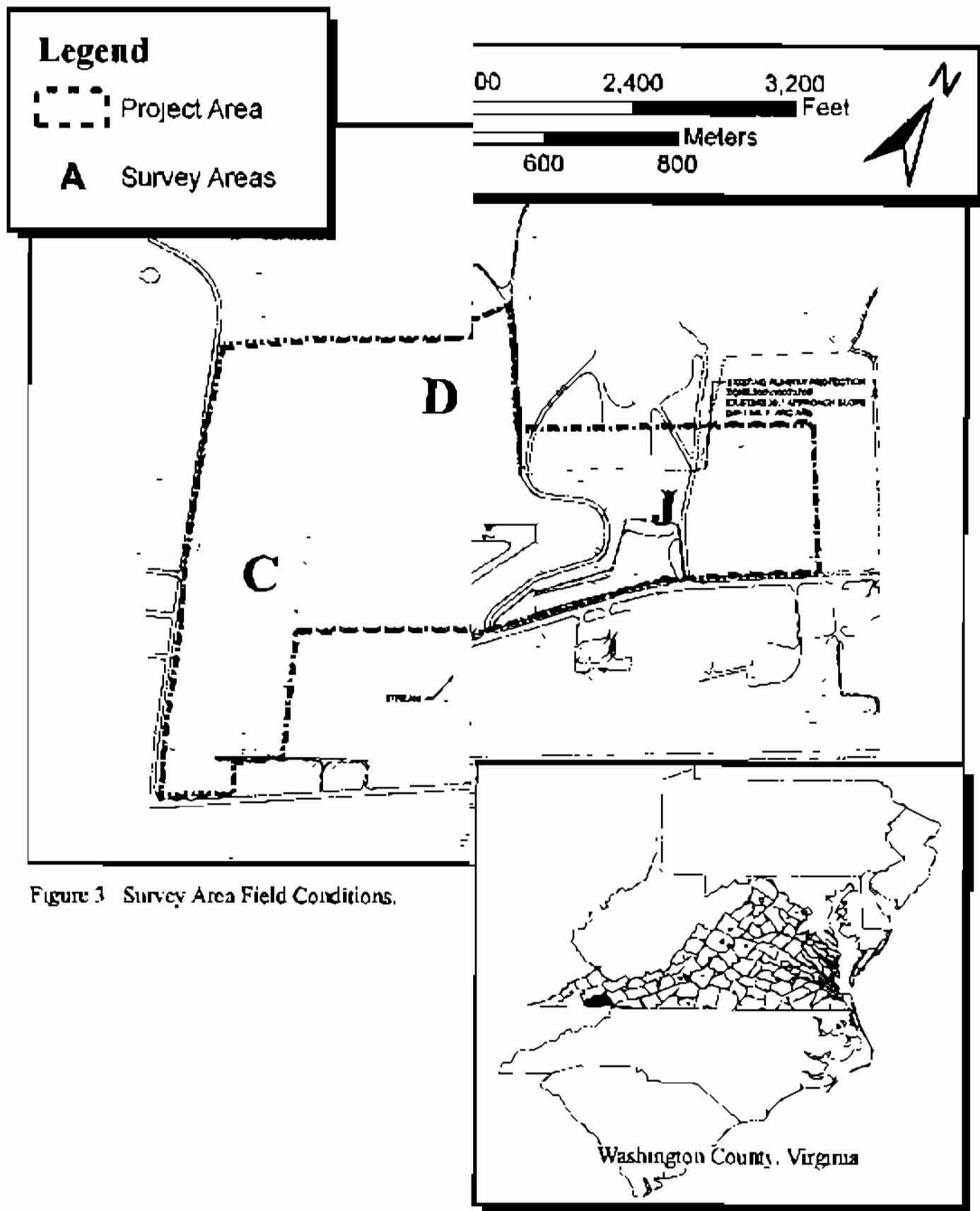


Figure 3 Survey Area Field Conditions.

yellowish brown (10YR 4/4) silt loam with 2-percent chert gravel. This topsoil rests on a series of B-horizons ranging from dark yellowish brown (10YR 4/4) silt loam to strong brown (7.5YR 5/8) to a depth of 65 inches. These strata are separated by clear boundaries and contain up to 35-percent chert, sandstone, and shale. Ferromanganese concretions are found in the lower portions of the B-horizon. Marbie Series soils tend to possess a 7-inch thick A-horizon of yellowish brown (10YR 4/4) silt loam with small amounts of gravel. The topsoil rests on a series of B-horizons ranging from a yellowish brown (10YR 5/6) silt loam to strong brown (7.5YR 5/6) silty clay loam with small amounts of gravel. Up to 5-percent of Marbie Series soils is made up of chert gravel (National Cooperative Soils Survey Online 2006, Hatch and Thomas 2006).

The region of Timberville-Marbie Complex soils in the north of the east-west midpoint of the airfield (Survey Area H) surround sinkholes which are likely caused by the a subterranean collapse of limestone beneath a geologic strata of shale. The Timberville-Marbie Complex soils formed from colluvium which has been washed into the depressions. If these depression hold water, they may have attracted human occupants during times of dryness. However, if these depressions are dry, they would have only a low archaeological potential. The second region of Timberville-Marbie Complex soils occupies the head of an intermediate first-order tributary of Spring Creek. Since these soils are well-drained, this headwater may have a moderate potential for archaeological resources. However, such deposits are likely to be at, or near, the surface since this setting lacks conditions favorable to on-going accretion of soil.

The structure and well-developed clay films suggest that the B-horizons have been stable for periods greater than the human habitation of the New World. Archaeological materials are most likely to be found within the A-horizon and the upper portion of the B-horizon in those areas subject to soil accretion. Bedrock crops out of the Johnson pasture (Survey Area C) and the crest of the Snead hilltop (Survey Area D) and suggests that the soils in these regions have been greatly eroded and probably have a very low archaeological potential. In addition, the Snead hilltop (Survey Area D) is marked by numerous sinkholes formed in the porous limestone (National Cooperative Soils Survey Online 2006, Hatch and Thomas 2006). If reasonably intact and relatively wet, these sinkholes may have been attractive resources for prehistoric peoples during dry-periods. However, if dry, these depressions would have no special attraction considering the proximity of Spring Creek whose subterranean point of origination would have provided a source of water less dependent on surface conditions (Survey Area F).

The project area includes regions of Wyrick-Marbie Complex soils in a narrow band across the Johnson pasture (Survey Area C) and the floodplain of Spring Creek (Survey Area F). Wyrick-Marbie Complex soils are typically formed from limestone and shale colluvium and are found on foot-slopes and toe-slopes. Wyrick Series soils are typically composed of a foot of A-horizon of brown (10YR 4/3) silt loam which rests on a series of B-horizons composed of yellowish brown (10YR 5/6) to yellowish red (5YR 5/8) silty clay. Wyrick Series soils often contain up to 15-percent of chert, shale, siltstone and sandstone. Lower portions of the stratigraphic profile often also contain masses of oxidized iron. Marbie Series soils tend to possess a 7-inch thick A-horizon of yellowish brown (10YR 4/4) silt loam with small amounts of gravel. The topsoil rests on a series of B-horizons ranging from a yellowish brown (10YR 5/6) silt loam to strong brown (7.5YR 5/6) silty clay loam with small amounts of gravel. Up to 5-



percent of Marbie Series soils is made up of chert gravel (National Cooperative Soils Survey Online 2006, Hatch and Thomas 2006).

Since Wyrick-Marbie Complex soils are formed from colluvium, it is likely that Spring Creek's effect was only to cut channels, and flood events left little alluvium. This effect may be explained by the mixed composition of the soil which is composed of very light loam and very heavy gravel. Flood events are not sufficient to eject gravel from the stream bed, and the loam is sufficiently light that it fails to precipitate from flood water. If these soils are largely intact, they may have a high archaeological potential. Typical stratigraphic profiles suggest long-term stability and a slow accretion of colluvium which may preserve stratified archaeological deposits. An added attraction is the presence of chert in the soil. If of high quality, such deposits of chert would be attractive to prehistoric period peoples. The Frederick Series soils in the Johnson pasture (Survey Area C) possesses numerous outcrops of rock suggesting that these soils may be heavily eroded. Should this same condition extend to the Wyrick-Marbie Complex soils, they may have limited potential to contain intact archaeological deposits.

The Johnson pastures (Survey Area C) and southern floodplain of Spring Creek (Survey Area E) contains a single pocket of Sindion Series soils. Sindion Series soils are formed from alluvium eroded from limestone and shale. The topsoil of these soils are typically composed of an Ap-horizon of dark brown (10YR 3/3) silt loam which rests on a buried A-horizon of dark brown (10YR 3/3) loam between 9 inches and 18 inches below the ground surfaces. These horizons of old alluvium rest on B-horizons of very dark gray (10YR 3/1) clay loam with a weak structure and silt films on the surfaces of peds. At 46 inches the typical profile of Sindion Series soils are composed of a C-horizon of dark gray (5Y 4/1) silty clay loam with masses of oxidized iron and darker depleted iron. Up to 15-percent of these soils are composed of water-worn gravel and cobbles (National Cooperative Soils Survey Online 2006, Hatch and Thomas 2006). The large number of outcrops in the adjacent Frederick Series soils of the Johnson pasture (Survey Area C) may indicate that it was the original source of the Sindion Series alluvium. If intact, this ancient alluvium has moderate to low archaeological potential. The continued accretion of alluvium may have preserved archaeological deposits. However, the better drained and cherty Wyrick-Marbie Complex soils may have been more attractive.

## Summary

In general, the APE has areas which range from low to no archaeological potential (Survey Areas A and B), low potential (Survey Areas C and D), moderate potential (Survey Areas E, G, H, I, and J) and high potential (Survey Area F). Construction of the airport and subsequent improvements have buried or truncated much of the historical landscape. The intact portions of the landscape consist of side-slopes, pastures, and hilltops which are susceptible to erosion. Erosion has exposed a number of rock outcrops of limestone and dolomite which contain chert nodules which may be suitable for stone tools. The difficulties inherent in practicing agriculture on such variable terrain have slowed historical settlement and restricted agriculture to beef cattle and horses. Archaeological deposits associated with these mid-to-late nineteenth century settlements are likely to be near existing structures.

## HISTORIC CONTEXT

### Prehistoric Native American Settlement

***Paleoindian Period.*** The Paleoindian Period marks the entrance of humans into North America across the Bering land bridge after 13,000 B.C. and spread to the ice-free regions of the continent (Anderson and Faught 1998). Paleoindian Period peoples lived in small, highly mobile bands of hunters and gatherers in the cool, moist environment of the early postglacial period. Paleoindians made use of wide varieties of flora, but were also particularly adept at hunting herd animals and varieties of smaller animals (Turner 1989; Boyd 1989).

The earliest sites typically include finely made bifaces with large basal flutes such as those possessed by the Clovis and Cumberland varieties (Griffin 1967; Justice 1987). Current models suggest that Paleoindians first occupied the western and southern portions of the continent, and spread to Virginia after a few thousand years (Gardner 1989). Radiocarbon dates from the Eastern Coast of North America suggests that Clovis points were in use by 10,000 B.C. and Dalton-style bifaces by 7800 B.C. (Dent 1995). Gardner (1989) argues for three sub-periods which includes an Early Phase associated with fluted points; a rather poorly understood Middle Phase, and a Late Phase concurrent with Dalton-variety. Regional correlates of Dalton points include Dalton-Hardaway, Hardaway, and Big Sandy point varieties. In addition to bifaces, the Paleoindian tool-kit also included scrapers, graters, wedges, flake tools, hammer stones, and abraders (Gardner 1989).

Fewer than 75 Paleoindian sites have been identified in Virginia, and of these, less than 20 are located in the Ridge and Valley province (Turner 1989). Work at the Cactus Hill site (44SX202) in the Chesapeake region has produced the earliest evidence of human occupation of Virginia with deposits dating to the period between 13,000 and 9,000 B.C. (McAvoy and McAvoy 1997). Other stratified sites containing Paleoindian occupations include the Williamson site and the Thunderbird and Fifty sites of the Flint Run Complex in the Shenandoah Valley, as well as the recently excavated Slade North, Fannin, and Cactus Hill sites (Barber and Barfield 1989; Gardner 1974; Carr 1975; Johnson 1996). These sites are concentrated in the southern Piedmont and Coastal Plain of Virginia. The southern Piedmont is believed to have been attractive because the region possesses outcrops of high-quality lithic material in a resource rich oak-hickory forest (Turner 1989). Paleoindian Period sites are rather rare in southwestern Virginia, with a single exception of a cluster around Smyth County's natural salt licks (Turner 1989).

***Archaic Period.*** The Archaic Period marks a cultural adaptation to Holocene environments following the end of Pleistocene glaciations and subsequent melt. The onset of this period occurs during a time of climatic change. A shift from boreal forests to northern hardwoods occurred around the time of the Early Archaic period (8000-6800 B.C.). In the early Holocene, a cool, moist climate prompted the expansion of species-rich Mixed Hardwood Forest in the eastern United States. During this Hypsithermal, the Oak-Chestnut forest became dominant in the central and southern Appalachians (Delcourt and Delcourt 1981; Delcourt and Delcourt 1985).

Hunting and gathering continued as the subsistence pattern during the Archaic, with a possible seasonal round of movement between base camps and hunting camps. The people of the Archaic Period continued to use many of the same tools, settlement patterns, and subsistence strategies as those in the preceding Late Paleoindian, but these sites increase in size and are found in greater numbers (Claggett and Cable 1982; Egloff and McAvoy 1990; Anderson and Sassaman 1996). A significant increase in the number of upland sites in Virginia and a postulated growth in population coincided with this shift in climate (Custer 1990).

The Archaic is commonly divided into three phases: Early, Middle and Late. The Early Archaic period is typified by small corner-notched projectile points such as Palmer and Kirk varieties and an increase in the use of hafted end scrapers (Coe 1964). Towards the end of this period, inhabitants of the region began utilizing readily available low quality lithic materials. Early Archaic people develop new kinds of ground stone tools such as adzes, celts, and axes to work wood, and large grinding stones in order to process new varieties of plant remains. Radiocarbon dates suggest that Early Archaic deposits date to the period between 7800 and 5000 B.C. (Dent 1995).

The Middle Archaic period coincides with a shift in the environment toward the warmer and drier conditions prevalent today. Projectile point types characteristic of this period include Stanley, Morrow Mountain, Guilford, Halifax, St. Albans, LeCroy, and Kanawha (Custer 1990). Radiocarbon dates for deposits containing these points date between 6250 and 2250 B.C. (Dent 1995). Settlement and subsistence patterns show a high degree of continuity with those of the Early Archaic period. However, it appears that Middle Archaic sites may have been occupied for longer periods of time than their earlier counterparts and may have been more frequently located in the floodplains along larger streams and rivers (Custer 1990; Klein and Klatka 1991).

The Late Archaic period in Virginia is marked by varieties of narrow and broad-blade biface types which have been dated to the period between 2900 and 1300 B.C. (Dent 1995). The adaptations of this time, however, differ little from those of the Middle Archaic period. According to Mauer (1991:10), the primary attributes of Late Archaic culture are "small-group band organization, impermanent settlement systems, infrequent aggregation phases, and low levels of regional or areal integration and interaction." Mauer (1991) advocates for a Transitional Period linked to a new adaptation to creation of large estuaries and tidal wetlands created by rising sea levels. Settlement during this time was concentrated in the river valleys, and archaeological sites tend to increase in size and number. In southwestern Virginia, the Transitional period is characterized by Savannah River points and possibly Lamoka, Iddins and Merom points, which are usually classified as Late Archaic (Mauer 1991). Savannah River points tend to be found in deposits which date between 2850 and 1550 B.C. (Dent 1995).

**Woodland Period.** Due to the paucity of sites, the development of the Early Woodland in the western Piedmont and southwestern regions of Virginia is not well understood. Early Woodland peoples increasingly settled along rivers and on floodplains but still made use of upland settings (Egloff 1987). In Virginia, Middle Woodland sites are predominantly found within the Coastal Plains region. The Middle Woodland is marked by the introduction of triangular projectile points between 2100 B.C. and 650 A.D. (Dent 1995). The Woodland was a period of development of differentiated local traditions, an increase in settlement sizes and in

some regions, the development of ranked societies. The Blue Ridge Mountains seem to have served as a somewhat permeable border between material cultural traits of Piedmont peoples and those of groups living to the west (Blanton 1992). The typical Middle Woodland pottery in southwestern Virginia has a limestone-tempered body wares such as Candy Creek Cord-Marked and Long Branch Fabric-Imprinted. These ceramics are more typical of the southern Appalachians and the Southeastern Cultural Area than are the ceramics found in other portions of Virginia at this time (Stewart 1992; McJannet 1992).

The Late Woodland period (A.D. 1000 to 1600) in Virginia was marked by a continued increase in population, regionalization of ceramic styles, reduction in the long distance exchange or procurement of lithic resources, and a continuing increase in sedentism and reliance on domesticated plant foods such as corn, squash, and beans (Hantman and Klein 1992). Radiocarbon dates for these tropical cultigens suggests that they were introduced into Virginia around 1000 A.D. (Dent 1995). Settlement follows the earlier pattern and consists of "small household clusters" and dispersed villages (Hantman and Klein 1992, Davis and Ward 1991:47).

In the Virginia Piedmont and Coastal Plain large palisaded villages appear in the floodplains of major rivers after 1300 A.D. These large villages aren't found in southwestern Virginia. However, there is an increased reliance on domesticated plants, increased sedentism, and a concomitant appearance of small villages. Satellite camps were established to aid hunting and gathering expeditions.

Hantman and Klein (1992:143) note a general "increase in boundedness of the cultures of the Piedmont" during the Middle and Late Woodland periods. Although regionalism and cultural differentiation are also characteristic of southwestern Virginia during the late Woodland, archaeological evidence indicates that this region was under the influence of three major ceramic traditions: Eastern Woodland, Southern Appalachian, and Mississippian (Barber and Barfield 1992, Egloff 1992). The most common "cord-marked, net-impressed, or corncob-impressed" potteries were tempered with "sand, soapstone or limestone" is of an indigenous Eastern Woodland Tradition (Egloff 1992:198). The Southern Appalachian Tradition, more typical of areas to the south, is represented by a sand-tempered ware with a stamped exterior. The Mississippian Tradition is represented by plain or cord-marked, shell-tempered pottery. In some instances, examples of all three ceramic traditions have been recovered from a single site, emphasizing the high degree of cultural interaction in southwestern Virginia (Egloff 1987).

The presence of exotic trade goods, coupled with evidence of a diversity of burial practices and possibly hierarchical settlement patterns, suggests the presence of ranked societies or chiefdoms in southwestern Virginia and the influence of Mississippian cultures from the area of Tennessee (Egloff 1992). Ceremonial mounds, such as the Ely and Carter Robinson Mounds in Lee County, offer further evidence of a Mississippian influence. Evidence from sites at the head of the Roanoke River and in the western Piedmont provide evidence of a continuation in the Late Woodland period of a tribal level of organization with the possible addition of some degree of sociopolitical stratification (Barber and Barfield 1992, Ward and Davis 1993; Gallivan 1997).

### **Settlement to Society (1607-1750)**

During the settlement period Native Americans did not occupy what is now Washington County, though it was often visited for hunting (Warmuth 2005). By the time the first European explorers entered southwest Virginia there were already well-worn trails and paths that had been created by the travels of buffalo and the Native Americans (Summers 1937)

The first documented Euro-American visitors to the area were members of a party from the Loyal Land Company, which included Colonel John Buchanan and Dr. Thomas Walker (Summers 1937; Warmuth 2005). Buchanan and Walker kept diaries of their travels through the area between the years of 1745 and 1750. Though Euro-American hunters and trappers entered the area prior to this time, the accounts of Buchanan and Walker are the earliest written accounts of this section of Virginia. The party was in the area seeking out and surveying the land best-suited for settlement (Summers 1937). The increased settlement of the Shenandoah Valley was causing an increase in the price of land there, causing land speculators to look to southwest Virginia (Warmuth 2005). Dr. Walker surveyed 6870 acres of land where Abingdon is now located for himself and patented the land in 1753 (Warmuth 2005)

### **Colony to Nation and Early National Period (1750-1830)**

Although Walker had secured a patent for the land in 1753, the land was not settled until the latter part of the 1760s and early 1770s (Angle 1998; Summers 1937). During this time of settlement the area was still part of Fincastle County. As the first settlers began to arrive in the area, Daniel Boone stopped near present-day Abingdon and camped with a companion (Neal 1977). Boone and his friend were attacked by wolves that night, prompting Boone to name the area "Wolf Hills" (Angle 1998)

The burgeoning settlement retained the name Wolf Hills until 1774 at which time a fort was constructed on Joseph Black's property. For the next four years the settlement was known as Black's Fort. During the fighting with the Cherokee in 1776 the fort was expanded to the point that it could provide protection for approximately 600 people (Summers 1937)

During the American Revolution, Southwest Virginia was too unsettled for most inhabitants to march off and join the Continental army. The immediate concern for the settlers was the threat from the Cherokee, incited by representatives of the British government. The Cherokee forces, numbering approximately 1000 men, under the command of Dragging Canoe crossed the Holston River at Kingsport, Tennessee in 1760. A short distance from there his force was confronted by about 170 militia from Black's Fort. The militia defeated the Cherokee, but while the militia was away from Black's Fort a marauding band of Cherokee attacked the settlement. The settlers took refuge in the fort, but at least one was not able to make it to the safety of the fort before he was killed. The marauders left Black's Fort and camped about seven miles away, where their location was discovered by a settler who had not sought refuge in the fort. Once the settlers knew the location of the small band they sought out the group and killed them. The 11 Native Americans were killed, scalped, and hung outside the fort to serve as an example to other assailants (Summers 1937)

Although most settlers were too concerned with local unrest to march away to war, Washington County contributed to the American cause outside of the region. Individuals from the area joined the Continental Line, including Second Lieutenant John Buchanan, who was killed at Saratoga in 1777. Another Washington County son, John Floyd, embarked on a stint as a privateer in the West Indies (Neal 1977). Other men from the area joined George Rogers Clark in his 1778 Northwest expedition (Summers 1937). Still, most settlers found that the principal threat to the area was from the Indians, causing most of the men of fighting age to remain at home (Neal 1977).

Perhaps the biggest contribution that Washington County made to the American cause during the Revolution was its role in the Battle of King's Mountain. Although the numbers vary, at least 200 volunteers gathered in Abingdon to ultimately march to South Carolina and aid in defeating a British force at King's Mountain (Summers 1937; Warmuth 2005). This battle is considered one of the most important engagements of the war.

In 1776 the county of Washington was formed, named for the leader of the American army (Neal 1977). Black's Fort became the county seat of the new county, changing its name to Abingdon in all likelihood as an honor to Martha Washington of Abingdon Parish (Summers 1937). The town was surveyed in 1777 with lots and streets being laid out at that time, however the town was not incorporated until the end of 1778 (Davis 1971). The town was the location of the first post office in Southwest Virginia, established there in 1792. The post office in Abingdon remained the only one in Washington County until 1833 (Angle 1998).

#### **Antebellum Period (1830-1861)**

The town of Abingdon was able to experience rather rapid growth during the early nineteenth century, though a fire in 1812 destroyed most of the town (Summers 1937). Abingdon served as the "commercial core" for southwestern Virginia, east Tennessee, and Kentucky between 1793 and 1835 (Warmuth 2005: 7). Prosperity was such in the growing town that by 1806 a newspaper was being published (Summers 1937). Abingdon was able to serve the needs of travelers moving along the Great Road through the Valley of Virginia and those traveling the Wilderness Road into Kentucky (Town of Abingdon 1988). The town included 150 to 200 houses, many constructed of brick, by 1837 and was successful enough to support both a male and a female academy (Town of Abingdon 1988; Summers 1937). The current Abingdon landmark, the Martha Washington Inn, was constructed in 1832 as the home of General Francis Preston. Preston's home was used as a hospital during the Civil War and later became Martha Washington College before its conversion to its current use as an inn (Town of Abingdon 1988).

In September of 1836 the cornerstone for Emory and Henry College was laid near the community of Emory. The Methodist college took half of its name from the nearby community and the other half from two individuals who both shared the last name of Henry, Bishop John Henry and Patrick Henry. The college opened its doors to students in April 1838 with an enrollment of 100 students. Enrollment continued to increase over the years until the onset of the Civil War during which time enrollment in virtually all institutions of higher learning in the state suffered (Gibson 1949).

During the antebellum period, transportation improvements were undertaken in southwest Virginia. Washington County received little help from the state in macadamizing their roads and had to bear the brunt of the cost of such improvements. The Virginia General Assembly incorporated the Virginia and Tennessee Railroad Company during its 1849 session. Citizens of Washington County gathered in Abingdon that same year to elect delegates to a convention to be held in Christiansburg to promote construction of the railroad. Most of the county's citizens were very enthusiastic about the proposed railroad and looked forward to increased prosperity with the completion of the line through Abingdon in 1856 (Summers 1989; Town of Abingdon 1988).

The second of three major fires in the town of Abingdon occurred in 1848. At that time a major fire swept a section of Abingdon, destroying several structures. The town quickly rebounded from this setback as evidenced in the founding of the Exchange Bank of Virginia in Abingdon the following year (Summers 1937).

### **Civil War (1861-1865)**

During the presidential election of 1860 the state of Virginia handed its electoral votes to John Bell, candidate of the newly formed "Constitutional" party (Walker 1985). The majority of Virginians seemed to still favor compromise and a resolution of sectional differences within the framework of the existing Union. Abraham Lincoln's victory in the presidential election began to change the state's sentiment. Although Virginia did not rush to secede as South Carolina did after the election, they disapproved of action to coerce seceded Southern states into remaining in the Union.

The fact that Virginia ultimately voted to secede from the Union did not mean that all Virginians became ardent secessionists. Several western Virginia counties seceded from the state during the war, forming the state of West Virginia. Those counties in southwest Virginia that remained part of Virginia, including Washington County, were bitterly divided in their loyalties. Throughout the war, various Confederate commanders made their headquarters in Abingdon, including General John Hunt Morgan who served for a time as commander of the department which included Southwest Virginia (Walker 1985).

The location of the railroad through Abingdon and the important salt works located in Saltville just across the county line made the region very important to both sides during the war. Though fighting took place within the county and at Saltville in the neighboring county, perhaps the most devastating blow to the community was the Battle of Antietam fought in September 1862. Many of the county's young men that had enlisted to fight for the Confederate cause were killed at Antietam, including a large number of the local men serving in the 37<sup>th</sup> Virginia (Neal 1977).

Those Washington County residents not serving in the army (whether Union or Confederate) felt the impact of the war more directly in 1864. The First Battle of Saltville occurred on October 2, 1864 when a Federal force attacked Confederates defending the salt works that were so vital to the Confederacy. The Union attack failed, but the Confederate



victory was tempered by credible charges that wounded black soldiers of the 5<sup>th</sup> U.S. Colored Cavalry were murdered (Salmon 2001).

Following the First Battle of Saltville, the Confederates strengthened their works at the important salt works. The Confederates had correctly surmised that the Union would once again attempt to deprive the Confederacy of the salt supplied by Saltville. In November 1864 Union Major-General George Stoneman embarked on his raid of the region. By mid-December Stoneman's force was marching on Saltville (Salmon 2001). During Stoneman's raid, a Union soldier passing through Abingdon burned the courthouse and several other buildings on December 15, 1864 (Summers 1937; Warmuth 2002). The Second Battle of Saltville, fought on December 20, went much better for the Union than did the first battle. Stoneman's forces won the battle and went about destroying the salt works. Though the Confederates were able to repair some of the damage, the salt works were never able to provide the Confederate army with much needed salt for the remainder of the war (Salmon 2001).

### **Reconstruction and Growth (1865-1917)**

Although the Civil War took its toll on Washington County, the residents recovered from the hostilities rather quickly. According to Warmuth (2002), the community of Abingdon had recovered economically by 1875. The determination of the people of Washington County, and the South in general, to recover from the war is reflected in how rapidly Emory and Henry College resumed the education of young people following the end of the war. Prior to the war, the college had grown steadily. No record of enrollment exists during the war, though it is known that the faculty remained at the college during the conflict. The school itself was used as a hospital during the war. Immediately following the war, enrollment at the college was low, but enrollment grew steadily and along with it the college (Gibson 1949).

During the antebellum period a Methodist congregation and a Presbyterian congregation shared ownership of a log church along Spring Creek. About 1850, the two congregations decided that they could no longer share the building, and plans to construct a second building on Spring Creek were put underway. Not much is known about what came of the church plans. However in 1881, Dr. John A. P. Baker donated land for the construction of a new church building. The new church was dubbed Baker's Chapel and served the congregation until 1890 when a fire destroyed the building. In 1894 a brick building was constructed and served the Methodist congregation until 1963. Church members decided in the early 1960s that in order for the church to grow a new building and location were needed. Following the move into the new church in 1963 the members decided to change the name of the church to Pleasant View United Methodist Church (Neal 1977).

A business directory embracing the years 1888-1889 gives valuable information on the county during this period. The directory reported that the 1880 census for the county reflected that the county's population was just over 25,000 people, 10 percent of whom lived in Abingdon. The 1886 presidential election revealed that the number of democrats voting in the election was 1,754, while the number of Republicans numbered 2,029. This statistic reflects the Union sympathies of the mountain regions during the Civil War and illustrates that the idea of the "Solid South" voting for democratic candidates during the period did not necessarily apply to the



mountain counties. Among the agricultural products grown in the county during the period were various fruits, corn, wheat, and tobacco. The county was also active in the raising of horses, cattle, and sheep (Weaver 1998-2005).

Around the beginning of the twentieth century a new regional resource, timber, began to be exploited. From the period of the area's earliest settlement lumber was harvested for local construction purposes and later for construction of the railroad. However, by the late nineteenth century various factors made the region attractive to lumber companies. Among these factors were the deforestation of timber fields in the North and the building of railroads in southwest Virginia. Several lumber companies began operations in the county, among the largest being Hassinger Lumber Company, which operated between 1903 and 1928. In order to reach the lumber-harvesting areas many small branch railroads were constructed in the county (Hassinger 1967).

### **World War I to World War II (1917-1945)**

The Great Depression was a difficult period for the entire nation, and Washington County was no exception. However, the Depression brought about at least one positive long-term cultural benefit to the area. Robert Porterfield founded the Barter Theater in 1932 (Town of Abingdon 1988). The basis of the theater's founding was "ham for Hamlet," which meant that locals could "barter" food, as well as other items, to attend a program (Warnuth 2002.8). Today, the Barter Theater is the State Theater of Virginia (Town of Abingdon 1988).

During this period, more rights were extended to women. Emory and Henry College began allowing a limited number of women to begin attending the school in 1922. The number of women gradually increased over the years, as well as the opportunities afforded to them. The progressive attitude that the college showed in its admission of women was also evident in the improvement of its curriculum and expansion of its facilities during the period (Gibson 1949).

### **The New Dominion (1945-Present)**

The most important change to the project area during this period was the establishment of the Virginia Highlands Airport. The airport traces its beginnings to the opening of a landing strip along Bristol Road in 1965. The airport at that time had only one plane located there, a number which grew to 35 by 1977. An airport hangar was not constructed until sometime between 1968 and 1969 (Neal 1977).

The population of Washington County in 2000 was 51,130 people. The largest concentration of people resided in Abingdon, which had a population of 7,780 individuals (County of Washington 2001-2005). The county is well poised to continue its growth into the next century. In addition to the Virginia Highlands Airport, which has continued to expand, the county continues to be served by the Norfolk Southern Railroad. Interstate 81 traverses the county as well, providing another important conduit for commerce.

## PRIOR ARCHAEOLOGICAL RESEARCH

One prior archaeological investigation (McIlhenny 1984) conducted at the Virginia Highlands Airport identified one site (44WG323) and three loci of surface deposits. The 1984 survey examined the existing airfield, the northwestern side slopes, and a northeastern extension of the runway. Site 44WG323 included a 50-x-100-meter area of surface material within a plowed field to the south of the St. John Barn (VIR 095-5258). Of seven shovel test pits excavated within the site, one (1984 Shovel Test 7), contained archaeological material which included a piece of chert debitage and a utilized flake within the Ap-horizon. The 38 prehistoric period artifacts recovered from Site 44WG323 included 25 utilized flakes, five pieces of reduction debris, two cores, two primary flakes struck to remove cortex, one secondary flake struck to shape the tool, one tertiary, bifacial thinning flake, one rhyolite late stage biface, and a "spoke shave." The biface was the only rhyolite artifact located by the survey and uncommon to the region. The authors suggest that the source of this tool was somewhere outside the Ridge and Valley physiographic province.

The remaining artifacts from 44WG323 were crafted from black, gray, gray-brown, and milky chert, and chalcedony. These materials are readily available in the form of nodules of high quality stone. Due to the large number of flake tools, McIlhenny (1984) suggests that the site was a short-term occupation where tools were predominantly made on site from local materials in order to process a local resource. No subsurface deposits were encountered by their shovel test pits, and the surveyors recommended that the resource lacked sufficient integrity to be eligible for inclusion on the NRHP.

McIlhenny (1984) also investigated three loci (1984 Locus 1 and Locus 2, 1984 Locus 3) where artifacts were observed on the ground surfaces of plowed fields. The 1984 Locus 1 contained nine artifacts which included four interior flakes, two secondary flakes, a bifacial thinning flake and two fragments created by core reduction found within a 10-x-20-meter (33-x-65-feet) area. The surface collection from 1984 Locus 2 included a utilized flake, a retouched flake, a bifacial thinning flake, a secondary flake, and a fragment of bipolar reduction with an area measuring 15-x-40-meters (50-x-130-feet). A single fragment of shatter was recovered from 1984 Locus 3. All these materials were crafted from local materials. Shovel testing around these areas failed to recover additional material (McIlhenny 1984). In 2006, 1984 Loci 1 and 2 are mapped within Udorthents Series soil, but it is likely that prior to the airport construction the site was located within Frederick Series soils. The 1984 Locus 3 appears to have been located within a patch of Timberville-Marble Complex soils which has been partially filled by Udorthents Series soils.

A number of sites have been found in the vicinity of the airport. A sampling of these sites will be reviewed in terms of their archaeological component, topographic setting, and National Register Eligibility in order to inform field methods (Table 1). The majority of prehistoric period sites in the local region were small, temporary camps with relatively low amounts of material culture. Their locations are all associated with water. Eight of these 15 sampled sites are found on rises above water, four are located within confluences of small creeks, two are in the vicinity of springs, and one resides on an upland setting. None of the sites

have yet to be recommended as eligible for inclusion on the NRHP. However, additional work has been recommended for Sites 44WG424 and 44WG426 which occupy a rise above a creek and a spring. While these sites are outside the project area, the information on them helps to form a context for assessing any sites in the project area. Potentially eligible sites in the project area may occupy similar settings.

**Table 1. Archaeological Sites Near the Virginia Highlands Airport Project Area.**

Site	Component	Setting	Eligibility	Reference
44WG120	Prehistoric	Confluence	No evaluation	Chadderdon and Pendleton 1996
44WG121	Prehistoric	Rise above creek	No evaluation	Chadderdon and Pendleton 1996
44WG277	Archaic-Woodland	Rise above creek	Unknown	Chadderdon and Pendleton 1996
44WG278	Archaic-Woodland	Rise above creek	Unknown	Chadderdon and Pendleton 1996
44WG279	Archaic-Woodland	Rise above creek	Unknown	Chadderdon and Pendleton 1996
44WG323	Prehistoric	Rise above creek	Not eligible	Mellhary 1984
44WG422	Early-Mid Archaic	Spring, headwaters	Not eligible	Chadderdon and Pendleton 1996
44WG423	Prehistoric satellite	Rise above creek	Not eligible	Chadderdon and Pendleton 1996
44WG424	Prehistoric base	Rise above creek	Further work	Chadderdon and Pendleton 1996
44WG425	Prehistoric procurement	Upland	Not eligible	Chadderdon and Pendleton 1996
44WG426	Prehistoric base, 19 <sup>th</sup> c	Spring, headwaters	Further work	Chadderdon and Pendleton 1996
44WG544	Prehistoric, 19 <sup>th</sup> c. farm	Confluence	Not eligible	Jones 2002
44WG545	Prehistoric, 20 <sup>th</sup> c.	Confluence	Not eligible	Jones 2002
44WG546	Prehistoric	Confluence	Not eligible	Jones 2002
44WG547	Prehistoric	Rise above creek	Not eligible	Jones 2002

Three of the sampled sites have historic components, but these are observed materials in sites which are primarily prehistoric period occupations. The historic period components also date to the late nineteenth and twentieth centuries and may suggest that deposits may only be associated with existing or recently demolished structures. This sample of local archaeological sites suggests that proximity to water is a critical element in the location of prehistoric archaeological sites, and surveyors should focus their efforts in those settings.

The early settlers of Washington County sought land that had a ready supply of water; be it a river, creek, or spring. Neal (1977:121) states that "Every frontier cabin was situated by an all-weather spring..." The current project area is watered by a spring and Spring Creek. The spring is located at the St. John House (VDHR # 095-5264). The spring was reportedly utilized by Native Americans as evidenced by the artifacts found on the property. Later the spring became part of the property of Dr. John A. P. Baker. Dr. Baker operated his practice for a time out of his home (VDHR # 095-5264), before moving to Abingdon about 1890. Spring Creek flows through the project area, roughly following SR 611. This creek supplied water to an antebellum home, the Hilt House (VDHR # 095-5263). The quality of these two structures seems to indicate that their owners prospered from their proximity to the major road located to the south and Abingdon to the east, as well as possessing natural water sources.

## **RESEARCH METHODOLOGY**

### **Introduction**

The purpose of the survey was to determine if cultural resources that are on, or eligible for, the NRHP are located within the project area. These resources were assessed against the criteria for the NRHP in order to determine their potential for eligibility. These criteria require that the quality of significance in American history, architecture, culture, and archaeology should be present in buildings, structures, objects, sites, or districts that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that the buildings, structures, objects, sites, or districts:

- A) are associated with events that have made a significant contribution to the broad patterns of our history; or
- B) are associated with the lives of persons significant in our past; or
- C) embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D) have yielded, or may be likely to yield, information important in prehistory or history (Federal Register 1997)

### **Background Research**

Background research was conducted at the:

- Virginia Department of Historic Resources, Richmond
- The Washington County Public Library, Abingdon
- The Clerk of Circuit Court Office, Abingdon
- Coastal Carolina Research, Inc., Library, Tarboro, NC

### **Archaeological Field Methods**

Much of the study area was steeply sloped. These areas were briefly examined but not shovel tested. As noted in the Environmental Setting section, not only was the area sloped, but thin soils, rocky outcrops, and sinkholes preclude systematic survey. Shovel tests were not placed on standard intervals, but were excavated where conditions permitted.

Surface and subsurface methods were employed in those areas that could be surveyed. In areas with visibility below 50 percent, shovel tests were excavated at 16-m (50-ft) intervals. The shovel tests were generally 30 cm (1 ft) in diameter and were excavated into the subsoil or sterile soil. Soil from the shovel tests was screened through 6.35-mm (0.25-inch) mesh screen. Records of the shovel tests, including information on soil zone textures and colors, were maintained.

Black-and-white and color photographs were used to document the general conditions of the project area and the sites that were encountered. All survey areas were plotted on the project field map and USGS 7.5-minute quadrangles.

The purpose of the background research was to identify any previously recorded archaeological sites in or adjacent to the project area, to obtain information on project-specific natural characteristics and cultural patterns, and to review the results of cultural resource investigations in the region. The data outlined above have provided important information concerning the conditions of the landscape within the areas affected by this project, regional varieties of human occupations, and the specific settings within which these sites are generally found. These factors were combined into a model which informed fieldwork, maximizes efforts in those areas with the greatest potential, and increases the effectiveness of the survey.

### **Laboratory Methods**

Upon the completion of the fieldwork, the recovered artifacts were processed and analyzed by CCR staff members. All artifacts were cleaned and appropriately labeled according to guidelines set forth by the VDHR. All processed artifacts will be submitted to the VDHR or another acceptable repository for long-term curation. CCR has prepared the artifacts for curation and will assist the client with the documentation and transfer of ownership.

### **Architectural Methods**

The architectural site files at the VDHR were examined to determine if previously recorded architectural resources were present within the current APE. Fieldwork for the architectural investigation was conducted by vehicle and on foot. The purpose of the study was twofold: 1) to provide specific information concerning the location, nature, and significance of buildings more than 50 years old in the APE; and 2) to identify buildings that appear to be potentially eligible for the NRHP. Each resource that was determined to be more than 50 years old was recorded and photographed. If possible, property owners were interviewed regarding the history of each structure.

## RESULTS OF ARCHAEOLOGICAL SURVEY

### Introduction

The APE contains varied topographic settings and soil regimes within the airport area. Two archaeological sites were recorded and are defined below (Figure 4).

### Site Descriptions

**SITE NUMBER:** 44WG0578

**SITE TYPE:** Prehistoric artifact scatter

**SOIL TYPE:** Frederick Series

**SITE SIZE:** 225 x 30 m

**SELECTED ARTIFACTS:** chert flakes

**COMMENTS:** Eighteen shovel test pits were excavated, and the uplands were found to be eroded down to ancient clay. However, the floors of the valley contained intact soil. Two loci of artifacts were found in close associations. Locus 1 is represented by Shovel test 7, which yielded a primary flake produced by removing the cortex from the raw stone in Zone 1, and a secondary flake of gray chert in Zone 2. A second locus of prehistoric material was found in Zone 1 of Shovel tests 14, 19, 24, and 26. Locus 2 included a bipolar core, five secondary chert flakes, a primary flake of chert, and a fragment of debitage that appears to have been thermally altered. These two loci have been labeled Site 44WG578 (Figure 5).

**RECOMMENDATIONS:** This site remnant is unlikely to yield any significant data, and is recommended as not eligible for the NRHP under criterion D. No further work is recommended.

**SITE NUMBER:** 44WG0579

**SITE TYPE:** Archaic period artifact scatter

**SOIL TYPE:** Wyrick-Marble soils

**SITE SIZE:** 300-x-50-m

**SELECTED ARTIFACTS:** chert flakes and biface fragments

**COMMENTS:** This is located in a narrow, fifteen-acre strip of Wyrick-Marble Complex soils which has formed on the bottom slope of the Spring Creek Valley (Figure 6). Although these soils occupy the floodplain of Spring Creek its geomorphology suggests that the landform was developed primarily through colluvium than through deposits from Spring Creek. The site may extend to the north into the Hairston property which includes the St. John House (VHR 095-5264), outbuildings, a human made pond, a dam, and a portion of this area remains unexamined. The Hairston property contains floodplain, the confluence of Spring Creek and a tributary, and a nineteenth century house which may possess significant yard deposits.

The excavation of 55 shovel test pits outlined the 300-x-50 meter Spring Creek Site (44WG0579). These shovel test pits exposed a well preserved stratigraphic profile which yielded archeological deposits in three soil horizons. The site assemblage includes 346 artifacts, which includes 281 (81-percent) prehistoric period artifacts, and 65 (19-percent) historic period artifacts. With a single exception, the prehistoric assemblage was crafted from nearly equal quantities of gray (32-percent), brownish-gray (30-percent), and black chert (38-percent) from

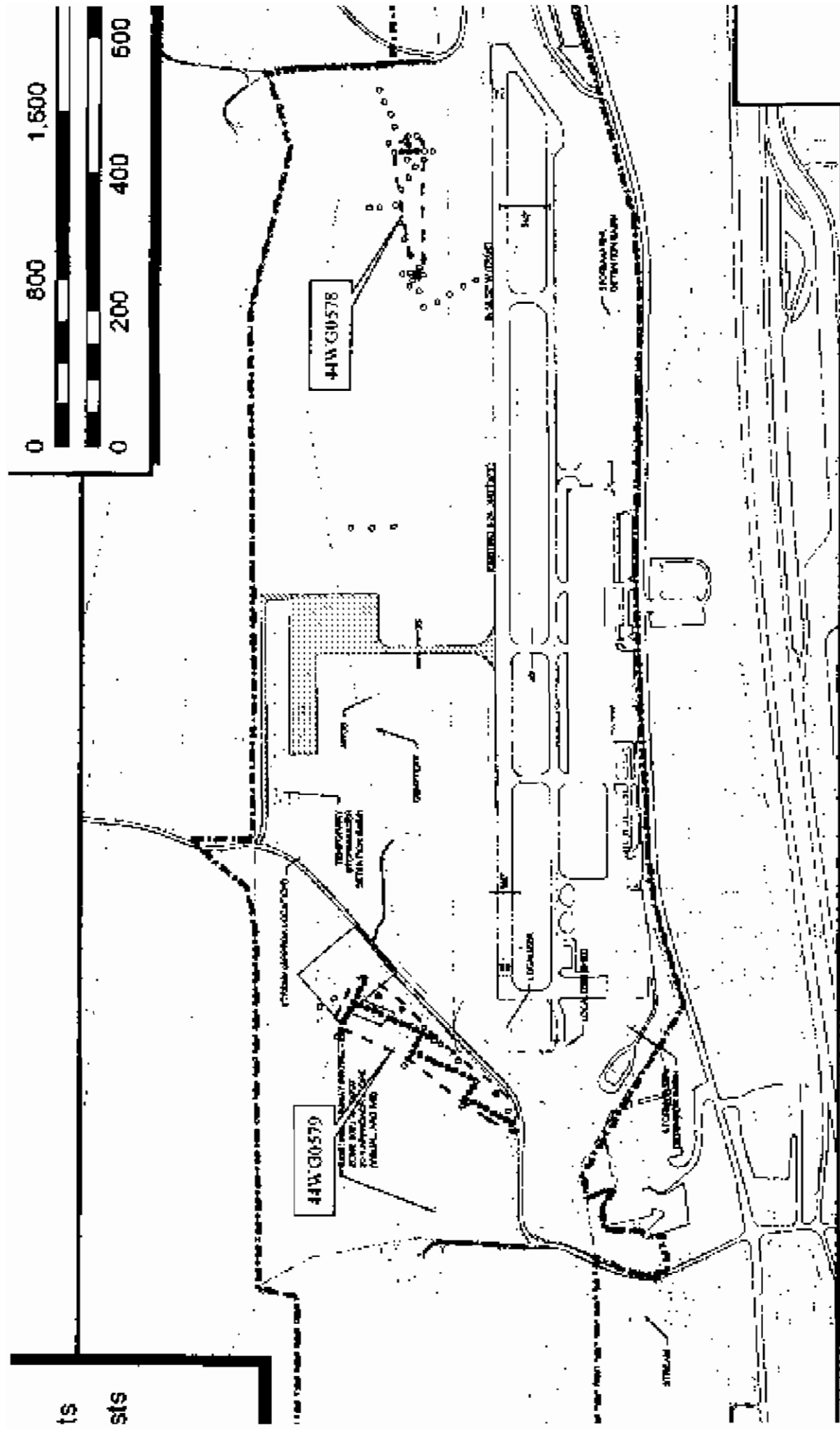


Figure 1 (VJI) Showing Survey Areas, Shovel Test Locations, and Archaeological Site Locations.

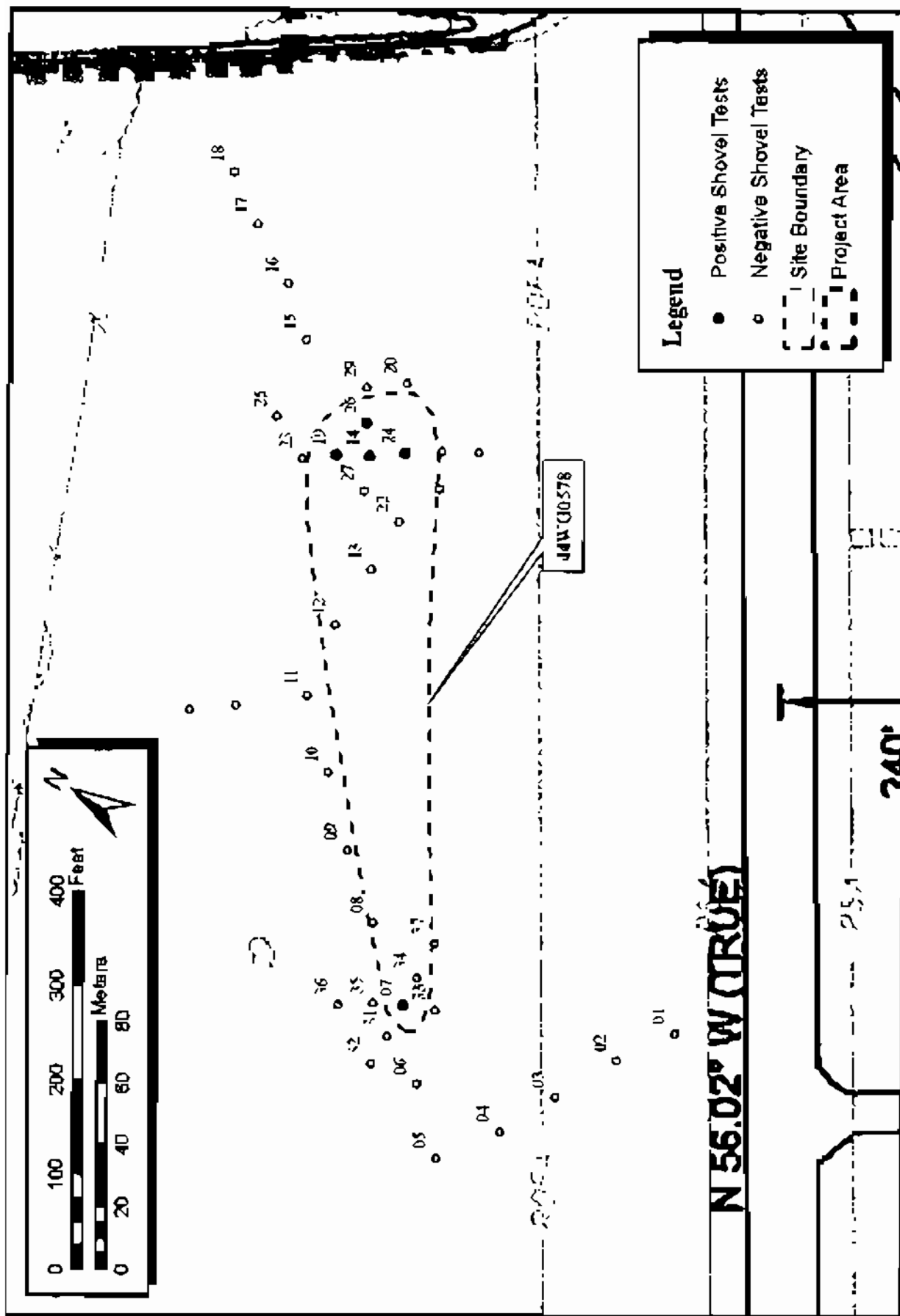


Figure 5: Map of Site 44WG0578



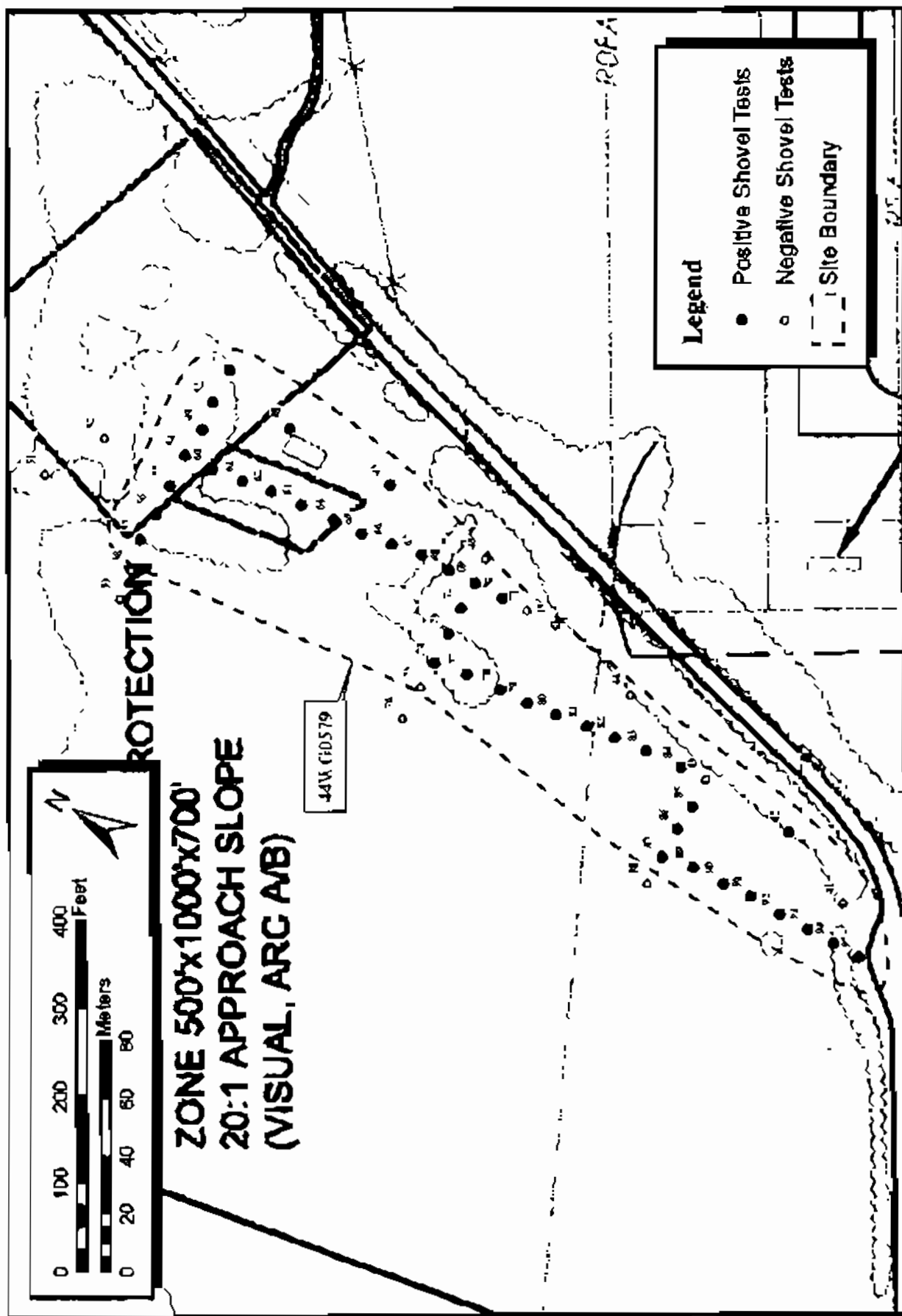


Figure 6 Map of Site HWG0579.

local beds. The local materials are found as nodules, fragments of bands, and cylindrical portions of tube-like formations within the soil, creek beds, and on the face of limestone and dolomite outcrops cut by Spring Creek. A flake of rhyolite (meta-volcanic) was crafted from materials which are not native to the geology of the Spring Creek drainage. The lack of a clear preference for any of the chert varieties suggests that color of the raw material is independent of its desired qualities.

The majority (72-percent) of prehistoric material was recovered from Zone 1 which extended to a depth of 15 to 25-cm (0.7 to 1.2-feet) below the ground surface. The predominant artifacts in Zone 1 were secondary flakes removed from the interior of the raw material in order to shape the material to a desired size. The 168 secondary flakes were struck from gray, brownish-gray, and black chert and a single flake of rhyolite. Zone 1 also contained 24 primary flakes, which are struck to remove the outer cortex and can often serve as a test of material's suitability. Four tertiary flakes were recovered from Zone 1. These flakes are struck in order to sharpen, or retouch existing tools. Zone 1 also contained a large, early-stage, triangular biface (Shovel test 54) and a basal fragment of a side-notched Brewerton/Halifax point (Shovel test 52). The large triangle point was expeditiously crafted from a fragment of a black chert band and one face was covered in cortex. Small triangle points are typically associated with the Woodland period. However, large varieties may have an independent tradition and have been documented in Middle Archaic contexts (Kraft 1975, Stewart and Cavallo 1991). The Brewerton/Halifax point base was from brownish-gray chert. Points of this style are often associated with the Middle Archaic and radiocarbon dates from North Carolina contexts suggest popularity around 3500 and 2250 B.C. Zone 1 also included two prepared cores and two fragments of bipolar reduction.

Zone 2 was found at depths between 15 and 50-cm (0.5 to 1.6-feet) below the ground surfaces and contained 26-percent of the prehistoric assemblage. These materials were similar in type and material to the flakes found in Zone 1, and included a gray chert "thumbnail" scraper in Shovel test 55. Only Shovel test 82 contained artifacts in Zone 3. These materials consisted of two primary flakes of black chert, one secondary flake of brownish-gray chert, and two secondary flakes of black chert.

**Table 2: Native American Artifacts from the Spring Creek Site (44WS0579).**

	Zone 1				Zone 2			Zone 3		Total
	Rhyo	Gray chert	Brown-gray chert	Black chert	Gray chert	Brown-gray chert	Black chert	Brown-gray chert	Black chert	
Primary flake		6	5	13	5	1	7		2	39 (14)
Secondary flake	1	53	63	51	19	10	25	2	1	225 (80)
Tertiary flake		2	2			1	3			8 (03)
Biface			1	1						2 (01)
Scraper					1					1 (00)
Core		1		1						2 (01)
Shatter		2					2			4 (01)
Total	1 (00)	64 (23)	71 (25)	66 (24)	25 (09)	12 (04)	37 (13)	2 (01)	3 (01)	281 (00)
Total by Zones		202 (72%)			74 (26%)			5 (2%)		

Historic period artifacts included 60 fragments of brick (Shovel tests 83-87, 89-95), a nail (Shovel test 89), a sherd of ironstone (Shovel test 79), and a spall of glaze from a mocha-decorated yellowware (Shovel test 56) vessel. All but the glaze fragment were recovered from the southern portion of the site, with the highest frequency of artifacts occurring in and around Shovel test 86. These materials are generally associated with the second half of the nineteenth century. Brick was found in Zone 2 of three shovel tests (Shovel tests 84, 85, and 89) which may suggest historic period subsurface deposits in that region.

## RESULTS OF THE ARCHITECTURAL SURVEY

The present survey resulted in the identification of ten newly recorded architectural resources 50 years of age or older located within the project's APE (Figure 7). There were no previously recorded resources. The ten architectural resources were identified by CCR in December 2005. Information gathered during the survey was used to prepare DSS forms.

Eight of the newly recorded resources are recommended as not eligible for the NRHP under Criteria A, B, C, or D, because they represent common architectural types and due to alterations or additions to their original designs, the buildings' architectural integrity has been compromised. The Hilt House (VDHR #095-5263) and the St. John House (VDHR # 095-5264) are recommended for evaluation as potentially eligible for the NRHP under Criteria A and C in the areas of Agriculture and Architecture. Table 2 lists the recorded resources.

**Table 3: Architectural Resources in the Virginia Highlands Airport APE.**

Inventory Number	Name	Address	Date	Recommended NRHP Eligibility
095-5257 & 44WG577	St. John Cemetery	East Side of Providence Road	1896	Not Eligible
095-5258	St. John Barn	East Side of Providence Road	1930	Not Eligible
095-5259	House	18600 Westinghouse Road	1945	Not Eligible
095-5260	Johnson House	18081 Lee Highway	1929	Not Eligible
095-5261	Ratliff House	18105 Lee Highway	1940	Not Eligible
095-5262	Hortonsline House	18115 Lee Highway	1940	Not Eligible
095-5263	Hilt House	18027 Providence Road	1853	Potentially Eligible
095-5264	St. John House	18254 Providence Rd	1860	Potentially Eligible
095-5265	House	19204 Lee Highway	1940	Not Eligible
095-5266	House	19226 Lee Highway	1945	Not Eligible

**VDHR INVENTORY NUMBER:** 095-5257 & 44WG577

**RESOURCE NAME AND ADDRESS:** St. John Cemetery, East Side of Providence Road  
**DATE(S)** ca. 1896

**DESCRIPTION:** This historic cemetery contains nine grave markers of the St. John family (Figure 8). Eight of the graves feature inscribed headstones and footstones, and one grave features a headstone with no inscription. The boundaries of the cemetery are discernible by a decorative iron fence with cast concrete posts, which encloses an area approximately 7 x 11 m. This cemetery was originally part of the St. John family property, and was associated with the St. John House (VDHR #095-5264). The St. John House is located to the southwest of the cemetery at 18254 Providence Road.

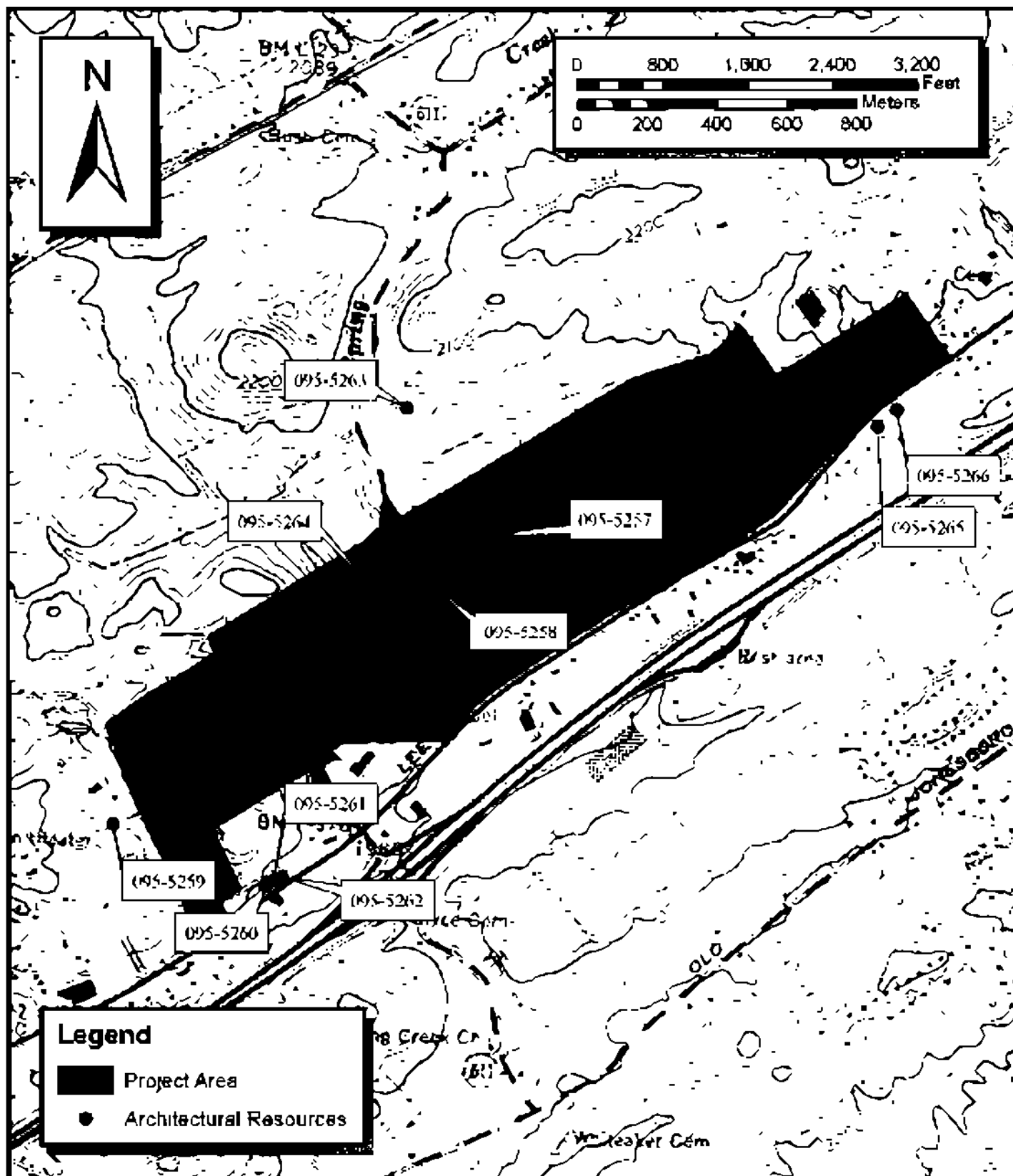


Figure 7 Location of Newly Identified Architectural Resources Within or Near the Project Area

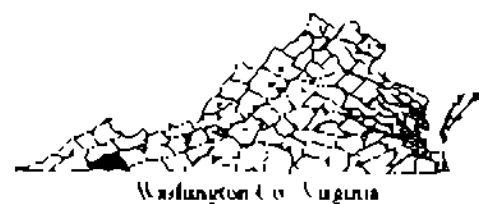




Figure 8: St. John Cemetery (VDHR #095-5257), View Looking Northwest



Figure 9 Ratliff House (VDHR #095-5261), View Looking Northeast

William J. Range purchased the property on August 28, 1890 (Washington County Courthouse, Abingdon, Virginia [WCC] 1890 Deed Book [DB] 46:233) and then left it to his daughter Annie (Washington County Courthouse, Abingdon, Virginia [WCC] 1939 Will Book [WB] 27:168), who married David S. St. John. The land remained in the St. John family until December 1984 (WCC 1984 DB 694:419). It was in the will of David Sampson St. John that following his death, for himself, and his three children that died before him to be buried on the family farm and for the cemetery to be enclosed with the decorative fence (WCC 1939, WB 39:230-233).

The eight graves in the cemetery include David S. St. John (1861-1939), Annie R. St. John, wife of David (1866-1954), Mary Lucille St. John, daughter of David and Annie (1905-1949), Ethel L. St. John, daughter of David and Annie (1899-1899), Julie B. St. John, daughter of David and Annie (1889-1890), William R. St. John, son of David and Annie (1894-1896), Bess St. John Jones, daughter of David and Annie (1896-1984), and J. Nick Jones, husband of Bess (1880-1961) (Historical Society of Washington County 1968).

**RECOMMENDATIONS FOR NRHP ELIGIBILITY** This small family cemetery does not lend itself to comparative archaeological or physical anthropological studies. The cemetery is recommended as not eligible for the NRHP under Criteria A, B, C, or D. It is also recommended as not eligible under Criteria Consideration B for association with important persons or Criteria Consideration D as it contains no graves of important persons, is not of great age, contains no special design elements, and is not associated with significant events. However, relevant local and state statutes regarding the protection and/or relocation of cemeteries must be followed.

**VDHR INVENTORY NUMBER** 095-5258

**RESOURCE NAME AND ADDRESS** St. John's Barn, East Side of Providence Road  
**DATE (S)** ca. 1930

**DESCRIPTION** This one-and-one-half-story barn was built ca. 1930. This barn features a wooden frame structural system that rests directly on the ground. The gabled roof is covered in standing-seam metal, and the exterior is covered in vertical wooden boards. There are large hanging doors located on the north elevation of the barn, and a small area is enclosed by a wooden fence on the west elevation. This barn was formerly part of the St. John property (WCDB 694:419).

**RECOMMENDATIONS FOR NRHP ELIGIBILITY** This barn is currently in good condition; however, it represents a common design for the period of construction and place. The barn lacks any associations with significant events or persons in our history, and does not possess architectural significance. The resource is recommended as not eligible for the NRHP under Criteria A, B, C, or D.

**VDHR INVENTORY NUMBER** 095-5259

**RESOURCE NAME AND ADDRESS** House, 18600 Westinghouse Road  
**DATE (S)** ca. 1945

**DESCRIPTION** Built ca. 1945, this one-story Frame Vernacular style house features a wooden frame structural system that rests on a solid concrete block foundation. The exterior walls of the house are covered in vinyl siding, and the side-gabled roof is clad in

asphalt shingles. One brick chimney laid in a common bond is located on the south end of the roof between the original house and a one-story addition. The front entry consists of a one-story, one-bay, front-gabled entry portico with square wooden columns that have been covered in aluminum. The windows are one-over-one aluminum replacement windows with decorative shutters. North of the house are garages A and B, a pump house, and shed A. West of the house is shed B.

Garage A is a one-story wooden structure with a weatherboard exterior, front-gabled roof covered in standing-seam metal, and one open bay on the east elevation. Garage B is to the north of garage A and is clad in weatherboard, features a front-gabled roof covered in standing-seam metal, and has one open bay on the east elevation. The pump house is constructed of concrete block and displays a gabled roof covered in metal. Shed A is a wooden structure clad in vertical wooden boards that rests on a concrete foundation. Shed A has a gabled roof covered in standing-seam metal. Shed B is covered in vertical boards with a gabled roof clad in standing-seam metal.

**RECOMMENDATIONS FOR NRHP ELIGIBILITY:** This house displays a common style and construction methods for the period of construction, lacks any associations with significant events or persons in our history, and does not possess architectural significance. The resource is recommended as not eligible for the NRHP under Criteria A, B, C, or D.

**VDHR INVENTORY NUMBER:** 09S-5260

**RESOURCE NAME AND ADDRESS:** Johnson House, 18081 Lee Highway

**DATE (S):** ca. 1929

**DESCRIPTION:** Built ca. 1929 this two-story Masonry Vernacular style house displays many characteristics of an American Foursquare. This wooden frame house features a brick exterior, and rests on a solid brick foundation. This house exhibits a simple square plan with a low-pitched hipped roof covered in asphalt shingles. The roof displays wide overhanging eaves, and an eyebrow vent on the front slope of the roof. The front porch is one-story in height and spans the entire width of the front façade. Brick columns support the porch, and the western half of the porch has been enclosed. A brick chimney is located on the east interior side of the roof, and a second brick chimney is on the west exterior side. The windows are three-over-one wooden double-hung sash and six-over-six wooden double-hung sash. A one-story hipped addition has been appended to the north elevation of the house.

There are nine outbuildings associated with this house. Behind the house is a small one-story tenant house with a weatherboard exterior and a gabled roof clad in standing-seam metal and asphalt shingles. A shed-roofed porch is located on the west elevation of the tenant house. To the rear of the tenant house is a concrete block smokehouse with a gabled roof clad in standing-seam metal, and there is a shed with a board and batten exterior and gabled roof covered in standing-seam metal. Northwest of the house is a garage covered in weatherboard with a concrete foundation and gabled roof clad in standing-seam metal. Also to the northwest are a chicken house, two animal shelters, corncrib, and stable. The chicken house features an exterior covered in vertical boards, and a shed roof clad in standing-seam metal. The two animal shelters (A&B) are



covered in vertical boards and both display shed roofs clad in standing-seam metal. The corner displays an exterior clad in board and batten, and a gabled roof covered in standing-seam metal. The stable is constructed of plywood, and the gabled roof is covered in standing-seam metal.

**RECOMMENDATIONS FOR NRHP ELIGIBILITY.** This house displays a common style and construction methods for the period of construction, lacks any associations with significant events or persons in our history, and does not possess architectural significance. The resource is recommended as not eligible for the NRHP under Criteria A, B, C, or D.

**VDHR INVENTORY NUMBER:** 095-5261

**RESOURCE NAME AND ADDRESS:** Ratliff House, 18105 Lee Highway

**DATE (S):** ca. 1940

**DESCRIPTION:** Built ca. 1940 this one-story Frame Vernacular house (Figure 9) features a wooden frame structural system that rests on a solid foundation of rusticated concrete block. The exterior walls are covered in aluminum siding, and the front-gabled roof is clad in asphalt shingles. The porch is three-bays wide and features a front-gabled roof with decorative metal supports. The windows are three-over-one wooden and one-over-one aluminum double-hung sash windows. A one-story hipped addition has been appended to the rear of the house. A shed with a concrete block foundation and exterior covered in wooden veneer is located to the northwest of the house.

**RECOMMENDATIONS FOR NRHP ELIGIBILITY.** This house displays a common style and construction methods for the period of construction and lacks any associations with significant events or persons in our history, and does not possess sufficient architectural significance. In addition, due to the addition of aluminum siding, the construction of a rear addition, and the replacement of a number of the original windows this house does not maintain the necessary integrity for recommendation for the NRHP. The resource is recommended as not eligible for the NRHP under Criteria A, B, C, or D.

**VDHR INVENTORY NUMBER:** 095-5262

**RESOURCE NAME AND ADDRESS:** Hortensine House, 18115 Lee Highway

**DATE (S):** ca. 1940

**DESCRIPTION:** Built ca. 1940 this one-story Frame Vernacular house features a wooden frame structural system that rests on a solid foundation of rusticated concrete block. The exterior walls are covered in vinyl siding, and the cross-gabled roof is clad in asphalt shingles. The integral front porch is supported by turned wooden posts. The windows are one-over-one aluminum double-hung sash windows with decorative shutters. A one-story gabled addition has been appended to the rear of the house as well as a one-story shed-roofed addition. A brick chimney is located on the west interior side of the roof, and a second brick chimney is located on the east interior side of the roof.

**RECOMMENDATIONS FOR NRHP ELIGIBILITY.** This house displays a common style and construction methods for the period of construction, lacks any associations with significant events or persons in our history, and does not possess architectural significance. The resource is recommended as not eligible for the NRHP under Criteria A, B, C, or D.

*PHH INVENTORY NUMBER* 095-5263

*RESOURCE NAME AND ADDRESS* Hilt House, 18027 Providence Road

*DATE (S)* ca. 1853

*DESCRIPTION* Built ca. 1853, this two-story five-bay masonry Greek Revival style house (Figure 10) features a brick exterior laid in five-course common bond and a solid stone (granite) foundation. The side gabled roof is covered in standing-seam metal, and the cornice lines are emphasized with a band of corbelled brick that is sculptured and has been painted white for further emphasis. The front entry of the house consists of a one-story, one-bay entry porch with a hipped roof supported by square wooden columns, and the doorway features a full-transom light and sidelights. The windows on the house are six-over-six wooden double-hung sash with a simple decorative lintel above each window. A brick chimney is located on each exterior end of the house and a third brick chimney is located in the central interior of the one-story kitchen addition to the rear of the house. The current owner, Robert Hilt, reports that a one-room basement is underneath the house, the attic is a large finished space, and the interior has a center hall plan. The current owners also say that the floors are wide planked wood, and a fireplace is located in each room.

There are ten outbuildings associated with this house including a springhouse, garage, privy, two sheds, an equipment shed, corncrib, two chicken houses, and a barn. The springhouse (Figure 11) located to the northwest of the house is a one-and-one-half-story brick structure with a gabled roof covered in standing-seam metal. A brick chimney is located on the west interior end of the springhouse; the bricks have been spaced to allow for ventilation, and the other openings have been covered with wooden lattice. The springhouse is fed by Spring Creek, which runs along Providence Road to the west of the house. The garage is a one-story wooden structure to the southwest of the house. Southeast of the house is a small wooden privy and directly behind the house are Shed B and an equipment shed. Shed B and the equipment shed are both one-story wooden structures with exterior walls covered in vertical boards and gabled roofs clad in standing-seam metal. Northeast of the house are shed A, a two-story corncrib, and chicken house B. All three of those structures are clad in vertical boards with shed roofs covered in standing-seam metal, with the exception of the corncrib, which displays a gabled roof. The two-story barn and chicken house A are to the north of the corncrib and both display exteriors covered in vertical boards, and the barn features a gabled roof covered in standing-seam metal, and the chicken house A displays a shed roof covered in standing-seam metal.

*RECOMMENDATIONS FOR NRHP ELIGIBILITY* Built ca. 1853, the Hilt House is a fine example of a Greek Revival style rural dwelling. The exterior maintains the original appearance, and according to the current owner, the interior retains much of its original form and materials, and has undergone few alterations. The house has not been significantly updated since its construction. The Hilt family has owned the house since the 1940s, and according to members of the Hilt family, the Fleenor family were the previous owners.



Figure 10 Hilt House (VDHR #095-5263), View Looking Southeast



Figure 11: Hilt House (VDHR #095-5263), View of Spring House

The Hilt House has been part of a productive farm for over 150 years. The continuity of land use, the retention of the surrounding rural context, and the well-kept historical character of the dwelling make this property a nice example of a mid-nineteenth-century farm in Washington County. The only original outbuilding that exists is the springhouse; the other outbuildings date from the twentieth century.

The house maintains a high level of architectural integrity and is recommended for evaluation for the NRIIP as potentially eligible under Criterion A for Agriculture and Criterion C for Architecture. The building does not appear eligible for the NRIIP under Criteria B.

**VDH INVENTORY NUMBER** 095-5264

**RESOURCE NAME AND ADDRESS** St. John House, 18254 Providence Road

**DATE (S)** ca. 1860

**DESCRIPTION** Built ca. 1860, the St. John House is a two-story wooden Greek Revival style dwelling (Figure 12) with some transitional elements of the Italianate style. This house features a wooden frame structural system that rests on a solid stone foundation (granite) and is an example of a gable-front-wing form dwelling. The exterior walls are covered in weatherboard, and the cross-gabled roof is clad in standing-seam metal. A wide band of trim is beneath the cornice of both the main roof and the porch and displays Italianate brackets at the cornice line, which is common in post-1850 examples of Greek Revival dwellings (McAlester and McAlester 1998). A porch wraps around the east and south elevations of the house and is supported by square wooden posts that feature decorative brackets. Along the porch are elongated windows with wooden panels beneath that fold back to provide access to the porch and help to ventilate the house. Fenestration includes six-over-six wooden double-hung sash types, a rectangular tripartite window on the front wing, a one-story bay window on the front wing, and stylized diamond shaped windows in each of the gable ends. The windows feature decorative window surrounds that are commonly reflected in Greek Revival style homes. The front door displays a full-transom with four-lights and sidelights with three-lights each. Two brick chimneys are situated in the central interior of the roof. A large hipped addition (Figure 13) has been added to the rear of the house. Clad in vinyl siding and featuring modern aluminum windows, it spans the entire width of the rear addition.

The current homeowner, JoAnne Hairston, reports that the interior has been restored and that the narrow two-story wing on the back portion of the south elevation was the clinic used by the original owner, Dr. John Baker. JoAnne Hairston reports that Dr. Baker poisoned his wife, Sue C. Davis Baker, after becoming involved with a patient, and local plays have been written about the incident. Dr. John Baker sold the house to William T. Grange on August 28, 1890 (WCDB 46,233), after the murder of his wife. William T. Grange left the house to his daughter Annie Grange (WCWB 27,168), who married David S. St. John. David St. John referred to the property as Heavenly Rest Farm in Black Hollow, Washington County, Virginia (WCWB 39-230-233).



Figure 12 St John House (VDHR #095-5264), View Looking Northwest



Figure 13 St John House (VDHR #095-5264), View of Rear Addition

**RECOMMENDATIONS FOR NRHP ELIGIBILITY** Built ca. 1860, the St. John House is recommended as potentially eligible for listing in the NRHP under Criterion C. The house is a nice example of a Greek Revival style dwelling, but the overall integrity of the house has been diminished by the construction of a large one-story addition to the rear. On the interior, significant changes to renovate the home have been made, according to the current homeowner. In order to assess the potential eligibility of the resource, it will be necessary to view the interior to determine the type and degree of changes made to the house.

**VDHR INVENTORY NUMBER** 095-5265

**RESOURCE NAME AND ADDRESS** House, 19204 Lee Highway

**DATE (S)** ca. 1940

**DESCRIPTION** Built ca. 1940, this one-story Minimal Traditional style house features a wooden frame structural system that rests on a solid concrete block foundation. The exterior walls of this house are covered in aluminum siding, and the side-gabled roof is clad in asphalt shingles. The windows are wooden three-over-one double-hung sash. The front porch has been enclosed and a gabled porch with metal supports has been added to the east elevation. A brick chimney is located in the interior portion of the roof. This house is surrounded by a used camper lot and is not well maintained.

**RECOMMENDATIONS FOR NRHP ELIGIBILITY** This house displays a common style and construction methods for the period of construction and lacks any associations with significant events or persons in our history. In addition due to the addition of aluminum siding, the altered front porch, and the construction of the side porch the house does not maintain any of its original architectural integrity. The resource is recommended as not eligible for the NRHP under Criteria A, B, C, or D.

**VDHR INVENTORY NUMBER** 095-5266

**RESOURCE NAME AND ADDRESS** House, 19226 Lee Highway

**DATE (S)** ca. 1945

**DESCRIPTION** Built ca. 1945, this Craftsman style house features a wooden frame structural system that rests on a solid brick foundation. The exterior walls are covered in brick, and the front gabled roof with clipped gable ends is clad in asphalt shingles. Exposed roof beams are apparent under the eaves of the main roof and the roof of the porch. An entry porch is located on the side and wraps around in the form of a brick patio with a closed brick railing to include the front of the house. The side entry porch displays a prominent gable and is supported by square-wooden tapered columns that rest on brick piers. Fenestration includes wooden four-over-one, six-over-six, and eight-over-eight double-hung sash windows. A line of four windows is situated above the front entrance, which features an arched cover over the door. A brick chimney is located on the southwest side of the house and a shed roof addition has been attached to the rear. A one-car garage that features a brick exterior and gabled roof covered in asphalt shingles is to the east of the house and a large three-and-one-half story barn that features exterior walls covered in weatherboard and a gambrel roof clad in standing-seam metal is to the southeast. The barn displays flared eaves and one-story shed roof additions that flank each side.

**RECOMMENDATIONS FOR NRHP ELIGIBILITY:** This house displays a common style and construction methods for the period of construction, lacks any associations with significant events or persons in our history, and does not possess architectural significance. The resource is recommended as not eligible for the NRHP under Criteria A, B, C, or D.

## **RECOMMENDATIONS AND CONCLUSIONS**

### **Introduction**

CCR conducted a cultural resources survey that covered the APE for the proposed Runway 6 extension and improvements at Virginia Highlands Airport, Abingdon, Virginia. The survey resulted in the recording of two archaeological sites and 10 architectural resources. One site, 44WG0579, is recommended for additional testing to determine if it is eligible for the NRHP, and two houses, the Hilt House VDHR # 095-5263 and the St. John House VDHR # 095-5264, are recommended as potentially eligible for the NRHP and will require evaluation to determine their eligibility.

### **Results of the Archaeological Survey**

Site 44WG0578 is composed of two concentrations of lithic material preserved in pockets of soils located in the bottoms of dry valleys. These materials represent only a portion of the original site and therefore lack sufficient archaeological integrity to be potentially eligible for inclusion on the National Register of Historic Places.

The Spring Creek Site (44WG0579) is a 300-x-50 meter site which includes deposits dating to the Middle Archaic Period and possibly also contains a late nineteenth century component. Archaeological materials were found in subsurface horizons. However, historic period artifacts were also sometimes found in lower horizons, which suggest that these subsurface deposits have inconsistent integrity. Additional testing is necessary in order to make recommendations concerning the Spring Creek Site's eligibility for inclusion on the NRHP. Further testing should better establish the site's boundaries and explore three specific areas with the best potential to contain intact archaeological deposits

- (1) Seek intact subsurface deposits along the northern edge of the site which yielded the chronologically diagnostic tools and a high density of lithic debitage. Preliminary testing suggests that this is the core of the prehistoric component.
- (2) Seek to identify intact subsurface deposits in the southern portion of the site (Shovel tests 83-95) which contained a low density of historic period materials.
- (3) Explore the unusual stratigraphic profile exposed by Shovel test 82 which contained archaeological deposits in Zone 3 (Appendix B)

### **Results of Architectural Survey**

The current survey resulted in the identification and recording of 10 architectural resources (Table 3). No previously recorded resources were in the project APE. The resources found within the project APE typically represent common architectural types, and alterations or additions to their original designs have frequently compromised their architectural integrity, with the exception of the Hilt House (VDHR #095-5263) and the St. John House (VDHR #095-5264).



These resources are recommended for evaluation as potentially eligible for the NRHP under Criteria A and C in the areas of Agriculture and Architecture

**Table 4: Summary of Architectural Resources within the Current APE.**

Inventory Number	Name	Address	Date	Recommended NRHP Eligibility
095-5257 44WGS77	St. John Cemetery	East Side of Providence Road	1896	Not Eligible
095-5258	St. John Barn	East Side of Providence Road	1930	Not Eligible
095-5259	House	18600 Westinghouse Road	1945	Not Eligible
095-5260	Johnson House	18081 Lee Highway	1929	Not Eligible
095-5261	Ratliff House	18105 Lee Highway	1940	Not Eligible
095-5262	Hortensine House	18115 Lee Highway	1940	Not Eligible
095-5263	Hilt House	18027 Providence Road-	1853	Potentially Eligible
095-5264	St. John House	18254 Providence Rd.	1860	Potentially Eligible
095-5265	House	19204 Lee Highway	1940	Not Eligible
095-5266	House	19226 Lee Highway	1945	Not Eligible

*The Hilt House (VDHR# 095-5263)* was built c. 1853 and is a fine example of a Greek Revival-style rural dwelling. The exterior maintains the original appearance, and according to the current owner, the interior retains much of its original form and materials, and has undergone few alterations. The house has not been significantly updated since its construction.

The Hilt House has been part of a productive farm for over 150 years. The continuity of land use, the retention of the surrounding rural context, and the well-kept historical character of the dwelling make this property a nice example of a mid-nineteenth-century farm in Washington County. The only original outbuilding that exists is the springhouse, the other outbuildings date from the twentieth century.

The house maintains a high level of architectural integrity and is recommended for evaluation for the NRHP as potentially eligible under Criterion A for Agriculture and Criterion C for Architecture. The building does not appear eligible for the NRHP under Criteria B.

*The St. John House (VDHR# 095-5264)* built ca. 1860, is a two-story wooden Greek Revival style dwelling with some transitional elements of the Italianate style. This house features a wooden frame structural system that rests on a solid stone foundation (granite) and is an example of a gable-front-wing form dwelling. A wide band of trim is beneath the cornice of both the main roof and the porch and displays Italianate brackets at the cornice line, which is common in post-1850 examples of Greek Revival dwellings (McAlester and McAlester 1998).

With the exception of the large addition across the rear of the house, it appears to retain integrity. The owner has stated that she has restored the interior, and it will be necessary to access the interior of the structure to determine whether it has been restored or remodeled and the

degree of integrity surviving. If the house retains integrity, it could be eligible for the NRHP under Criterion C.

## REFERENCES CITED

- Anderson, D. G., and M. K. Faught  
 1998 The Distribution of Fluted Paleoindian Projectile Points, Update 1998. *Archaeology of Eastern North America* 26:163-187.
- Anderson, D. G., and K. E. Sassaman  
 1996 *The Paleoindian and Early Archaic in the Southeast*. University of Alabama Press, Tuscaloosa.
- Angle, L. C.  
 1998 Abingdon. In *In Our Own Little Corner, Communities of Washington County*, edited by Historical Society of Washington County, Virginia, pp. 1-2. The Historical Society of Washington County, Virginia, Abingdon.
- Barber, M. B., and E. B. Barfield  
 1989 Paleoindian Chronology for Virginia. In *Paleoindian Research in Virginia: A Synthesis*, edited by J. Mark Wirtkowski and Theodore R. Reinhart, pp. 53-70. Special Publication No. 19 of the Archeological Society of Virginia. Dietz Press, Richmond.
- 1992 *Native Americans on the Virginia Frontier in the Seventeenth Century: Archaeological Investigations Within the Ridge and Valley Province*. Paper presented at the Cultural Diversity of the Virginia Frontier Conference, Emory and Henry College, Emory, Virginia.
- Blanton, D.  
 1992 Middle Woodland Settlement Systems in Virginia. In *Middle and Late Woodland Research in Virginia: A Synthesis*, edited by Theodore R. Reinhart and Mary Ellen N. Hodges, pp. 65-96. Special Publication No. 29 of the Archeological Society of Virginia. Dietz Press, Richmond.
- Boyd, C. C., Jr.  
 1989 Paleoindian Paleoecology and Subsistence in Virginia. In *Paleoindian Research in Virginia: A Synthesis*, edited by J. Mark Wirtkowski and Theodore R. Reinhart, pp. 139-176. Special Publication No. 19 of the Archeological Society of Virginia. Dietz Press, Richmond.
- Carr, K. C.  
 1975 *The Analysis of a Paleoindian Site in the Shenandoah Valley with an Emphasis on Chronology and Function*. Unpublished Master's thesis, Department of Anthropology, Catholic University of America, Washington, D.C.

Chadderdon, T. J. and P. Pendleton

- 1996 Phase I Cultural Resource Survey of the Proposed State Route 647 Improvement Project Near the Town of Abingdon, Washington County, Virginia. On file at the Virginia State Historic Preservation Office, Richmond.

Coe, J. L.

- 1964 The Formative Cultures of the Carolina Piedmont. *Transactions of the American Philosophical Society* 54, No. 5, Philadelphia

County of Washington

- 2001-2005 Washington County Profile, Electronic document,  
<http://www.washcova.com/wps/portal>, Accessed 23 January 2006.

Custer, J. F.

- 1990 Chronology of Virginia's Early and Middle Archaic Periods. In *Early and Middle Archaic Research in Virginia: A Synthesis*, edited by Theodore R. Reinhart and Mary Ellen N. Hodges, pp. 1-60. Special Publication No. 22 of the Archeological Society of Virginia. Dietz Press, Richmond.

Davis, M. R.

- 1971 Early Abingdon. In *Publications of the Historical Society of Washington County, Virginia*, edited by Historical Society of Washington County, Virginia, pp. 3-4. The Historical Society of Washington County, Virginia, Abingdon.

Davis, R. P. Stephen, Jr., and H. Irawick Ward

- 1991 The Evolution of Stowan Communities in Piedmont North Carolina. *Southeastern Archaeology* 10(1):40-53.

Delcourt, H., and P. Delcourt

- 1985 Quaternary Palynology and Vegetational History of the Southeastern United States. In *Pollen Records of Late-Quaternary North American Sediments*, edited by V. M. Bryant, Jr., and R. G. Holloway, pp. 1-37. American Association of Stratigraphic Palynologists Foundation.

Delcourt, P., and H. Delcourt

- 1981 Vegetation Maps for Eastern North America: 40,000 YR B.P. to the Present. In *Geobotany II*, edited by Robert C. Roman, pp. 123-165. Plenum Press, New York.

Dent, R. J. Jr.

- 1995 *Chesapeake Prehistory: Old Traditions, New Directions*. Plenum Press, New York.

Egloff, K. T.

1987 *Ceramic Study of Woodland Occupation Along the Clinch and Powell Rivers in Southwest Virginia*. Virginia Department of Historic Resources Research Report Series No. 3. Virginia Department of Historic Resources, Richmond.

1992 The Late Woodland Period in Southwestern Virginia. In *Middle and Late Woodland Research in Virginia: A Synthesis*, edited by Theodore R. Reinhart and Mary Ellen N. Hodges, pp. 187-224. Special Publication No. 29 of the Archeological Society of Virginia, Richmond.

Egloff, K., and J. M. McAvoy

1990 Chronology of Virginia's Early and Middle Archaic Periods. In *Early and Middle Archaic Research in Virginia: A Synthesis*, edited by Theodore R. Reinhart and Mary Ellen N. Hodges, pp. 61-80. Special Publication No. 22 of the Archeological Society of Virginia. Dietz Press, Richmond.

Gallivan, M.

1997 The Leatherwood Creek Site: A Dan River Phase Site in the Southern Virginia Piedmont. *Quarterly Bulletin of the Archeological Society of Virginia* 52(4):150-171.

Gardner, W. M.

1974 The Flint Run Paleo-Indian Complex: Pattern and Process During the Paleo-Indian to Early Archaic. In *The Flint Run Paleo-Indian Complex. A Preliminary Report, 1971-1973 Seasons*, edited by William M. Gardner, pp. 5-47. Department of Anthropology, Archaeology Laboratory, Occasional Publication 1, Catholic University of America, Washington, D.C.

1989 An Examination of Cultural Change in the Late Pleistocene and Early Holocene (circa 9200 to 6800 B.C.). In *Paleoindian Research in Virginia: A Synthesis*, edited by J. Mark Wittkowski and Theodore R. Reinhart, pp. 5-52. Special Publication No. 19 of the Archeological Society of Virginia. Dietz Press, Richmond.

Griffin, J. B.

1967 Eastern North American Archaeology: A Summary. *Science* 156:175-191.

Gibson, F. G.

1949 Historical Review of Emory and Henry College. In *Publications of the Historical Society of Washington County, Virginia*, edited by Historical Society of Washington County, Virginia, pp. 291-302. The Historical Society of Washington County, Virginia, Abingdon.

Hairston, JoAnne

2005 Communication. Interview with Jennifer Stewart, CCR, Inc., at Hairston house. December 13. Owner of St. John House (VDHR #095-5264).

Huntman, J. J., and M. J. Klein

- 1992 Middle and Late Woodland Archaeology in Piedmont Virginia. In *Middle and Late Woodland Period Research in Virginia: A Synthesis*, edited by Theodore R. Reinhart and Mary Ellen N. Hodges, pp. 137-164. Special Publication No. 29 of the Archeological Society of Virginia, Richmond.

Hassinger, L. C.

- 1967 The Lumber Industry in Southwest Virginia. In *The Historical Society of Washington County, Virginia: Series II* (4), pp. 5-16. The Historical Society of Washington County, Virginia, Abingdon.

Hilt, Robert

- 2005 Personal Communication. Interview with Jennifer Stewart, CCR, Inc., at Hilt house, December 13. Owner of Hilt House (VDHR #095-5263)

Johnson, Johnny

- 2005 Personal Communication. Telephone Interview with Jennifer Stewart, CCR, Inc. December 12. Owner of Johnson House (VDHR #095-5260).

Johnson, M. F.

- 1996 Paleoindians Near the Edge: A Virginia Perspective. In *The Paleoindian and Early Archaic Southeast*, edited by David G. Anderson and Kenneth E. Sassaman, pp. 187-212. University of Alabama Press, Tuscaloosa.

Jones, J. B.

- 2002 *Archaeological Survey of the Proposed Route 1717 Project, Washington County, Virginia*. On file at the Virginia State Historic Preservation Office, Richmond.

Justice, N. D.

- 1987 *Stone Age Spear and Arrow Points of the Midcontinental and Eastern United States*. Indiana University Press, Bloomington.

Klein, M. J., and T. Klatka

- 1991 Late Archaic and Early Woodland Demography and Settlement Patterns. In *Late Archaic and Early Woodland Research in Virginia: A Synthesis*, edited by Theodore R. Reinhart and Mary Ellen N. Hodges, pp. 139-184. Special Publication No. 23 of the Archeological Society of Virginia, Dietz Press, Richmond.

McAlester, L., and V. McAlester

- 1998 *A Field Guide to American Houses*. Alfred A. Knopf, Inc., New York, New York.

McAvoy, J. M., and L. D. McAvoy

- 1997 *Archaeological Investigations of Site 44SX202, Cactus Hill, Sussex County, Virginia*. Virginia Department of Historic Resources Research Report Series No. 8. Virginia Department of Historic Resources, Richmond.

McIlhenny, C. W.

- 1984 A Phase I Investigation of Archaeological Resources for the Proposed Expansion of Virginia Highlands Airport in Washington County, Virginia. On file at the Virginia State Historic Preservation Office, Richmond

McLearen, D. C.

- 1992 Virginia's Middle Woodland Period: A Regional Perspective. In *Middle and Late Woodland Research in Virginia: A Synthesis*, edited by Theodore R. Reinhart and Mary Ellen N. Hodges, pp. 39-64. Special Publication No. 29 of the Archeological Society of Virginia. Dietz Press, Richmond.

Mouer, L. D.

- 1991 The Formative Transition in Virginia. In *Late Archaic and Early Woodland Research in Virginia: A Synthesis*, edited by Theodore R. Reinhart and Mary Ellen N. Hodges, pp. 1-88. Special Publication No. 23 of the Archeological Society of Virginia. Dietz Press, Richmond

Neal, J. A.

- 1977 *Bicentennial History of Washington County, Virginia 1776-1976*. Taylor Publishing Company, Dallas, Texas.

Salmon, J. S.

- 2001 *The Official Virginia Civil War Battlefield Guide*. Stackpole Books, Mechanicsburg, Pennsylvania.

Stewart, R. M.

- 1992 Observations on the Middle Woodland Period of Virginia: A Middle Atlantic Region Perspective. In *Middle and Late Woodland Research in Virginia: A Synthesis*, edited by Theodore R. Reinhart and Mary Ellen N. Hodges, pp. 1-38. Special Publication No. 29 of the Archeological Society of Virginia, Dietz Press, Richmond.

Summers, L. P.

- 1937 One-Hundred Years of the History of Abingdon, Virginia. In *The Historical Society of Washington County, Virginia*. Bulletin No. 4, pp. 28-34. The Historical Society of Washington County, Virginia, Abingdon.
- 1989 *History of Southwest Virginia 1746-1786, Washington County, 1777-1870*. The Overmountain Press. Johnson City, Tennessee

Town of Abingdon

- 1988 Abingdon 1988 Town Directory. Ms on file, *History Vertical File*, Washington County Public Library, Abingdon

Turner, E. R

- 1989 An Archaeological Identification of Chiefdom Societies in Southwestern Virginia. In *Upland Archeology in the East: A Symposium*, edited by Clarence R. Geier, Michael Barber, and George Tolley, pp. 271-283 U.S. Forest Service Regional Office, Atlanta.

Walker, G. C.

- 1985 *The War in Southwest Virginia* A & W Enterprises, Roanoke.

Warmuth, D. A.

- 2005 *Images of America: Abingdon, Virginia* Arcadia Publishing, Charleston, South Carolina.

Weaver, J. C

- 1998-2005 Chataigne's Virginia Gazetteer and Business Directory-1888-89-Washington County *New River Notes*, Electronic document,  
<http://www.jsnet/~newriver/va/wash1888.htm>, Accessed 30 December 2005.



## APPENDIX A ARTIFACT CATALOG

### SITE 44WG0578

Shovel Test 7, Zone 1	Acc. # 44WG0578-1
1 chert decortication flake, dark brownish gray, tan cortex	
Shovel Test 7, Zone 2	Acc. # 44WG0578-2
1 chert interior flake, gray	
Shovel Test 14, Zone 1	Acc. # 44WG0578-3
1 chert interior flake, gray	
1 chert shatter, gray, thermally altered	
Shovel Test 19, Zone 1	Acc. # 44WG0578-4
1 chert decortication flake, black, tan cortex	
1 quartzite spall, possible interior flake	
Shovel Test 24, Zone 1	Acc. # 44WG0578-5
1 chert interior flake, gray	
Shovel Test 26, Zone 1	Acc. # 44WG0578-6
1 chert bipolar core, black with light gray mottling	
1 chert interior flake, gray	
1 chert interior flake, dark brownish gray	

### SITE 44WG0579 Spring Creek Site

Shovel Test 42, Zone 1	Acc. # 44WG0579-1
1 chert interior flake, gray	
1 chert nodule, reddish brown, core based on flaking along one edge	
1 brick fragment, very small/eroded	
Shovel Test 47, Zone 1	Acc. # 44WG0579-2
1 chert interior flake, gray	
2 chert interior flakes, dark brownish gray	
Shovel Test 48, Zone 1	Acc. # 44WG0579-3
1 chert decortication flake, gray, reddish cortex, thermally altered	
2 chert decortication flakes, very small, dark brownish gray, tan cortex	
1 chert decortication flake, very small, black tan cortex	
1 chert interior flake, gray	
3 chert interior flakes, dark grayish brown	

- Shovel Test 49, Zone 1 Acc. # 44WG0579-4  
 1 chert decortication flake, very small, dark brownish gray, yellowish cortex  
 7 chert interior flakes, gray  
 5 chert interior flakes, dark brownish gray  
 6 chert interior flakes, black  
 2 container glass, colorless
- Shovel Test 49, Zone 2 Acc. # 44WG0579-5  
 2 chert decortication flakes, very small, black, tan cortex  
 1 chert interior flake, gray
- Shovel Test 52, Zone 1 Acc. # 44WG0579-6  
 2 chert decortication flakes, very small, black, tan cortex  
 1 chert biface fragment, gray  
 2 chert interior flakes, gray  
 7 chert interior flakes, dark brownish gray
- Shovel Test 52, Zone 2 Acc. # 44WG0579-7  
 1 , chert interior flake, black
- Shovel Test 53, Zone 1 Acc. # 44WG0579-8  
 1 chert decortication flake, gray, light gray cortex  
 1 chert interior flake, black  
 1 chert interior flake, black, banded
- Shovel Test 54, Zone 1 Acc. # 44WG0579-9  
 1 chert early stage biface, black, cortex along one edge  
 1 chert decortication flake, very small, gray, yellowish tan cortex  
 1 chert decortication flake, very small, dark brownish gray, tan cortex  
 3 chert interior flakes, gray  
 4 chert interior flakes, dark brownish gray  
 8 chert interior flakes, black
- Shovel Test 54, Zone 2 Acc. # 44WG0579-10  
 1 chert interior flakes, light brownish gray  
 6 chert interior flakes, black
- Shovel Test 55, Zone 1 Acc. # 44WG0579-11  
 1 chert interior flake, black
- Shovel Test 55, Zone 2 Acc. # 44WG0579-12  
 1 chert scraper, gray  
 1 chert interior flake, dark brownish gray  
 1 chert interior flake, black

Shovel Test 56, Zone 1	Acc. # 44WG0579-13
1 chert interior flake, gray	
2 chert interior flakes, black	
1 chert pressure/retouch flake, dark brownish gray	
1 ceramic glaze spall, possibly from Mocha ware vessel	
Shovel Test 56, Zone 2	Acc. # 44WG0579-14
1 chert decortication flake, gray, tan cortex	
Shovel Test 57, Zone 1	Acc. # 44WG0579-15
1 chert decortication flake, gray, light gray cortex	
1 chert decortication flake, black, tan cortex	
1 chert interior flake, gray	
Shovel Test 60, Zone 1	Acc. # 44WG0579-16
1 chert decortication flake, black, gray cortex	
3 chert interior flakes, gray	
3 chert interior flakes, dark brownish gray	
Shovel Test, 61, Zone 1	Acc. # 44WG0579-17
1 chert pressure/retouch flake, gray	
1 chert interior flake, gray	
1 chert interior flake, dark brownish gray	
Shovel Test 62, Zone 1	Acc. # 44WG0579-18
2 chert decortication flakes, black, yellowish tan cortex, one utilized	
1 chert decortication flake, very small, dark brownish gray, yellowish cortex	
12 chert interior flakes, gray	
6 chert interior flakes, dark brownish gray	
1 chert interior flake, black	
1 chert flake fragment, gray	
Shovel Test 62, Zone 2	Acc. # 44WG0579-19
1 chert decortication flake, very small, gray, tan cortex	
1 chert decortication flake, very small, gray, red cortex, thermally altered	
10 chert interior flakes, gray	
3 chert interior flakes, dark grayish brown	
1 chert shatter, black	
Shovel Test 63, Zone 1	Acc. # 44WG0579-20
3 chert interior flakes, gray	
2 chert interior flakes, dark brownish gray	
4 chert interior flakes, black	

Shovel Test 64, Zone 1	Acc. # 44WG0579-21
3 chert interior flakes, black	
Shovel Test 65, Zone 1	Acc. # 44WG0579-22
1 chert decortication flake, very small, tan cortex	
2 chert interior flakes, gray	
8 chert interior flakes, dark brownish gray	
1 chert shatter, gray	
Shovel Test 65, Zone 2	Acc. # 44WG0579-23
1 chert decortication flake, small, dark brownish gray with yellow cortex	
Shovel Test 66, Zone 1	Acc. # 44WG0579-24
1 chert biface thinning flake, dark grayish brown	
2 chert interior flakes, dark grayish brown	
Shovel Test 66, Zone 2	Acc. # 44WG0579-25
1 chert interior flake, dark brownish gray	
3 chert interior flakes, gray	
5 chert interior flakes, black	
1 chert pressure/retouch flake, dark grayish brown	
Shovel Test 67, Zone 1	Acc. # 44WG0579-26
1 chert core fragment, very small, black	
1 chert decortication flake, black with light tan cortex	
1 chert interior flake, light brownish gray	
1 chert interior flake, gray	
1 chert interior flake, dark brownish gray, light red cortex, thermally altered	
2 chert interior flakes, black	
Shovel Test 67, Zone 2	Acc. # 44WG0579-27
1 chert interior flake, black	
Shovel Test 68, Zone 1	Acc. # 44WG0579-28
1 chert interior flake, dark brownish gray	
1 chert interior flake, gray	
Shovel Test 68, Zone 2	Acc. # 44WG0579-29
1 chert interior flake, gray	
1 chert interior flake, black/handed	
Shovel Test 69, Zone 1	Acc. # 44WG0579-30
1 chert biface thinning flake, light gray	

Shovel Test 69, Zone 2	Acc. # 44WG0579-31
1 chert spall, weathered, possible decortication flake, light gray	
2 chert decortication flakes, very small, black, tan cortex	
1 chert interior flake, black	
Shovel Test 70, Zone 2	Acc. # 44WG0579-32
2 chert interior flakes, black	
Shovel Test 72, Zone 1	Acc. # 44WG0579-33
1 chert interior flake, gray	
2 chert interior flakes, dark brownish gray	
4 chert interior flakes, black	
Shovel Test 73, Zone 1	Acc. # 44WG0579-34
1 chert interior flake, light grayish brown	
3 chert interior flakes, black	
Shovel Test 74, Zone 2	Acc. # 44WG0579-35
1 chert late stage biface, dark brownish gray, large area of cortex	
1 chert decortication flake, black, yellowish tan cortex	
3 chert interior flakes, gray	
Shovel Test 77, Zone 2	Acc. # 44WG0579-36
1 chert interior flake, light brownish gray	
Shovel Test 78, Zone 1	Acc. # 44WG0579-37
1 chert interior flake, gray	
2 chert interior flakes, dark brownish gray	
1 metavolcanic rhyolite, interior flake	
Shovel Test 78, Zone 2	Acc. # 44WG0579-38
1 chert decortication flake, very small, black with light tan cortex	
1 chert interior flake, black	
Shovel Test 79, Zone 1	Acc. # 44WG0579-39
2 chert interior flakes, gray	
2 chert interior flakes, dark brownish gray	
1 chert interior flake, black	
1 ironstone, undecorated	
Shovel Test 80, Zone 1	Acc. # 44WG0579-40
1 chert interior flake, black	
1 chert shatter, gray	

Shovel Test 80, Zone 2	Acc. # 44WG0579-41
1 chert decortication flake, very small, black	
1 chert interior flake, dark brownish gray	
2 chert interior flakes, black	
Shovel Test 81, Zone 1	Acc. # 44WG0579-42
1 chert decortication flake, very small, black, tan cortex	
5 chert interior flakes, dark brownish gray	
Shovel Test 82, Zone 1	Acc. # 44WG0579-43
1 chert decortication flake, very small, black, yellowish tan cortex	
3 chert interior flakes, black	
Shovel Test 82, Zone 2	Acc. # 44WG0579-44
1 chert decortication flake, gray reddish brown cortex, thermally altered	
1 chert retouched flake, black, some yellowish brown cortex present	
1 chert interior flake, black	
2 chert pressure/retouch flakes, black	
Shovel Test 82, Zone 3	Acc. # 44WG0579-45
2 chert decortication flakes, very small, black	
2 interior flakes, dark brownish gray	
1 interior flake, black	
Shovel Test 83, Zone 1	Acc. # 44WG0579-46
1 chert interior flake, gray	
1 chert interior flake, black	
1 brick fragment, very small/eroded	
Shovel Test 84, Zone 1	Acc. # 44WG0579-47
1 chert interior flake, dark brownish gray	
1 chert interior flake, black	
Shovel Test 84, Zone 2	Acc. # 44WG0579-48
1 chert decortication flake, black, yellowish tan cortex	
1 chert interior flake, gray	
1 chert interior flake, dark brownish gray	
3 chert interior flakes, black	
4 brick fragments, very small/eroded	
Shovel Test 85, Zone 1	Acc. # 44WG0579-49
2 chert interior flakes, gray	
2 chert interior flakes, black	

Shovel Test 85, Zone 2	Acc. # 44WG0579-50
1 brick fragment, very small/eroded	
Shovel Test 86, Zone 1	Acc. # 44WG0579-51
1 chert interior flake, utilized, black	
1 chert decortication flake, very small, black, tan cortex	
1 chert interior flake, dark brownish gray	
17 brick fragments, very small/eroded	
Shovel Test 87, Zone 1	Acc. # 44WG0579-52
7 brick fragments, very small/eroded	
Shovel Test 89, Zone 1	Acc. # 44WG0579-53
1 chert decortication flake, very small, gray, tan cortex	
1 chert interior flake, black	
1 iron nail fragment, indeterminate type	
13 brick fragments, very small/eroded	
Shovel Test 89, Zone 2	Acc. # 44WG0579-54
1 chert shatter, black	
2 brick fragments, very small/eroded	
Shovel Test 90, Zone 1	Acc. # 44WG0579-55
1 chert interior flake, black	
Shovel Test 91, Zone 1	Acc. # 44WG0579-56
1 chert interior flake, gray	
4 brick fragments, very small and eroded	
Shovel Test 92, Zone 1	Acc. # 44WG0579-57
1 chert decortication flake, very small, black, tan cortex	
1 chert interior flake, gray	
1 chert interior flake, black	
Shovel Test 93, Zone 1	Acc. # 44WG0579-58
1 chert interior flake, light brownish gray	
1 chert interior flake, dark brownish gray	
5 brick fragments, very small/eroded	
Shovel Test 94, Zone 1	Acc. # 44WG0579-59
1 chert interior flake, gray	
1 chert interior flake, black	
4 brick fragments, very small/eroded	

Shovel Test 95, Zone 1

Acc. # 44WG0579-60

- 1 chert interior flake, light gray
- 2 chert interior flakes, dark brownish gray
- 3 chert interior flakes, black
- 1 brick fragment, very small/eroded

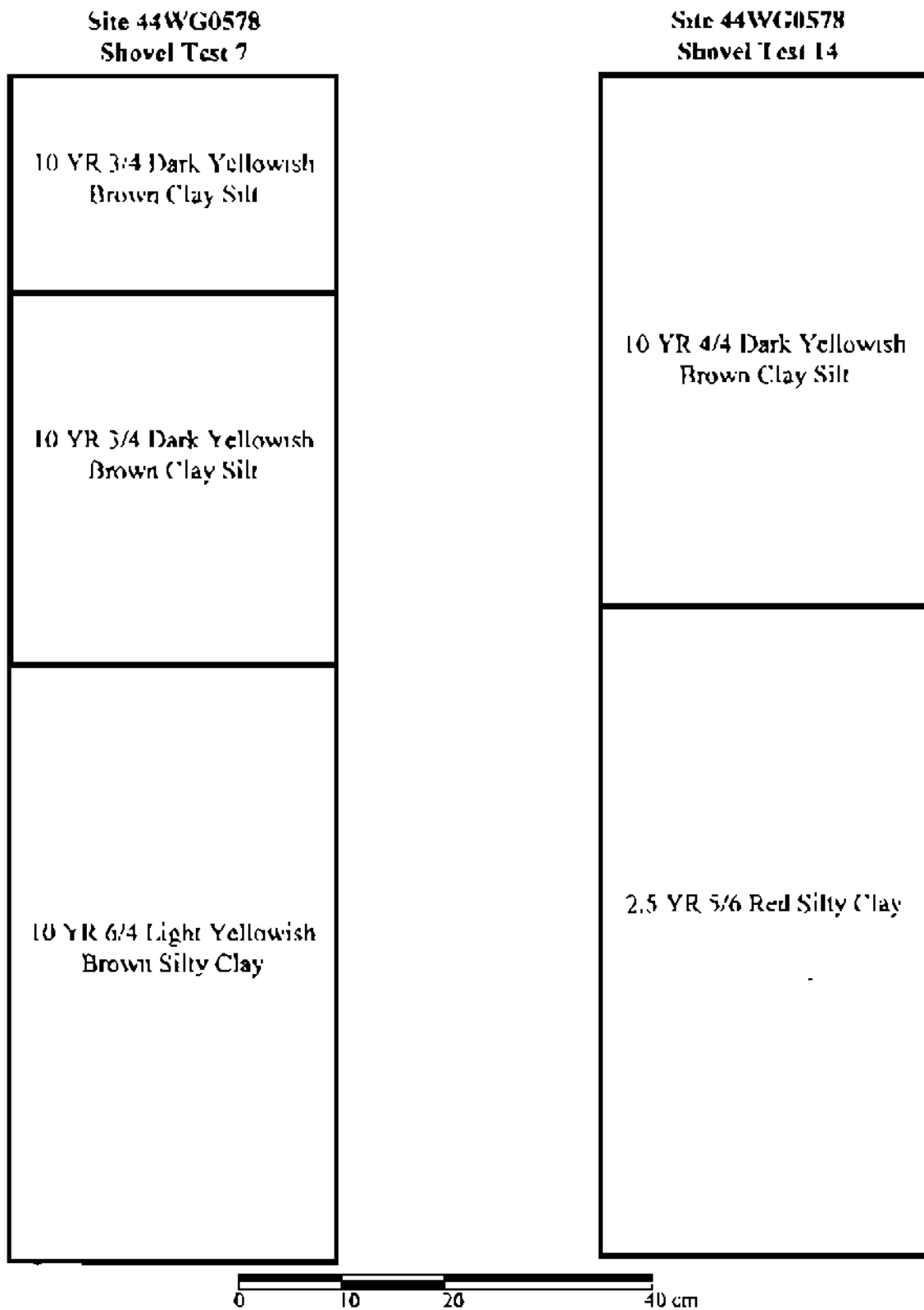
Shovel Test 95, Zone 2

Acc. # 44WG0579-61

- 1 chert interior flake, black



**APPENDIX B**  
**SAMPLE SHOVEL TEST PROFILES**



**Site 44WG0579**  
**Shovel Test 70**

10 YR 3/4 Dark Yellowish  
 Brown Silty Loam

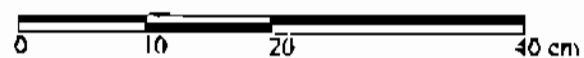
10 YR 3/4 Dark Yellowish  
 Brown Loamy Silt

10 YR 6/4 Light Yellowish  
 Brown Clay Loam

**Site 44WG0579**  
**Shovel Test 93**

10 YR 4/3 Brown Silty  
 Loam

10 YR 6/3 Pale Brown  
 Loamy Silt



**ARCHITECTURAL EVALUATION SURVEY FOR THE  
PROPOSED IMPROVEMENTS TO  
VIRGINIA HIGHLANDS AIRPORT  
WASHINGTON COUNTY, VIRGINIA**

**VDHR File # 2006-0645**

**PREPARED FOR:**

**DELTA AIRPORT CONSULTANTS, INC.  
8008 CORPORATE CENTER DRIVE, SUITE 330  
CHARLOTTE, NORTH CAROLINA 28226**

**PREPARED BY:**

**JENNIFER STEWART**

**and**

**LORETTA LAUTZENHEISER, RPA  
*PRINCIPAL INVESTIGATOR***

**COASTAL CAROLINA RESEARCH, INC.  
407 TRADE STREET  
TARBORO, NORTH CAROLINA 27886  
252-641-1444**

**NOVEMBER 2006**

**ARCHITECTURAL EVALUATION SURVEY FOR THE  
PROPOSED IMPROVEMENTS TO  
VIRGINIA HIGHLANDS AIRPORT  
WASHINGTON COUNTY, VIRGINIA**

**VDHR File # 2006-0645**

**PREPARED FOR:**

**DELTA AIRPORT CONSULTANTS, INC.  
8008 CORPORATE CENTER DRIVE, SUITE 330  
CHARLOTTE, NORTH CAROLINA 28226**

**PREPARED BY:**

**JENNIFER STEWART  
and**

**LORETTA LAUTZENHEISER, RPA  
*PRINCIPAL INVESTIGATOR***

**COASTAL CAROLINA RESEARCH, INC.  
407 TRADE STREET  
TARBORO, NORTH CAROLINA 27886  
252-641-1444**

**NOVEMBER 2006**

**ARCHITECTURAL EVALUATION SURVEY FOR THE  
PROPOSED IMPROVEMENTS TO  
VIRGINIA HIGHLANDS AIRPORT  
WASHINGTON COUNTY, VIRGINIA**

**VDHR File # 2006-0645**

**ABSTRACT**

Delta Airport Consultants, Inc. has commissioned a detailed study for the proposed improvements to the Virginia Highlands Airport, Abingdon, Washington County, Virginia. Coastal Carolina Research, Inc. (CCR) conducted an architectural survey of the Area of Potential Effects (APE), which resulted in the identification of two resources that appeared to possess sufficient architectural or historical significance to qualify as potentially eligible for listing in the National Register of Historic Places (NRHP). The current study, an architectural evaluation of the potentially eligible resources was conducted in October 2006.

The study was conducted for Delta Airport Consultants, Inc. in compliance with Section 106 of the National Historic Preservation Act of 1966, and the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800. The scope of the investigations will be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*, and the report will be prepared in accordance with the "Guidelines for Preparing Identification and Evaluation Reports for Submission Pursuant to Sections 106 and 110, National Historic Preservation Act, Environmental Impact Reports of State Agencies, Virginia Appropriation Act, 1992 Session Amendments" issued June 1992 by the Virginia Department of Historic Resources (VDHR) and revised 2001.

Both of the resources evaluated were found to possess architectural or historic significance and integrity. The Hilt House (VDHR #095-5263) and the St. John House (VDHR #095-5264) are recommended as eligible for the NRHP.

## TABLE OF CONTENTS

ABSTRACT	i
LIST OF FIGURES	iii
LIST OF TABLES	v
INTRODUCTION	1
METHODS	4
RESULTS OF ARCHITECTURAL SURVEY	5
Introduction	5
Hilt House (VDHR #095-5263)	5
St. John House (VDHR #095-5264)	17
SUMMARY	33
REFERENCES CITED	34

## LIST OF FIGURES

Figure 1	General Location of the Project Area	2
Figure 2	Locations of Architectural Resource 095-5263 and 095-5264 Within or Near the Project Area.	3
Figure 3	View of Hilt House (VDHR #095-5263) Looking Southeast	6
Figure 4	Detail of Hilt House (VDHR #095-5263), Showing Vent and Foundation	6
Figure 5	Hilt House (VDHR #095-5263), Detail of Corbelled Brick	7
Figure 6	Hilt House (VDHR #095-5263), Detail of Front Porch	7
Figure 7	Detail of Window at Hilt House (VDHR #095-5263).	8
Figure 8	Hilt House (VDHR #095-5263), North Elevation of House	8
Figure 9	Rear Kitchen Wing on Hilt House (VDHR #095-5263).	9
Figure 10	Hilt House (VDHR #095-5263). Wooden Porch on South Elevation of Rear Wing.	9
Figure 11	Hilt House (VDHR #095-5263), c. 1853 Spring House	10
Figure 12	Interior View of Spring House Located at Hilt House (VDHR #095-5263).	10
Figure 13	Garage Associated with Hilt House (VDHR #095-5263)	12
Figure 14	Hilt House (VDHR #095-5263), Privy.	12
Figure 15	Hilt House (VDHR #095-5263). Equipment Shed and Shed B.	13
Figure 16	Hilt House (VDHR #095-5263), Shed A.	13
Figure 17	Hilt House (VDHR #095-5263) Cornerib	14
Figure 18	Hilt House (VDHR #095-5263), Chicken House B	14
Figure 19	Hilt House (VDHR #095-5263), Chicken House A and Barn.	15
Figure 20	Hilt House (VDHR #095-5263), Barns B & C.	15
Figure 21	Proposed NRHP Boundary for the Hilt House (VDHR #095-5263)	18
Figure 22	View of St. John House (VDHR #095-5264), Looking Northwest	19
Figure 23	St. John House (VDHR #095-5264), Detail of Cornice	19
Figure 24	Detail of the Front Wing of the St. John House (VDHR #095-5264).	21
Figure 25	Detail of St. John House (VDHR #095-5264), Window	21
Figure 26	Rear Addition of St. John House (VDHR #095-5264) Looking Southeast	22
Figure 27	Rear Addition of St. John House (VDHR # 095-5264), Looking Northeast.	22
Figure 28	St. John House. Interior Floor Plan.	23
Figure 29	St. John House (VDHR #095-5264), Detail of Stairs	24
Figure 30	St. John House (VDHR #095-5264), Detail of Newel Post.	24
Figure 31	Mantel in Parlor of St. House (VDHR #095-5264).	25
Figure 32	Pocket Doors Between Parlor and Dining Room	25

Figure 33.	Burled Walnut Mantel in Living Room of St. John House (VDHR #095-5264)	26
Figure 34:	Built-in Cabinets in Living Room of St. John House (VDHR #095-5264).	26
Figure 35:	Wainscoting in the Living Room of the St. John House (VDHR #095-5264).	27
Figure 36.	Second Floor Mantel in Bedroom of St. John House (VDHR #095-5264).	27
Figure 37	Stairs Continue to Attic in St. John House (VDHR #095-5264).	28
Figure 38	Built-in Cabinets in Master Bedroom of St. John House (VDHR #095-5264).	28
Figure 39.	Second Floor Bathroom in Master Bedroom of St. John House (VDHR #095-5264).	29
Figure 40	Interior Door Surround in Main Hall of St. John House (VDHR #095-5264)	29
Figure 41	Proposed NRHP Boundary for the St. John House (VDHR #095-5264).	32



## LIST OF TABLES

Table 1:	Architectural Resources Evaluated During Current Survey	5
----------	---	---

# **ARCHITECTURAL EVALUATION FOR THE PROPOSED IMPROVEMENTS TO VIRGINIA HIGHLANDS AIRPORT WASHINGTON COUNTY, VIRGINIA**

## **INTRODUCTION**

Delta Airport Consultants Inc. has commissioned a detailed study for the proposed improvements to the Virginia Highlands Airport, Abingdon, Washington County, Virginia (Figure 1). Coastal Carolina Research, Inc. (CCR) conducted an architectural survey of the Area of Potential Effects (APE) in December 2005, which resulted in the identification of two resources that appeared to possess sufficient architectural or historical significance to qualify for listing in the National Register of Historic Places (NRHP). These include the Hilt House (VDHR # 095-5263), and the St. John House (VDHR # 095-5264) (Figure 2). This report discusses the results of the evaluations of these resources.

The study was undertaken in compliance with the provisions of Section 106 of the National Historic Preservation Act, 1966, as amended; 36 CFR 800, the regulations governing the Section 106 process, and Section 4(f) of the National Transportation Act. The investigations were conducted according to the Secretary of the Interior's "Standards and Guidelines for Historic Preservation Projects" (Federal Register, Vol. 48, No. 190, September 1983, P. 44716-44742, et seq.). The study was conducted according to the 1996 guidelines prepared by the Virginia Department of Historic Resources (VDHR) with revisions.

The evaluation was conducted in October 2006. Loretta Lautzenheiser was the principal investigator and project manager. Jennifer Stewart served as architectural historian, with assistance from Anne Bradley. Bill Hall conducted the background historical research, Neil Mayberry created the graphics, and Jennifer Stewart prepared the Data Sharing System (DSS) forms.

The following people provided information or assisted with the research. Their assistance is greatly appreciated.

- Wilton Hilt, owner of the Hilt House
- Joanne Hairston, owner of the St. John House

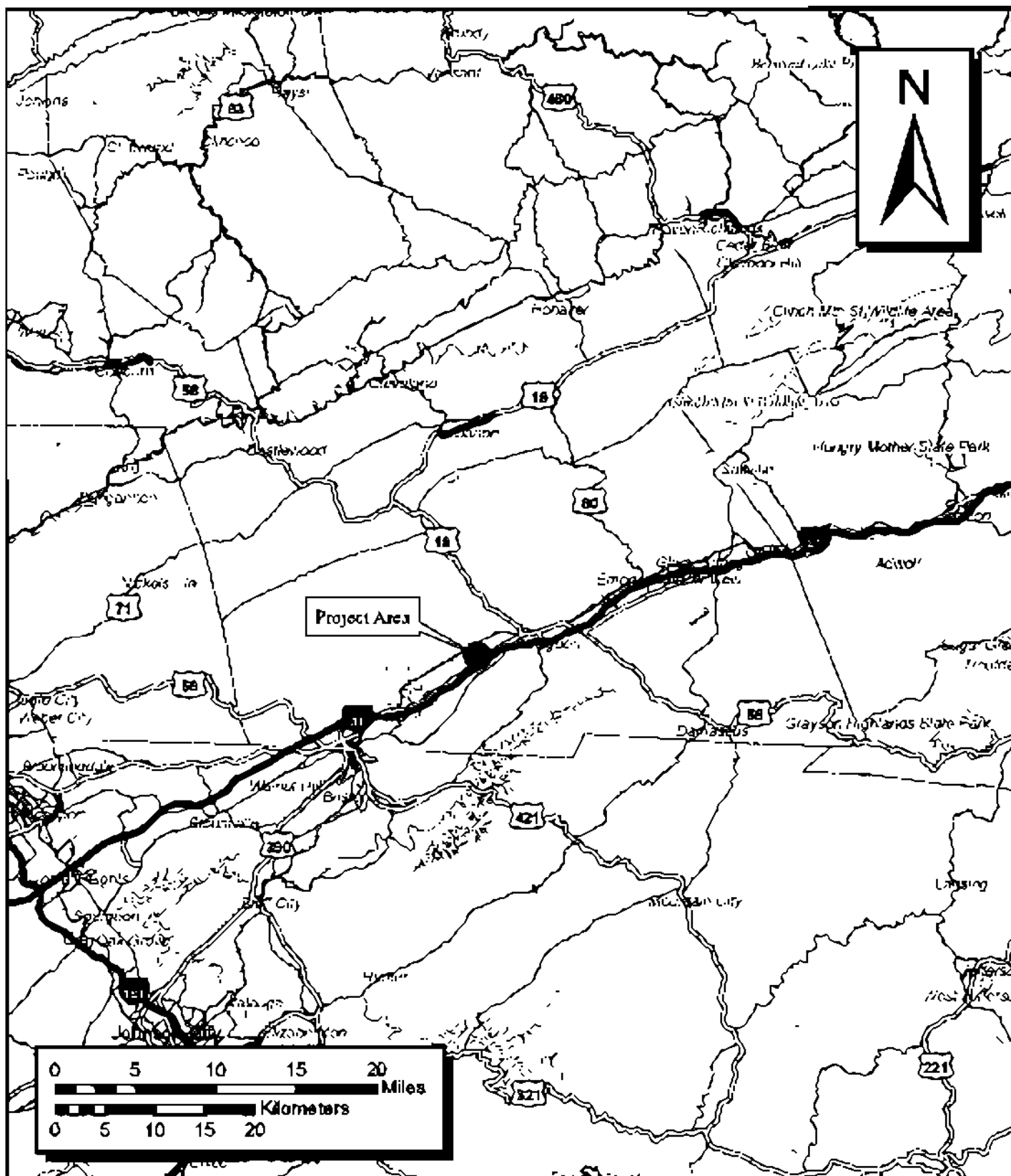
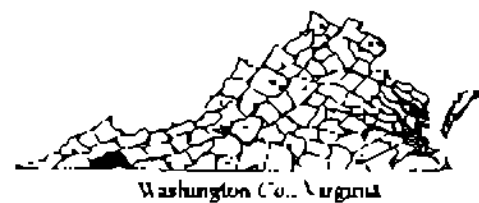


Figure 1 General Location of the Project Area.



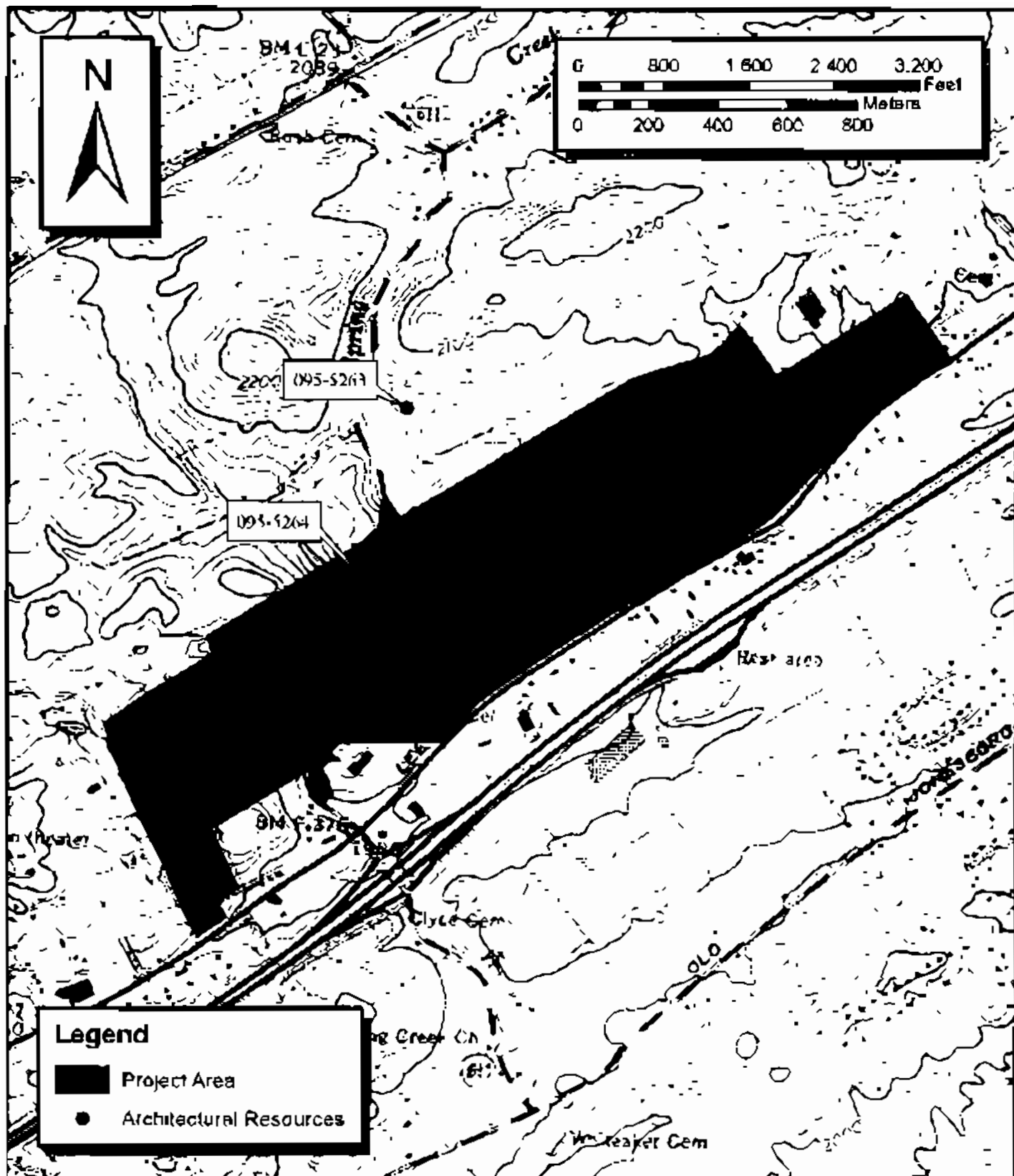
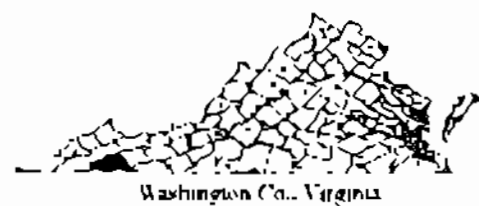


Figure 2 Locations of Architectural Resource 095-5263 and 095-5264 Within or Near the Project Area.



## METHODS

Each resource was revisited, and interior photographs were taken of the St. John House. Background information on each resource was obtained, and deed research was undertaken. Research was conducted at the following places:

- VDHR, Richmond, Virginia
- Deed Office, Washington County Courthouse, Abingdon, Virginia
- Library of CCR, Tarboro, North Carolina
- Library of Virginia, Richmond, Virginia
- Washington County Public Library, Abingdon, Virginia

Historic resources that appear to be potentially eligible for the NRHP were assessed against the criteria of eligibility for the NRHP in order to evaluate their eligibility. These criteria require that the quality of significance in American history, architecture, culture, engineering, and archaeology should be present in buildings, structures, objects, sites, or districts that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that the buildings, structures, objects, sites, or districts:

- are associated with events that have made a significant contribution to the broad patterns of our history;
- are associated with the lives of persons significant in our past;
- embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- have yielded, or may be likely to yield, information important in prehistory or history (Federal Register 1981)

## RESULTS OF THE SURVEY

### Introduction

Two resources were evaluated for eligibility for the NRHP. Descriptions of each resource are presented in the following section, and their locations are shown on Figure 2. The resources evaluated include the Hilt House (VDHR #095-5263) and the St. John House (VDHR #095-5264).

### Hilt House

**VDHR INVENTORY NUMBER:** 095-5263

**RESOURCE NAME AND ADDRESS:** Hilt House, 18027 Providence Road

**DATE(S):** ca. 1853

**DESCRIPTION:** Built ca. 1853, this two-story five-bay masonry Greek Revival style house (Figure 3) features a brick exterior laid in five-course common bond that rests on a solid limestone foundation. The original wooden vents in the foundation (Figure 4) are still intact. The side gabled roof is covered in standing-seam metal, and the cornice lines are emphasized with a band of corbelled brick (Figure 5) that is sculptured and has been painted white for further emphasis. The front entry porch (Figure 6) of the house consists of a one-story, one-bay entry porch with a hipped roof supported by square wooden columns, and the doorway features a full-transom light and sidelights. The windows on the house are six-over-six wooden double-hung sash with a simple decorative wooden lintel above each window (Figure 7). The original wooden shutters are missing, but some of the metal latches are still fastened to the brick. A brick chimney is located on each exterior end of the house, and a third brick chimney (Figure 8) is located in the central interior of the one-story kitchen wing to the rear of the house (Figure 9). The southern elevation of the rear wing is a wooden screened porch (Figure 10). The rear wing appears to have been constructed at the same time as the rest of the house. The current owner, Wilton Hilt, reports that a one-room basement is underneath the house, the attic is a large finished space, and the interior features a single-pile, center hall plan. The current owners also say that the original floors, which are still intact are wide planked heart-pine wood, and located in each room is a fireplace with its original mantel (Wilton Hilt, personal communication, 2006). It was not possible to arrange an interior inspection with the current tenants.

There are twelve outbuildings associated with this house including a brick springhouse, garage, privy, two sheds, an equipment shed, cornerb, two chicken houses, and a barn. The ca. 1853 springhouse (also used as wash house) (Figure 11) located to the northwest of the house is a one-and-one-half-story brick structure with a gabled roof covered in standing-seam metal. A brick chimney is located on the west interior end of the springhouse, the bricks have been spaced to allow for ventilation, and the other openings have been covered with wooden lattice. The springhouse is fed by Spring



Figure 3: View of Hilt House (VDHR #095-5263), Looking Southeast



Figure 4: Detail of Hilt House (VDHR #095-5263), Showing Vent and Foundation



Figure 5: Hilt House (VDHR # 095-5263), Detail of Corbelled Brick.



Figure 6 Hilt House (VDHR #095-5263), Detail of Front Porch



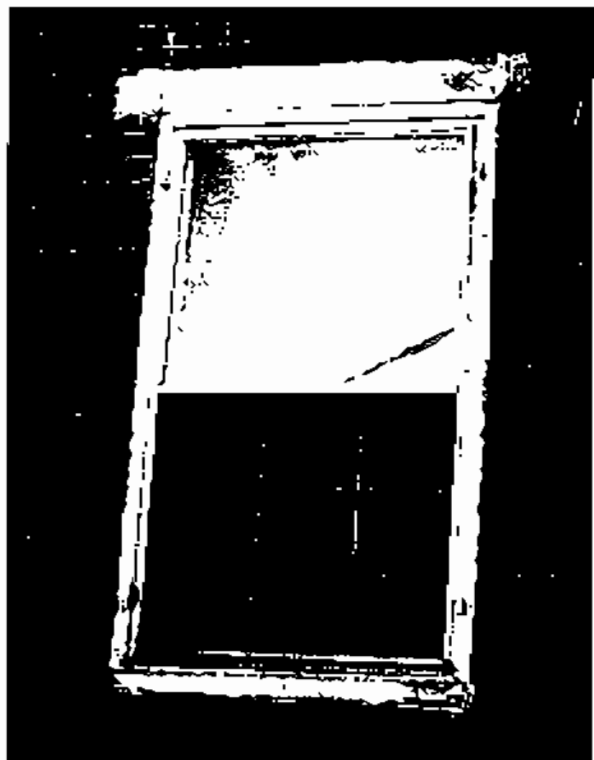


Figure 7 Detail of Window at Hilt House (VDHR #095-5263)



Figure 7: Hilt House (VDHR #095-5263), North Elevation of House.



Figure 9 Rear Kitchen Wing on Hilt House (VDHR #095-5263)



Figure 10: Hilt House (VDHR #095-5263), Wooden Porch on South Elevation of Rear Wing



Figure 11: Hilt House (VDHR #095-5263), c 1853 Spring House



Figure 12 Interior View of Spring House Located at Hilt House (VDHR #095-5263)

Creek, which runs along Providence Road to the west of the house. The interior of the spring house (Figure 12) is unchanged, and the spring is the current water supply for the house. With exception of the spring house all of the outbuildings date to the first half of the twentieth century. The garage (Figure 13) is a one-story wooden structure to the southwest of the house. Southeast of the house is a small wooden privy (Figure 14), and directly behind the house are Shed B and an equipment shed. Shed B and the equipment shed (Figure 15) are both one-story wooden structures with exterior walls covered in vertical boards and gabled roofs clad in standing-seam metal. Northeast of the house are shed A (Figure 16) a two-story cornerb (Figure 17), and chicken house B (Figure 18). All three of those structures are clad in vertical boards with shed roofs covered in standing-seam metal, with the exception of the cornerb, which displays a gabled roof. The two-story barn and chicken house A (Figure 19) are to the north of the cornerb and both display exteriors covered in vertical boards, and the barn features a gabled roof covered in standing-seam metal, and the chicken house A displays a shed roof covered in standing-seam metal. Two additional barns (B & C) (Figure 20) are in the field to the east of the house and display exteriors covered in vertical boards and gabled roofs covered in standing-seam metal.

**POTENTIAL SIGNIFICANCE:** William (1811- 1862) and E. M. (Eleanor Matilda Davidson) Fields were the original owners of the Hilt House (VDHR #095-5263). Records could not be located to confirm who the property was purchased from, but the house was built by William Fields ca. 1853. William Fields is the son of William Fields (1781-1829) and Elizabeth Lynch (b. 1795) and is the brother of James Fields (Church of Jesus Christ of Latter Day Saints 1999-2002). William and James were both master brick masons, and they built both of their homes and very likely many of the brick homes located in Abingdon (U. S. Federal Census 1860). The James and Susan Fields house built in 1860 and located at 208 W. Main Street in Abingdon, now serves as a museum. According to the 1860 census William Fields was a very wealthy brick mason who was married with seven children. William Fields' personal estate was valued at \$20,000, which rivals that of doctors and lawyers in the area, and his brother, James, was also very wealthy (U. S. Federal Census 1860).

The Hilt House property is located on Spring Creek, four miles west of Abingdon. The property was sold to William Fields' sons and their wives, Johnathan and Mary F. Fields, and William Jr. and Imogene O. Fields on December 2, 1880 (Washington County Courthouse, Abingdon, Virginia [WCC] 1880, Deed Book [DB] 35:485). The property contained 139 acres. On May 22, 1897 the property was sold to James E. Gardner. The property is referred to as the William Fields Homestead in the 1897 deed (WCC DB May 22, 1897).

James E. Gardner sold the William Fields Homestead to Oscar L. James on September 7, 1899 (WCC 1899 DB 58:266). Oscar L. and his wife, Sue O. James sold the 114.03 acre property on March 13, 1913 to Susie B. Bohman (WCC 1913 DB



Figure 13: Garage Associated with Hilt House (VDHR #095-5263)



Figure 14 Hilt House (VDHR #095-5263), Privy



Figure 15 Hilt House (VDHR #095-5263), Equipment Shed and Shed B



Figure 16 Hilt House (VDHR #095-5263), Shed A



Figure 17- Hilt House (VDHR #095-5263), Cornerib



Figure 18- Hilt House (VDHR #095-5263), Chicken House B



Figure 19 Hilt House (VDHR #095-5263), Chicken House A and Barn



Figure 20 Hilt House (VDHR #095-5263), Barns B & C



79.512) On November 3, 1915 the property was referred to as the O. J. James Place (The property was sold on November 3, 1915 by Susie and A. W. Buhman to J. A. and Manie C. Shantz (also spelled Sharits) (WCC 1915 DB 84:342) After 1915 the property changed hands numerous times.

J. A. Shantz sold the property known as the O. J. James Place to R. F. and Lillie J. Wagner on May 29, 1917 (WCC 1917: DB 88:310). Then the Wagner family sold the property to their son, D. W. and his wife, Grace Wagner on January 29, 1919. The original property was divided into several tracts. The tract containing the house is tract No. 1, which contains 86.37 acres (WCC 1919 DB 93:248).

D. W. and Grace Wagner sold the 86.37 acres to J. E. Miller on September 10, 1919 (WCC 1919 DB 93:449). J. E. and his wife, Minnie Miller, sold the property to C. E. Rosenbalm on December 31, 1919 (WCC 1919 DB 94:395). The Rosenbalm's only owned the property for two years before they sold it to E. C. and Mary L. Ashley on February 8, 1921 (WCC 1921 DB 97:539). E. C. and Mary Ashley sold the property for \$2,000 on March 31, 1926 to James F. Ford (WCC 1926 DB 116:223).

In January of 1934 the property was part of a chancery suit. E. W. Potts, was appointed special commissioner in the chancery cause of Vicie Kate Mustard et al versus W. D. Fuller, administrator of the estate of J. F. Ford, et al. The Federal Land Bank was the second part of this chancery suit (WCC 1934 DB 151:195). Eventually the 86.37 acres was sold at auction by E. W. Potts, special commissioner and the Federal Land Bank of Baltimore to E. A. Hines, C. F. Bailey, Bryan Noonkester (also spelled Noonkester), and Altamont Realty Corp. on January 16, 1934 (WCC 1934: DB 151:195). C. E. Bailey, E. A. Hines, and Altamont Realty sold the land exclusively to Bryan Noonkester on August 12, 1938 (WCC 1938 DB 172:113). Bryan and Bertha M. Noonkester sold the property to R. S. Hilt and his wife, Sofia on April 8, 1942 (WCC 1942: DB 191:496).

R. S. Hilt died in 1969, and Sofia Hilt was given life estate to the property. Sofia died in December of 1982. Sofia's children, Stanley Hilt, Wilton Hilt, Harold Hilt, and Frances Hilt Graham had each received one-quarter interest in the property on June 25, 1975 (WCC 1975 DB 536:478). Wilton Hilt lived in the house for one year, before it became a rental property for him and his wife. On December 30, 1985 the Hilt children sold the property to Wilton Hilt and his two sons, Robert and Mike Hilt. The property is currently located in the Harrison Magisterial District and is used as a rental property. The land is used for farming and cattle by the Hilt family (WCC 1985 DB 712:144).

**RECOMMENDATIONS FOR NRHP ELIGIBILITY:** Built ca. 1853, the Hilt House is a fine example of a Greek Revival style masonry dwelling. The exterior maintains its original appearance, and according to the current owner, Wilton Hilt, the interior retains much of its original form and materials, and has undergone few alterations. The house has not been significantly updated since its construction. The Hilt family has owned the house since 1942 and did not install indoor plumbing until around 1950 (Wilton Hilt, personal communication, 2006).

The proposed NRHP boundary for the property does not include the entire 86.37-acres; however, it does encompass the dwelling, spring, the agricultural buildings, and a portion of the fields to the east and south of the dwelling, as this area is integral to the setting of the farm and maintains historical integrity (Figure 21).

The house was constructed by William Fields, a master mason. William and his brother James are both listed in the U. S. Federal census as being very wealthy brick masons, and it is very likely that in addition to constructing their own houses they may have been responsible for the construction of many of the masonry houses in Abingdon.

In addition the Hilt House has been part of a productive farm for over 150 years. The continuity of land use, the retention of the surrounding rural context, and the well-kept historical character of the dwelling make this property a nice example of a mid-nineteenth-century farm in Washington County. The spring house is an original structure to the property; the other outbuildings date from the first half of the twentieth century.

The Hilt House maintains a high level of integrity and is recommended as eligible for the NRHP under Criterion A for Agriculture. The property retains its agricultural history through the preserved integrity of its rural context, which has been saved thanks to the continued farming of the land by the Hilt family. The resource is also recommended as potentially eligible under Criterion C for Architecture because of the high level of architectural integrity as a masonry Greek Revival dwelling in the area, and the fact that it represents the work of a master mason from the period of construction. The building does not appear eligible for the NRHP under Criteria B and, since archaeological survey has not been conducted at the property, no recommendations are made for Criterion D.

### **St. John House**

**VDHR INVENTORY NUMBER:** 095-5264

**RESOURCE NAME AND ADDRESS:** St. John House, 18254 Providence Road

**DATE (S):** ca. 1860

**DESCRIPTION:** Built ca. 1860, the St. John House is a two-story wooden Greek Revival style dwelling (Figure 22) with some transitional elements of the Italianate style. The St. John House is an example of a gable front and wing house, which according to McAlester's, *A Field Guide to American Houses*, was a subtype of the Greek Revival style that rarely occurred outside the northeastern states (McAlester and McAlester 1998). This house features a wooden frame structural system with nine-by-nine hand hewn corner beams (Joanne Hairston, personal communication, 2006) that rests on a solid stone foundation (granite). The exterior walls are covered in weatherboard, and the cross-gabled roof is clad in standing-seam metal. A wide band of trim is beneath the cornice of both the main roof and the porch, and the house displays Italianate brackets at the cornice line (Figure 23), which is common in post-1850 examples of Greek Revival dwellings (McAlester and McAlester 1998). A porch wraps around the east and south elevations of the house and is supported by square wooden posts that feature decorative brackets.

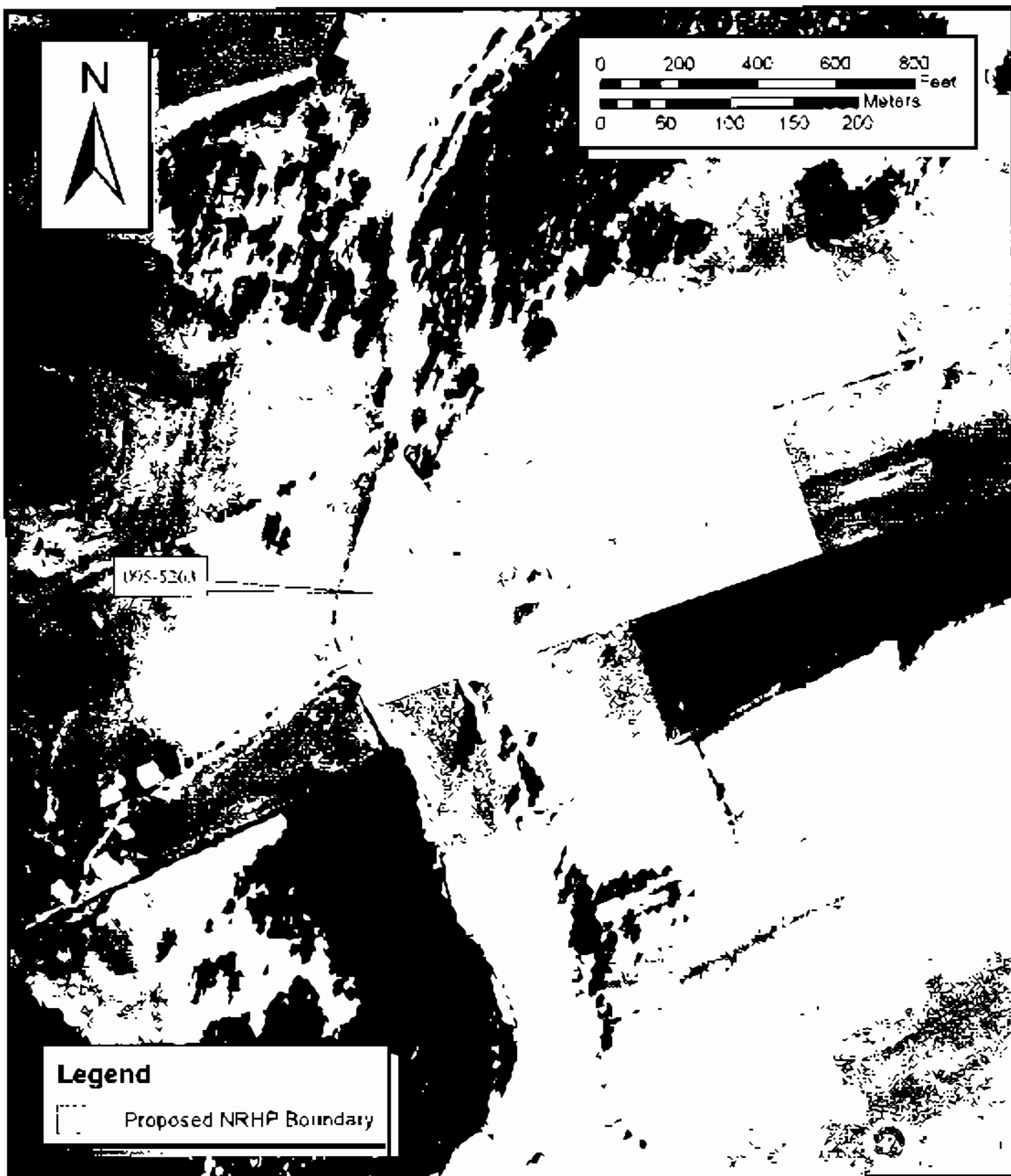


Figure 21 Proposed NRHP Boundary for the Hill House  
(VDHR #095-5263)

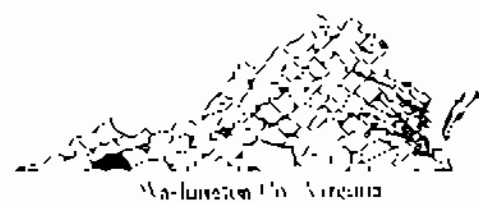




Figure 22: View of St. John House (VDHR #095-5264), Looking Northwest



Figure 23 St. John House (VDHR #095-5264), Detail of Cornice

Along the porch are elongated windows with four wooden panels beneath that fold back to aid in the ventilation of the house. Fenestration includes six-over-six wooden double-hung sash windows, a rectangular tripartite window on the second floor of the front wing, a one-story bay window on the first floor of the front wing (Figure 24), and stylized diamond shaped windows in each of the gable ends. The windows feature decorative surrounds that reflect the designs seen in Greek fretwork (Figure 25). The front door displays a full-transom with four-lights and sidelights with three-lights each and also displays a surround similar to that found on the windows. Two brick chimneys are situated in the central interior of the roof. A large hipped-roofed addition (Figure 26) added to the rear of the house is clad in weatherboard and features modern aluminum windows that span the entire width of the addition (Figure 27).

The interior of the house has been well preserved and features a central hall plan (Figure 28) with a three-story open walnut staircase that leads to the attic and features a hand hewn handrail (Figure 29). A decorative walnut newel post is at the base of the stairs (Figure 30). The original wood floors of poplar are throughout the entire house except for the oak flooring in the first floor hall and living room. The two rooms located in the northern portion of the first floor are the parlor and dining room. These two rooms feature corner fireplaces with their original mantels (Figure 31), wide base moldings (as seen throughout the house), decorative door and window surrounds, and large pocket doors with six panels each (Figure 32) that connect the two rooms. The southern portion of the house features a large living room (study) with a fireplace on the northern wall that features a burlled walnut mantel (Figure 33). On the same wall as the fireplace are built-in walnut cabinets with paneled doors that feature a Gothic Arch design (Figure 34). Paneled wainscoting (Figure 35) is another decorative element of the living room. The original clinic of Dr. Baker has been converted into a small bath and laundry room, and to the west of the original section of the first floor is the new addition.

The second floor reflects the same floor plan as the first floor. There are three bedrooms that each feature a fireplace with original mantel. Each also contains a modern bath. The two rooms in the northern portion of the house each have a corner fireplace (Figure 36) with an original mantel. An additional small set of steps leads to the northern bedroom in the rear of the house, and the main stairs continue to wind up to the attic (Figure 37) from the second floor landing. The southern bedroom also displays a fireplace and mantel, and built-in oak cabinets with paneled doors (Figure 38). The second floor of the clinic has been converted into a modern bath (Figure 39). All of the walls throughout the house are plaster, and with the exception of the surrounds in the parlor and dining room all of the interior door and window surrounds reflect the same Greek fretwork design as seen on the exterior of the house (Figure 40). A spring is located in the yard to the southeast of the dwelling and is still the source of the St. John House's drinking water.

The current homeowner, JoAnne Hairston, reports that the narrow two-story wing on the back portion of the south elevation was the clinic used by the original owner, Dr. John Baker. The clinic was equipped with an examining area and beds for patients.



Figure 24: Detail of the Front Wing of the St John House (VDHR #095-5264).



Figure 25 Detail of St. John House (VDHR #095-5264) Window

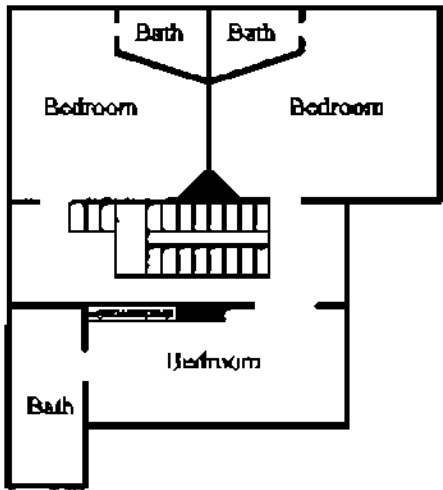


Figure 26 Rear Addition of St. John House (VDHR #095-5264), Looking Southeast

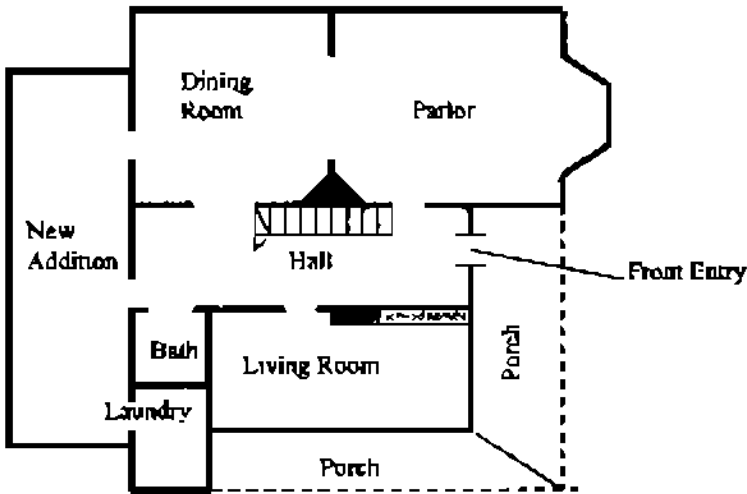


Figure 27 Rear Addition of St. John House (VDHR #095-5264), Looking Northeast

St. John House  
18254 Providence Road  
VDHR# 095-5264



Second Floor Plan



First Floor Plan

Figure 28. St. John House, Interior Floor Plan.





Figure 29: St. John House (VDHR #095-5264), Detail of Stairs.



Figure 30 St. John House (VDHR #095-5264), Detail of Newel Post

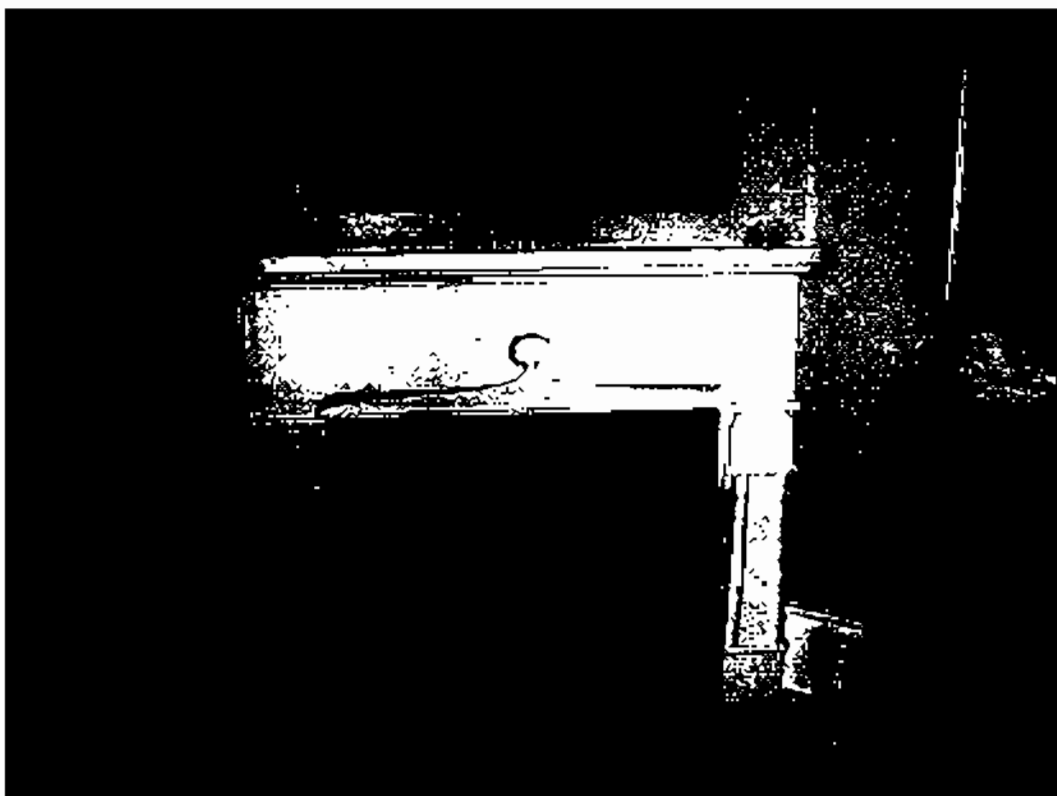


Figure 31: Mantel in Parlor of St. John House (VDHR #095-5264)



Figure 32: Pocket Doors Between Parlor and Dining Room



Figure 33 Burl Walnut Mantel in Living Room of St John House (VDHR #095-5264)



Figure 34 Built-in Cabinets in Living Room of St John House (VDHR #095-5264).



Figure 35 Wainscoting in the Living Room of the St. John House (VDHR #095-5264)

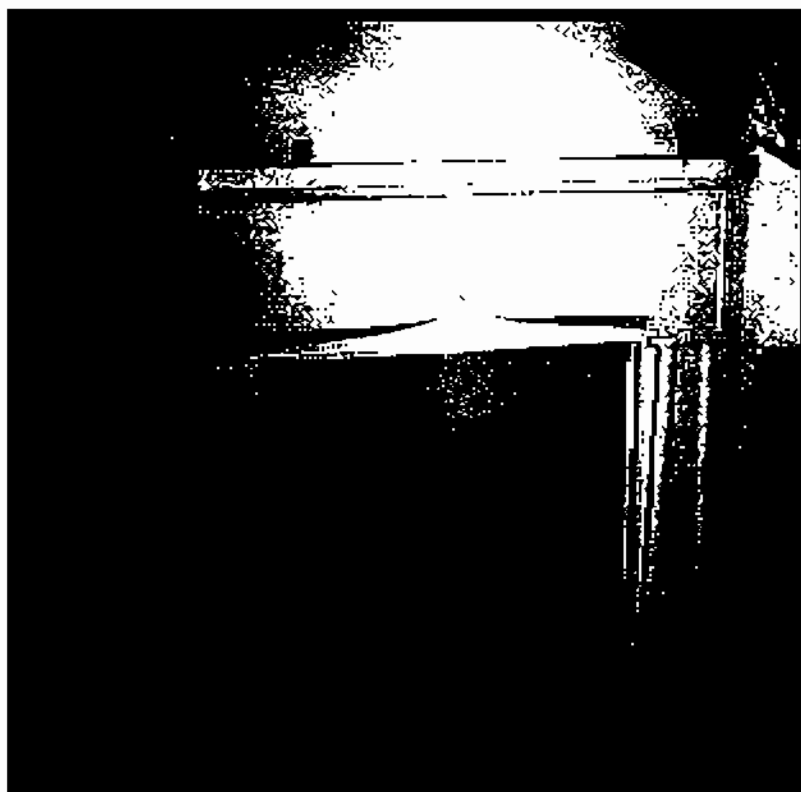


Figure 36 Second Floor Mantel in Bedroom of St. John House (VDHR #095-5264)



Figure 37: Stairs Continue to Attic in St John House (VDHR #095-5264)

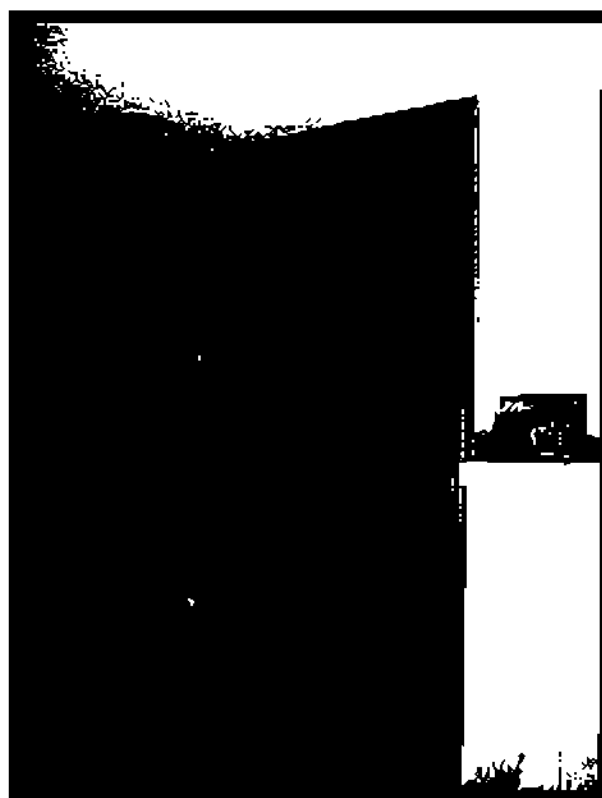
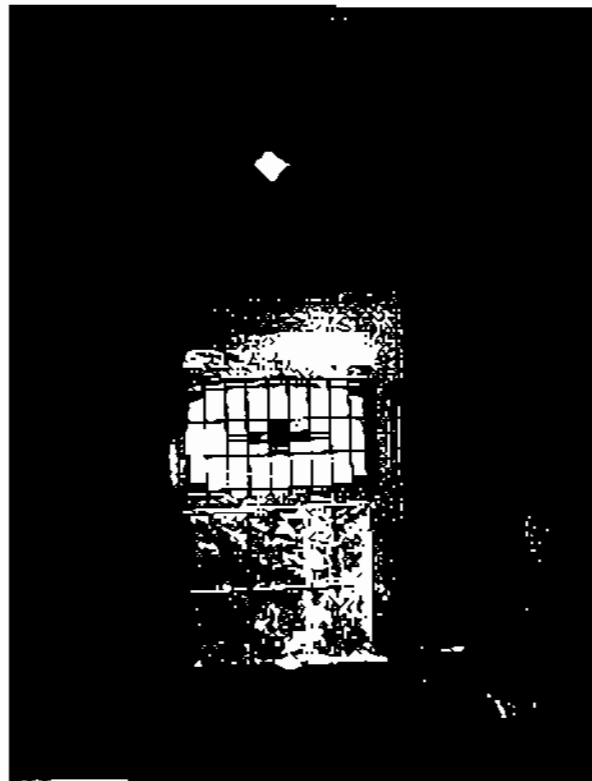


Figure 38 Built-in Cabinets in Master Bedroom of St John House (VDHR #095-5264)



**Figure 39: Second Floor Bathroom in Master Bedroom of St. John House (VDHR #095-5264)**



**Figure 40: Interior Door Surround in Main Hall of St. John House (VHDR #095-5264).**

**POTENTIAL SIGNIFICANCE:** According to deed records, Dr. John A. P. Baker was the original owner of the house. Dr. Baker was married to Sue C. Davis, but he reportedly poisoned her after falling in love with a patient of his (Joanne Hairston personal communication, 2006). Sue Davis was reportedly pregnant at the time of her death and had at least five other children in the house including Joseph H., Lucy A., Betsy, Charles, and Mary M. (Burke 1968). Joanne Hairston reported that plays have been written about the local tragedy, and no information regarding Dr. Baker after the death of his wife could be found. Dr. Baker sold the house to William T. Grange on August 28, 1890 (Washington County Courthouse, Abingdon, Virginia [WCC] 1890: Deed Book [DB] 46:233). William T. Grange left the house to his daughter Annie Grange (1866-1954) in his will dated September 2, 1901 (WCC 1901 WB 27:168). She married David S. St. John (1861-1939). David St. John refers to the property as Heavenly Rest Farm in Black Hollow, Washington County, Virginia (WCC 1939 WB 39:230-233). Annie M. St. John requested that the property be left to her daughter, Bessie St. John Jones (1896-1984) in her will dated May 25, 1950 (WCC 1950 WB 50:437). There is also a deed that in the Clerk's Office that transfers the property to Bessie S. Jones (WCC 1953 DB 265:221). In the will of J. Nick Jones (1880-1961), husband of Bessie Jones, the property is left to J. Nick Jones Jr. The will is dated March 20, 1961 (WCC 1961 WB 59:591), and again the property was left to J. Nick Jones Jr. in a deed by his mother dated October 12, 1967 (WCC 1967 DB 427:557). J. Nick Jones Jr. was the last owner in the St. John family to own the house.

The property was sold on May 18, 1990 to Bernard R. Simmons and Loretta J. Simmons by J. Nick Jones Jr. et al (WCC 1990 DB 796:783). The property was then transferred to William B. and Joanne Linsey Simmons on February 15, 1991 (WCC 1991 DB 814:397). After a legal dispute the property went to public auction in 1997 (WCC 1997 DB 976-105) and eventually was purchased by Rufus T. Hairston Jr. and Joanne Linsey Hairston on September 14, 2002 (WCC 2002 DB 1080:219).

**RECOMMENDATIONS FOR NRHP ELIGIBILITY:** Built ca. 1860, the St. John House is recommended as eligible for listing in the National Register under Criterion C for Architecture. The house embodies the distinctive Greek Revival style of the mid-nineteenth-century. The interior of this house maintains the original form and materials from the time of its construction. Contributing interior factors to the integrity of this home include, but are not limited to the hand hewn timbers in the framing, the hand hewn stair railing, the intact wall surfaces and floors, the intact moldings, the examples of finely crafted built-in cabinets, the original mantels that are still intact, and the examples of Greek Revival door and window surrounds. In addition to the significance of the interior is the integrity of the exterior, which has been diminished due to a rear addition, but is still able to convey the architectural context of this period and style of architecture and maintains the integrity necessary to be recommended as potentially eligible for listing in the NRHP under Criterion C.

The St. John House is not recommended as eligible for the NRHP under Criteria A or B and, since archaeological survey has not been conducted at the property, no recommendations are made for Criterion D.

The proposed National Register boundaries for the property only include the house, and the yard directly surrounding it. The boundaries encompass the dwelling and spring that have historically been part of the property (Figure 41)



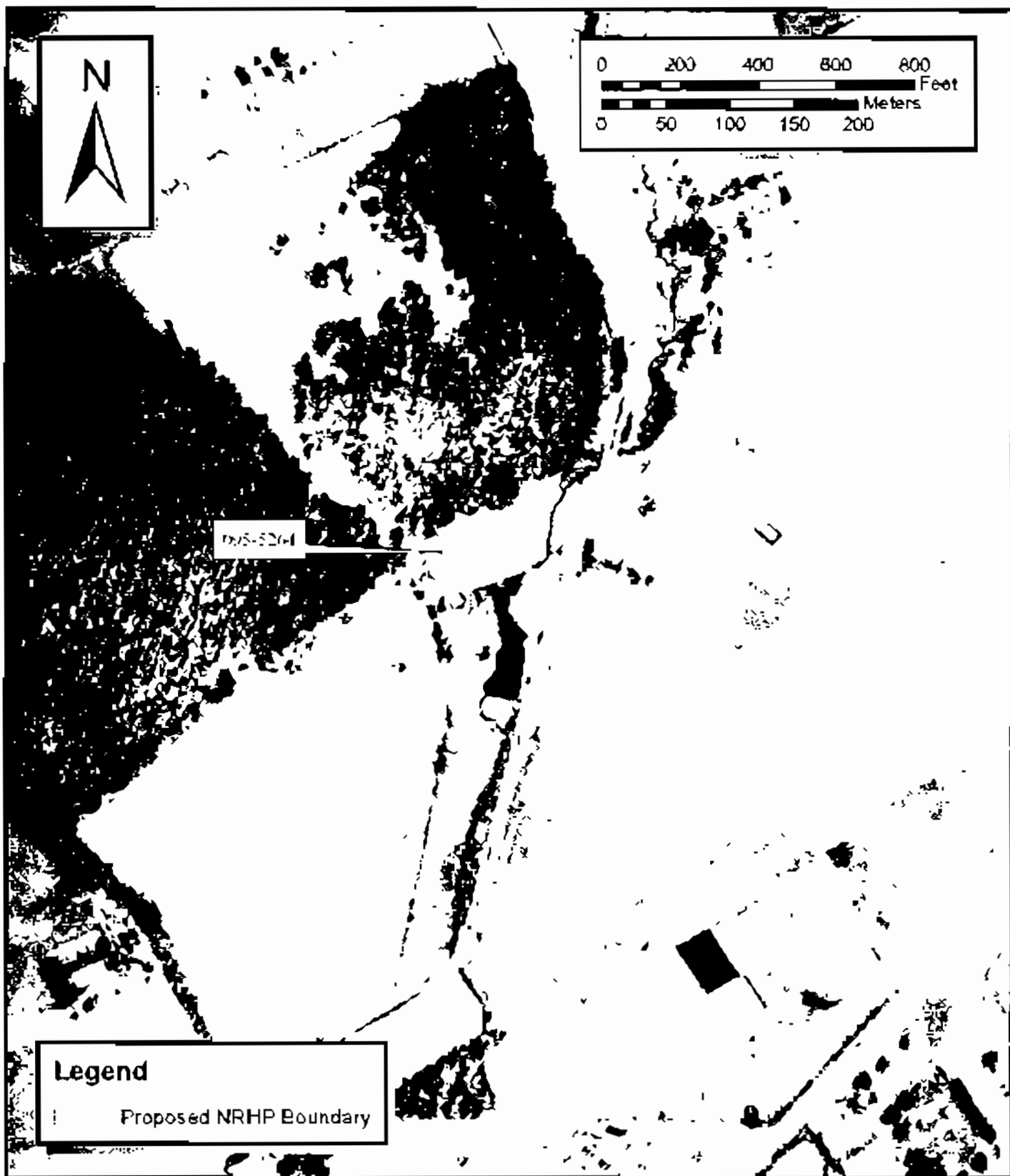
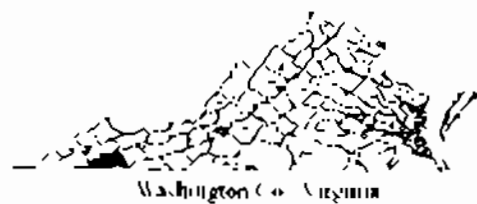


Figure 41 Proposed NRHP Boundary for the St. John House  
(VDHR #095-52641)



## SUMMARY

An architectural evaluation of previously identified resources for the proposed improvements to Virginia Highlands Airport in Abingdon, Virginia was undertaken. Of the two resources evaluated, both were found to possess sufficient architectural or historical significance and integrity to qualify for individual listing in the NRHP. These resources are the Hilt House (VDIIR #095-5263) and St. John House (VDIIR #095-5264).

**Table 1: Architectural Resources Evaluated during the Current Survey.**

Inventory Number	Name	Address	Date	Recommended NRHP Eligibility
095-5263	Hilt House	18027 Providence Road-	1853	Eligible
095-5264	St. John House	18254 Providence Rd.	1860	Eligible

The Hilt House (c. 1853) is recommended eligible at a local level under Criteria A and C for its agricultural history and for embodying the distinctive architectural characteristics of a mid-nineteenth-century Greek Revival style dwelling that was constructed by a master brick mason from the period.

St. John House (c. 1860) is recommended as eligible at a local level under Criterion C, as embodying distinctive characteristics of mid-nineteenth-century Greek Revival style architecture.

## REFERENCES

- Burke, Joe W.  
 1968 *High on a Windy Hill Volume II, Cemeteries of Washington County Virginia*. Historical Society of Washington County, Abingdon, Virginia.
- Hairston, JoAnne  
 2005 Communication. Interview with Jennifer Stewart, CCR, Inc., at Hairston house. December 13. Owner of St. John House (VDHR #095-5264).
- Hilt, Wilton  
 2005 Personal Communication. Interview with Jennifer Stewart, CCR, Inc., at Hilt house. December 13. Owner of Hilt House (VDHR #095-5263).
- Johnson, Johnny  
 2005 Personal Communication. Telephone Interview with Jennifer Stewart, CCR, Inc. December 12. Owner of Johnson House (VDHR #095-5260).
- McAlester, Lee and Virginia McAlester  
 1998 *A Field Guide to American Houses*. Alfred A. Knopf, New York, New York.
- U. S. Federal Census  
 1860 Washington County census, population schedule, Abingdon, Virginia. Results of William Fields household. pp. 323-324.
- U. S. Federal Census  
 1860 Washington County census, population schedule, Abingdon, Virginia. Results of James Fields household. pp. 201.
- Washington County, Virginia, Clerk of the Circuit Court (Abingdon)  
 1880 Deed Book 35. Deed Between William Fields and Johnathan Fields, pp. 485.
- 1890 Deed Book 46. Deed Between Dr. John Baker and William L. Grange, pp. 233-234.
- 1897 Deed Between Johnathan and William Fields, and James L. Gardner, May 22.
- 1899 Deed Book 58. Deed Between James L. Gardner and Oscar L. James, pp. 266-267.
- 1901 Will Book 27. Will of William L. Grange, pp. 168-169.

- 1913 Deed Book 79. Deed Between Oscar L. James and Susie B. Buhman. pp. 512-513.
- 1915 Deed Book 84 Deed Between Susie B. Buhman and J. A. Sharitz. pp. 342-343
- 1917 Deed Book 88 Deed Between J. A. Sharitz and R. F. Wagner pp. 310-311
- 1919 Deed Book 93 Deed Between R. F. Wagner and D. W. Wagner, pp. 248-249
- 1919 Deed Book 93 Deed Between D. W. Wagner and J. F. Miller, pp. 449-450
- 1919 Deed Book 94 Deed Between J. E. Miller and C. E. Rosenbalm, pp. 395-396
- 1921 Deed Book 97 Deed Between C. E. Rosenbalm and E. C. Ashley, pp. 539-540
- 1926 Deed Book 116. Deed Between E. C. Ashley and James F. Ford pp. 223-224
- 1927 Will Book 27. Will of William L. Orange, pp. 168
- 1934 Deed Book 151. Deed Between E. W. Potts, Special Commissioner and Federal Land Bank of Baltimore, pp. 195-197
- 1934 Deed Book 151. Deed Between J. A. Hines, C. E. Bailey, Bryan Nooncester, and Altamont Realty Corp. and Federal Land Bank of Baltimore, pp. 195-196.
- 1938 Deed Book 172 Deed Between Federal Land Bank of Baltimore and Bryan Nooncester, pp. 113-114
- 1939 Will Book 39 Will of David Sampson St. John, pp. 230-233
- 1942 Deed Book 191 Deed Between Bryan Nooncester and R. S. Hilt, pp. 496-497.
- 1950 Will Book 50. Will of Annie M. St. John, pp. 437
- 1953 Deed Book 265. Deed Between Annie M. St. John and Bessie S. Jones, pp. 221-222.

- 1961 Will Book 59 Will of Bessie St. John Jones, pp. 591.
- 1967 Deed Book 427 Deed Between Bessie S. Jones and J. Nick Jones Jr., pp. 557-558.
- 1975 Deed Book 536. Deed Between Sofia Hilt and Stanley, Frances, Wilton, and Harold Hilt, pp. 478-479
- 1984 Deed Book 694 Deed Between Nick St. John Jones and Virginia Highlands Airport Commission, pp. 419-420
- 1985 Deed Book 712 Deed Between Stanley, Frances, Wilton, and Harold Hilt and Wilton, Robert, and Mike Hilt, pp. 144-145.
- 1990 Deed Book 796. Deed Between J. Nick Jones Jr. et al and Bernard R. and Loretta Simmons, pp. 783-784.
- 1991 Deed Book 814. Deed Between Bernard R. and Loretta Simmons and William B. and Joanne Hairston, pp. 397-398.
- 1997 Deed Book 976 Deed Between Julian Bryant, John Dinsmore, David Hutton (Trustees) and L. & L. Enterprises, pp. 105-106.
- 2002 Deed Book 1080. Deed Between Trustees Bolling and Earl and Rufus and Joanne Hairston, pp. 219-220.

**ARCHAEOLOGICAL EVALUATION OF  
SITE 44WG0579, VIRGINIA HIGHLANDS AIRPORT,  
WASHINGTON COUNTY, VIRGINIA  
VDHR FILE # 2006-0645**

**PREPARED FOR:**

**DELTA AIRPORT CONSULTANTS, INC.  
1338 HUNDRED OAKS DRIVE  
CHARLOTTE, NORTH CAROLINA 28217**

**PREPARED BY:**

**DAWN M. BRADLEY, RPA  
SUSAN HAMANN, PH.D., RPA  
TIFFANY A. JAMES  
and  
LORETTA LAUTZENHEISER, RPA  
*PRINCIPAL INVESTIGATOR***

**COASTAL CAROLINA RESEARCH, INC.  
P.O. BOX 1198  
1601 ST. ANDREW STREET  
TARBORO, NC 27886**

**SEPTEMBER 2007**

**ARCHAEOLOGICAL EVALUATION OF  
SITE 44WG0579, VIRGINIA HIGHLANDS AIRPORT,  
WASHINGTON COUNTY, VIRGINIA**

**VDHR FILE # 2006-0645**

**PREPARED FOR:**

**DELTA AIRPORT CONSULTANTS, INC.  
1338 HUNDRED OAKS DRIVE  
CHARLOTTE, NORTH CAROLINA 28217**

**PREPARED BY:**

**DAWN M. BRADLEY, RPA  
SUSAN BAMANN, PH.D., RPA  
TIFFANY A. JAMES**

**and**

**LORETTA LAUTZENHEISER, RPA  
*PRINCIPAL INVESTIGATOR***

**COASTAL CAROLINA RESEARCH, INC.  
P.O. BOX 1198  
1601 ST. ANDREW STREET  
TARBORO, NC 27886**

**SEPTEMBER 2007**

## ABSTRACT

Coastal Carolina Research, Inc., conducted an archaeological evaluation of site 44WG0579 at the Virginia Highlands Airport in Washington County, Virginia. The study was conducted for Delta Airport Consultants, Inc., in compliance with Section 106 of the National Historic Preservation Act of 1966, and the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800. The scope of the investigations was consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*, and the report was prepared in accordance with the "Guidelines for Preparing Identification and Evaluation Reports for Submission Pursuant to Sections 106 and 110, National Historic Preservation Act, Environmental Impact Reports of State Agencies, Virginia Appropriation Act, 1992 Session Amendments" issued June 1992 by the Virginia Department of Historic Resources (VDHR) and revised 2001.

Site 44WG0579 is an approximately 142-x-42-m (466-x-138-foot) site located along the narrow, sloping floodplain of Spring Creek. During the identification survey, both Native American materials tentatively dated to the Middle Archaic Period and historic period materials were recovered (Scholl et al. 2006). Shovel testing during the survey suggested that the site might possess sufficient integrity to contribute significant information concerning precontact and late nineteenth century traditions in southwestern Virginia. Evaluation excavations were conducted in order to make recommendations concerning the site's eligibility for inclusion on the National Register of Historic Places (NRHP). The excavation of three 2-x-2-m or 1-x-1-m test units, six 50-x-50-cm shovel test units, and additional shovel tests yielded precontact and historic period materials in surface and subsurface deposits. The historic component, composed of only a few artifacts restricted to the disturbed plow zone, did not appear to have additional information potential and is recommended as ineligible for NRHP. Diagnostics recovered during the current investigation date to the Late Archaic period and possibly the Late Woodland period. However, the majority of the cultural materials appeared to be in secondary deposits washed down from an unknown site location atop nearby ridge slopes due to colluvial processes. Furthermore, a majority of the artifacts were recovered from the disturbed plow zone and no subsurface features were found. Due to the lack of subsurface features, intact stratified deposits, and in situ diagnostic material, the site is unlikely to yield additional information concerning Native American or historic occupations in southwestern Virginia and is recommended as not eligible for NRHP.

Additional shovel tests were also required to the north of the site in the vicinity of the St. John House (VDHR # 095-5264), as access to this property was denied during the identification survey. These excavations resulted in the identification of site 44WG0580, which contained historic period materials, dating to the late nineteenth to early twentieth century, and precontact lithic debitage in the upper stratigraphic zone. The intermixing of precontact and historic artifacts in the upper zone, the lack of artifacts recovered below this upper zone, and the extensive amount of landform alteration associated with modifications made to the St. John's House make this site unlikely to yield any significant data, and it is recommended as not eligible for the NRHP.



## TABLE OF CONTENTS

ABSTRACT	i
LIST OF FIGURES	iv
LIST OF TABLES	iv
INTRODUCTION	1
NATURAL SETTING	4
Physiography	4
Geology and Soils	4
Hydrology and Vegetation	5
HISTORIC CONTEXT	6
Paleoindian Period (10,000-8000 B.C.)	6
Archaic Period (8000-1200 B.C.)	7
Woodland Period (1200 B.C.-A.D. 1600)	8
Settlement to Society (1607-1750)	9
Colony to Nation and Early National Period (1750-1830)	9
Antebellum Period (1830-1861)	10
Civil War (1861-1865)	11
Reconstruction and Growth (1865-1917)	12
World War I to World War II (1917-1945)	13
The New Dominion (1945 to Present)	14
PREVIOUS ARCHAEOLOGICAL RESEARCH	15
Early Research in Southwestern Virginia	15
Previously Recorded Sites in the Project Area	15
METHODS	17
Surface Collection and Shovel Testing	17
Test Unit Excavation	17
Site 44WG0579 Mapping	18
Laboratory Methods	18
Mapping Disclaimer	18
RESULTS OF THE EVALUATION	19
Introduction	19
Site 44WG0579	19
Site 44WG0580	32
SUMMARY AND RECOMMENDATIONS	35
Site 44WG0579	35
Site 44WG0580	35

REFERENCES CITED	37
APPENDIX A: ARTIFACTS RECOVERED DURING THE INVESTIGATION	44
APPENDIX B: SHOVEL TEST UNIT SOIL PROFILES OF SITE 44WG0579	49
APPENDIX C: REPRESENTATIVE SOIL PROFILE OF SITE 44WG0580	50
APPENDIX D: SCOPE OF WORK	51

## LIST OF FIGURES

Figure 1:	General Location of the Project Area.	2
Figure 2:	Location of Sites 44WG0579 and 44WG0580, As Shown on the USGS 7.5' Wyndale, VA, Topographic Quadrangle	3
Figure 3:	General View of Site 44WG0579, Showing Slope Across the Site, Facing North.	20
Figure 4:	View of the Northern Portion of Site 44WG0579, Facing North-Northeast.	20
Figure 5:	Site 44WG0579 Map, Showing Shovel Tests, Test Units, Approximate Orientation and Degree of Slope, and the Site Boundary.	21
Figure 6:	Site 44WG0579, Test Unit 2, East Wall Soil Profile.	25
Figure 7:	Site 44WG0579, Test Unit 2, Photograph of East Wall Soil Profile.	25
Figure 8:	Site 44WG0579, Test Unit 1, North Wall Soil Profile.	26
Figure 9:	Site 44WG0579, Test Unit 1, Photograph of North Wall Soil Profile	26
Figure 10:	Three Cross-Section Profiles of 44WG0570.	27
Figure 11:	View of Front Yard Section of Site 44WG0580, Showing Wetland Vegetation in the Background, Facing South.	33
Figure 12:	View of Back Yard Section of Site 44WG0580, Showing Wetland Vegetation, Slope, and Landscaping, Facing South	33
Figure 13:	Plan View of Site 44WG0580, Showing the Location of Shovel Tests and Surface Collection Areas, the St. John's House (VIDHR #095-5264), and the Approximate Site Boundaries.	34

## LIST OF TABLES

Table 1:	Artifacts Recovered During the Identification Survey, Site 44WG0579 (Scholl et al. 2006).	22
Table 2:	Summary of Artifacts Recovered from the Evaluation at 44WG0579.	28
Table 3:	Summary of Artifact Counts by Level for Test Unit 1 at 44WG0579	30
Table 4:	Summary of Artifact Counts by Level for Test Unit 2 at 44WG0579.	30
Table 5:	Summary of Artifact Counts by Level for Test Unit 3 at 44WG0579.	30
Table 6:	Summary of the Evaluation Results.	36

# **ARCHEOLOGICAL EVALUATION OF SITE 44WG0579, VIRGINIA HIGHLANDS AIRPORT, WASHINGTON COUNTY, VIRGINIA**

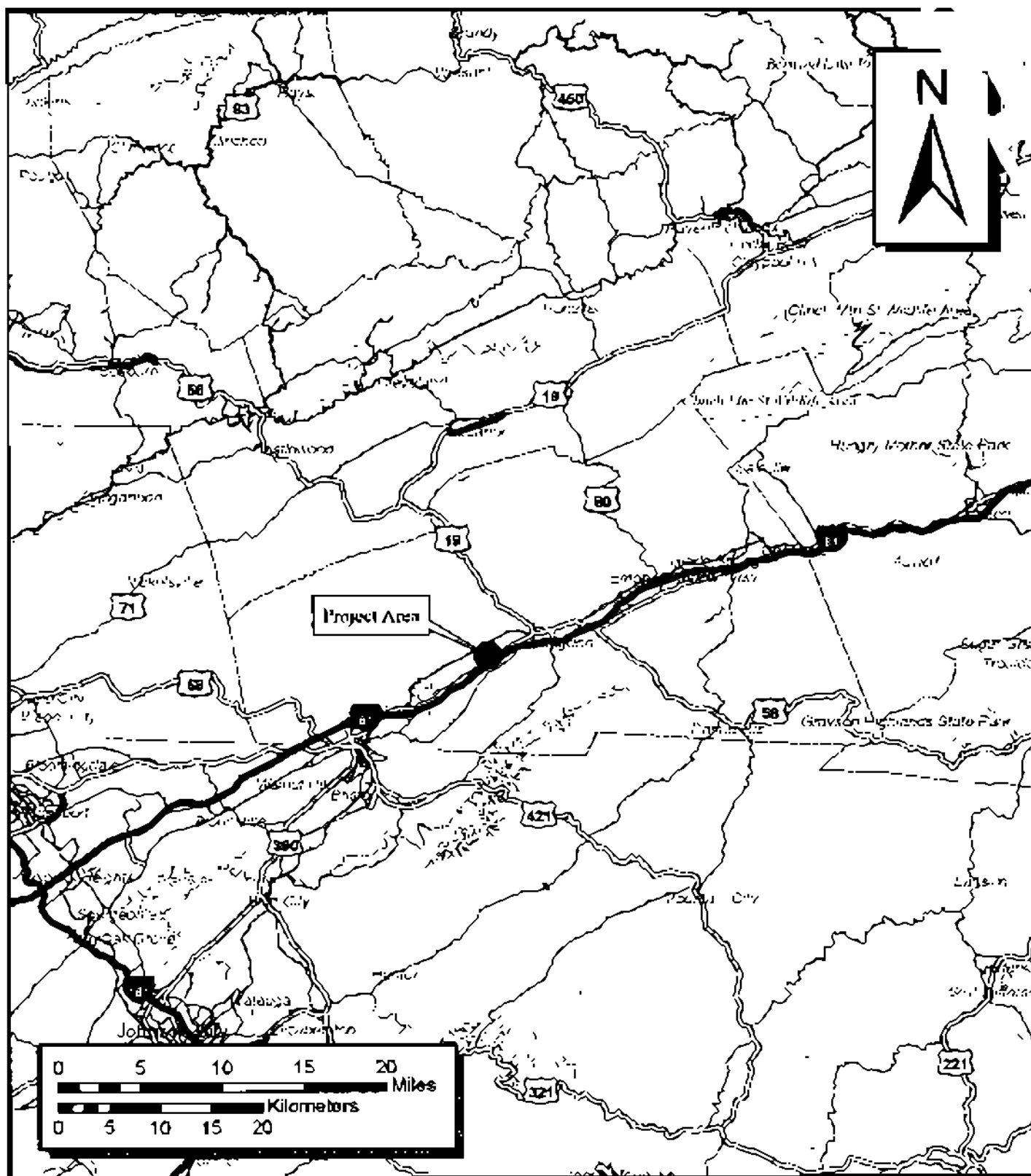
**VDIIR FILE # 2006-0645**

## **INTRODUCTION**

Coastal Carolina Research, Inc. (CCR) conducted an archaeological evaluation of site 44WG0579 at the Virginia Highlands Airport in Washington County, Virginia (Figure 1). The study was conducted for Delta Airport Consultants, Inc., in compliance with Section 106 of the National Historic Preservation Act of 1966, and the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800. The scope of the investigations was consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* and the report was prepared in accordance with the "Guidelines for Preparing Identification and Evaluation Reports for Submission Pursuant to Sections 106 and 110, National Historic Preservation Act, Environmental Impact Reports of State Agencies, Virginia Appropriation Act, 1992 Session Amendments" issued June 1992 by the Virginia Department of Historic Resources (VDIIR) and revised 2001.

Site 44WG0579 is an approximately 142-x-42-m (466-x-138-foot) multicomponent site located along the narrow, sloping floodplain of Spring Creek. During the identification survey (Scholl et al. 2006), both precontact materials tentatively dated to the Middle Archaic Period and historic period materials were recovered. Shovel testing during this survey suggested that the site might possess sufficient integrity to contribute significant information concerning precontact and late nineteenth century traditions in southwestern Virginia. Evaluation excavations were necessary in order to make recommendations concerning the site's eligibility for inclusion on the NRHP. Additional shovel tests were also required to the north of the site in the vicinity of the St. John House (VDIIR # 095-5264), as access to this property was denied during the initial survey.

The archaeological evaluation was conducted on May 16-17, May 21-25, and September 10-14, 2007. Loretta Lautzenheiser, RPA, served as principal investigator. Dawn M. Bradley, RPA, and Dennis Grosser, RPA, served as project archaeologists and were assisted in the field by Robert Patterson, Zuzana Chovance, Charles Edens, Kevin McKinney, Sean Wilson, and Jerod Schufert. Denise Haynes and Jessica Walker processed the artifacts. Susan Hamann, Ph.D., RPA analyzed the artifacts. The graphics were prepared by Dawn Bradley.



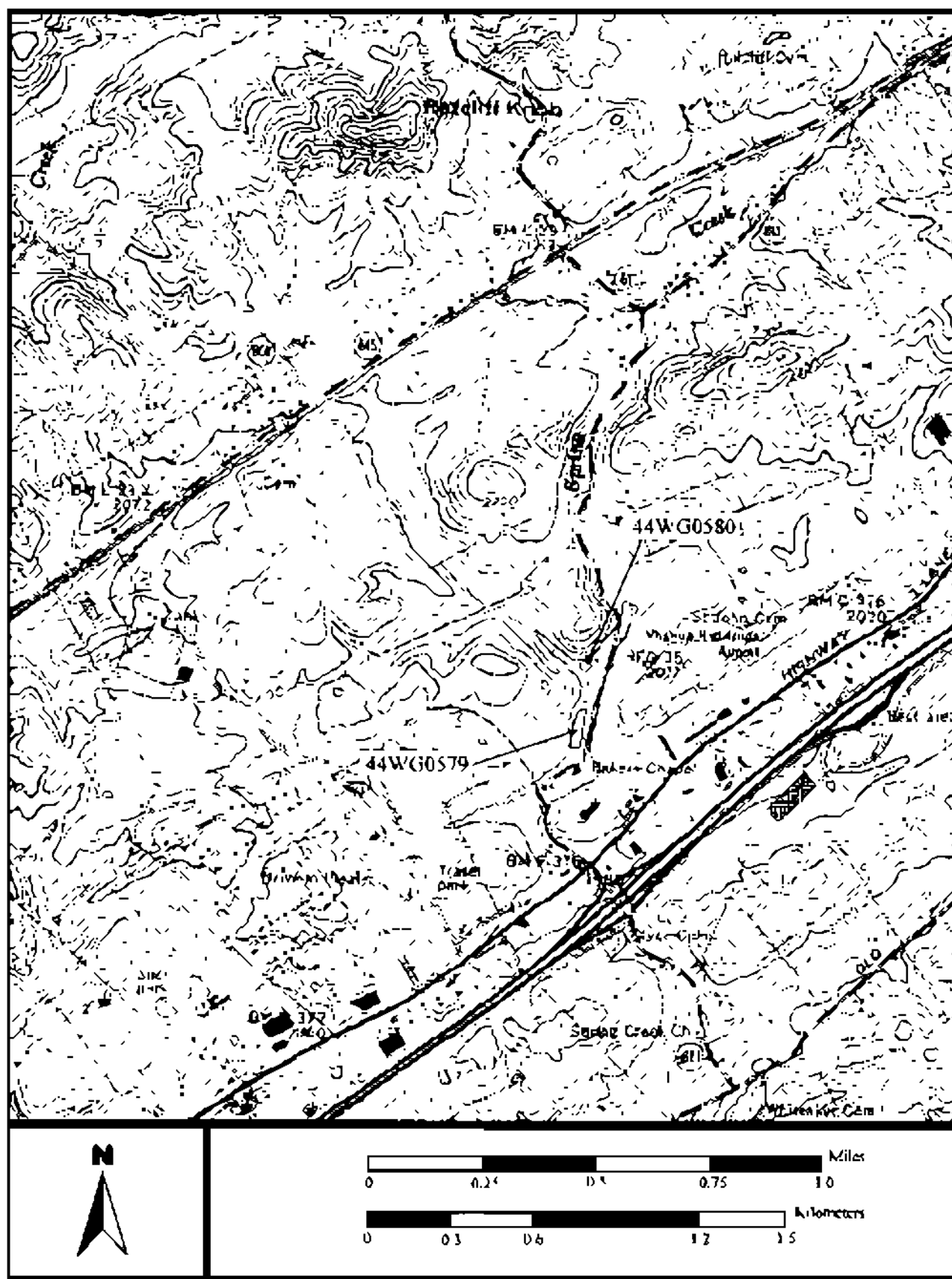


Figure 2: Location of Sites 44WG0579 and 44WG0580, As Shown on the USGS 7.5' Wyndale, VA. Topographic Quadrangle.

## NATURAL SETTING

### Physiography

The project area falls within the Valley and Ridge physiographic region. The Valley and Ridge province, sometimes referred to as the "Folded Appalachians," is defined as an assemblage of parallel ridges and valleys underlain by folded sedimentary rock (Fenneman 1938; Thornbury 1965). This province can generally be divided into an eastern section, which is dominated by valley formations, and a western section, which is dominated by ridge formations. In Virginia, the eastern valley section is further split from north to south by the Massanutten Mountain (Thornbury 1965).

The Valley and Ridge topography displays a prominent influence of alternating strong and weak strata upon topographic forms. A few major transverse streams, with distinguished development of subsequent streams, give many areas a trellis-like drainage pattern (Thornbury 1965). The explanation for the uniform elevation of the ridge tops is that they are parts of a former widespread erosional surface, or peneplain. This surface was uplifted, and the ensuing renewal erosion has cut the extensive valley system. The numerous water gaps and wind gaps are indicative of past cases of stream diversion (Fenneman 1938; Thornbury 1965).

Two noted karst features located in the Valley and Ridge province of western Virginia are the Natural Bridge and the Natural Tunnel. The Natural Bridge is a 90-foot-long rock structure which spans 200 ft above the narrow gorge of Cedar Creek. The Natural Tunnel is a 900 ft long, 75-foot-high and 130-foot-wide karst tunnel through which Stock Creek flows (Thornbury 1965).

### Geology and Soils

The project area is underlain by the Conococheague Formation and the Beckmantown Group. The Conococheague Formation is comprised dominantly of limestone, with significant dolomite and sandstone beds found in the lower part and locally in the upper part (Crathright et al. 1993). The Beckmantown Group in southwestern Virginia includes the Rockdale Run Formation and the Beckmantown Formation. The Rockdale Run Formation is comprised dominantly of limestone, with lesser amounts of dolomite and minor bedded and nodular chert present throughout. The Beckmantown Formation is comprised mostly of dolomite and chert-bearing dolomite, with lesser amounts of limestone. The dolomite of this formation contains both nodular dark brown to black chert and thick, hill-forming, lenticular chert beds (Crathright et al. 1993). Outcroppings of both nodular and lenticular bedded chert were observed in the vicinity of the project area.

The project area is associated with the Wyrick-Marble soil complex, 2-7 percent slopes and 7-15 percent slopes. Wyrick series soils are well-drained, and generally found in valleys and at the base of the slopes of hills (Hatch and Thomas 2006). Rock fragments of chert, shale, siltstone, and fine-grained sandstone up to 15 percent are found

in both the A- and B-horizons. Marbie series soils are moderately well-drained and also found in valleys and at the base of the slopes of hills (Hatch and Thomas 2006). Rock fragments of chert, shale, siltstone, and fine-grained sandstone are found up to 15 percent in the A-horizon and 15 to 35 percent in the B-horizons. Both the Wyrick-Marbie, 2-7 percent slopes, and Wyrick-Marbie, 7-15 percent slopes have the same basic soil profile: a brown silty loam topsoil, with yellowish brown silty clay loam and yellowish red silty clay subsoils.

### **Hydrology and Vegetation**

Overall, the Washington County area is drained by the North, Middle, and South Forks of the Holston River (Hatch and Thomas 2006). All three forks flow approximately parallel to the main valley, although their tributaries may flow diagonally and break through prevailing ridges and knobs. Specifically, the project area lies adjacently west of Spring Creek, which drains south-southeast into the South Fork of the Holston River.

The Oak-Chestnut forest is the dominant forest type identified in the Ridge and Valley province (Braun 1950). The chestnut blight has eliminated the native chestnut and the Oak-Chestnut forest no longer occurs in its original condition. Chestnut had been used extensively in tanning processes and had been clear-cut for pulpwood and charcoal over great areas of the forest. The forest type seems related to slopes, rarely occupying flat areas. In the broad valleys of the Ridge and Valley region white oak forests dominate (Braun 1950).



## HISTORIC CONTEXT

### **Paleoindian Period (10,000-8000 B.C.)**

Native American occupation of eastern North America dates to at least the Paleoindian period, the beginning of which is placed at approximately 11,500 B.C. (Anderson et al. 2007). The evidence for Paleoindian occupations at this time includes fluted projectile points (i.e., Clovis and Cumberland points) (Griffin 1967; Justice 1987). These points are generally scarce and often occur as isolated finds in disturbed surface contexts. The highest concentrations of fluted points, including the earliest Clovis type, occur in the eastern half of the United States. Nearly 1,000 fluted projectile points have been reported from Virginia (Anderson and Faught 1998). Other Paleoindian projectile point types are Mid-Paleo, Hardaway-Dalton, and Hardaway Side-Notched (Barber and Barfield 1989). In Virginia, the majority of these points were manufactured from cryptocrystalline lithic material. Tools associated with the Paleoindian period include scrapers, graters, wedges, unifacial tools, hammerstones, abraders, and a variety of "banging, smashing, chopping, and hacking tools" (Gardner 1989:18).

More recent evidence for much earlier New World lithic industries suggests that the makers of fluted points may represent relatively late migrations to the New World. Alternatively, the distinct fluted point technology may have developed within the New World in the context of populations established prior to 10,000 B.C. (Anderson and Faught 1998, Meltzer 1989). The Cactus Hill site in southeastern Virginia has produced evidence of human occupation of Virginia dating between 11,000 and 15,000 B.P. (McAvoy and McAvoy 1997). More recently, researchers have estimated that the site may involve as many as five pre-Clovis occupations characterized by prismatic blades and blade cores (Boyd 2003). The stratified site is situated on a sand dune along the Nottoway River. Stratification was the result of relatively steady aeolian sand deposition throughout the occupation of the site (McAvoy and McAvoy 1997). The Topper site, located in the Piedmont of South Carolina, has also produced evidence for pre-Clovis occupations (Goodyear 1999). The evidence includes concentrations of cortical chert with some split cobbles, small flake tools, small blade-like flakes, hammerstones, and cortical debitage. These were recovered from a zone of sandy alluvium at one meter below levels with Clovis deposits (Goodyear 1999; Boyd 2003).

Other stratified sites containing Paleoindian occupations include the Williamson site and the Thunderbird and Fifty sites of the Flint Run Complex in the Shenandoah Valley (Barber and Barfield 1989; Gardner 1974; Carr 1975; Johnson 1996). Evidence from these sites has been used to construct what has been referred to as the "Flint Run Lithic Deterministic Model" of Paleoindian settlement strategies (Anderson and Sassaman 1996:23). In this model, Paleoindian and Early Archaic settlement patterns were driven by the locations of the high-quality lithic material. Five functionally distinct site types have been identified in the Flint Run Complex: quarries, reduction sites, quarry-related base camps, maintenance camps, and non-quarry associated base camps (Gardner 1989). The small, highly mobile bands characteristic of Paleoindian times were also focused on food collection and the hunting of animals such as caribou, deer, elk, and

moose (Turner 1989; Boyd 1989). Therefore, hunting and gathering, as well as lithic procurement played a significant role in settlement patterns. Sites such as base camps are often found on resource-rich floodplains and adjacent alluvial fans (Turner 1989). It is noted, however, that fewer than 75 Paleoindian sites have been identified in Virginia, and of these, less than 20 are located in the Ridge and Valley province (Turner 1989).

#### **Archaic Period (8000-1200 B.C.)**

The Archaic period (8000-1000 B.C.) was apparently a time of climatic change. A shift from boreal forests to northern hardwoods occurred around the time of the Early Archaic period (8000-6000 B.C.). During the early part of this time, a cool, moist climate prompted the expansion of species-rich Mixed Hardwood Forest in the eastern United States (Delcourt and Delcourt 1981; Delcourt and Delcourt 1985). The Archaic period is divided into three phases: Early, Middle, and Late. A shift from boreal forests to northern hardwoods occurred at the onset of the Early Archaic period (8000-6500 B.C.). The Early Archaic is typified by small corner-notched projectile points, such as Palmer Corner Notched and Kirk Corner Notched, and an increase in the use of hafted endscrapers (Coe 1964). The tool kits from the Early Archaic, however, are similar to those from the end of the Paleoindian tradition, as are the settlement and subsistence patterns (Claggett and Cable 1982).

The Middle Archaic period (6500-3000 B.C.) coincides with a shift in climatic conditions to the warmer and drier climates that are prevalent today. Settlement and subsistence patterns show a high degree of continuity with those of the Early Archaic period, but Middle Archaic bands may have expanded their territories to make use of new environmental settings created by the change in climatic conditions (Custer 1990). Projectile point types characteristic of this period include Stanly Stemmed, Morrow Mountain I and II Stemmed, Guilford Lancolate, Halifax Side-Notched, St. Albans, McCroy Bifurcated Stem, and Kanawha Stemmed (Custer 1990).

The Late Archaic period in Virginia is marked by varieties of narrow and broad-blade biface types which have been dated to the period between 2900 and 1300 B.C. (Dent 1995). The adaptations of this time, however, differ little from those of the Middle Archaic period. According to Mauer (1991:10), the primary attributes of Late Archaic culture are "small-group band organization, impermanent settlement systems, infrequent aggregation phases, and low levels of regional or areal integration and interaction." Mauer (1991) advocates for a Transitional Period linked to a new adaptation to creation of large estuaries and tidal wetlands created by rising sea levels. Settlement during this time was concentrated in the river valleys, and archaeological sites tend to increase in size and number. In southwestern Virginia, the Transitional period is characterized by Savannah River points and possibly Lamoka, Iddins and Merom points, which are usually classified as Late Archaic (Mauer 1991). Savannah River points tend to be found in deposits which date between 2850 and 1550 B.C. (Dent 1995).

## Woodland Period (1200 B.C.-A.D. 1600)

Due to the paucity of sites, the development of the Early Woodland in the western Piedmont and southwestern regions of Virginia is not well understood. Early Woodland peoples increasingly settled along rivers and on floodplains but still made use of upland settings (Egloff 1987). In Virginia, Middle Woodland sites are predominantly found within the Coastal Plain region. The Middle Woodland is marked by the introduction of triangular projectile points between 2100 B.C. and 650 A.D. (Dent 1995). The Woodland was a period of development of differentiated local traditions, an increase in settlement sizes, and in some regions, the development of ranked societies. The Blue Ridge Mountains seem to have served as a somewhat permeable border between material cultural traits of Piedmont peoples and those of groups living to the west (Blanton 1992). The typical Middle Woodland pottery in southwestern Virginia is limestone-tempered ware such as Candy Creek Cord-Marked and Long Branch Fabric-Imprinted. These ceramic wares are more typical of the southern Appalachian area than are the ceramics found in other portions of Virginia at this time (Stewart 1992; McEaren 1992).

The Late Woodland period (A.D. 1000 to 1600) in Virginia was marked by a continued increase in population, regionalization of ceramic styles, reduction in the long distance exchange or procurement of lithic resources, and a continuing increase in sedentism and reliance on domesticated plant foods such as corn, squash, and beans (Hantman and Klein 1992). Radiocarbon dates for these tropical cultigens suggests that they were introduced into Virginia around 1000 A.D. (Dent 1995). Settlement follows the earlier pattern and consists of "small household clusters" and dispersed villages (Hantman and Klein 1992; Davis and Ward 1991:47).

In the Virginia Piedmont and Coastal Plain, large palisaded villages appear in the floodplains of major rivers after 1300 A.D. These large villages aren't found in southwestern Virginia. However, there is an increased reliance on domesticated plants, increased sedentism, and a concomitant appearance of small villages. Satellite camps were established to aid hunting and gathering expeditions.

Hantman and Klein (1992:143) note a general "increase in boundedness of the cultures of the Piedmont" during the Middle and Late Woodland periods. Although regionalism and cultural differentiation are also characteristic of southwestern Virginia during the late Woodland, archaeological evidence indicates that this region was under the influence of three major ceramic traditions: Eastern Woodland, Southern Appalachian, and Mississippian (Barber and Barfield 1992; Egloff 1992). The most common ceramic type is classified as an indigenous Eastern Woodland Tradition. These ceramics were cord-marked, net-impressed, or comb-impressed, with sand, soapstone, or limestone temper (Egloff 1992:198). The Southern Appalachian Tradition, more typical of areas to the south, is represented by a sand-tempered ware with a stamped exterior. The Mississippian Tradition is represented by plain or cord-marked, shell-tempered pottery. In some instances, examples of all three ceramic traditions have been recovered from a single site, emphasizing the high degree of cultural interaction in southwestern Virginia (Egloff 1987).

The presence of exotic trade goods, coupled with evidence of a diversity of burial practices and possibly hierarchical settlement patterns, suggests the presence of ranked societies or chiefdoms in southwestern Virginia and the influence of Mississippian cultures from the area of Tennessee (Egloff 1992). Ceremonial mounds, such as the Ely and Carter Robinson Mounds in Lee County, offer further evidence of a Mississippian influence. Evidence from sites at the head of the Roanoke River and in the western Piedmont provide evidence of a continuation in the Late Woodland period of a tribal level of organization with the possible addition of some degree of sociopolitical stratification (Barber and Barfield 1992; Ward and Davis 1993; Gullivan 1997).

### **Settlement to Society (1607-1750)**

During the settlement period Native Americans did not occupy what is now Washington County, though it was often visited for hunting (Warmuth 2005). By the time the first European explorers entered southwestern Virginia there were already well-worn trails and paths that had been created by the travels of buffalo and the Native Americans (Summers 1937).

The first documented European explorers to the area were members of a party from the Loyal Land Company, who were seeking out and surveying the land best-suited for settlement (Summers 1937; Warmuth 2005). Two members of this party, Colonel John Buchanan and Dr. Thomas Walker, kept diaries of their travels through the area between the years of 1745 and 1750. Although hunters and trappers had entered the area prior to this time, the accounts of Buchanan and Walker are the earliest written accounts of this section of Virginia. Dr. Walker surveyed 6870 acres of land where Abingdon is now located for himself and patented the land in 1753 (Warmuth 2005).

### **Colony to Nation and Early National Period (1750-1830)**

Although Walker had secured a patent for the land in 1753, this section of Virginia was not settled until the latter part of the 1760s and early 1770s (Angle 1998; Summers 1937). During this time of settlement the area was still part of Fincastle County. As the first settlers began to arrive in the area, Daniel Boone stopped near present-day Abingdon and camped with a companion (Neal 1977). Boone and his friend were attacked by wolves that night, prompting Boone to name the area "Wolf Hills" (Angle 1998).

During the American Revolution, Southwest Virginia was too unsettled for most inhabitants to march off and join the Continental army. Most settlers found that the principal threat to the area was from the marauding bands of Cherokee, causing most of the men of fighting age to remain at home (Neal 1977). The Cherokee forces, numbering approximately 1000 men and under the command of Dragging Canoe, crossed the Holston River at Kingsport, Tennessee in 1760. A short distance from there his force was confronted by about 170 militia from Black's Fort, near the Wolf Hills settlement. While the militia fought and defeated the Cherokee, one band of Cherokee attacked the

Wolf Hills settlement. All settlers, save one, took refuge in the fort. The marauders retreated from Black's Fort and camped about seven miles away. Their location was discovered by a settler who had not taken refuge in the fort, and a group sought out and confronted them. The 11 Native Americans were killed, scalped, and hung outside the fort to serve as an example to other assailants (Summers 1937).

Although most settlers were too concerned with local unrest to march away to war, Washington County contributed to the American cause outside of the region. Individuals from the area joined the Continental Line, including Second Lieutenant John Buchanan, who was killed at Saratoga in 1777. Another Washington County son, John Floyd, embarked on a stint as a privateer in the West Indies (Neal 1977). Other men from the area joined George Rogers Clark in his 1778 Northwest expedition (Summers 1937). Perhaps the biggest contribution that Washington County made to the American cause during the Revolution was its role in the Battle of King's Mountain. Although the numbers vary, at least 200 volunteers gathered in Abingdon to ultimately march to South Carolina and aid in defeating a British force at King's Mountain (Summers 1937; Warmuth 2005). This battle is considered one of the most important engagements of the war.

In 1776 the county of Washington was formed, named for George Washington (Neal 1977). Black's Fort became the county seat of this new county, changing its name to Abingdon in all likelihood as an honor to Martha Washington of Abingdon Parish (Summers 1937). Although the town was surveyed in 1777, with lots and streets being laid out, the town was not incorporated until the end of 1778 (Davis 1971). The town was the location of the first post office in Southwest Virginia, established there in 1792. The post office in Abingdon remained the only one in Washington County until 1833 (Angle 1998).

#### **Antebellum Period (1830-1861)**

The town of Abingdon was able to experience rather rapid growth during the early nineteenth century, though a fire in 1812 destroyed most of the town (Summers 1937). Abingdon served as the "commercial core" for southwestern Virginia, east Tennessee, and Kentucky between 1793 and 1835 (Warmuth 2005: 7). Prosperity was such in the growing town that by 1806 a newspaper was being published (Summers 1937). Abingdon was able to serve the needs of travelers moving along the Great Road through the Valley of Virginia and those traveling the Wilderness Road into Kentucky (Town of Abingdon 1988). By 1837, the town included 150 to 200 houses, many constructed of brick, and was successful enough to support both a male and a female academy (Town of Abingdon 1988, Summers 1937). The current Abingdon landmark, the Martha Washington Inn, was constructed in 1832 as the home of General Francis Preston. Preston's home was used as a hospital during the Civil War and later became Martha Washington College before its conversion to its current use as an inn (Town of Abingdon 1988).

In September of 1836 the cornerstone for Emory and Henry College was laid near the community of Emory. The Methodist College took half of its name from the nearby community and the other half from two individuals who both shared the last name of Henry, Bishop John Henry and Patrick Henry. The college opened its doors to students in April 1838 with an enrollment of 100 students. Enrollment continued to increase over the years until the onset of the Civil War during which time enrollment in virtually all institutions of higher learning in the state suffered (Gibson 1949).

During the antebellum period, transportation improvements were undertaken in southwestern Virginia. Washington County received little help from the state in macadamizing their roads and had to bear the brunt of the cost of such improvements. The Virginia General Assembly incorporated the Virginia and Tennessee Railroad Company during its 1849 session. Citizens of Washington County gathered in Abingdon that same year to elect delegates to a convention to be held in Christiansburg to promote construction of the railroad. Most of the county's citizens were very enthusiastic about the proposed railroad and looked forward to increased prosperity with the completion of the line through Abingdon in 1856 (Summers 1989; Town of Abingdon 1988).

The second of three major fires in the town of Abingdon occurred in 1848. At that time a major fire swept a section of Abingdon, destroying several structures. The town quickly rebounded from this setback as evidenced in the founding of the Exchange Bank of Virginia in Abingdon the following year (Summers 1937).

### **Civil War (1861-1865)**

During the presidential election of 1860 the state of Virginia handed its electoral votes to John Bell, candidate of the newly formed "Constitutional" party (Walker 1985). The majority of Virginians seemed to still favor compromise and a resolution of sectional differences within the framework of the existing Union. Abraham Lincoln's victory in the presidential election began to change the state's sentiment. Although Virginia did not rush to secede as South Carolina did after the election, they disapproved of action to coerce seceded Southern states into remaining in the Union.

The fact that Virginia ultimately voted to secede from the Union did not mean that all Virginians became ardent secessionists. Several western Virginia counties seceded from the state during the war, forming the state of West Virginia. Those counties in southwest Virginia that remained part of Virginia, including Washington County, were bitterly divided in their loyalties. Throughout the war, various Confederate commanders made their headquarters in Abingdon, including General John Hunt Morgan, who served for a time as commander of the department which included Southwestern Virginia (Walker 1985).

The location of the railroad through Abingdon and the important salt works located in Saltville just across the county line made the region very important to both sides during the war. Though fighting took place within the county and at Saltville in the neighboring county, perhaps the most devastating blow to the community was the Battle

of Antietam fought in September 1862. Many of the county's young men that had enlisted to fight for the Confederate cause were killed at Antietam, including a large number of the local men serving in the 37<sup>th</sup> Virginia (Neal 1977).

Those Washington County residents not serving in the army (whether Union or Confederate) felt the impact of the war more directly in 1864. The First Battle of Saltville occurred on October 2, 1864 when a Federal force attacked Confederates defending the salt works that were so vital to the Confederacy. The Union attack failed, but the Confederate victory was tempered by credible charges that wounded black soldiers of the 5<sup>th</sup> U.S. Colored Cavalry were murdered (Salmon 2001).

Following the First Battle of Saltville, the Confederates strengthened their works at the important salt works. The Confederates had correctly surmised that the Union would once again attempt to deprive the Confederacy of the salt supplied by Saltville. In November 1864, Union Major-General George Stoneman embarked on his raid of the region. By mid-December Stoneman's force was marching on Saltville (Salmon 2001). During Stoneman's raid, a Union soldier passing through Abingdon burned the courthouse and several other buildings on December 15, 1864 (Summers 1937; Warmuth 2002). The Second Battle of Saltville, fought on December 20, went much better for the Union than did the first battle. Stoneman's forces won the battle and went about destroying the salt works. Though the Confederates were able to repair some of the damage, the salt works were never able to provide the Confederate army with much needed salt for the remainder of the war (Salmon 2001).

### **Reconstruction and Growth (1865-1917)**

Although the Civil War took its toll on Washington County, the residents recovered from the hostilities rather quickly. According to Warmuth (2002), the community of Abingdon had recovered economically by 1875. The determination of the people of Washington County, and the South in general, to recover from the war is reflected in how rapidly Emory and Henry College resumed the education of young people following the end of the war. Prior to the war, the college had grown steadily. No record of enrollment exists during the war, though it is known that the faculty remained at the college during the conflict. The school itself was used as a hospital during the war. Immediately following the war, enrollment at the college was low, but enrollment grew steadily and along with it the college (Gibson 1949).

During the antebellum period a Methodist congregation and a Presbyterian congregation had shared ownership of a log church along Spring Creek. About 1850, the two congregations decided that they could no longer share the building, and plans to construct a second building on Spring Creek were put underway. Not much is known about what came of the church plans. However in 1881, Dr. John A. P. Baker donated land for the construction of a new church building. The new church was dubbed Baker's Chapel and served the congregation until 1890 when a fire destroyed the building. In 1894 a brick building was constructed and served the Methodist congregation until 1963. Church members decided in the early 1960s that in order for the church to grow a new

building and location were needed. Following the move into the new church in 1963 the members decided to change the name of the church to Pleasant View United Methodist Church (Neal 1977).

A business directory embracing the years 1888-1889 gives valuable information on the county during this period. The directory reported that the 1880 census for the county reflected that the county's population was just over 25,000 people, 10 percent of whom lived in Abingdon. The 1886 presidential election revealed that the number of democrats voting in the election was 1,754, while the number of Republicans numbered 2,029. This statistic reflects the Union sympathies of the mountain regions during the Civil War and illustrates that the idea of the "Solid South" voting for Democratic candidates during the period did not necessarily apply to the mountain counties. Among the agricultural products grown in the county during the period were various fruits, corn, wheat, and tobacco. The county was also active in the raising of horses, cattle, and sheep (Weaver 1998-2005).

Around the beginning of the twentieth century a new regional resource, timber, began to be exploited. From the period of the area's earliest settlement, lumber was harvested for local construction purposes and later for construction of the railroad. However, by the late nineteenth century various factors made the region attractive to lumber companies. Among these factors were the deforestation of timber fields in the North and the building of railroads in southwest Virginia. Several lumber companies began operations in the county, among the largest being Hassinger Lumber Company, which operated between 1903 and 1928. In order to reach the lumber-harvesting areas many small branch railroads were constructed in the county (Hassinger 1967).

### **World War I to World War II (1917-1945)**

The Great Depression was a difficult period for the entire nation, and Washington County was no exception. However, the Depression brought about at least one positive long-term cultural benefit to the area. Robert Porterfield founded the Barter Theater in 1932 (Town of Abingdon 1988). The basis of the theater's founding was "ham for Handel," which meant that locals could "barter" food, as well as other items, to attend a program (Warmuth 2002:8). Today, the Barter Theater is the State Theater of Virginia (Town of Abingdon 1988).

During this period, more rights were extended to women. Emory and Henry College began allowing a limited number of women to begin attending the school in 1922. The number of women gradually increased over the years, as well as the opportunities afforded to them. The progressive attitude that the college showed in its admission of women was also evident in the improvement of its curriculum and expansion of its facilities during the period (Gihson 1949).



### **The New Dominion (1945-Present)**

The most important change to the project area during this period was the establishment of the Virginia Highlands Airport. The airport traces its beginnings to the opening of a landing strip along Bristol Road in 1965. The airport at that time had only one plane located there, a number which grew to 35 by 1977. An airport hangar was not constructed until sometime between 1968 and 1969 (Neal 1977).

The population of Washington County in 2000 was 51,130 people. The largest concentration of people resided in Abingdon, which had a population of 7,780 individuals (County of Washington 2001-2005). The county is well poised to continue its growth into the next century. In addition to the Virginia Highlands Airport, which has continued to expand, the county continues to be served by the Norfolk Southern Railroad. Interstate 81 traverses the county as well, providing another important conduit for commerce.

## PREVIOUS ARCHAEOLOGICAL RESEARCH

### Early Research in Southwestern Virginia

Before the late 1950s, little to no archaeological research had been conducted in southwestern Virginia. In fact, an article in the *Quarterly Bulletin of the Archaeological Society of Virginia* in 1948 celebrated the virtues of the archaeological resources of the area, referring to southwestern Virginia an "archaeologist's Eden," (MacCord 1948). In an attempt to entice more archaeological endeavors in the area, the editor of the *Quarterly Bulletin* published an article written in 1948 describing investigations at Higginbotham cave (44T725) near Tazewell, VA, which contained the remains of over 30 Native American individuals (Caldwell 1951). Although this research generated a fair amount of local press, it did not seem to inspire further archaeological studies.

With the minor exception of a report on the source of lithic materials recovered from two sites in Wythe County, the majority of archaeological work done in southwestern Virginia during the 1960s and 1970s was conducted by amateurs (Michael 1963). It was 1970 before a survey report was published documenting the archaeological resources of southwestern Virginia. In this report, C.G. Holland (1970) provided a description of 18 mortuary cave sites as well as a study of the ceramics and lithic artifacts recovered from them.

Since this time, investigations into precontact sites, particularly cave mortuary sites, have increased in southwestern Virginia. A few of the more well-documented sites, such as the Crab Orchard site and the Bone Cave site (44LE169) are in the general vicinity of the project area. Over 50 percent of the Crab Orchard site, located north of the project area in Tazewell County, was excavated between 1971 and 1973 (MacCord and Buchanan 1980). The site appears to be representative of the Late Woodland Period, with evidence of several circular houses enclosed in an approximately 410-foot area. Limestone-tempered ceramics and cultural features such as hearths, storage pits, and human and dog burials were recovered. The heavy use of marine shell beads as grave accompaniments indicated that the inhabitants of this site conducted trade over considerable distances. The Bone Cave site (44LE169), is located in Lee County west of the current project area. This site contained more than 1,500 human skeletal elements representing the remains of at least five individuals (Kumball and Whyte 1995). Artifacts recovered with these remains included shell beads, one piece of cut mica, and both cord-marked and smoothed limestone-tempered sherds belonging to either the Hamilton or the Candy Creek phase.

### Previously Recorded Sites in or Near the Project Area

During a 2006 cultural resources survey of the project area, CCR identified two precontact archaeological sites: 44WG0578 and 44WG0579 (Scholl et al. 2006). Site 44WG0578, located at the base of a valley, was described as a precontact artifact scatter yielding lithic materials. Due to the scarcity of artifacts and lack of site integrity, this site was determined not eligible for NRHP. Site 44WG0579, located on a sloped, narrow

strip of land adjacent to Spring Creek, contained both an historic and precontact component, yielding lithic debitage, biface fragments, brick fragments, one ironstone sherd, and one yellowware spall. Some of the biface fragments were tentatively dated to the Middle Archaic Period. As some materials were recovered from sub-plow deposits, additional investigations were recommended for further work. CCR conducted the investigations in July and September 2007, and the findings of these investigations are the subject of this report.

During an archaeological investigation in 1984 for the Virginia Highlands Airport, one precontact site (44WG323) was identified (McIlhenny 1984). This site, located approximately 310 m northwest of site 44WG579, is a lithic scatter site located in a plowed field. Numerous lithic tools and debitage were recovered from the plow zone, including one late stage biface and one utilized flake. With the exception of the biface, which was comprised of a nonlocal rhyolite material, the artifacts were crafted from black, gray, gray-brown, and milky chert and chalcedony, all of which were locally available. This site was described as a short-term occupation site, with lithic tools predominantly made on site from local materials. As no subsurface deposits were encountered to support sufficient site integrity, the site was deemed ineligible for inclusion on the NRHP (McIlhenny 1984).

Three sites located southeast of the current project area (44WG424, 44WG425 and 44WG426) were found during a 1996 survey (Chadlerdon and Pendleton 1996). Site 44WG424 is a precontact base camp located on the floodplain of Spring Creek, with a historic component dating to the late nineteenth century. Due to a high density of artifacts and the potential for subsurface intact deposits, further work was recommended. However, no record of further work was found. Site 44WG425 was described as a small precontact camp site located on a bench on the flank of the Great Knobs. Only a few small lithic artifacts were recovered in disturbed context. No further work was recommended. Site 44WG426 was described as a large precontact base camp with an early to middle nineteenth-century historic component. The historic materials and one possible historic feature were associated with either the nearby Maxwell House (VIDHR#95-18) or possibly an earlier dwelling. The precontact component consisted mostly of primary lithic reduction debitage. Due to the existence of the historic feature, the high density of precontact lithic materials, and the possibility of intact precontact deposits, further work was recommended. However, no record of further work was found.

## METHODS

### Surface Collection and Shovel Testing

Shovel testing and surface collection was conducted in an area to the north of site 44WG0579, which resulted in the discovery of site 44WG0580. The area had been inaccessible during the identification survey. Shovel tests were judgmentally placed across the area and were excavated at least 10 cm into sterile subsoil. Each shovel test was approximately 30 cm in diameter. In areas of high surface visibility, a pedestrian surface collection was conducted across the area at 5-m intervals. Any artifacts collected were placed in bags labeled with complete provenience information. Soils were described using Munsell color charts and standard texture terminology.

Additional shovel testing was also conducted on site 44WG0579 to further delineate the site boundaries. Each shovel test was approximately 30 cm in diameter and was excavated at least 10 cm into sterile subsoil. Any artifacts collected were placed in bags labeled with complete provenience information. Soils were described using Munsell color charts and standard texture terminology.

### Test Unit Excavation

For the evaluation of 44WG0579, one 2-x-2-m unit and two 1-x-1-m units were hand excavated on the site. These test units were used to gather data on the presence of intact deposits, the presence or absence of subsurface features, site integrity, and composition. Units were excavated in arbitrary 10-cm levels within natural zones unless it was determined that the A-horizon or plow zone could be removed as a single unit without loss of data. The test unit locations were guided by topography and information on artifact density and clustering gathered during the identification survey shovel testing. Soils were removed using a flat shovel or trowel and screened through 6.35-mm (1/4-in) hardware cloth. Excavation continued until recovery of in situ cultural material ceased or sufficient depth into subsoil had been reached so to rule out the possibility of deep, buried materials. Measurements were recorded using the metric system, and level forms and appropriate profiles were maintained for each unit. Any artifacts collected were placed in bags labeled with complete provenience information. Soils were described using Munsell color charts and standard texture terminology. Black-and-white photographs, color slides, and digital images were used to supplement the written documentation. Upon completion, the units were backfilled.

Additionally, six 50-x-50-cm square shovel test units were hand excavated on site 44WG0579. These test units were used to gather additional data on the depositional nature of the site, fill in gaps on the site left by the initial shovel testing, and examine the site for subsurface, intact deposits. The test units were excavated in arbitrary 10-cm levels within natural zones, with exception to the plow zone which could be removed as a single unit without loss of data. Soils were removed using a flat shovel or trowel and screened through 6.35-mm (1/4-in) hardware cloth. Excavation continued until recovery of in situ cultural material ceased or sufficient depth into subsoil had been reached so to

rule out the possibility of deep, buried materials. Measurements were recorded using the metric system, and level forms and appropriate profiles were maintained for each unit. Any artifacts collected were placed in bags labeled with complete provenience information. Soils were described using Munsell color charts and standard texture terminology.

### **Site 44WG0579 Mapping**

During the September 2007 investigation, a more detailed plan view map of site 44WG0579 was made to show the narrowness of the floodplain and the amount of slope surrounding and extending across most of the site. Two mapping datums were placed in the northwestern portion of the site, and tied into the original site datum. In addition, three cross-sections were created in the northern, central, and southern portions of the site to further show the general sloping nature of the site.

### **Laboratory Methods**

Artifacts collected from the archaeological investigations were stored in bags labeled by provenience units or shovel tests. All artifacts were cleaned, labeled, and prepared for curation according to the standards and guidelines issued by VDHHR. Analysis included classification and quantification of artifacts and other cultural materials. Lithic artifacts were defined in terms of raw material, morphology, manufacturing stage, and, if possible, type. Historic artifacts were analyzed using standard reference materials. There are no materials requiring stabilization or further treatment. Appendix A presents the artifact inventory for each site.

### **Mapping Disclaimer**

The mapped data contained within this report is to be used solely for locating the cultural resource components and cannot be substituted for data provided by registered land surveyors or any licensed architect or engineer.

## RESULTS OF THE EVALUATION

### Introduction

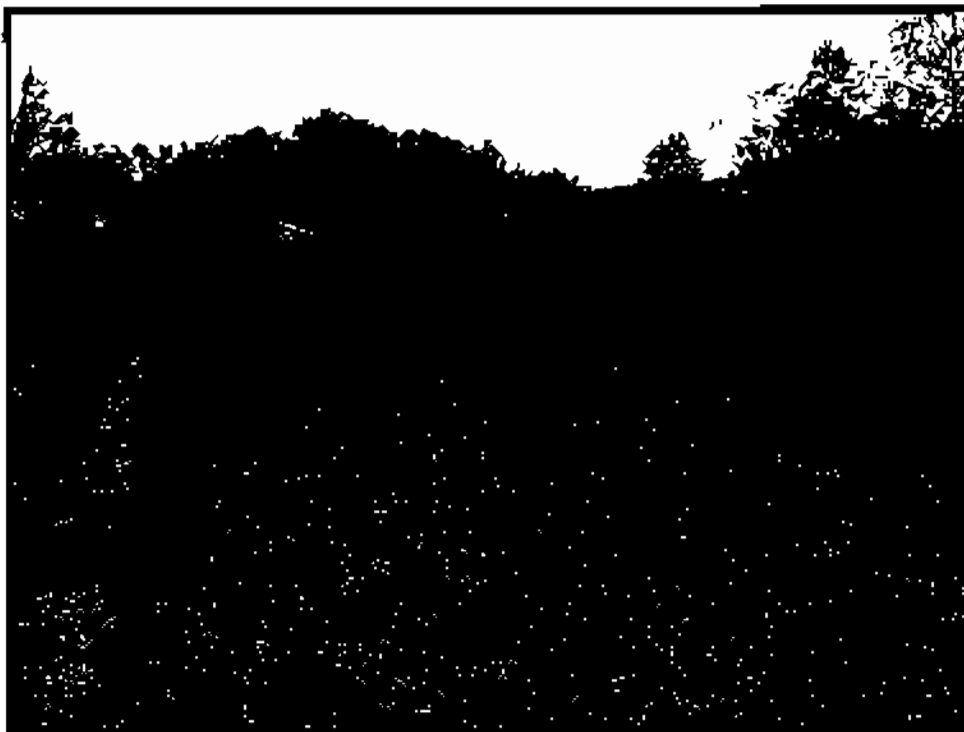
CCR conducted an archaeological evaluation at site 44WG0579 to assess the site's eligibility for the NRHP. Additionally, shovel tests and surface surveys were conducted on a small plot of land just north of the site that was inaccessible during the identification survey (Scholl et al. 2006). Testing in this area, which coincided with the location of the St John's House (VDHR # 095-5264), yielded both historic and precontact artifacts. As a result, the area was recorded as site 44WG0580. A description and discussion of both sites can be found below and a list of artifacts recovered during the current investigation can be found in Appendix A.

### Site 44WG0579

**Site Description and Previous Work.** This site, recorded during shovel testing in a pasture west of Providence Road, is situated on a sloped, narrow portion of the Spring Creek floodplain at the base of a ridge slope (Figure 3 and 4). The site, described as a scatter of Native American and historic artifacts, was originally documented as approximately 300 x 50 m (984 x 164 ft) in size. However, a more accurately scaled map created during the evaluation documented the site as approximately 142 x 42 m (466 x 138 ft) in size. Although the site dimensions were adjusted, the originally delineated site boundaries remain the same.

During the original survey, 51 shovel tests were excavated between the base and lower portions of the slope and Spring Creek (Figure 5). Of these shovel tests, 42 were positive, with a concentration of historic artifacts occurring in the southern portion of the site and a relative concentration of precontact artifacts occurring in the northern portion of the site. A summary of the artifacts recovered during the identification survey can be viewed in Table I.

Soil stratigraphy described during the identification survey was inconsistent across the site. The southern portion of the site was described as having two strata: a 10 YR 4/3 brown silty loam (Zone 1) extending to approximately 35 cm below ground surface (bgs), and a 10 YR 6/3 pale brown loamy silt (Zone 2) excavated to 43 cm bgs. The middle portion of the site was described as having three strata: a 10YR 4/3 brown silty loam (Zone 1) extending between 11 and 20 cm bgs, a 10 YR 4/3 brown loamy silt (Zone 2) extending to 30 cm bgs, and a 10 YR 5/3 brown clayey silt (Zone 3) excavated to 42 cm bgs. The northern portion of the site was described as having three strata: a 10 YR 3/4 dark yellowish brown silty loam (Zone 1) extending to 16 cm bgs, a 10 YR 3/4 dark yellowish brown loamy silt (Zone 2) extending to 36 cm bgs, and a 10 YR 6/4 light yellowish brown clay loam (Zone 3) excavated to 41 cm bgs.



**Figure 3: General View of Site 44WG0579, Showing Slope Across the Site, Facing North.**



**Figure 4: View of the Northern Portion of Site 44WG0579, Facing North-Northeast.**

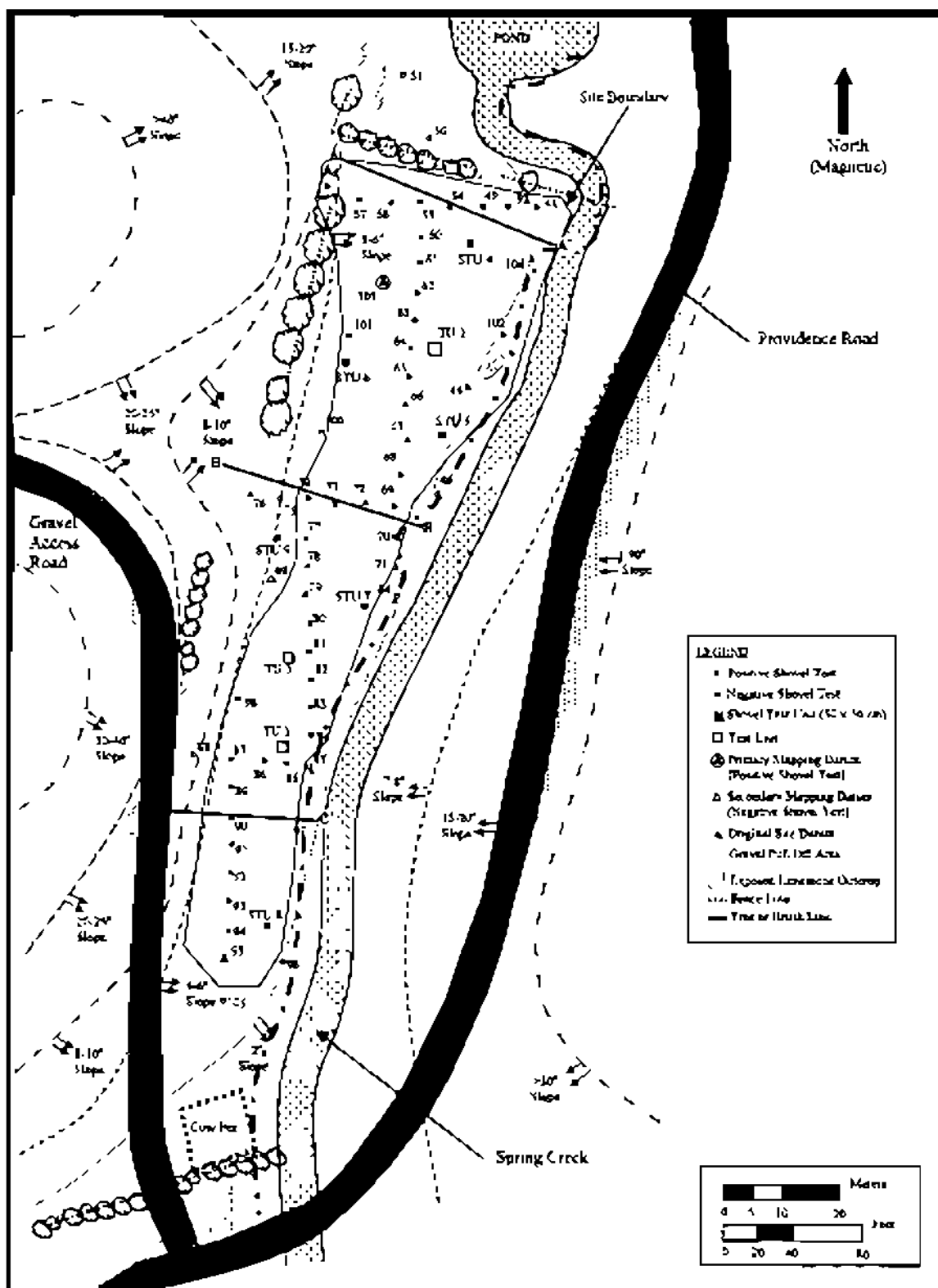


Figure 5: Site 44WG0579 Map, Showing Shovel Tests, Test Units, Shovel Test Units, Geologic and Topographic Features, Cross-Section Locations, and Site Boundary.



Table 1: Artifacts Recovered During the Identification Survey, Site 44WG0579 (Scholl et al. 2006).

Artifact Type	Material	Count (Zone 1)	Count (Zone 2)	Count (Zone 3)	%
Biface or Biface Fragment	Chert	2	1	0	0.86%
Core	Chert	1	0	0	0.28%
Core Fragment	Chert	1	0	0	0.28%
Decorication Flake	Chert	23	14	2	11.00%
Shatter	Chert	1	2	0	0.86%
Interior Flake	Rhyolite	1	0	3	1.15%
Interior Flake	Chert	166	54	0	63.00%
Pressure/ Retouch Flake	Chert	2	4	0	1.71%
Biface Thinning Flake	Chert	2	0	0	0.57%
Flake Fragment	Chert	1	0	0	0.28%
Utilized Flake	Chert	2	0	0	0.57%
Scraper	Chert	0	1	0	0.28%
Brick Fragments	n/a	53	7	0	17.19%
Container Glass	clear	2	0	0	0.57%
Historic Ceramic	Mocha ware	1	0	0	0.28%
Historic Ceramic	Ironstone	1	0	0	0.28%
Iron Nail	Indeterminate	1	0	0	0.28%

During the survey, the majority of recovered Native American artifacts were recorded as occurring within the first zone, with lesser amounts recovered from the second zone. A single shovel test in the middle portion of the site (ST 82) recorded Native American artifacts in Zone 3. However, it should be noted that the Zone 3 identified in this shovel test corresponds to the depth and basic description of Zone 2 identified in other shovel tests. Three bifaces were recovered from the site: one early stage biface and biface fragment in Zone 1 and one late stage biface in Zone 2. These bifaces were tentatively associated with the Middle Archaic Period (Scholl et al. 2006). Most of the recovered historic artifacts were recorded in Zone 1, in conjunction with the Native American artifacts. Some small brick fragments were recovered from Zone 2 in the southern portion of the site, also in association with Native American artifacts. Since these brick fragments were recovered in a deeper zone in the southern portion of the site, it was suggested that historic period subsurface deposits may still exist in that area. These historic items were tentatively dated to the late nineteenth century (Scholl et al. 2006).

Shovel testing during the identification survey suggested that the site might possess sufficient integrity to contribute significant information concerning precontact and late nineteenth century traditions in southwestern Virginia. Further work was recommended for this site in order to assess its eligibility for the NRHP.

**Evaluation Results: Test Units.** The evaluation of this site involved the excavation of one 2-x-2-m unit and two 1-x-1-m units (see Figure 5). Test Unit 1 was a 1-x-1-m unit placed in the southern section of the site, near Shovel Tests 84, 85, and 86, to evaluate the possible historic component to the site. Test Unit 2 was a 2-x-2-m unit

placed in the northern section of the site, near Shovel Tests 63 and 64, to further examine the concentration of precontact artifacts recovered from that area of the site. Test Unit 3 was a 1-x-1-m unit placed near Shovel Test 82, in order to further explore the positive Zone 3 recorded in that shovel test.

For Test Units 1 and 2, Zone 1 was excavated in arbitrary 10-cm levels and screened through 6.35-mm (1/4-inch) hardware cloth. Upon completing these two units, it became apparent that Zone 1 was an old plow zone, and it was removed as a single, natural level in Test Unit 3. Excavation of subsequent zones involved arbitrary 10-cm levels within natural zones.

**Evaluation Results: Shovel Tests and Additional Shovel Test Units.** During the evaluation, ten additional shovel tests and six 50-x-50-cm square shovel test units were excavated to further delineate the site boundaries and examine the potential for intact subsurface deposits. The shovel tests were placed around the perimeter of the site to further define the site boundary. The six shovel test units were judgmentally placed based on the results of the shovel testing, the location of the larger test units, and topography. Shovel Test Unit 4 was placed in the northeastern portion of the site near Shovel Tests 49, 54, 60, and 61. These shovel tests yielded a higher density of precontact lithic material than the remaining area of the site, with lithic materials recorded in Zone 2 of Shovel Tests 49 and 54. Shovel Test Unit 5 was placed near the eastern boundary of the site, between Shovel Tests 66, 67, and 68 and Spring Creek. This area was topographically the flattest portion of the site and the one with the greatest potential for uncovering fluvial deposits with potential for intact cultural deposits. Shovel Test Unit 6 was placed slightly upslope from Shovel Tests 64 and 65, near Shovel Test 101. Lithic debitage was recovered from Zone 1 in all three shovel tests, and a partial biface was recovered from Zone 1 of Shovel Test 101. Shovel Test Unit 7 was placed between Shovel Tests 79 and 80 (both of which produced lithic flakes), and negative Shovel Test 44. Shovel Test Unit 8 was placed in the southeastern portion of the site, near Shovel Tests 93 and 94. Both precontact lithic debitage and historic brick fragments were recorded in Zone 1 of these shovel tests. Shovel Test Unit 9 was placed along the western extent of the site near Shovel Tests 77, 78, and 99. Shovel Tests 77 and 78 contained lithic debitage in Zone 1 and Zone 2, while Shovel Test 99 was negative.

The additional shovel tests were 30 cm in diameter and excavated 10 cm into sterile subsoil. The 50-x-50-cm square shovel test units were excavated in arbitrary 10-cm levels within natural zones, with exception of the plow zone, which could be removed as a single unit without loss of data. General soil profiles from the additional shovel tests and shovel test units can be viewed in Appendix B.

**Evaluation Results: Site Stratigraphy.** The stratigraphy recorded during the evaluation excavations was not uniform across the site. All units had the same Zone 1, a very compact 10 YR 4/4 dark yellowish brown silty loam, with approximately 10 percent gravel- to pebble-sized limestone and chert inclusions. Upon excavation of the first two test units, it was determined that Zone 1 was an Ap-horizon (disturbed plow zone). It was beneath this plow zone that the stratigraphy differs. In Test Units 2 and 3 and Shovel Test Unit 4, Zone 1 was underlain by a very compact 10 YR 4/6 dark yellowish brown silty clay loam, with 25 to 30 percent gravel- to cobble-sized limestone and chert.

inclusions (Figure 6 and 7). This zone (Zone 2a) was fairly thin (7-8 cm) and discontinuous across Test Unit 2 as it was visible only in the eastern (downslope) portion of the unit. Zone 2a, identified during unit profiling, was not excavated as a separate zone from Zone 2b. It appeared to have been primarily disturbed or in some areas possibly erased from the soil profile during past plowing events. Likely, this zone is an upper B-horizon, as it corresponds well with the Bt horizon defined in the area in the Washington County Soil Survey (Hatch and Thomas 2006). Zone 2a was underlain by a very compact 10 YR 5/6 yellowish brown silty clay loam with 25-30 percent gravel- to cobble-sized limestone and chert inclusions (Zone 2b). The size of the inclusions increased as depth increased. A moderate amount of bioturbation was observed throughout Zone 2 of Test Unit 2. The same stratigraphy was observed in Shovel Test Units 5, 6, and 9; however, no Zone 2b was ever reached. In the case of Shovel Test Unit 5, a large slab of limestone was encountered at approximately 33 cm bgs.

A slightly different soil profile was observed in the southern portion of the site in Test Unit 1. The profile in this area lacked the thin, Zone 2a observed below the plow zone in the other two test units. It is unknown whether this zone had never existed or if it was too thin in this area to have survived plowing episodes. Beneath the plow zone in this test unit was an extremely compact 10 YR 5/6 yellowish brown silty clay loam mottled with 2.5 Y 4/4 olive brown silty clay loam, with 20-25 percent gravel- to cobble-sized limestone and chert inclusions (Figure 8 and 9). Excavation of this test unit could not continue below 50 cm bgs, as a large slab of limestone was encountered. Uncovering the limestone at such a shallow depth was not completely unexpected, as such limestone outcrops are readily visible across the site area. Shovel Test Unit 8, in the vicinity of Test Unit 1, displayed similar stratigraphy. However, a thin 10 YR 6/8 yellowish brown silty clay loam was observed in between the plow zone and the mottled soil recorded as Zone 2 in Test Unit 1 (see Appendix B). An impenetrable layer of limestone was reached in this test unit at approximately 45 cm bgs.

Shovel Test Unit 7 displayed slightly different soil profiles than the rest of the site. Zone 1 (the plow zone) and Zone 2 were the same as Zones 1 and Zone 2a in Test Unit 2. However, a Zone 3 not recorded elsewhere on the site was observed. This Zone, 2.5 Y 4/3 olive brown silty clay, was very wet, with over 35 percent gravel-sized inclusions (see Appendix B).

The orientation and degree of slope of the landform, as well as the soil composition, suggests that colluvial processes rather than alluvial ones were the dominant form of soil deposition. The site sits on a narrow floodplain at the base of a steep ridge slope. The entire site appears to slope down from the base of the steeper slope to the bed of Spring Creek (Figure 10; see Figure 5). Though the slope is very moderate in some areas, it appears unlikely that the landform was suitable for anything more than a short-term campsite. The sloping site area, falling as it does at the base of the ridge slope, appears to reflect colluvial deposition rather than low-energy fluvial deposition that would be favorable to preservation of context. Furthermore, grain sizes within each stratum were poorly sorted, varying from clay to silt sized to pebble to cobble sized. The pebble- to cobble-sized inclusions were very angular to angular pieces composed of limestone and nodules of chert identical to those exposed in surficial outcrops were found throughout the soil profile during the evaluation excavations. The roundness of

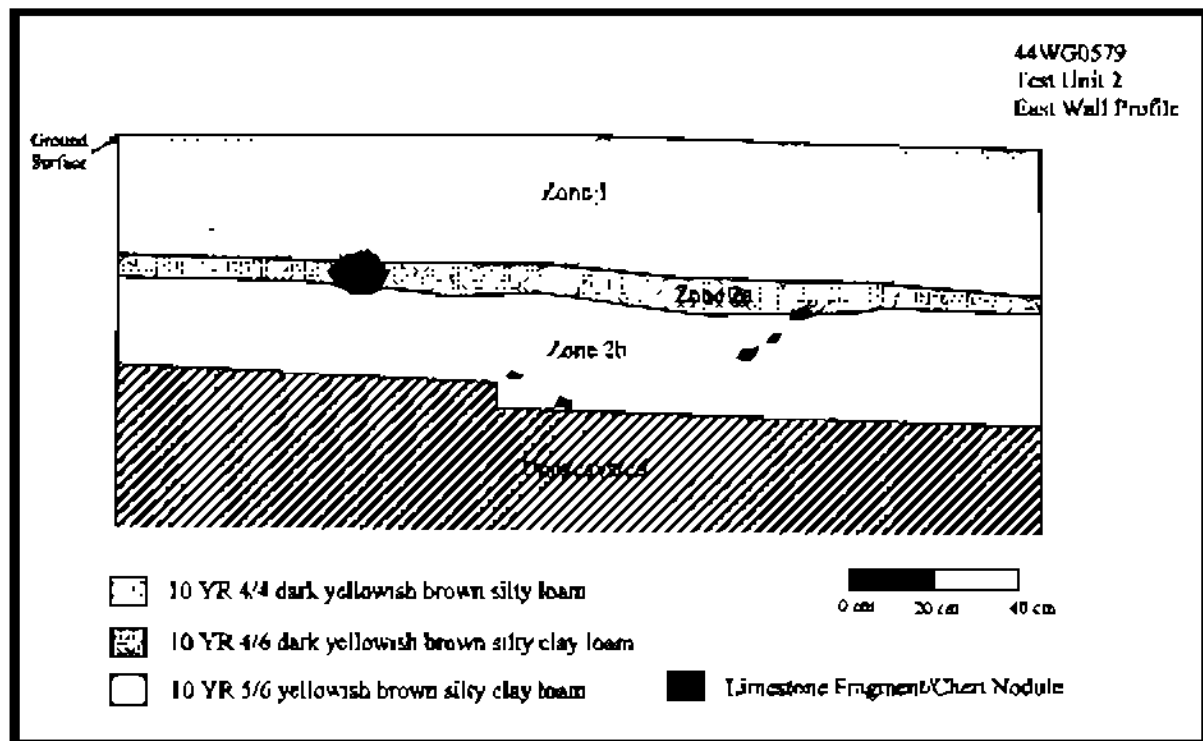


Figure 6. Site 44WG0579, Test Unit 2, East Wall Soil Profile.

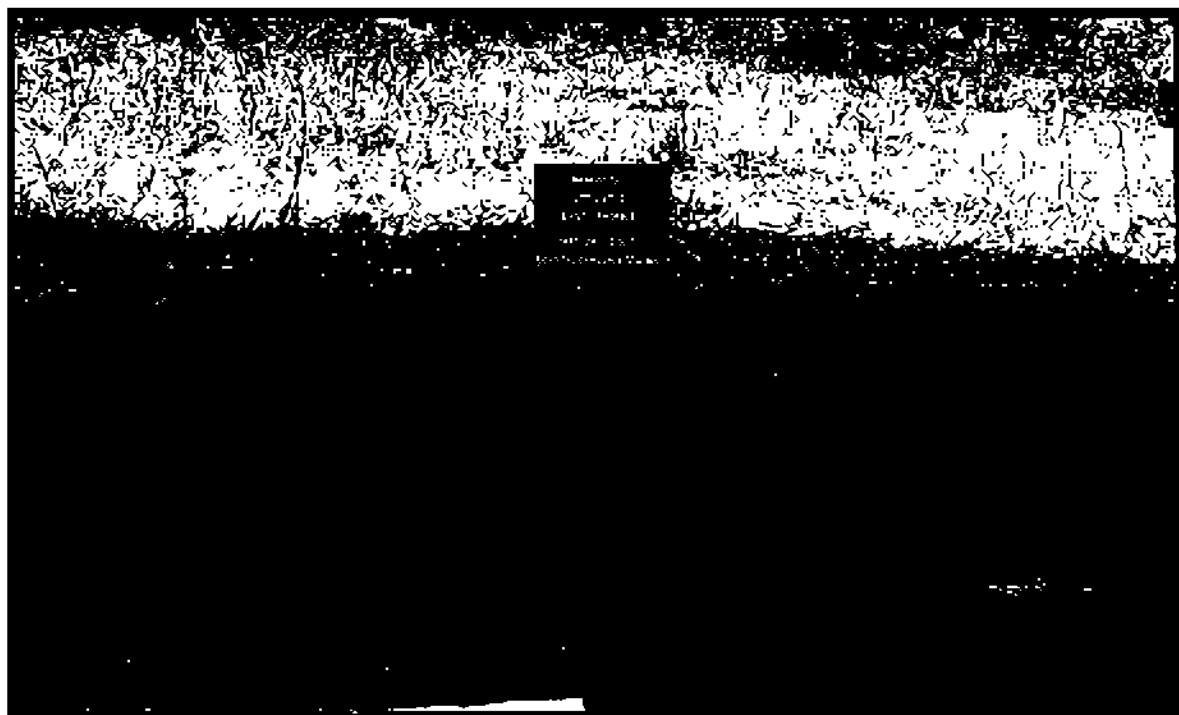


Figure 7: Site 44WG0579, Test Unit 2, Photograph of East Wall Soil Profile.

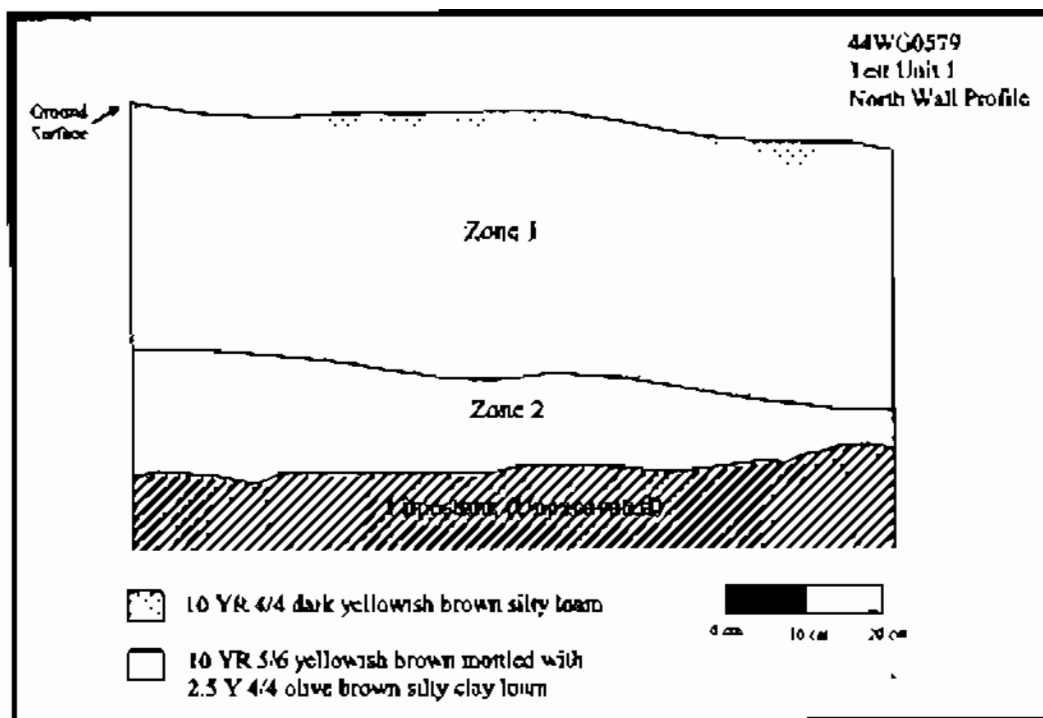


Figure 8: Site 44WG0579, Test Unit 1, North Wall Soil Profile.

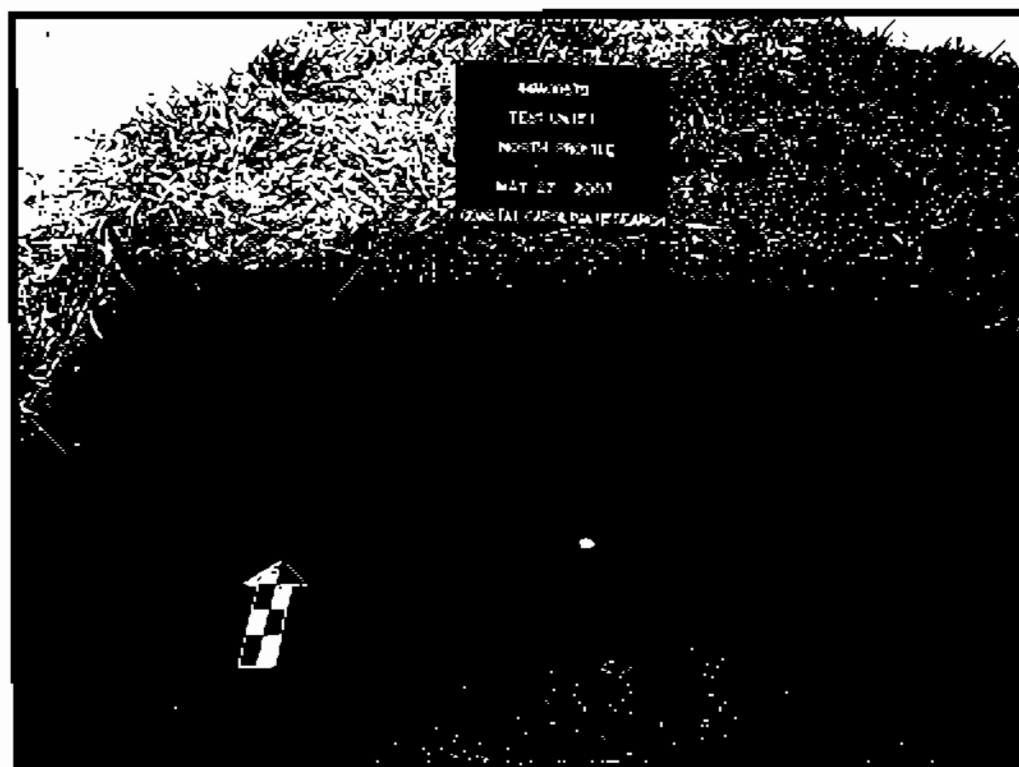


Figure 9: Site 44WG0579, Test Unit 1, Photograph of North Wall Soil Profile.

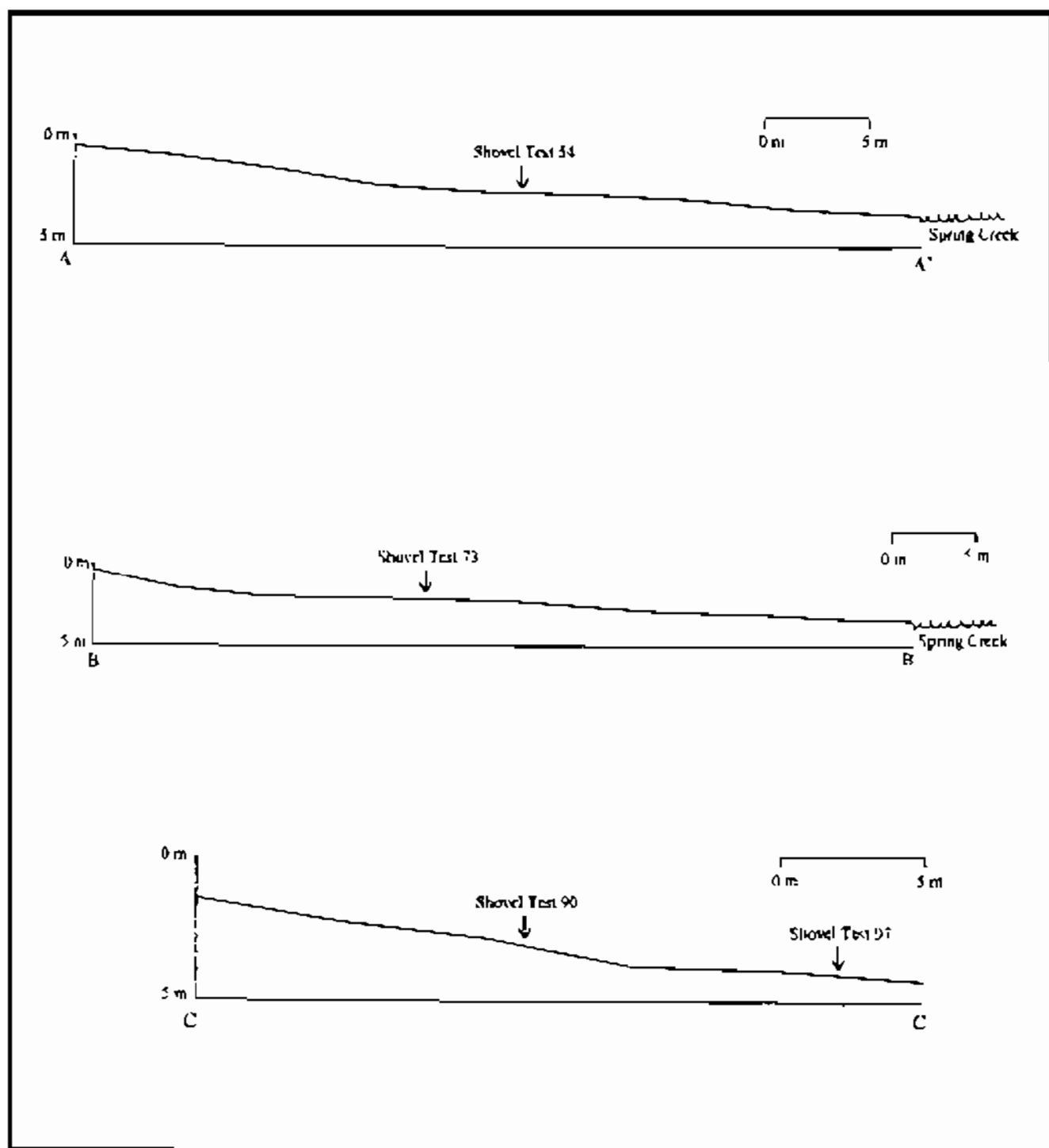


Figure 10: Three Cross-Section Profiles of 44WG0570 Showing West to East Slope Toward Creek in the Northern, Central, and Southern Portions of the Site (see Figure 5 Plan for Cross-Section Locations).

transported pebbles and cobbles are a function of both composition and size. Materials such as limestone are soft and become more readily rounded as distance from the point of material origin increases (Boggs 2001). In alluvial transport, limestone pebbles can become well rounded by about 11 km (7 mi) from the point of origin, with the greatest degree of rounding occurring within the first few kilometers (Pettijohn 1975). Therefore, the sharp, angular limestone pieces observed throughout each excavated zone in all units indicates that these pebbles and cobbles are proximal to the point of origin. Although this area is a narrow floodplain for Spring Creek, which forms the eastern boundary of the site, it is unlikely the creek played more than a minor role in soil deposition. The poor sorting of grain sizes, the high degree of angularity of the larger grains within each stratum, and the degree of slope observed during the excavations lends greater support to the hypothesis that colluvial deposition processes were dominant.

**Evaluation Results: Artifact Assemblage.** The evaluation fieldwork at 44WG0579 yielded 1,054 Native American or historic artifacts from the excavation units and shovel tests (Appendix A; Table 2). The Native American total (n= 1,017) is composed of 27 general artifact classes that include two diagnostic artifact types. One not-impressed ceramic body sherd that is similar to Late Woodland New River ware (Egloff 1992) was found in Zone 2 of Test Unit 3, and one Savannah River Stemmed projectile point base that dates to the Late Archaic Period (3000 to 1000 B.C.; Coe 1964, Hranicky and Painter 1991) was recovered from Zone 1 of Shovel Test Unit 8. While the single diagnostic sherd suggests a possible Late Woodland date for the site, the Late Archaic period projectile point fragment indicates an earlier presence in the area. The discovery of the Savannah River Stemmed point base does not substantiate the findings from a previous investigation that very tentatively classified recovered bifaces as Middle Archaic period diagnostics (Scholl et al. 2006). The lack of Middle Archaic diagnostics in the current assemblage and reevaluation of the previous artifacts suggests that the site's temporal affiliation should include Late Archaic and possible Late Woodland.

Table 2: Summary of Artifacts Recovered from the Evaluation at 44WG0579.

Artifact Type	Material	Count	%
Native American Body Sherd, not impressed	Ceramic	1	0.09%
Projectile Point Tip	Chert	1	0.09%
Projectile Point Base, Savannah River Stemmed	Chert	1	0.09%
Possible Biface Fragment	Chert	2	0.19%
Biface Fragment	Chert	3	0.28%
Middle Stage Biface	Chert	1	0.09%
Early Stage Biface	Chert	1	0.09%
Early Stage Biface	Indeterminate	1	0.09%
Late Stage Biface Fragment	Chert	1	0.09%
Bipolar Core Fragment	Chert	1	0.09%
Possible Core Fragment	Chert	1	0.09%
Core Fragment	Chert	2	0.19%
Bipolar Core	Chert	1	0.09%
Graver	Chert	1	0.09%
Retouched Flake	Chert	1	0.09%
Utilized Flake	Chert	2	0.19%
Decortication Flake	Chert	150	14.23%

Table 2 continued			
Artifact Type	Material	Count	%
Shatter	Chert	183	17.36%
Shatter	Quartz	1	0.09%
Interior Flake	Chert	632	59.96%
Interior Flake	Quartz	2	0.19%
Interior Flake	Indeterminate	1	0.09%
Pressure/ Retouch Flake	Chert	6	0.57%
Biface Thinning Flake	Chert	11	1.04%
Possible Bipolar Flake	Chert	2	0.19%
Flake Fragments	Chert	4	0.38%
Lithic Fragment, Indeterminate	Chert	4	0.38%
Container Glass	Colorless Glass	5	0.47%
Flat Glass	Colorless Glass	1	0.09%
Flat Glass	Light Green Glass	1	0.09%
Embossed Container Glass	Colorless Glass	1	0.09%
Glass Fragment, Indeterminate	Colorless Glass	1	0.09%
Glass Fragment, Indeterminate	Amber	1	0.09%
Wire Nail	Iron	1	0.09%
Cut Nail	Iron	1	0.09%
Possible Cut Nail	Iron	2	0.19%
Nail, Indeterminate	Iron	4	0.38%
Iron Fragments, Indeterminate	Iron	2	0.19%
Small Brick Fragments	Brick	16	1.52%
Brick Fragment, Glazed	Brick	1	0.09%
<b>Total</b>		<b>1054</b>	<b>100.00%</b>

The Native American assemblage principally is comprised of lithic artifacts from chipped stone reduction, and all stages of reduction are represented. However, interior flakes make up 60.24 percent of the site assemblage while decortication flakes, pressure/retouch flakes, and shatter comprise only 14.23 percent, 0.57 percent, and 17.45 percent, respectively (see Table 2). The majority of the decortication flakes are small, and the cortex present on many appears to represent bedding plains encountered within established chert cores (as opposed to outer cortex from a chert nodule). The shatter collected from the site is similar. In general, the assemblage is consistent with limited early-stage reduction and more intensive middle-stage reduction of small source material, and evidence for quarrying activities is absent. The interpretation is also consistent with the presence of bipolar technology (bipolar core and core fragment, possible bipolar flakes) at the site. In bipolar reduction, which is common when material is small or being conserved, percussion on a small block or cobble is accomplished by resting the piece on an anvil (Craibtree 1972). Anvils and hammerstones are absent from the current assemblage, as are other rough stone tools, ground stone tools, and fire-cracked rock.

Chert is the dominant raw material. The chert colors range from black to gray, and the majority is a good quality bedded-type chert in dark gray/black. This bedded chert appears to be locally available, and numerous naturally occurring fragments were noted in the soil.



Tables 3 through 5 illustrate the distribution of material by test unit and depth within the units. Test Unit 2 (2-x-2-m), which yielded 819 artifacts, accounts for 77.80 percent of the precontact artifacts recovered from the site and had the highest diversity of artifact types (projectile point tip, biface, biface fragments, graver, core, core fragments, retouched flake, utilized flake, and debitage). The material in this unit was mostly in the plow zone (Zone 1). Test Units 1 and 3 (1-x-1-m units) were far less productive, even when the smaller size is considered, and also yielded most of their material from Zone 1. It appears, therefore, that the main area of precontact occupation could have been in the Test Unit 2 vicinity. Alternatively, the area may contain secondary deposits from an occupation on the ridge above the Test Unit 2 area.

Table 3: Summary of Artifact Counts by Level for Test Unit 1 at 44WG0579

Zone	Level	Count	%
1		68	94.4
2	1	4	5.6
Total		72	100.00

Table 4: Summary of Artifact Counts by Level for Test Unit 2 at 44WG0579.

Zone	Level	Count	%
1		689	84.1
2	1	72	8.8
2	2	41	5.0
2	3	17	2.1
Total		819	100.00

Table 5: Summary of Artifact Counts by Level for Test Unit 3 at 44WG0579.

Zone	Level	Count	%
1		62	83.8
2	1	9	12.2
2	2	3	4.0
Total		74	100.00

Seventy-nine of the precontact artifacts from the site were recovered during the excavation of six shovel test units (50 x 50 cm) and 10 shovel tests. Again, the majority of the precontact material was found in Zone 1. Of the 79 precontact artifacts, 68 were encountered within shovel test units. The most important discovery was a projectile point base identified as the Savannah River Stemmed type. As discussed previously, this type is diagnostic of the Late Archaic period (3000 to 1000 B.C.; Coc 1964; Hranicky and Painter 1991) and represents the broad-blade tradition discussed by Dent (1995) and Blanton (2003) for Virginia. Other recovered material from shovel test units included biface fragments, biface thinning flakes, interior flakes, decortication flakes, and shatter. Five of the 10 shovel tests yielded a total of 11 precontact artifacts. These artifacts included an early stage biface, multiple interior flakes, and one decortication flake.

The small number of historic artifacts recovered from the site (n=37) were distributed among the three units, four shovel test units, and two shovel tests. Among the

artifact types are brick fragments, nails, flat glass, and embossed container glass. The material, most of which appears to date to the nineteenth or twentieth centuries, has been distributed by the plow and does not appear to reflect an intact historic component.

**Discussion and Recommendation.** Site 44WG0579 was evaluated based on its potential to provide information on Native American occupations in southwestern Virginia, as well as to further examine the historic component of the site. Although a historic material concentration was noted in the southern portion of the site during the identification survey, relatively few historic materials were recovered during the evaluation excavations. Additionally, these historic materials were recovered solely from the disturbed plow zone and were spread across the site, not concentrated in one area. Therefore, the late nineteenth-to early twentieth-century historic component of this site can be classified as a small scatter and has little to no potential to contribute any additional information.

In general, this site produced rather high counts of Native American lithic materials. Amongst the lithic tools recovered from the site are two bifaces (one early stage and one middle stage), two biface fragments, two possible biface fragments, one point tip, and one Savannah River Stemmed point base. Unfortunately, only one of these tools, the Late Archaic Savannah River Stemmed point base, was temporally diagnostic. With a majority of the remaining lithic materials being interior flakes and the lower density of decortication flakes, this site is unlikely to represent the quarry site it was originally designated as during the identification survey. Additionally, the paucity of lithic or groundstone tools, coupled with the lack of fire-cracked rock or subsurface features make it unlikely this site represents a long-term encampment.

It is likely that the majority of the cultural materials represent secondary deposits that have washed down from an unknown site location atop the nearby ridge slopes as colluvium. Evidence of this can be found in the two steep ridge slopes bordering the site to the west, the generally sloping nature of the site itself, and the heavy erosion evident by the large slabs of limestone exposed at the surface surrounding the site. In any regards, a majority of the artifacts were recovered from the plow zone and no features were observed during the shovel testing or unit excavation. Therefore, any intact cultural deposits that may have been present have been destroyed by previous plowing disturbances.

During the identification survey, the Native American component was tentatively dated to the Middle Archaic period based on incomplete or partial bifaces (Scholl et al. 2006). However, no temporally diagnostic tools were recovered during the evaluation phase to support this date. Also, a net-impressed Native American ceramic sherd possibly dating to the Late Woodland Period was recovered from Zone 2 of Test Unit 3, at a level deeper than the presumed Middle Archaic diagnostics. If the bifaces recovered during the identification survey truly can be dated to the Middle Archaic, then the recovery of Woodland Period ceramics in a deeper stratum would support the redeposition of the site in the area by erosional means. The Late Archaic projectile point base was recovered from the plow zone.

The lack of subsurface features, intact stratified deposits, and in situ diagnostic material, in conjunction with a majority of the artifacts being recovered in disturbed plow deposits, make it unlikely this site can yield additional information concerning Native American or historic occupations in southwestern Virginia. Therefore, it is recommended as not eligible for NRHP.

#### **Site 44WG0580**

During the course of the evaluation, testing conducted in the area surrounding the St. John's House (VDHR #095-5264) identified a new site, 44WG0580. This site was located within a fenced in area to which access had been denied during the identification survey. This site does not appear to be related to nearby site 44WG0579.

**SITE NUMBER:** 44WG0580

**SITE TYPE:** Historic domestic and precontact artifact scatter

**SOIL TYPE:** Wyrick-Marble soils

**SITE SIZE:** 103 x 45 m (338 x 148 ft)

**SELECTED ARTIFACTS:** whiteware, red earthenware, terracotta, porcelain, glass container fragments; chert debitage

**COMMENTS:** This site is located on a small rise near the confluence of Spring Creek and an unnamed tributary. The site is bounded to the north and west by severe upslope, to the east by low, wetland vegetation and to the south by a man-made, spring fed pond (Figures 11 and 12). Three shovel tests were excavated and two large garden plots were surface surveyed during the identification of this site (Figure 13). Both precontact debitage and various historic domestic artifacts were recovered from the thin upper zone extending across the site (Appendix C). Precontact artifacts were concentrated in Shovel Test 2, located between the southern portion of the house and the edge of the spring fed pond. Historic artifact recovery was concentrated in the backyard of the house in Shovel Test 3 and the two surface surveyed areas (see Figure 13). The historic artifacts, dating to the late nineteenth to early twentieth centuries, include cobalt, milk and aqua container glass, manganese decolorized container glass, a screw top amber medicine jar, whiteware, and a terracotta pot fragment.

**RECOMMENDATIONS:** The intermixing of precontact and historic artifacts in the upper zone, the lack of artifacts recovered below the top zone, and the extensive amount of landform alteration associated with modifications made to the St. John's House make this site unlikely to yield any significant data. Therefore, this site is recommended as not eligible for the NRHP.



Figure 11: View of Front Yard Section of Site 44WG0580, Showing Wetland Vegetation in the Background, Facing South.



Figure 12: View of Back Yard Section of Site 44WG0580, Showing Wetland Vegetation, Slope, and Landscaping, Facing South

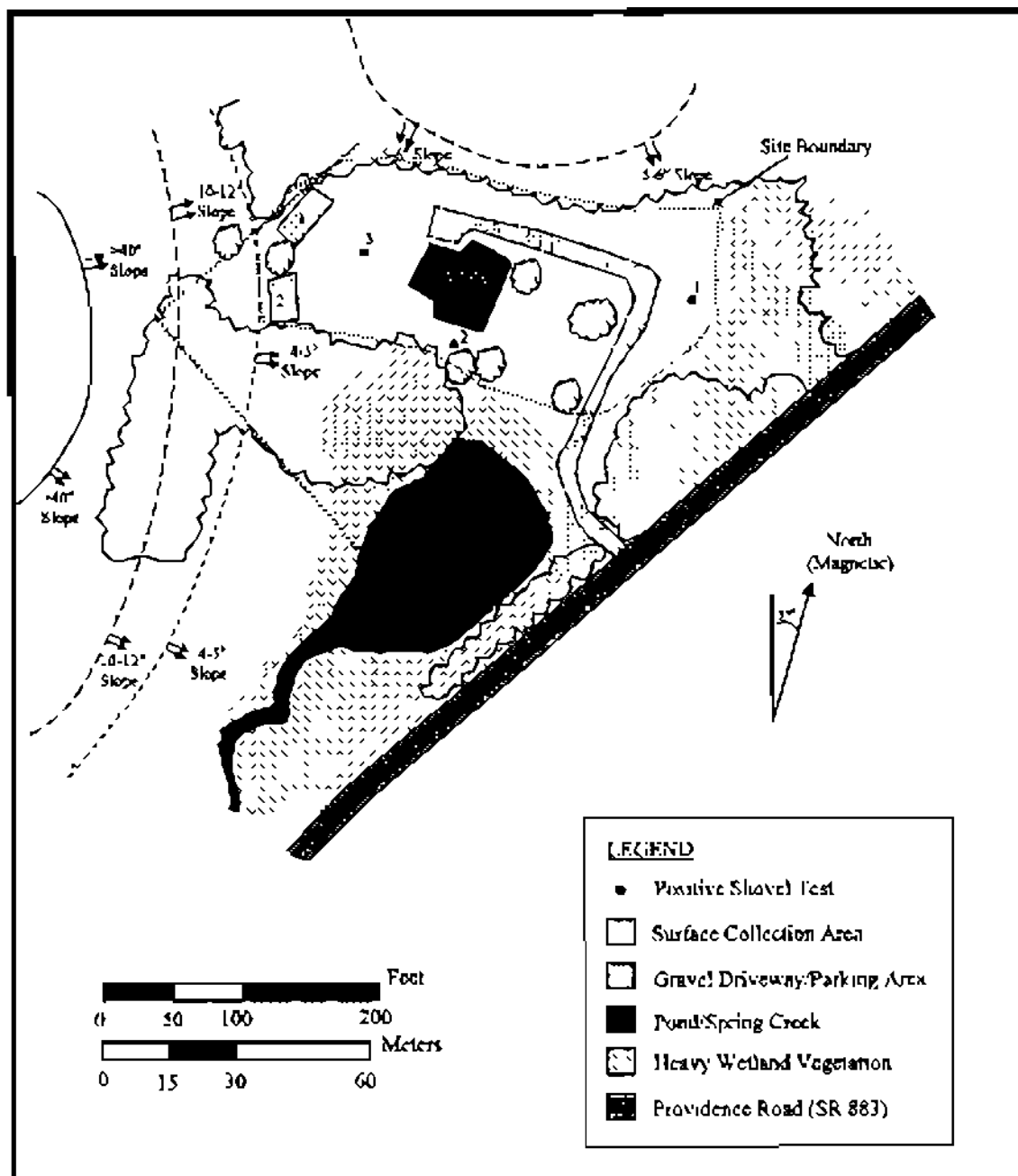


Figure 12: Plan View of Site 44WG0580, Showing the Location of Shovel Tests and Surface Collection Areas, the St. John's House (VDHR #095-5264), and the Approximate Site Boundaries.

## SUMMARY AND RECOMMENDATIONS

### Site 44WG0579

This site was identified during shovel testing along the narrow, sloping floodplain of Spring Creek. Evaluation excavations were conducted to assess site integrity and eligibility for the NRHP. Native American and historic period materials were recovered from the plow zone, with a lower density of Native American materials recovered from the subsequent zones. The Native American component was tentatively dated to the Middle Archaic Period (Scholl et al. 2006). However, a net-impressed ceramic body sherd and a Savannah River Stemmed projectile point base found during the evaluation excavations date to the Late Archaic period and possibly the Late Woodland period. Most likely, the majority of the cultural materials are in secondary deposits that have washed down from an unknown site location atop the nearby ridge slopes due to colluvial processes. Regardless, a majority of the artifacts were recovered from the disturbed plow zone and no subsurface features were found. Therefore, had a site existed in this area, its integrity has since been destroyed by previous plow disturbances. The lack of subsurface features, intact stratified deposits, and in situ diagnostic material, in conjunction with a majority of the artifacts being recovered in disturbed plow deposits and the high probability of disturbed or redeposited subsurface strata, make it unlikely this site can yield additional information concerning Native American or historic occupations in southwestern Virginia. Therefore, it is recommended as not eligible for NRHP.

Historic materials, dating to the late nineteenth to early twentieth century, were recovered solely from the disturbed plow zone. The historic component does not appear to have additional information potential and is also recommended as not eligible for NRHP.

### Site 44WG0580

This site was identified during shovel testing and surface surveying on a restricted lot surrounding the St John's House (VDHR # 095-5264) near the confluence of Spring Creek and an unnamed tributary. Both precontact lithic debitage and various historic domestic artifacts were recovered from the thin upper zone extending across the site. The historic artifacts are dated to the late nineteenth to early twentieth century. The precontact artifacts were concentrated in Shovel Test 2, located between the southern portion of the house and the edge of the spring fed pond. The historic artifacts were concentrated in the backyard of the house in Shovel Test 3 and the two surface surveyed areas. Intermixing of precontact and historic artifacts in the upper zone, the lack of artifacts recovered beneath the upper zone, and the extensive amount of landform alteration associated with modifications made to the St John's House make this site unlikely to yield any significant data. Therefore, this site is recommended as not eligible for the NRHP.

Table 6: Summary of Evaluation Results.

Site	Site Type	Recommendation for NRHP Eligibility
44WG0579	<i>Native American-</i> possible Middle Archaic period, Late Archaic and Late Woodland periods <i>Historic Period-</i> late nineteenth to early twentieth century	Not Eligible
44WG0580	<i>Native American-</i> indeterminate <i>Historic Period-</i> late nineteenth to early twentieth century	Not Eligible

## REFERENCES CITED

- Anderson, David G., David S. Brose, Dena F. Dincauze, Michael J. Shott, Robert S. Grunet, and Richard C. Waldbauer  
 2007 *The Earliest Americans Theme Study* Archaeology Program, National Park Service, United States Department of the Interior, Washington, D.C. Electronic document, <http://www.nps.gov/history/archeology/PURS/NUEAAM/index.htm>, accessed 8/21/2007.
- Anderson, David G., and Michael K. Faught  
 1998 The Distribution of Fluted Paleoindian Projectile Points: Update 1998 *Archaeology of Eastern North America* 26: 163-187.
- Anderson, David G., and Kenneth E. Sassaman  
 1996 *The Paleoindian and Early Archaic in the Southeast*. University of Alabama Press, Tuscaloosa.
- Angle, J. C.  
 1998 Abingdon. In *In Our Own Little Corner, Communities of Washington County*, edited by Historical Society of Washington County, Virginia, pp. 1-2. The Historical Society of Washington County, Virginia, Abingdon.
- Barber, Michael B., and Eugene B. Barfield  
 1989 Paleoindian Chronology for Virginia. In *Paleoindian Research in Virginia: A Synthesis*, edited by J. M. Witkowski and T. R. Reinhart, pp. 53-70. Special Publication No. 19 of the Archeological Society of Virginia. Dietz Press, Richmond, Virginia.
- Blanton, Dennis B.  
 1992 Middle Woodland Settlement Systems in Virginia. In *Middle and Late Woodland Research in Virginia: A Synthesis*, edited by Theodore R. Reinhart and Mary Ellen N. Hodges, pp. 63-96. Special Publication No. 29 of the Archeological Society of Virginia. Dietz Press, Richmond.
- 2003 Late Archaic in Virginia: An Updated Overview. *Quarterly Bulletin of the Archaeological Society of Virginia* 58(4): 177-206.
- Boggs, Sam, Jr.  
 2001 *Principles of Sedimentology and Stratigraphy*. Prentice Hall, Upper Saddle River.



Boyd, C. Clifford, Jr.

- 1989 Paleoindian Paleocology and Subsistence in Virginia. In *Paleoindian Research in Virginia. A Synthesis*, edited by J. M. Winkofski and T. R. Reinhart, pp. 139-156. Special Publication No. 19 of the Archeological Society of Virginia. Dietz Press, Richmond.

- 2003 Paleoindian Research in Virginia and Beyond *Quarterly Bulletin of the Archaeological Society of Virginia* 58 (2): 58-93.

Braun, E. Lucy

- 1950 *Deciduous Forests of Eastern North America*. Blakiston, Philadelphia.

Caldwell, Joseph R.

- 1951 Archaeological Investigations in Western Virginia. *Quarterly Bulletin of the Archeological Society of Virginia* 5(3)

Carr, Kurt C.

- 1975 *The Analysis of a Paleoindian Site in the Shenandoah Valley with an Emphasis on Chronology and Function*. Unpublished Master's thesis, Department of Anthropology, Catholic University of America, Washington, D.C.

Chadderdon, Thomas J. and Philip Pendleton

- 1996 Phase I Cultural Resource Survey of the Proposed State Route 647 Improvement Project Near the Town of Abingdon, Washington County, Virginia. Ms. on file, Louis Berger and Associates, Inc.

Claggett, Stephen, and John S. Cable (assemblers)

- 1982 *The Haw River Sites: Archaeological Investigations at Two Stratified Sites in the North Carolina Piedmont*. Commonwealth Associates, Inc., Jackson, Mississippi.

Coe, Joffrey L.

- 1964 *The Formative Cultures of the Carolina Piedmont*. Transactions of the American Philosophical Society, Vol. 54, No.5. Philadelphia, Pennsylvania.

County of Washington

- 2001-2006 Washington County Profile, Electronic document,  
<http://www.washcova.com/wps/portal>, Accessed 23 January 2006.

- Custer, John F.  
 1990 Early and Middle Archaic Cultures of Virginia: Culture Change and Continuity. In *Early and Middle Archaic Research in Virginia: A Synthesis*, edited by T. R. Reinhart and M. E. Hodges, pp. 1-60. Special Publication No. 22 of the Archeological Society of Virginia. Dietz Press, Richmond, Virginia.
- Davis, Margaret Rogers  
 1971 Early Abingdon. In *Publications of the Historical Society of Washington County, Virginia*, edited by Historical Society of Washington County, Virginia, pp. 3-4. The Historical Society of Washington County, Virginia, Abingdon.
- Davis, R. P. Stephen, Jr., and H. Frawick Ward  
 1991 The Evolution of Stouan Communities in Piedmont North Carolina. *Southeastern Archaeology* 10(1):40-53.
- Delcourt, Hazel, and Paul Delcourt  
 1985 Quaternary Palynology and Vegetational History of the Southeastern United States. In *Pollen Records of Late-Quaternary North American Sediments*, edited by V. M. Bryant, Jr., and R. G. Holloway, pp. 1-37. American Association of Stratigraphic Palynologists Foundation.
- Delcourt, Paul, and Hazel Delcourt  
 1981 Vegetation Maps for Eastern North America: 40,000 YR B.P. to the Present. In *Geobotany II*, edited by R. C. Roman, pp. 123-165. Plenum Press, New York.
- Dent, Richard J. Jr.  
 1995 *Chesapeake Prehistory: Old Traditions, New Directions*. Plenum Press, New York.
- Egloff, Keith T.  
 1987 *Ceramic Study of Woodland Occupation Along the Clinch and Powell Rivers in Southwest Virginia*. Virginia Department of Historic Resources Research Report Series No. 3. Virginia Department of Historic Resources, Richmond.
- 1992 The Late Woodland Period in Southwestern Virginia. In *Middle and Late Woodland Research in Virginia: A Synthesis*, edited by Theodore R. Reinhart and Mary Ellen N. Hodges, pp. 187-224. Special Publication No. 29 of the Archeological Society of Virginia, Richmond.
- Fenneman, Nevin  
 1938 *Physiography of the Eastern United States*. McGraw-Hill, New York.

Gallivan, Martin

- 1997 The Leatherwood Creek Site: A Dan River Phase Site in the Southern Virginia Piedmont. *Quarterly Bulletin of the Archeological Society of Virginia* 52(4):150-171.

Gardner, William M.

- 1974 The Flint Run Complex: Pattern and Process During the Paleoindian to Early Archaic. In *The Flint Run Paleoindian Complex: A Preliminary Report 1971-1973 Seasons*, edited by W. M. Gardner, pp. 5-47. Catholic University of America, Department of Anthropology, Archaeology Laboratory, Occasional Paper 1. Washington, D C.
- 1989 An Examination of Culture Change in the Late Pleistocene and Early Holocene (circa 9200 to 6800 B.C.). In *Paleoindian Research in Virginia: A Synthesis*, edited by J. M. Witkowski and T. R. Reinhart, p. 5-52. Special Publication No. 19 of the Archeological Society of Virginia. Dietz Press, Richmond, Virginia

Gathright, T. M., E. K. Rader, A. R. Taylor and W. W. Whitlock

- 1993 Mapped Units of the Appalachian Plateaus and Valley and Ridge. In *Geological Map of Virginia-Expanded Explanation*. Division of Mineral Resources, Commonwealth of Virginia. Charlottesville.

Gibson, F. G.

- 1949 Historical Review of Emory and Henry College. In *Publications of the Historical Society of Washington County, Virginia*, edited by Historical Society of Washington County, Virginia, pp. 291-302. The Historical Society of Washington County, Virginia, Abingdon.

Goodyear, Albert. C., III

- 1999 Results of the 1999 Allendale Paleoindian Expedition. *Legacy* 4(1-3):8-13.

Griffin, James B

- 1967 Eastern North American Archaeology: Summary. *Science* 156:175-191.

Hantman, Jeffery L., and Michael J. Klein

- 1992 Middle and Late Woodland Archaeology in Piedmont Virginia. In *Middle and Late Woodland Period Research in Virginia: A Synthesis*, edited by Theodore R. Reinhart and Mary Ellen N. Hodges, pp. 137-164. Special Publication No. 29 of the Archeological Society of Virginia, Richmond.

Hassinger, Luther C.

- 1967 The Lumber Industry in Southwest Virginia. In *The Historical Society of Washington County, Virginia*. Series II (4), pp. 5-16. The Historical Society of Washington County, Virginia, Abingdon.

- Hatch, Daniel R. and Jeffrey R. Thomas  
2006 Soil Survey of Washington County Area and the City of Bristol, Virginia. USDA/SCS, Washington, D.C.
- Holland, C. G.  
1970 *An Archaeological Survey of Southwest Virginia*. Smithsonian Institution Press, Washington, D.C.
- Hranicky, W. J., and Floyd Painter  
1991 *A Guide to the Identification of Virginia Projectile Points*. Special Publication 17, Archaeological Society of Virginia. Virginia Academic Press, Alexandria
- IMACS  
1992 IMACS User's Guide bottle glass definitions. *Intermountain Antiquities Computer System (IMACS) Guide*. Electronic document, <http://www.anthro.utah.edu/imacs.html>, accessed 31 May 2007.
- Johnson, Michael F.  
1996 Paleoindians Near the Edge: A Virginia Perspective. In *The Paleoindian and Early Archaic Southeast*, edited by D. G. Anderson and K. E. Sassaman, pp.187-212. University of Alabama Press, Tuscaloosa.
- Justice, Noel D.  
1987 *Stone Age Spear and Arrow Points of the Midcontinental and Eastern United States*. Indiana University Press, Bloomington.
- Kimball, Larry R., and Tom R. Whyte  
1995 *Archaeological Investigations at Bone Cave (44LE169), Lee County, Virginia*. Ms. on file, Appalachian State University Laboratories of Archaeological Science, Department of Anthropology, Appalachian State University, Boone, North Carolina.
- MacCord, Howard  
1948 Indian Site Survey for the Virginia Conservation Commission. *Quarterly Bulletin of the Archeological Society of Virginia* 3(1).
- MacCord, Howard, and William Buchanan, Jr.  
1980 *The Crab Orchard Site, Tazewell County, Virginia*. Special Bulletin No. 8 of the Archeological Society of Virginia. Dietz Press, Richmond.
- McAvoy, Joseph M., and Lynn D. McAvoy  
1997 *Archaeological Investigations of Site 44SX202, Cactus Hill, Sussex County, Virginia*. Virginia Department of Historic Resources Research Report Series No. 8, Richmond.

McIlhenny, Calvert W

- 1984 *A Phase I Investigation of Archaeological Resources for the Proposed Expansion of Virginia Highlands Airport in Washington County, Virginia.* Ms. on file, Virginia Department of Historic Resources, Richmond.

McLearen, Douglas C.

- 1992 Virginia's Middle Woodland Period: A Regional Perspective. In *Middle and Late Woodland Research in Virginia: A Synthesis*, edited by Theodore R. Reinhardt and Mary Ellen N. Hodges, pp. 39-64. Special Publication No. 29 of the Archaeological Society of Virginia. Dietz Press, Richmond.

Meltzer, David J.

- 1989 Why Don't We Know When the First People Came to North America? *American Antiquity* 54(3):471-490.

Michael, Carlton

- 1963 Rock Materials Used in Amerindian Artifacts from Southwestern Virginia *Quarterly Bulletin of the Archeological Society of Virginia* 18(2).

Miller, George L.

- 2000 Telling Time for Archaeologists *Northeast Historical Archaeology* 29:1-21

Mouer, L. Daniel

- 1991 The Formative Transition in Virginia. In *Late Archaic and Early Woodland Research in Virginia: A Synthesis*, edited by Theodore R. Reinhardt and Mary Ellen N. Hodges, pp. 1-88. Special Publication No. 23 of the Archaeological Society of Virginia. Dietz Press, Richmond.

Neal, J. Allen

- 1977 *Bicentennial History of Washington County, Virginia 1776-1976.* Taylor Publishing Company, Dallas, Texas.

Pettijohn, Francis John

- 1975 *Sedimentary Rocks*, Third Edition. Harper & Row, New York.

Salmon, John S.

- 2001 *The Official Virginia Civil War Battlefield Guide.* Stackpole Books, Mechanicsburg, Pennsylvania.

Scholl, Michael, Jennifer Stewart, Loretta Lautzenheiser, and Bill Hall

- 2006 *Phase I Cultural Resources Survey Proposed Improvements, Virginia Highlands Airport, Abingdon, Virginia.* Ms. on file, Coastal Carolina Research, Inc.

Stewart, R. Michael

- 1992 Observations on the Middle Woodland Period of Virginia: A Middle Atlantic Region Perspective. In *Middle and Late Woodland Research in Virginia: A Synthesis*, edited by Theodore R. Reinhart and Mary Ellen N. Hodges, pp. 1-38. Special Publication No. 29 of the Archeological Society of Virginia, Dietz Press, Richmond.

Summers, Lewis Preston

- 1937 One-Hundred Years of the History of Abingdon, Virginia. In *The Historical Society of Washington County, Virginia*. Bulletin No. 4, pp. 28-34. The Historical Society of Washington County, Virginia, Abingdon.

Thornbury, William

- 1965 *Regional Geomorphology of the United States*. John Wiley, New York.

Town of Abingdon

- 1988 Abingdon 1988 Town Directory. Ms. on file, *History Vertical File*, Washington County Public Library, Abingdon.

Turner, E. Randolph, III

- 1989 Paleoindian Settlement Patterns and Population Distribution in Virginia. *Paleoindian Research in Virginia: A Synthesis*, edited by J. M. Witkowski and T. R. Reinhart, pp. 71-93. Special Publication No. 19 of the Archeological Society of Virginia, Dietz Press, Richmond, Virginia.

Walker, Gary C.

- 1985 *The War in Southwest Virginia*. A & W Enterprise, Roanoke.

Ward, H. Trawick and R. P. Stephen Davis

- 1993 *Indian Communities on the North Carolina Piedmont A.D. 1000 to 1700*. Monograph No. 2, Research Laboratories of Anthropology, University of North Carolina, Chapel Hill.

Warrnuth, Donna Akers

- 2005 *Images of America: Abingdon, Virginia*. Arcadia Publishing, Charleston, South Carolina.

Weaver, Jeffrey C.

- 1998-2005 Chataigne's Virginia Gazetteer and Business Directory-1888-89-Washington County. *New River Notes*, Electronic document, <http://www.lsnct/-newriver/va/wash1888.htm>, Accessed 30 December 2005.

## APPENDIX A

### ARTIFACTS RECOVERED DURING THE INVESTIGATION

#### 44WG0580

##### Surface Collection 1

Acc. # 44WG0580-1

- 1 whiteware, cup or bowl rim, fine pink sponge stamping over entire surface, handpainted mulberry band (1845-1930; Miller 2000)
- 2 whiteware, undecorated (1805-present; Miller 2000)
- 1 whiteware, undecorated, footring
- 1 terracotta fragment, pointed end, indeterminate
- 1 amber glass medicine jar, screw top closure (ca. 1860-present; IMACS 1992)
- 1 amber container glass
- 5 cobalt container glass, one is lip fragment with threaded closure (ca. 1890-1960; IMACS 1992)
- 1 cobalt container glass, embossed
- 1 milk glass, container base (1890-1960; IMACS 1992)
- 1 aqua container glass (ca. 1800-1910, IMACS 1992)
- 1 light green container glass
- 1 colorless glass jar fragment, embossed, screw top closure
- 4 colorless bottle glass fragments, screw top closure
- 2 colorless bottle glass fragments, bottle lip
- 4 colorless container glass base fragments, embossed
- 3 colorless container glass base fragments
- 22 colorless container glass fragments
- 1 plastic fragment, white

##### Surface Collection 2

Acc. # 44WG0580-2

- 1 chert possible endscraper, black
- 1 chert decortication flake, possible utilization, gray
- 2 chert interior flakes, black
- 1 porcelain, undecorated
- 1 whiteware, embossed edge
- 1 whiteware, undecorated
- 1 whiteware, footring from bowl or container
- 1 coarse red earthenware fragment, possible drainage tile or pipe fragment
- 1 colorless glass bottle neck, colorless, molded glass with applied lip (1840-1920; IMACS 1992)
- 2 colorless glass bottle neck fragments
- 1 colorless container glass fragments, embossed
- 1 colorless container glass base fragment
- 1 colorless container glass
- 1 colorless flat glass
- 1 container glass, manganese decolorized (post 1880; Miller 2000)
- 1 aqua container glass

Shovel Test 1, Zone 1 Acc. # 44WG0580-3  
 1 chert interior flake, brown with black mottling

Shovel Test 2, Zone 1 Acc. # 44WG0580-4  
 3 chert decortication flakes, dark gray/black  
 1 chert pressure/retouch flake, gray  
 11 chert interior flakes, dark gray/black  
 2 chert interior flakes, gray  
 7 chert shatter, dark gray/black  
 1 yellow container glass  
 1 iron wire nail

Shovel Test 3, Zone 1 Acc. # 44WG0580-5  
 1 whiteware, undecorated  
 1 aqua container glass, embossed  
 1 iron wire nail

#### Site 44WG0579

Test Unit 1, Zone 1 Acc. # 44WG0579-62  
 1 chert biface fragment, buff  
 1 chert biface thinning flake, dark gray/black  
 10 chert decortication flakes, 7 dark gray/black, 2 gray, 1 red  
 33 chert interior flakes, 18 dark gray/black, 11 gray, 4 dark gray/brown  
 1 interior flake, indeterminate material  
 6 chert shatter, 4 dark gray/black, 2 gray  
 1 iron cut? nail  
 1 iron nail, indeterminate  
 14 small brick fragments (1 less than 2 inch max dimension, 13 less than 0.5 inch max dimension)

Test Unit 1, Zone 2, Level 1 Acc. # 44WG0579-63  
 1 chert middle stage biface, dark gray/black  
 3 chert interior flakes, dark gray/brown

Test Unit 2, Zone 1 Acc. # 44WG0579-64  
 1 chert projectile point tip, dark gray (snap/bending fracture, probably during manufacture)  
 1 chert core fragment, from bipolar core, gray  
 1 early stage biface, indeterminate material (similar to chert cortex material)  
 1 chert graver made on middle stage biface fragment, gray, broken in process  
 1 chert biface fragment, gray  
 1 possible biface fragment, chert, gray



- 1 possible core fragment, chert, dark gray/black
- 97 chert decortication flakes, 58 dark gray/black, 39 gray
- 2 chert biface thinning flake, 1 dark gray/black, 1 gray
- 415 chert interior flakes, 243 dark gray/black 153 gray, 8 dark gray/brown, 3 buff, 7 possible chalcedony, 1 gray/pinkened
- 6 chert pressure/retouch flakes, 1 dark gray/black, 4 gray, 1 dark gray/brown
- 153 chert shatter, 82 dark gray/black, 70 gray, 1 buff/pinkened
- 1 colorless container glass, embossed
- 4 colorless container glass
- 1 light green flat glass
- 1 colorless flat glass
- 2 iron nails, indeterminate

Test Unit 2, Zone 2, Level 1

Acc. # 44WG0579-65

- 17 chert decortication flakes, 6 dark gray/black, 11 gray
- 1 possible bipolar flake, chert, dark gray/brown
- 2 chert biface thinning flakes, 1 dark gray/black, 1 gray
- 46 chert interior flakes, 18 dark gray/black, 10 dark gray/brown, 18 gray
- 5 chert shatter, 2 dark gray/black, 3 gray
- 1 quartz shatter

Test Unit 2, Zone 2, Level 2

Acc. # 44WG0579-66

- 1 chert core fragment, dark gray/black
- 5 chert decortication flakes, 3 dark gray/black, 2 gray
- 1 possible bipolar flake, chert, dark gray/black
- 1 chert biface thinning flake, gray
- 27 chert interior flakes, 10 dark gray/black, 6 dark gray/brown, 11 gray
- 2 chert flake fragments, dark gray/black
- 4 chert shatter, dark gray/black

Test Unit 2, Zone 2, Level 3

Acc. # 44WG0579-67

- 1 chert utilized flake, gray
- 1 chert flake fragment, fine retouch on edge, gray
- 1 chert bipolar core, dark gray/black
- 1 chert biface thinning flake, gray
- 2 chert decortication flakes, 1 dark gray/black, 1 gray
- 10 chert interior flakes, 5 dark gray/black, 3 gray, 2 dark gray/brown
- 1 chert shatter, dark gray/black

Test Unit 3, Zone 1

Acc. # 44WG0579-68

- 1 chert core fragment, dark gray/black
- 1 possible biface fragment, chert, dark gray/black
- 1 chert biface thinning flake, dark gray/black
- 12 decortication flakes, 10 dark gray/black, 2 gray
- 36 chert interior flakes, 22 dark gray/black, 14 gray

- 1 quartz interior flake
  - 8 chert shatter, 5 dark gray/black, 1 gray
  - 2 brick fragments, <1 gram
- Test Unit 3, Zone 2, Level 1 Acc. # 44WG0579-69
- 1 chert decortication flake, dark gray/black
  - 1 chert biface thinning flake
  - 5 chert interior flakes, 2 dark gray/black, 3 gray
  - 2 chert shatter, gray
- Test Unit 3, Zone 2, Level 2 Acc. # 44WG0579-70
- 1 Native American ceramic body sherd, knotted net-impressed exterior surface, plain interior surface, compact paste, limestone temper, possible New River ware (Late Woodland; Egloff 1992)
  - 1 chert decortication flake, dark gray/black
  - 1 chert interior flake, gray
- Shovel Test 98, Zone 1 Acc. # 44WG0579-71
- 2 chert interior flakes, dark gray/black
  - 1 glazed brick fragment, 181 g
- Shovel Test 101, Zone 1 Acc. # 44WG0579-72
- 1 chert early stage biface, very small, dark gray/black
  - 1 quartzite interior flake
- Shovel Test 102, Zone 1 Acc. # 44WG0579-73
- 1 chert interior flake, dark gray/black
- Shovel Test 103, Zone 1 Acc. # 44WG0579-74
- 1 chert decortication flake, dark gray/black
  - 1 chert interior flake, dark gray/black
  - 1 chert interior flake, gray
- Shovel Test 104, Zone 1 Acc. # 44WG0579-75
- 3 chert interior flakes, dark gray/black
  - 1 colorless container glass fragment
- Shovel Test Unit 4, Zone 1, Level 1 Acc. # 44WG0579-76
- 1 chert late stage biface, broken in-process, dark gray/black
  - 3 chert decortication flakes, dark gray/black
  - 2 chert biface thinning flakes, dark gray/black
  - 14 chert interior flakes, dark gray/black
  - 6 chert interior flakes, gray
  - 2 chert flake fragments, dark gray/black
  - 2 chert shatter, dark gray/black
  - 1 colorless glass fragment




Shovel Test Unit 5, Zone 1, Level 1	Acc. # 44WG0579-77
1 chert fragment, indeterminate	
3 chert interior flake, dark gray/black	
1 chert interior flake, gray	
1 iron wire nail, 3-inch length	
1 iron cut nail	
1 iron nail fragment, cut?	
2 iron fragments, indeterminate	
Shovel Test Unit 6, Zone 1, Level 1	Acc. # 44WG0579-78
1 chert interior flake, dark gray/black	
1 chert fragment, indeterminate	
Shovel Test Unit 7, Zone 1	Acc. # 44WG0579-79
2 chert interior flakes, dark gray/black	
1 chert interior flake, gray	
2 chert shatter, dark gray/black	
1 chert fragment, indeterminate, dark gray/black	
Shovel Test Unit 7, Zone 2, Level 2	Acc. # 44WG0579-80
1 chert biface fragment, gray	
2 chert interior flakes, gray	
2 chert interior flakes, dark gray/black	
Shovel Test Unit 8, Zone 1, Level 1	Acc. # 44WG0579-81
1 chert projectile point base, dark gray/black, Savannah River Stemmed	
1 chert decortication flake, gray	
1 chert utilized flake, dark gray/black	
10 chert interior flakes, dark gray/black	
1 chert interior flake, smoky brown	
1 iron nail fragment	
Shovel Test Unit 8, Zone 2, Level 1	Acc. # 44WG0579-82
3 chert interior flakes, dark gray/black	
Shovel Test Unit 9, Zone 1, Level 1	Acc. # 44WG0579-83
1 chert fragment, indeterminate, dark gray/black	
1 chert interior flake, dark gray/black	
1 chert interior flake, gray	
1 amber glass fragment	

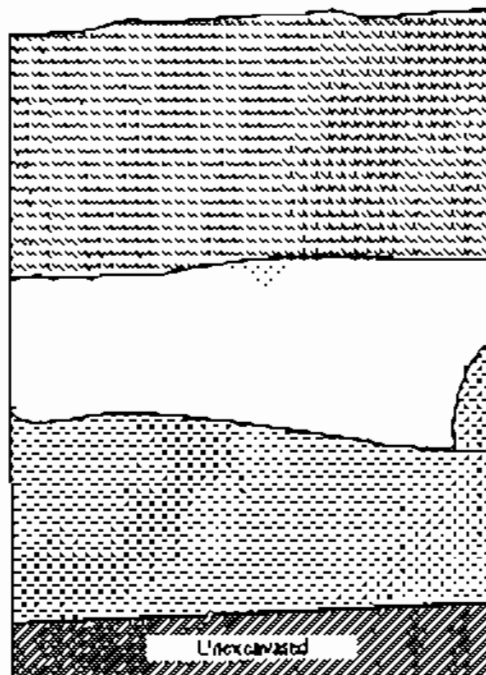
## APPENDIX B: SHOVEL TEST UNIT PROFILES

44WG0579  
Shovel Test Unit 7  
South Wall Profile

0 cm 10 cm 20 cm  
Datum 13 cm

Ground Surface





-  10 YR 4/4 (Dark Yellowish Brown) Silty Loam
-  10 YR 4/6 (Dark Yellowish Brown) Silty Clay Loam
-  2.5 Y 4/3 (Olive Brown) Silty Clay

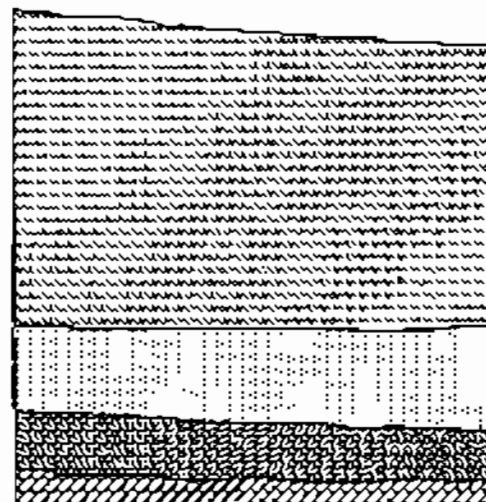


44WG0579  
Shovel Test Unit 8  
North Wall Profile

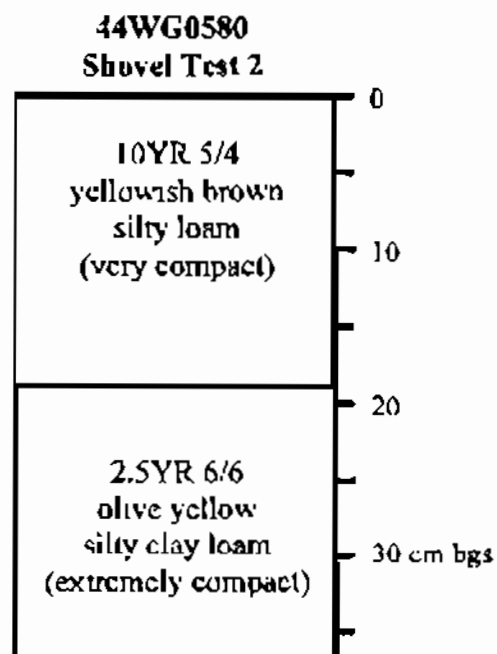
Datum 14 cm

Ground Surface

-  10 YR 4/4 (Dark Yellowish Brown) Silty Loam
-  10 YR 6/3 (Brownish Yellow) Silty Clay Loam
-  10 YR 5/6 (Yellowish Brown) Mottled with 2.5 Y 4/3 (Olive Brown) Silty Clay
-  Limestone Bedrock



**APPENDIX C:  
REPRESENTATIVE SOIL PROFILE OF SITE 44WG0580**



## **APPENDIX D SCOPE OF WORK**

# **PROPOSAL TO CONDUCT CULTURAL RESOURCES SERVICES**

**COASTAL CAROLINA RESEARCH, INC.  
310 EAST BAKER STREET  
TARBORO, NORTH CAROLINA 27886  
252-641-1444**

## **INTRODUCTION**

**PROJECT.** Phase II Archaeological Evaluation, Site 44WG0579, Virginia Highlands Airport, Washington County, Virginia

**DATE:** January 4, 2007

Coastal Carolina Research, Inc. proposes to conduct Phase II evaluation investigations of archaeological site 44WG0579 at the Virginia Highlands Airport in Washington County, Virginia. The study will be conducted for Delta Airport Consultants, Inc., in compliance with Section 106 of the National Historic Preservation Act of 1966, and the Advisory Council on Historic Preservation's regulations for compliance with Section 106, codified as 36 CFR Part 800. The scope of the investigations will be consistent with the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation*, and the report will be prepared in accordance with the "Guidelines for Preparing Identification and Evaluation Reports for Submission Pursuant to Sections 106 and 110, National Historic Preservation Act, Environmental Impact Reports of State Agencies, Virginia Appropriation Act, 1992 Session Amendments" issued June 1992 by the Virginia Department of Historic Resources (VDHR) and revised 2001.

The Spring Creek Site (44WG0579) is a 300-x-50 meter site which includes deposits dating to the Middle Archaic Period and possibly also contains a late-nineteenth century-component. Archaeological materials were found in subsurface horizons. However, historic period artifacts were also sometimes found in lower horizons, which suggest that these subsurface deposits have inconsistent integrity. Additional testing is necessary in order to make recommendations concerning the Spring Creek Site's eligibility for inclusion on the NRHP.

## **TECHNICAL APPROACH**

### **BACKGROUND RESEARCH**

Background research will be conducted to define a historic context for the site. Site specific research will be conducted at the Washington County Library and Courthouse.

VDHR, and the library at Coastal Carolina Research, Inc. In addition to the archival research, knowledgeable individuals will be sought out for local information.

The background report will include an environmental setting for the project area, including those environmental aspects which could have influenced human settlement. Research will be conducted into previously proposed historic settlement patterns for the region. The early settlement of the region and known areas of settlement will be reviewed and compared with the site information.

## **FIELDWORK**

Further testing will better establish the site's boundaries and explore three specific areas with the best potential to contain intact archaeological deposits.

- (1) Seek intact subsurface deposits along the northern edge of the site which yielded the chronologically diagnostic tools and a high density of lithic debitage. Preliminary testing suggests that this is the core of the prehistoric component.
- (2) Seek to identify intact subsurface deposits in the southern portion of the site (Shovel tests 83-95) which contained a low density of historic period materials.
- (3) Explore the unusual stratigraphic profile exposed by Shovel test 82 which contained archaeological deposits in Zone 3.

Site 44WG0579 will be tested by shovel tests and larger test units to gather data on site dimensions and artifact distribution, depth of deposits, presence or absence of subsurface features, site integrity, and composition. The testing will be limited to the amount necessary to determine site significance in terms of National Register eligibility criteria (36CFR66). The surface survey and shovel test information will guide the placement of excavation units. Test excavations will be confined to the APE although an effort will be made to determine the actual site size based on topographic features.

Field recordation standards will consist of the following 1) Standard forms will be used for recording sites, shovel tests, features encountered, etc. 2) Photographs will be taken as necessary to document sites and features. 3) All sites will be assessed for significance and recommendations of eligibility to the NRHP will be completed. Enough information will be gathered at each site to support the assessment of site significance and NRHP eligibility recommendation. Shovel tests will measure approximately 12 inches (30 centimeters) in diameter and will be excavated to sterile subsoil. From those test pits in which archaeological material is recovered, soil color and texture, and notes on the stratigraphic relationship of the artifacts will be recorded. The same information will be recorded for negative shovel test pits in order to characterize adequately the nature of deposits in the project area.



Shovel tests will be excavated in those areas of the site that were not accessible during the survey. It is anticipated that two 2-meter x 2-meter units and two 1-meter x 1 meter units will be excavated in site 44WG0579. The test units will be placed to assess the subsurface integrity and artifact density of the site. Excavation will follow nature zones as much as possible, but zones exceeding 10 cm will be divided into artificial levels. It is anticipated that three levels will be required in the excavation units.

### **Excavation Procedures and Standards**

The excavation plan will conform to the *Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation* (36 CFR Part 61) and will follow these specific standards.

1. A datum will be placed in the site vicinity and all excavation units (shovel tests as well as units) will be laid out according to a grid established in reference to the datum.
2. Measurements will be recorded using English system units, with metric equivalents.
3. Prior to excavations, a plan view of the surface features and elevations of the site should be drawn to scale.
4. A system of designation of individual cultural features, excavation units and levels will be devised and keyed to the excavation drawings, written records, and photographs.
5. Excavation units will be a standard size (2-meter x 2-meter), although half units or rectangular units of roughly the equivalent size may be used as necessary. Soil features may be excavated discretely, rather than within units.
6. All hand-excavated soils will be sifted through 1/4-inch mesh, except that a finer mesh can be substituted for sifting of feature soils or other special samples. Excavated levels should conform to natural soil strata as much as possible. Soils will be described using standardized measures such as Munsell Soil Color Charts.
7. All cultural features will be properly recorded, and a representative sample of the features will be excavated by hand. Feature locations will be tied in to the general site map. Written descriptions of features will include dimensions, shape, matrix color and texture, depth below surface, stratigraphy, and recovered materials. Features will be mapped in plan view prior to cross-section excavation, and in profile to record the cross-section. Features will be excavated by methods appropriate to their size and type -- e.g. post holes will be bisected, half of the fill removed, and one profile recorded; trash pits may be fully excavated if the material appears to date to the period of occupation/significance; a small test unit may be placed to investigate a builder's trench or structural features. The depth and type of fill material will determine the extent of sampling; e.g. modern fill deposited to fill a well shaft will not be hand-excavated or screened. Intact deposits should be sampled by either

screening a portion of each discrete deposit or bisecting the shaft. This will also depend on the depth and stability of the fill.

8. Flotation and/or fine-screened samples of feature fill will be processed for floral and faunal analysis if appropriate materials are present
9. A photographic record of the excavations will be maintained, including black and white or color photographs of all features in plan view and cross-section and at least one soil profile of each excavation unit.

## **LABORATORY PROCESSING AND ANALYSIS**

A number of artifacts are anticipated, and standard analysis will be conducted. The emphasis of analyses will be on features, if any exist, and the site's spatial layout in addition to any artifacts collected. Analysis of the spatial patterning of features and/or artifacts will be used to determine the organization and use of space. Artifacts recovered will be used to determine the function and temporal range of the site/features.

1. Intra-site Pattern Analysis: A site plan or plans will be drawn, showing the topographic contours of the site, landmarks, the site excavation grid, features and important site data plotted during the excavation. Excavation blocks or units may be shown separately for clarity, but should be keyed to an overall site map. Photographs, stratigraphic drawings, artifact density maps and other illustrations will be used as necessary to support interpretations.
2. Artifact Analysis: Artifacts will be analyzed, typed, quantified, and described in comparison to established typologies.
3. Feature Content Analysis: If features, like refuse pits, are encountered, the fill material will be subjected to fine screening (wet or dry) and samples of the matrix will be taken for flotation processing to recover floral and faunal samples for analysis.

All artifacts will be cleaned, labeled, and prepared for curation according to the standards and guidelines issued by VDHR. At the completion of the study, the artifacts will be submitted to VDHR or other acceptable repository. Fees for curation are included in this budget.

Analysis will include the preparation of maps showing the location of sites and test units, description of soils in the project area (including preparation of soil profiles where appropriate), and classification and quantification of artifacts and other cultural materials. If materials are collected that will require special analysis, such as radiometric analysis or study of organic remains, the contractor will consult with Delta on the forms of analysis that may be appropriate. The contract may be supplemented to include the additional work.

## **EVALUATION**

Evaluation will follow the criteria of eligibility for the National Register of Historic Places. These criteria require that the quality of significance in American history, architecture, culture and archaeology should be present in sites that possess integrity of location, design, setting, materials, workmanship, feeling and association, and that the sites:

A. are associated with events that have made a significant contribution to the broad patterns of our history; or

B. are associated with the lives of persons significant in our past; or

C. embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. have yielded, or may be likely to yield, information important in prehistory or history (NPS 1986).

## **CULTURAL RESOURCES REPORT**

A draft report detailing the results of the fieldwork and analyses will be submitted to Delta Airport Consultants, Inc., for transmittal to the FAA and VDHR for comments. Five copies of the report will be submitted.

Upon receipt of comments on the draft report, the final report will be revised and submitted within 30 days. Ten copies of the final report will be provided.

## **OTHER CONDITIONS**

1. No work will begin without a mutually acceptable, fully executed contract and written notice to proceed.
2. The schedule will be negotiated upon receipt of contracts and notice to proceed.
3. Delta Airport Consultants, Inc. will provide access to private property, and will provide a copy of the right of entry letter to the investigators prior to starting fieldwork.
4. Delta Airport Consultants, Inc. will provide to the investigators, prior to the start of the fieldwork, maps, which designate the survey area as well as any design plans, aerial photographs, or other necessary information.

**5. Compensation.** Invoices for the percentage of work completed will be submitted monthly to Delta Airport Consultants, Inc.

# APPENDIX D

## CORRESPONDENCE AND COORDINATION



**DELTA AIRPORT  
CONSULTANTS, INC.**

8008 Corporate Center Drive, Suite 330 • Charlotte, North Carolina 28226  
Phone (704) 521-9101 • Fax (704) 521-9109 • [www.deltaairport.com](http://www.deltaairport.com)

**Department of  
Conservation and Recreation**

**Scanned**

J. Preston Bryant, Jr.  
Secretary of Natural Resources

Joseph H. Maroon  
Director

# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF CONSERVATION AND RECREATION

214 Commerce Street  
Richmond, Virginia 23219-2019  
(804) 786-6124

### MEMORANDUM

DATE: April 7, 2009

TO: Mark Trent, DCR

FROM: Robert S. Munson, Planning Bureau Manager, DCR-DPRR *Robert S. Munson*

SUBJECT: DEQ 07-0703, Virginia Highlands Airport Runway 6 Extension, Washington County

#### Division of Natural Heritage

The Department of Conservation and Recreation (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in our files, the Spring Creek Stream Conservation Unit is located downstream from the project site. Stream Conservation Units (SCUs) identify stream reaches that contain aquatic natural heritage resources, including 2 miles upstream and 1 mile downstream of documented occurrences, and all tributaries within this reach. SCUs are also given a biodiversity significance ranking based on the rarity, quality, and number of element occurrences they contain. The Spring Creek SCU has been given a biodiversity ranking of B3, which represents a site of high significance. The natural heritage resource associated with this site is:

*Gomphus consanguis*

Cherokee Chubtail

G2G3/S2/SOC/NL

Adult Odonata (dragonflies and damselflies), commonly seen flitting and hovering along the shores of most freshwater habitats, are accomplished predators. Adults typically forage in clearings with scattered trees and shrubs near the parent river. They feed on mosquitoes and other smaller flying insects, and are thus considered highly beneficial. Odonates lay their eggs on emergent vegetation or debris at the water's edge. Unlike the adults, the larvae have an aquatic larval stage where they typically inhabit the sand and gravel of riffle areas. Wingless and possessing gills, they crawl about the submerged leaf litter and debris stalking their insect prey. The larvae seize unsuspecting prey with a long, hinged "grasper" that folds neatly under their chin. When larval development is complete, the aquatic larvae crawl from the water in the bank, climb up the stalk of the shoreline vegetation, and the winged adult emerges (Hoffman 1991; Thorpe and Covich 1991). Because of their aquatic lifestyle and limited mobility, the larvae are particularly vulnerable to shoreline disturbances that cause the loss of shoreline vegetation and siltation. They are also sensitive to alterations that result in poor water quality, aquatic substrate changes, and

thermal fluctuations. Please note that this species is considered a species of concern by the United States Fish and Wildlife Service (USFWS), however this designation has no legal status.

To minimize adverse impacts to the aquatic ecosystem as a result of the proposed activities, DCR recommends the implementation of and strict adherence to applicable state and local erosion and sediment control/storm water management laws and regulations.

In addition, this project has been sent to the Virginia Karst Program and to the Virginia Speleological Survey for review for documented sensitive karst features and caves. According to information currently in our files, no documented sensitive or significant karst features occur in the project area. However, if karst features including sinkholes, caves, disappearing streams, and large springs are encountered during the project, please coordinate with Wil Omdorff (540-394-2552, [Wil.Omdorff@dcr.virginia.gov](mailto:Wil.Omdorff@dcr.virginia.gov)) to document and minimize adverse impacts. Discharge of runoff to sinkholes or sinking streams, filling of sinkholes, and alteration of cave entrances can lead to surface collapse, flooding, erosion and sedimentation, groundwater contamination, and degradation of subterranean habitat for natural heritage resources. If the project involves filling or "improvement" of sinkholes or cave openings, DCR would like detailed location information and copies of the design specifications. In cases where sinkhole improvement is for stormwater discharge, copies of VDOT Form FQ-120 will suffice.

Our files do not indicate the presence of any State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the Virginia Department of Conservation and Recreation (DCR), DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

New and updated information is continually added to Bones. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

The Virginia Department of Game and Inland Fisheries maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters, that may contain information not documented in this letter. Their database may be accessed from <http://va.wis.org/fwis/> or contact Shirl Dressler at 804-367-6913.

Should you have any questions or concerns, feel free to contact me at 804-371-2708. Thank you for the opportunity to comment on this project.

Division of Soil and Water Conservation

Projects involving land-disturbing activities equal to or greater than 10,000 square feet, or equal to or greater than 2,500 square feet in all areas subject to the Chesapeake Bay Preservation Act, must comply with the Virginia Erosion and Sediment Control Law and all applicable regulations adopted in accordance with that law. Projects involving land-disturbing activities equal to or greater than one acre, or equal to or greater than 2,500 square feet in all areas of the jurisdictions designated as subject to the Chesapeake Bay Preservation Area Designation and Management Regulations adopted pursuant to the Chesapeake Bay Preservation Act, must comply with the Virginia Stormwater Management Act and the Virginia Stormwater Management Program (VSMP) Permit Regulations adopted in accordance with the Act. If you have project specific questions please contact the Virginia Department of Conservation and Recreation Abingdon Regional Office.

[http://www.dcr.virginia.gov/sand\\_water/swintro.shtml](http://www.dcr.virginia.gov/sand_water/swintro.shtml)



Virginia Erosion and Sediment Control Law and Regulations  
[http://www.dcr.virginia.gov/soil\\_&\\_water/documents/veslawrqs.pdf](http://www.dcr.virginia.gov/soil_&_water/documents/veslawrqs.pdf)

Virginia Stormwater Management Act  
[http://www.dcr.virginia.gov/soil\\_&\\_water/documents/vaswmlaw.pdf](http://www.dcr.virginia.gov/soil_&_water/documents/vaswmlaw.pdf)

Virginia Stormwater Management Program (VSMP) Permit Regulations  
[http://www.dcr.virginia.gov/soil\\_&\\_water/documents/vasvmpregs.pdf](http://www.dcr.virginia.gov/soil_&_water/documents/vasvmpregs.pdf)

Virginia Stormwater Program Permits  
[http://www.dcr.virginia.gov/soil\\_&\\_water/vsnip.shtml](http://www.dcr.virginia.gov/soil_&_water/vsnip.shtml)

The remaining DCR divisions have no comments regarding the scope of this project. Thank you for the opportunity to comment.

Cc: Wil Omdorff, DCR-Karst

#### Literature Cited

Hoffman, R. 1991. Arthropods. Pp. 173 in K. Terwilliger (ed.), *Virginia's Endangered Species: proceedings of a symposium*. The McDonald and Woodward Publishing Company, Blacksburg, VA.

Thorpe, J.H., and A.P. Covich. 1991. *Ecology and Classification of North American Freshwater Invertebrates*. Academic Press, Inc., San Diego, California.



**COMMONWEALTH of VIRGINIA**  
**DEPARTMENT OF CONSERVATION AND RECREATION**

203 Governor Street, Suite 120  
Richmond, Virginia 23219-2010  
(804) 736-2556 FAX (804) 771-7899

**MEMORANDUM**

**DATE:** June 20, 2006

**TO:** Colleen M. Angstadt  
Delta Airport Consultants, Inc  
1338 Hundred Oaks Drive, Suite G  
Charlotte, NC 28217  
704.521.9101  
[caangstadt@deltaairport.com](mailto:caangstadt@deltaairport.com)

**FROM:** Robert Munson, Planning Bureau Manager  
Virginia Department of Conservation and Recreation

**SUBJECT:** DCR-06-31 Delta Airport Consultants - Virginia Highlands EA

The Department of Conservation and Recreation (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the topographic map, this project either overlies or is adjacent to a karst landscape characterized by sinkholes, caves, disappearing streams, and large springs. If such features are encountered during the project, please coordinate with Wil Orndorff (540-831-4056, [Wil.Orndorff@dcr.virginia.gov](mailto:Wil.Orndorff@dcr.virginia.gov)) to document and minimize adverse impacts. Discharge of runoff to sinkholes or sinking streams, filling of sinkholes, and alteration of cave entrances can lead to surface collapse, flooding, erosion and sedimentation, groundwater contamination, and degradation of subterranean habitat for natural heritage resources. If the project involves filling or "improvement" of sinkholes or cave openings, DCR would like detailed location information and copies of the design specifications. In cases where sinkhole improvement is for stormwater discharge, copies of VDOT Form EQ-120 will suffice.

Our files do not indicate the presence of any State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the Virginia Department of Conservation and

Recreation (DCR). DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

New and updated information is continually added to Biotics. Please contact DCR for an update on this natural heritage information if a significant amount of time passes before it is utilized.

The Virginia Department of Game and Inland Fisheries maintains a database of wildlife locations including threatened and endangered species, trout streams, and anadromous fish waters that may contain information not documented in this letter. Their database may be accessed from [www.dgif.virginia.gov/wildlife/info\\_map/index.html](http://www.dgif.virginia.gov/wildlife/info_map/index.html), or contact Shirl Dressler at 804-367-6913.

Should you have any questions or concerns feel free to contact me at 804-371-2708. Thank you for the opportunity to comment on this project.

Thank you for the opportunity to comment on this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert S. Munson". The signature is fluid and cursive, with the first name "Robert" and last name "Munson" clearly distinguishable.

Robert S. Munson  
Planning Bureau Manager

Cc: Wil Ondorff, DCR-Karst

## **Department of Environmental Quality**



APR 13 2009

## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF ENVIRONMENTAL QUALITY

Street address: 629 East Main Street, Richmond, Virginia 23219

Mailing address: P.O. Box 1105, Richmond, Virginia 23218

TEL (804) 698-4021

www.deq.virginia.gov

L. Preston Brevitt Jr.  
Secretary of Natural Resources

Scanned

David K. Paylor  
Director

(804) 698-4021  
SKL-SKL-4021

April 10, 2009

Mr. Scott Denny  
Senior Aviation Planner  
Department of Aviation  
5702 Gulfstream Road  
Richmond, Virginia 23250

RE: Draft Environmental Assessment for Development at Virginia Highlands Airport,  
DEQ 09-015S

Dear Mr. Denny:

Pursuant to *Virginia Code* section 5.1-7, the Department of Environmental Quality has completed the Commonwealth's coordinated review of the proposed development at the Virginia Highlands Airport. The review included a public hearing, which was held on March 4, 2009 at the Southwest Virginia Higher Education Center in Abingdon, Virginia. The review document is a Draft Environmental Assessment prepared pursuant to the National Environmental Policy Act.

The purpose of the attached report is to provide comments to the Department of Aviation concerning the economic, social, and environmental impacts of the proposed project as the Department of Aviation considers whether to issue a license for the proposed project.

Thank you for the opportunity to review this project. If you need any clarification, please do not hesitate to contact me at (804) 698-4325 or Anne Pinion at (804) 698-4488

Sincerely,

Ellie L. Irons, Manager  
Office of Environmental Impact Review

Enclosures

Mr. Scott Denny  
Virginia Highlands Airport  
Page 2

cc: Jennifer Mendelsohn, FAA  
Teresa Frazier, DEQ-SWRO  
Paul Kohler, DEQ-Waste  
Amy Ewing, DGIF  
Keith R. Tignor, VDACS  
Tony Watkinson, VMRC  
Marc Holma, DHR  
Barry Matthews, VDH  
Matt Heller, DMME  
Melanie Allen, VDOT  
David Barrett, Mount Rogers PDC  
Mark Reeler, Washington County  
✓ Colleen Angstadt, Delta Airport Consultants



# **COMMONWEALTH of VIRGINIA**

## **DEPARTMENT OF ENVIRONMENTAL QUALITY**

*Street address:* 629 East Main Street, Richmond, Virginia 23219

*Mailing address:* P.O. Box 1105, Richmond, Virginia 23218

TEL (804) 698-4021

[www.deq.virginia.gov](http://www.deq.virginia.gov)

L. Preston Bryant Jr.  
Secretary of Natural Resources

David K. Packel  
Director

2003100600020  
1406-542-5282

## **COMMENTS OF THE DEPARTMENT OF ENVIRONMENTAL QUALITY**

### **Development at the Virginia Highlands Airport DEQ # 09-015S**

*Virginia Code* section 5-1-7 requires the Department of Environmental Quality (DEQ) to report on the economic, social, and environmental effects of the proposed project to the Department of Aviation. DEQ's comments are derived from the review of the Draft Environmental Assessment (EA) and public comments submitted at the hearing and during the comment period.

### **PROJECT DESCRIPTION**

The Draft EA (page 1-6) states that the purpose of the proposed expansion at the Virginia Highlands Airport is to provide airfield infrastructure to safely and effectively accommodate the current and projected demand for aviation activity in Washington County. The 2003 Airport Layout Plan (ALP) update determined that existing and future demand requires an Airport Reference Code (ARC) B-II (large) airport. The expansion considered in this Draft EA would fulfill existing and projected aviation demands as well as update the facilities at the airport as defined in the 2003 ALP.

The Virginia Highlands Airport proposes to extend Runway 6/24 to a total length of 5,500 linear feet by adding 1,029 feet of paved runway to the southwest. An additional 150-foot paved runway safety area will be added to the end of the extension. In addition to the extension, the proposed project also includes the following:

- construction of a 3,060 foot partial parallel taxiway;
- site fill and grading with the borrow site located at the west side of the airfield;
- acquisition of 49 acres of fee-simple and 23 acres of aviation easement property;
- obstruction removal, including 21 acres of trees;
- construction of a 10-unit T-hangar;
- relocation of visual and navigational aids (NAVAIDs) and the Automated Weather Observation System (AWOS);
- relocation of State Route (SR) 611;

- demolition of a barn;
- relocation of a cemetery;
- modification of Spring Creek by culverting approximately 2,495 linear feet of stream channel; and
- installation of security fencing.

Two other alternatives, including a "No Build" alternative, were evaluated. A Draft EA for the proposal was submitted for coordinated review in accordance with the National Environmental Policy Act (NEPA) and *Virginia Code* section 5-1-7 governing the licensing of airports and landing areas.

## **PUBLIC PARTICIPATION**

The notice for the public hearing was published in the Bristol Herald Courier on February 1, 2009, thereby meeting the requirement in *Virginia Code* section 5.1-7 for notice to be published at least ten (10) days before the hearing. The notice invited comments on the economic, social, and environmental effects of the proposed action, in keeping with the legal mandate. This notice was also published on DEQ's web site from February 4, 2009 through March 13, 2009. The hearing was opened by DEQ staff at 7:00 PM on March 4, 2009, and was held open until 7:21 PM. Approximately 20 people attended the hearing. One individual from the general public spoke and provided written comments, and one individual filled out a comment card. No other written public comments were received by the March 13, 2009 comment deadline.

In addition, DEQ received two letters (email, March 23, 2009) from the consultant (Delta Airport Consultants, Inc.) that were addressed to the editor of the Bristol Herald Courier. These letters were published in the paper on March 10 and 11, 2009. The letters were in opposition to the proposed runway extension. A third letter was sent to the paper in rebuttal to the two published letters. This third letter was not published, but was received by DEQ from the consultant on March 20, 2009.

## **ENVIRONMENTAL ASSESSMENT OF THE CURRENT AIRPORT LAYOUT PLAN DEVELOPMENT PROGRAM**

The following discussion and recommendations pertain to the Draft Environmental Assessment submitted for proposed development at the Virginia Highlands Airport.

## **REVIEWING AGENCIES**

The following agencies and planning district commission joined in this review:

Department of Environmental Quality  
Department of Game and Inland Fisheries  
Department of Conservation and Recreation



Department of Agriculture and Consumer Services  
Marine Resources Commission  
Department of Transportation  
Department of Historic Resources  
Department of Mines, Minerals, and Energy  
Department of Health  
Mount Rogers Planning District Commission

Washington County was also invited to comment.

## **I. ENVIRONMENTAL EFFECTS**

### **A. Environmental Impacts and Mitigation**

**1. Water Quality and Wetlands** According to the Draft EA (page 3-25), the project involves the modification of Spring Creek. The proposed modification involves piping approximately 2,495 linear feet of Spring Creek underneath the runway extension. In addition, approximately 0.27 acres of wetlands associated with Spring Creek will be filled (EA, exhibit 4-7). The applicant is working with the U.S. Army Corps of Engineers (Corps) and the DEQ-Southwest Regional Office (SWRO) to secure permits for these impacts (EA, page 4-53). Recent information received from the consultant (email A. Pinion/K. Keels, April 2, 2009) states that at the time of the draft report, mitigation coordination was ongoing with the Corps, the DEQ and the U.S. Environmental Protection Agency (EPA). Since that time, it has been determined that mitigation requirements will include payment into the Virginia Aquatic Resources Trust Fund.

**1(a) Agency Jurisdiction.** The State Water Control Board (SWCB) promulgates Virginia's water regulations, covering a variety of permits to include the Virginia Pollutant Discharge Elimination System Permit, the Virginia Pollution Abatement Permit, Surface and Groundwater Withdrawal Permit, and the Virginia Water Protection (VWP) Permit. The VWP Permit is a State permit which governs wetlands, surface water, and surface water withdrawals/impoundments. It also serves as § 401 certification of the federal Clean Water Act § 404 permits for dredge and fill activities in waters of the U.S. The VWP Permit Program is under the Office of Wetlands and Water Protection/Compliance, within the DEQ Division of Water Quality Programs. In addition to central office staff who review and issue VWP permits for transportation and water withdrawal projects, the seven DEQ regional offices perform permit application reviews and issue permits for the covered activities.

**1(b) Comments.** The DEQ-Southwest Regional Office (SWRO) states the project area is located in the Holston River Subbasin of the Tennessee River Basin, which is defined as a Section 3, Class V Stockable Trout Waters in Virginia's Water Quality Standards. Although no information is available for the general project area, 5-miles downstream of the project site, Spring Creek is impaired for Recreation Use and is listed in the 2008 Total Maximum Daily Load (TMDL) list.

**1(c) Findings.** The Corps and DEQ both state that permits for impacts to surface waters will be required. The Corps is requiring that the applicant use the in-lieu fee fund (trust fund) for mitigation. The Corps permit is currently being drafted. It will contain the requirement that the applicant must complete Section 106 coordination with the State Historic Preservation Officer and the Federal Aviation Administration (FAA).

The DEQ-SWRO states that the VWP permit application is complete. The DEQ-SWRO accepted the applicant's proposal to mitigate for impacts to surface waters through a payment to the trust fund. Once the DEQ draft permit is accepted by the applicant, then the 60-day public comment period will begin.

**1(d) Recommendations.** DEQ recommends compliance with the 404(b)(1) guidelines of the Clean Water Act and with the Commonwealth's wetland mitigation policies. Both Federal and State guidelines recommend avoidance and minimization of wetland impacts as the first steps in the mitigation process. Any unavoidable impacts to State water may require compensation such as wetland creation, restoration or other acceptable forms of wetland compensatory mitigation. Also, DEQ encourages the following practices to minimize the impacts to waterways:

In general, DEQ recommends that the amount of stream and wetland impacts be avoided to the maximum extent practicable. For unavoidable impacts, DEQ encourages the following practices to minimize the impacts to wetlands and waterways:

- operation of machinery and construction vehicles outside of stream-beds and wetlands;
- use of synthetic mats when in-stream work is unavoidable;
- stockpiling of material excavated from the trench for replacement if directional drilling is not feasible; and
- preservation of the top 12 inches of trench material removed from wetlands for use as wetland seed and root stock in the excavated area.

In addition, DEQ offers the following recommendations in regards to impacts to wetlands and waters of the U.S. regulated by the Commonwealth:

- Stream crossings should be conducted and timed in accordance with all applicable state and federal permit requirements. All disturbed stream beds should be restored to their original contours prior to redirecting the stream into the work area.
- Caution should be taken to ensure prevention of the release of any oil or fuel from heavy equipment into surface waters.
- The Airport should strive to return the surface contours to their original configuration and to commence seeding/revegetation within the shortest practical time frame, to minimize increases in runoff.
- At a minimum, compensation, if necessary, shall be in accordance with all applicable state wetland regulations and wetland permit requirement, including permanent conversion of forested wetlands to emergent wetlands.

- Dewatering activities should be done in conformance with all existing permit conditions, to minimize impacts to shallow, localized aquifers during trenching activities.

**1(e) Requirement.** The applicant must continue to work with the Corps and DEQ to secure all required permits.

**2. Subaqueous Lands Management.** The Draft EA does not address impacts to subaqueous lands.

**2(a) Agency Jurisdiction.** The Virginia Marine Resources Commission (VMRC) regulates encroachments in, on or over state-owned subaqueous beds as well as tidal wetlands pursuant to Virginia Code § 28.2-1200 through 1400.

The Virginia Marine Resources Commission (VMRC) serves as the clearinghouse for the JPA used by the:

- U.S. Army Corps of Engineers (Corps) for issuing permits pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act;
- DEQ for issuance of a Virginia Water Protection permit;
- VMRC for encroachments on or over state-owned subaqueous beds as well as tidal wetlands, and
- local wetlands board for impacts to wetlands.

Each agency will conduct its own review and respond directly to the applicant.

**2(b) Findings.** According to VMRC, it does not appear that the project will affect areas within its jurisdiction (VMRC #07-0703).

**3. Erosion & Sediment Control and Stormwater Management.** The Draft EA (page 4-67) states that an erosion and sediment control plan will be completed during design of the project. The plan will meet all regulations and best management practices (BMPs) will be implemented to minimize construction impacts.

**3(a) Erosion & Sediment Control (ESC) and Stormwater Management (SWM) Project-Specific Plans.** The property owner is responsible for submitting a site-specific erosion and sediment control (ESC) plan to Washington County for review and approval pursuant to the local ESC ordinance. The ESC plan must be approved prior to initiation of any land disturbance on the project site. All regulated land-disturbing activities associated with the project, including on or off site access roads, staging areas, or spoil or borrow areas, must be covered by an approved plan. Note that dependent on local requirements, a separate stormwater management (SWM) plan may also be required. Local ESC and SWM program requirements should be requested through Washington County.

**3(b) VSMP General Permit for Construction Activities.** DCR is responsible for the issuance, denial, revocation, termination and enforcement of the Virginia Stormwater

Management Program (VSMP) General Permit for Stormwater Discharges from Construction Activities related to municipal separate storm sewer systems (MS4s) and construction activities for the control of stormwater discharges from MS4s and land-disturbing activities under the Virginia Stormwater Management Program. Therefore, for projects involving land-disturbing activities equal to or greater than one acre, the land owner or its authorized agent is required to apply for registration coverage under the General Permit for Discharges of Stormwater from Construction Activities and develop a project-specific stormwater pollution prevention plan (SWPPP). The SWPPP must be prepared prior to submission of the registration statement for coverage under the general permit, and it must address water quality and quantity in accordance with the VSMP Permit Regulations. General information and registration forms for the permit are available on DCR's website ([www.dcr.virginia.gov/soil\\_&\\_water/vsmp.shtml](http://www.dcr.virginia.gov/soil_&_water/vsmp.shtml))

**4. Air Pollution Control.** The Draft EA (page 4-6) states that Washington County is in attainment for all of the criteria pollutants. Although there will be air pollutant emissions associated with the proposed construction projects, the effects of these emissions are short-term and local in nature and would not require mitigation. According to the air quality modeling performed, operation of the expanded facility would increase air pollutant emissions between 2007 and 2012. However, this increase in emissions will not have a significant effect on regional air pollution.

**4(a) Agency Jurisdiction.** DEQ's Air Quality Division, on behalf of the State Air Pollution Control Board, is responsible to develop regulations that become Virginia's Air Pollution Control Law. DEQ is charged to carry out mandates of the state law and related regulations as well as Virginia's federal obligations under the Clean Air Act as amended in 1990. The objective is to protect and enhance public health and quality of life through control and mitigation of air pollution. The division ensures the safety and quality of air in Virginia by monitoring and analyzing air quality data, regulating sources of air pollution, and working with local, state and federal agencies to plan and implement strategies to protect Virginia's air quality. The appropriate regional office is directly responsible for the issue of necessary permits to construct and operate all stationary sources in the region as well as to monitor emissions from these sources for compliance. As a part of this mandate, the environmental documents of new projects to be undertaken in the State are also reviewed. In the case of certain projects, additional evaluation and demonstration must be made under the general conformity provisions of state and federal law.

**4(b) Fugitive Dust.** During construction, fugitive dust must be kept at a minimum by using control methods outlined in 9 VAC 5-50-60 *et seq.* of the Regulations for the Control and Abatement of Air Pollution. These precautions include, but are not limited to, the following:

- Use, where possible, of water or chemicals for dust control,
- Installation and use of hoods, fans, and fabric filters to enclose and vent the handling of dusty materials,
- Covering of open equipment for conveying materials; and

- Prompt removal of spilled or tracked dirt or other materials from paved streets and removal of dried sediments resulting from soil erosion.

**4(c) Open Burning.** If project activities include the burning of construction or demolition material, this activity must meet the requirements under 9 VAC 5-40-5600 *et seq.*, for open burning. Whereas, the regulation provides for, but does not require, the local adoption of a model ordinance concerning open burning, the Airport should contact Washington County officials to determine what local requirements, if any, exist. Some applicable provisions of the regulation include, but are not limited to:

- All reasonable effort shall be made to minimize the amount of material burned, with the number and size of the debris piles;
- The material to be burned shall consist of brush, stumps and similar debris waste and clean burning demolition material;
- The burning shall be at least 500 feet from any occupied building unless the occupants have given prior permission, other than a building located on the property on which the burning is conducted;
- The burning shall be conducted at the greatest distance practicable from highways and air fields;
- The burning shall be attended at all times and conducted to ensure the best possible combustion with a minimum of smoke being produced;
- The burning shall not be allowed to smolder beyond the minimum period of time necessary for the destruction of the materials; and
- The burning shall be conducted only when the prevailing winds are away from any city, town or built-up area.

**4(d) Fuel-Burning Equipment.** If fuel-burning equipment or emergency generators need to be installed, then an air permit may be required. For more information or questions concerning these requirements, contact DEQ's Southwest Regional Office.

**5. Solid and Hazardous Wastes and Hazardous Materials.** The Draft EA included a hazardous waste evaluation performed by S&ME, Inc. on the properties proposed for acquisition (Appendix G). According to the evaluation, the proposed construction is not likely to cause an increase in hazardous waste generation as there is no proposed increase in or addition to any fuel farm. The generation of solid wastes due to demolition and construction activities will be temporary. Also, the site is not located adjacent to any landfills (EA, page 4-25).

**5(a) Agency Jurisdiction.** Solid and hazardous wastes in Virginia are regulated by the Virginia Department of Environmental Quality, the Virginia Waste Management Board (VWMB) and the U.S. Environmental Protection Agency. They administer programs created by the federal Resource Conservation and Recovery Act, Comprehensive Environmental Response Compensation and Liability Act, commonly called Superfund, and the Virginia Waste Management Act. DEQ administers regulations established by the VWMB and reviews permit applications for completeness and conformance with facility standards and financial assurance requirements. All Virginia localities are

required, under the Solid Waste Management Planning Regulations, to identify the strategies they will follow on the management of their solid wastes to include items such as facility siting, long-term (20-year) use, and alternative programs such as materials recycling and composting.

**5(b) Findings.** Waste Division staff conducted a review of its geographic information system database and did not identify any waste sites that were within a half-mile radius of the site that would impact or be impacted by the proposed construction. Staff also performed a review of its data files and determined that the facility is within the same zip code as the following solid and hazardous waste facilities:

**Hazardous Waste**

- VAD000020115, Sterling Casket Hardware Co., Inc.

**Solid Waste**

- Johnston Memorial Hospital, PBR 201, RMW Incinerator
- MXI Environmental Services LLC, PBR 180, Materials Recovery Facility
- MXI Environmental Services LLC, PBR 180, Materials Recovery Facility

The following website may prove helpful in locating additional information for these identification numbers: <http://www.deq.virginia.gov/waste/waste.html>. Click on "Search EPA's CERCLIS database" for information regarding Superfund sites and "Hazardous Waste Facilities" for information on generators of hazardous waste.

**5(c) Asbestos-Containing Materials and Lead-Based Paint.** During demolition activities, existing structures should be checked for asbestos-containing materials (ACM) and lead-based paint (LBP). If ACM or LBP are found, the federal waste-related regulations would apply. Also, State regulations 9VAC 20-80-640 for ACM and 9VAC 20-60-261 for LBP must be followed.

**5(d) Recommendations.** DEQ encourages all construction projects and facilities to implement pollution prevention principles, including the reduction, reuse, and recycling of all solid wastes generated. All generation of hazardous wastes should be minimized and handled appropriately.

**6. Storage Tanks.** The Draft EA (Appendix G, Due Diligence Hazardous Waste Evaluation) indicates that storage tanks are located on properties to be acquired.

**6(a) Portable Aboveground Storage Tank (AST) Registration.** If construction activities include the use of portable ASTs (>660 gallons) for equipment fuel, these tank(s) must be registered with DEQ using AST Registration form 7540-AST. This form is available at the DEQ web site at <http://www.deq.virginia.gov/tanks/fnf.html>.

**6(b) Recommendation.** Petroleum-contaminated soils and ground water generated during construction of this project must be characterized and disposed of properly. If evidence of a petroleum release is discovered during implementation of this project, it must be reported to DEQ's Southwest Regional Office.

**7. Natural Heritage Resources.** The Draft EA was coordinated with the Department of Conservation and Recreation, Division of Natural Heritage (DNH) (June 20, 2006 letter, EA, Appendix D). Coordination with DCR indicated that there were no occurrences of rare or threatened species within the potential impact area (EA, page 4-19).

**7(a) Agency Jurisdiction.** The mission of DCR is to conserve Virginia's natural and recreational resources. DCR supports a variety of environmental programs organized within seven divisions including the Division of Natural Heritage. The Natural Heritage Program's mission is conserving Virginia's biodiversity through inventory, protection, and stewardship. The Virginia Natural Area Preserves Act, 10.1-209 through 217 of the Code of Virginia, was passed in 1989 and codified DCR's powers and duties related to statewide biological inventory; maintaining a statewide database for conservation planning and project review, land protection for the conservation of biodiversity, and the protection and ecological management of natural heritage resources.

**7(b) Findings.** DCR searched its Biotics Data System for occurrences of natural heritage resources from the area outlined in the submitted map and found the following:

(i) *Stream Conservation Units.* According to the information in DCR's files, the Spring Creek Stream Conservation Unit is located downstream from the project site. Stream Conservation Units (SCUs) identify stream reaches that contain aquatic natural heritage resources, including 2 miles upstream and 1 mile downstream of documented occurrences, and all tributaries within this reach. SCUs are also given a biodiversity significance ranking based on the rarity, quality, and number of element occurrences they contain. The Spring Creek SCU has been given a biodiversity ranking of B3, which represents a site of high significance. The natural heritage resource associated with this site is the Cherokee Clubtail.

(ii) *Natural Heritage Resource.* Cherokee Clubtails, (*Gomphus consanguis*, G2G3/S2/SOC/NL) of the order Odonata (dragonflies and damselflies), are commonly seen flitting and hovering along the shores of most freshwater habitats and are accomplished predators. Adults typically forage in clearings with scattered trees and shrubs near the parent river. They feed on mosquitoes and other smaller flying insects, and are thus considered highly beneficial. Odonates lay their eggs on emergent vegetation or debris at the water's edge.

Unlike the adults, the larvae have an aquatic larval stage where they typically inhabit the sand and gravel of riffle areas. Wingless and possessing gills, they crawl about the submerged leaf litter and debris stalking their insect prey. The larvae seize unsuspecting prey with a long, hinged "grasper" that folds neatly under their chin. When larval development is complete, the aquatic larvae crawl from the water to the bank, climb up the stalk of the shoreline vegetation, and the winged adult emerges (Hoffman 1991; Thorpe and Covich 1991). Because of their aquatic lifestyle and limited mobility, the larvae are particularly vulnerable to shoreline disturbances that cause the loss of shoreline vegetation and siltation. They are also sensitive to alterations that result in poor water quality, aquatic

substrate changes, and thermal fluctuations. This species is considered a species of concern by the U.S. Fish and Wildlife Service (FWS), although this designation has no legal status

(iii) *Karst Landscape*. The project site either overlies or is adjacent to karst landscape, which is characterized by sinkholes, caves, disappearing streams, and large springs. Discharge of runoff to sinkholes or sinking streams, filling of sinkholes, and alteration of cave entrances can lead to surface collapse, flooding, erosion and sedimentation, groundwater contamination, and degradation of subterranean habitat for natural heritage resources.

**7(c) Threatened and Endangered Plant and Insect Species.** The Endangered Plant and Insect Species Act of 1979, Chapter 39, §3.1-102- through 1030 of the Code of Virginia, as amended, authorizes the Virginia Department of Agriculture and Consumer Services (VDACS) to conserve, protect and manage endangered species of plants and insects. VDACS Virginia Endangered Plant and Insect Species Program personnel cooperates with the U.S. Fish and Wildlife Service (FWS), DCR-DNH and other agencies and organizations on the recovery, protection or conservation of listed threatened or endangered species and designated plant and insect species that are rare throughout their worldwide ranges. In those instances where recovery plans, developed by FWS, are available, adherence to the order and tasks outlined in the plans should be followed to the extent possible.

VDACS has regulatory authority to conserve rare and endangered plant and insect species through the Virginia Endangered Plant and Insect Species Act. Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services and DCR, DCR has the authority to report for VDACS on state-listed plant and insect species. DCR found that the current activity will not affect any documented state-listed plant and insect species. VDACS concurs with this finding.

**7(d) Natural Area Preserves.** DCR found that there are no State Natural Area Preserves under its jurisdiction in the project vicinity.

**7(e) Recommendations.**

(i) *Aquatic Resources*. To minimize adverse impacts to the aquatic ecosystem, strictly implement all applicable state and local erosion and sediment control measures and storm water management laws and regulations.

(ii) *Karst Resources*. Coordinate with DCR's Karst Program if karst features are encountered during project design and construction. If the project involves filling or "improvement" of sinkholes or cave openings, submit detailed location information and copies of the design specifications to DCR. In cases where sinkhole improvement is for stormwater discharge, copies of VDOT Form EQ-120 will suffice.



(iii) *Biotics*. Since new and updated information is continually added to Biotics, contact DCR's Division of Natural Heritage at (804) 786-7951 if a significant amount of time passes before the project is implemented.

**B. Wildlife Resources and Protected Species.** The list of threatened and endangered species in Virginia maintained by the U.S. FWS was reviewed and it did not include any federally-listed species in Washington County (EA, page 4-19). In addition, a Biological Assessment for the Airport was completed in October 2005. The assessment evaluated wetlands, flora and fauna, and threatened and endangered species. The report concluded that the proposed project was unlikely to impact threatened or endangered species (Appendix E).

**8(a) Agency Jurisdiction.** The Department of Game and Inland Fisheries (DGIF), as the Commonwealth's wildlife and freshwater fish management agency, exercises enforcement and regulatory jurisdiction over wildlife and freshwater fish, including state or federally listed endangered or threatened species, but excluding listed insects (Virginia Code Title 29.1). The DGIF is a consulting agency under the U.S. Fish and Wildlife Coordination Act (16 U.S.C. sections 661 *et seq.*), and provides environmental analysis of projects or permit applications coordinated through DEQ and several other state and federal agencies. DGIF determines likely impacts upon fish and wildlife resources and habitat, and recommends appropriate measures to avoid, reduce, or compensate for those impacts.

**8(b) Findings.** According to DGIF's records, Spring Creek has been designated a Class VI stockable trout stream. DGIF's Region III Fisheries Manager (Bill Kittrell) states that this stream provides suitable trout habitat and was once stocked by DGIF. A viable trout population could be established once again in Spring Creek. Therefore, DGIF has determined that piping over 2,000 linear feet of Spring Creek underneath the runway is likely to impact local trout resources.

**8(c) Comments.** DGIF prefers that the stream be relocated (following DGIF's guidance) using natural stream channel design, but understands from the information provided that this option is not practicable. However, if mitigation for stream impacts is required, then restoration or habitat enhancement projects likely could be developed that would benefit trout and offset the impacts of burying Spring Creek.

**8(d) Recommendations.** If piping Spring Creek cannot be avoided, then DGIF recommends minimizing impacts by:

- conducting any in-stream activities during low or no-flow conditions;
- using non-erodible cofferdams to isolate the construction area;
- blocking no more than 50% of the streamflow at any given time;
- stockpiling excavated material in a manner that prevents reentry into the stream;
- restoring original streambed and streambank contours,
- revegetating barren areas with native vegetation; and
- implementing strict erosion and sediment control measures.

In addition, to mitigate unavoidable impacts to trout resources, DGIF recommends coordination with DGIF regarding possible restoration opportunities in the airport vicinity.

**9. Forest Resources.** The preferred alternative (Alternative 3) indicates that approximately 21 acres of trees would be removed to eliminate obstructions to the proposed 20.1 approach surface for the extension of the runway (EA, page 2-15). Exhibit 2-9 in the Draft EA indicates that there are 5 areas where trees will be removed. These areas range in size from 1.2 to 10 acres and are located at the southwest end of the existing airport.

**9(a) Agency Jurisdiction.** The mission of the Virginia Department of Forestry (DOF) is to protect and develop healthy, sustainable forest resources for Virginians. DOF was established in 1914 to prevent and suppress forest fires and reforest bare lands. Since the Department's inception, it has grown and evolved to encompass other protection and management duties including: protecting Virginia's forests from wildfire, protecting Virginia's waters, managing and conserving Virginia's forests, managing state-owned lands and nurseries, and managing regulated incentive programs for forest landowners.

**9(b) Recommendations.** In general, DOF recommends that trees should be left in groupings or clusters to provide aesthetic and environmental benefits, as well as reducing costs associated with maintaining open space. To the extent practicable, the following measures are recommended during construction to protect trees not slated for removal:

- mark and fence trees at least to the dripline or the end of the root system, whichever extends farther from the tree stem;
- mark trees with highly visible ribbon so that equipment operators can see the protected areas easily;
- do not park heavy equipment, move or stack construction materials near trees which can damage root systems by compacting the soil,
- use temporary crossing bridges or mats to minimize soil compaction and mechanical injury to plants; and
- stockpile soil away from trees to avoid killing the root systems.

Questions on tree protection may be directed to the Department of Forestry, Todd Groh, at (434) 220-9044

**10. Agricultural Lands.** The Federal Aviation Administration requires that all projects proposing the acquisition of farmland which is to be converted to a nonagricultural use must be analyzed to determine if any of the land is protected by the Farmland Protection Policy Act of 1981. A review of the data indicates that both build alternatives would result in the conversion of approximately 49 acres of prime and statewide soils to dedicated airport property. However, the Natural Resource Conservation Service determined that significant impacts would not occur with this conversion.

**10(a) Comments.** The Virginia Department of Agriculture and Consumer Services did not indicate that aspects of farmlands under its jurisdiction would be adversely affected.

**11. Geologic Resources.** The Draft EA (page 3-1) states that the location of the property is in Washington County, in an area known as the Great Valley region of Virginia. The topography surrounding the airport is rolling terrain.

**11(a) Agency Jurisdiction.** The Virginia Department of Mines, Minerals and Energy (DMME), through its six divisions, regulates the mineral industry, provides mineral research and offers advice on the wise use of resources. The Department's mission is to enhance the development and conservation of energy and mineral resources in a safe and environmentally sound manner in order to support a more productive economy in Virginia. The DMME Division of Geology and Mineral Resources (DGMR), serving as Virginia's geological survey, generates, collects, compiles and evaluates geologic data, creates and publishes geologic maps and reports, works cooperatively with other state and federal agencies, and is the primary source of information on geology, mineral and energy resources, and geologic hazards for both the mineral and energy industries and the general public. DMME DGMR also provides the necessary geologic support for those divisions of DMME that regulate the permitting of new mineral and fuel extraction sites, miner safety and land reclamation.

**11(b) Findings.** DMME-DGMR states that, based on the mapping of the site, the area is underlain with limestone and karst conditions could be possible (see Section 7(b)(iii) for more information). However, DMME does not anticipate significant impacts to mineral resources as a result of the proposed project. For additional information, contact Matt Heller of the DMME (telephone, (434) 951-6351)

**12. Historic Structures and Archaeological Resources.** The Draft EA (page 4-27) states that archaeological and architectural Phase I surveys were conducted on the property in late 2005 and early 2006. The studies determined that both build alternatives would impact St. John House, which is eligible for listing on the National Register of Historic Places. The applicant, the FAA and the Department of Historic Resources (DHR) have been working on a Memorandum of Agreement (MOA) specifying mitigation requirements to ensure that the resource is not significantly impacted by the proposed project (EA, page 4-32).

**12(a) Agency Jurisdiction.** The Department of Historic Resources conducts reviews of projects to assess effects on historic structures, districts, landscapes and archaeological sites that are listed on or eligible for listing on the National Register of Historic Places. As the designated State Historic Preservation Office (SHPO), DHR advises and assists Federal agencies in carrying out their responsibilities under *Section 106 of the National Historic Preservation Act of 1966 (NHPA)*, as amended, and its implementing regulations at 36 CFR Part 800. Section 106 requires federal agencies to consider the effects of their actions on historic properties and to achieve a balance between the agency's mission and the needs of preservation through a consultation process at the earliest possible planning stage between the agency, the SHPO and

other groups with an interest in preservation. Section 106 also applies to projects that require federal licenses, permits, approvals or funding. DHR also provides comments to DEQ through the state EIR process.

**12(b) Agency Comments.** The DHR has been working with the Federal Aviation Administration to develop a Memorandum of Agreement for the proposed project.

**12(c) Recommendations.** To ensure compliance with *Section 106 of the National Historic Preservation Act*, as amended, and its implementing regulations at 36 CFR 800, the FAA must continue coordination of the proposed MOA with DHR.

**13. Transportation Impacts.** The Draft EA (page 2-18) states that the proposed project involves rerouting Route 611 to the west of the existing right-of-way. The entrance to Route 611 will be off Westinghouse Road. An existing portion of Route 611 will remain for access to the St. John property.

**13(a) Agency Jurisdiction.** The Virginia Department of Transportation (VDOT) provides comments pertaining to potential impacts to existing and future transportation systems.

**13(b) Comments.** To accommodate the runway extension, Route 611 will be relocated, creating an intersection with Route 1718 (Westinghouse Road). Westinghouse Road has received capacity improvements at its intersection with Route 11 (Lee Highway) to accommodate the additional traffic. These improvements include the construction of a right turn lane and a traffic signal. Three public involvement meetings have been held to educate the public of the plans and to receive comments.

**13(c) Findings.** Travel times for Route 611 traffic will increase; however, the increase will not be significant.

**13(d) Recommendations.** The construction of relocated Route 611 will be required to meet current design, construction, and traffic maintenance standards and policies of VDOT. All plan design and schedules should be coordinated with VDOT.

#### **14. Waterworks Operation.**

**14(a) Findings.** The Virginia Department of Health (VDH), Office of Drinking Water (ODW) states that there are no records of public groundwater sources within 1 mile of the project site and there are no public surface water sources within a 5-mile radius of the project site. Therefore, the VDH-ODW finds no apparent impacts to drinking water sources resulting for this project.

**15. Energy Conservation.** The Draft EA (page 4-39) states that the runway extension would increase electrical consumption due to an increase in runway and taxiway lighting, NAVAIDs and landside facilities lighting. However, the increase would not adversely affect the local energy supply of the area.

**15(a) Recommendations.** If applicable, the proposed hangar should be planned and designed to comply with state and federal guidelines and industry standards for energy conservation and efficiency. For example, the energy efficiency of the facilities can be enhanced by maximizing the use of the following:

- facility siting and orientation with consideration towards natural lighting and solar loads, and
- high efficiency lighting systems and daylighting techniques.

Please contact Matt Heller, DMME at (434) 951-6351 for additional information on energy conservation measures. For more information on the Leadership in Energy and Environmental Design (LEED) rating system visit <http://www.leedbuilding.org>

**16. Pesticides and Herbicides.** If pesticides or herbicides are used, their use should be strictly in accordance with manufacturers' recommendations. In addition, we recommend that the Applicant use the least toxic pesticides or herbicides effective in controlling the target species. For more information on pesticide or herbicide use, please contact the Department of Agriculture and Consumer Services at (804) 786-3501.

**17. Pollution Prevention.** DEQ advocates that principles of pollution prevention be used in all construction projects as well as in facility operations. Effective siting, planning, and on-site BMPs will help to ensure that environmental impacts are minimized. However, pollution prevention techniques also include decisions related to construction materials, design, and operational procedures that will facilitate the reduction of wastes at the source.

**17(a) Recommendations.** We have several pollution prevention recommendations that may be helpful in constructing or operating this project

- Consider development of an effective Environmental Management System (EMS). An effective EMS will ensure that the proposed facility is committed to minimizing its environmental impacts, setting environmental goals, and achieving improvements in its environmental performance. DEQ offers EMS development assistance and recognizes facilities with effective Environmental Management Systems through its Virginia Environmental Excellence Program
- Consider environmental attributes when purchasing materials. For example, the extent of recycled material content, toxicity level, and amount of packaging should be considered and can be specified in purchasing contracts.
- Consider contractors' commitment to the environment when choosing contractors. Specifications regarding raw materials and construction practices can be included in contract documents and requests for proposals.
- Choose sustainable materials and practices for building construction and design.

- Integrate pollution prevention techniques into the facility maintenance and operation. To include inventory control for centralized storage of hazardous materials. Maintenance facilities should have sufficient and suitable space to allow for effective inventory control and preventive maintenance.

DEQ's Office of Pollution Prevention provides information and technical assistance relating to pollution prevention techniques and EMS. If interested, please contact Sharon Baxter, (804) 698-4344.

**1B. Regional and Local Comments.** The Mount Rogers Planning District Commission (PDC) and Washington County were invited to comment.

**1B(a) Agency Jurisdiction.** In accordance with the Code of Virginia, Section 15.2-4207, planning district commissions encourage and facilitate local government cooperation and state-local cooperation in addressing, on a regional basis, problems of greater than local significance. The cooperation resulting from this is intended to facilitate the recognition and analysis of regional opportunities and take account of regional influences in planning and implementing public policies and services. Planning district commissions promote the orderly and efficient development of the physical, social and economic elements of the districts by planning, and encouraging and assisting localities to plan, for the future.

**1B(b) Regional Agency Comments.** The Mount Rogers PDC fully supports the project as it will help to promote regional economic development. The proposed project is consistent with the County's Comprehensive Plan, the Washington County Industrial Authority's plans and the Mount Rogers PDC's Regional Comprehensive Economic Strategies. Also, the airport is a strategic industrial recruitment facility for Washington County and the expansion will enhance safety as well as commerce for the region.

For more information contact David Barrett, Executive Director of the Mount Rogers PDC, at (276) 783-5103.

**1B(c) Local Comments.** Washington County did not respond to our request for comments

## **B. Regulatory and Coordination Needs**

**1. Water Quality, Wetlands and Subaqueous Lands.** Impacts to surface waters associated with the proposed improvements require authorization under a Virginia Water Protection (VWP) permit (9 VAC 25-210-50) administered by DEQ and Section 404 of the Clean Water Act administered by the U.S. Army Corps of Engineers. For additional information on the VWP permit, contact Mark Trent of DEQ's Southwest Regional Office (telephone, (276) 676-4816). For more information on the Section 404 permit, contact Nora Iseli of the Corps (telephone, (434) 263-8247).

## **2. Erosion and Sediment Control and Stormwater Management.**

**2(a) Erosion and Sediment Control and Stormwater Management.** This construction project must comply with Virginia's Erosion and Sediment Control Law (Virginia Code 10.1-567) and regulations (4 VAC 50-30-30 *et seq.*) and Stormwater Management Law (Virginia Code 10.1-603.5) and regulations (4 VAC 50-60 *et seq.*) as locally administered. Local erosion and sediment control, and stormwater management requirements should be coordinated with Washington County.

**2(b) Stormwater Management Plan.** For projects involving land-disturbing activities of 1 acre or more, the Airport is required to apply for registration coverage under the Virginia Stormwater Management Program General Permit for Discharges of Stormwater from Construction Activities. Specific questions regarding the Stormwater Management Program requirements should be directed to Holly Sepety, DCR, at (804) 225-2613.

**3. Air Quality Regulations.** According to the DEQ-Air Division, the following regulations may apply:

- (i) 9 VAC 5-50-60 *et seq.* of the Regulations governing fugitive dust.
- (ii) 9 VAC 5-40-5600 *et seq.* of the Regulations governing open burning.

For information on any local requirements pertaining to open burning, contact Washington County officials. For information regarding air permits that may be required for the installation of fuel-burning equipment or emergency generators, contact Rob Feagins at DEQ's Southwest Regional Office (telephone, (276) 676-4835).

**4. Solid and Hazardous Wastes.** The airport should contact the DEQ Southwest Regional Office (telephone, (276) 676-4800) concerning the location and availability of suitable waste management facilities in the project area or if free product, discolored soils, or other evidence of contaminated soils are encountered.

All solid waste, hazardous waste, and hazardous materials must be managed in accordance with all applicable federal, state, and local environmental regulations. Some of the applicable state laws and regulations are:

- Virginia Waste Management Act (Code of Virginia Section 10.1-1400 *et seq.*);
- Virginia Hazardous Waste Management Regulations (VHWMR) (9VAC 20-60);
- Virginia Solid Waste Management Regulations (VSWMR) (9VAC 20-80); and
- Virginia Regulations for the Transportation of Hazardous Materials (9VAC 20-110).

Some of the applicable Federal laws and regulations are:

- Resource Conservation and Recovery Act (RCRA) (42 U.S.C. Section 6901 *et seq.*, and the applicable regulations contained in Title 40 of the Code of Federal Regulations); and

- U.S. Department of Transportation Rules for Transportation of Hazardous Materials, 49 CFR Parts 107, 171.1-172.558

**4(a) Asbestos Containing Material.** It is the responsibility of the owner or operator of a demolition or renovation activity, prior to the commencement of the activity, to thoroughly inspect the affected part of the facility where the demolition or renovation operation will occur for the presence of asbestos, including Category I and Category II nonfriable asbestos containing material (ACM). Upon classification as friable or non-friable, all waste ACM shall be disposed of in accordance with the Virginia Solid Waste Management Regulations (9 VAC 20-80-640), and transported in accordance with the Virginia regulations governing Transportation of Hazardous Materials (9 VAC 20-110-10 *et seq.*). Contact the DEQ Waste Management Program for additional information, (804) 698-4021, and the Department of Labor and Industry, Ronald L. Graham at (804) 371-0444.

**4(b) Lead-Based Paint.** If applicable, this project must comply with the U.S. Department of Labor, Occupational Safety and Health Administration (OSHA) regulations and with the Virginia Lead-Based Paint Activities Rules and Regulations (9VAC 20-60-261). For additional information regarding these requirements contact the Department of Professional and Occupational Regulation, David Dick at (804) 367-8588.

**5. Natural Heritage Resources.** If karst features are encountered during construction, please coordinate with Wil Orndorff (telephone, (540) 831-4056 or [Wil.Orndorff@dcr.virginia.gov](mailto:Wil.Orndorff@dcr.virginia.gov)) to document and minimize adverse impacts

**6. Protected Species.** To benefit trout resources within the Spring Creek watershed, coordinate restoration opportunities with DGIF, Amy Ewing (telephone, (804) 367-2211) and Bill Kittrell (telephone, (276) 783-4860).

**7. Petroleum Storage Tanks.** If evidence of a petroleum release is discovered during construction of this project, it must be reported to DEQ. Petroleum-contaminated soils generated during construction of this project must be characterized and disposed of properly. Also, any questions concerning storage tank registration, including the registration of portable ASTs (>660 gallons), should be directed to DEQ's Southwest Regional Office at (276) 676-4800.

**8. Transportation Impacts.** Coordinate all plan design and schedules with Dennis Harris, Location and Design Engineer, VDOT Bristol District (telephone, (276) 669-9910)

**9. Historic and Archaeological Resources.** To ensure compliance with *Section 106 of the National Historic Preservation Act*, as amended, and its implementing regulations at 36 CFR 800, the Applicant must continue coordinating the project with the DHR. For additional information and coordination, contact Marc Holma, DHR, at (804) 367-2323, ext. 114.



### C. Public Comments

Mr. Stephen Jett's comments at the public hearing addressed impacts to several environmental resources and issues. These issues and the consultant's responses are summarized below.

- **Air Pollution.** Mr. Jett states that the Draft EA seems to contradict itself. The Draft EA states that although there will be a future increase in aviation activity at the airport, it also asserts that "the proposed action will not result in a change of aircraft or land-side operations – increase in capacity." Table 1-1 in the Draft EA shows a 7.8% increase in activity at the airport by 2012. In addition, the analysis does not extend past 2012, when most of the growth at the airport will occur. Increased airport activity may increase air pollution over central Abingdon, as the prevailing wind will direct the majority of air pollution over the Town.

**Response.** In response to Mr. Jett's comments, the consultant (Delta Airport Consultants, Inc., April 6, 2009) states that operations at the airport are forecasted to increase as documented in Table 1-1, regardless of completion of the runway extension project. The forecast data used in the Draft EA is from the 2003 ALP Update approved by the FAA. The proposed project does not result in a change of the future critical aircraft as represented by the Cessna Citation family of business jets, which currently operates at the airport.

The Draft EA (page 4-6) notes that "air pollutant emissions would increase between 2007 and 2012 as expected, however, as operations will not vary between the different alternatives proposed in the Draft EA, the No Action alternative is generally equivalent to the build alternatives." Also, Washington County is in attainment for all criteria pollutants and therefore, requirements of the Clean Air Act do not apply to the proposed project.

- **Farmland.** The proposed expansion of the airport would affect 49 acres of prime farmland.

**Response.** As noted in the Draft EA (pages 4-16 and 4-17), coordination with the Natural Resources Conservation Service (NRCS) was conducted for farmland impacts and a determination of impacts was completed as required by the Farmland Protection Policy Act (FPPA). The FPPA regulates actions with the potential to convert existing important farmlands to non-agricultural uses. NRCS has the final authority for designating important farmlands and maintains lists of important farmlands for each state. The NRCS determined that significant impacts would not occur due to the conversion of farmlands (EA, Appendix F).

- **Flooding.** The Draft EA alludes to the possibility of increased flooding due to the proposed project. However, the Draft EA fails to mention that the proposed development may increase the magnitude of floods, may increase periods of low water, may increase runoff due to increases in impervious surfaces, and may increase the concentration of water within in drain pipes. These changes may impact downstream reaches of Spring Creek and its biota. Flood mitigation is

promised but no specifics are given. The Draft EA does assert that "post-construction runoff will be equal to or less than pre-construction runoff. Therefore, potential impacts to surface and ground water would not be significant (EA, page 4-56)." The Draft EA does not address the significant downstream erosion that occurred as a result of a recent runway expansion.

**Response.** The proposed project is outside the designated 100-year floodplain; however, direct impacts to Spring Creek may impact the 100-year floodplain. Mitigation requirements will ensure that the base flood elevations, both upstream and downstream of the impacted area will not change more than one foot in order to comply with federal regulations (40CFR60.3).

Specific flood and runoff mitigation efforts will be addressed during the design and construction phases of the project. In addition, the following permits will be obtained prior to any land disturbing activities:

- o Virginia Water Protection Permit, as required by The Virginia Department of Environmental Quality (VDEQ);
  - o Erosion and Sedimentation Control Plan to meet Virginia's Erosion and Sediment Control Law and Regulations (July 2003), pursuant to the Title 10.1, Chapter 5, Article 4 of the Code of Virginia, and
  - o National Pollutant Discharge Elimination System (NPDES) storm water permit as required by the 1987 amendments to the Clean Water Act
- **Wetlands/Stream Impacts.** The proposed project would impact 2,495 linear feet of Spring Creek and 0.27 acres of its floodplain wetlands. The Draft EA recognizes these impacts and indicates that there will be mitigation but does not specify the proposed mitigation plan, other than to imply that mitigation for stream impacts is ongoing with DEQ and the Corps (EA, page 4-56)."

**Response.** At the time of the Draft EA, mitigation coordination was ongoing with the Corps, DEQ and the U.S. Environmental Protection Agency. Since that time, mitigation requirements have been determined and will be included in the final EA. Mitigation will include payment into the Virginia Aquatic Resources Trust Fund for the impact to 0.27 acres of wetlands and 2,495 linear feet of stream. The stream would be redirected through a culvert under the proposed runway extension.

- **Hazardous Waste.** The Draft EA contends that hazardous waste is not an issue since there will be no "change in capacity or an addition of a fuel farm or any other facilities." However, if increases in airport activities occur as demonstrated in Table 1-1, then there will be more aviation fuel handled, more leaks and spills, and more polluted runoff.

**Response.** Proper construction and operation techniques, mitigation measures, and adherence to the NPDES permit will prevent significant impacts to water quality, including surface and ground waters. The FAA requires that a Spill Prevention Countermeasure and Control (SPCC) Plan, that complies with 40

CFR 112 and EPA's guidance documents for SPCC plans, be in place by July 1, 2009. An SPCC Plan is a written document that describes measures taken to prevent, contain and clean up oil spills. The term "oil" includes gasoline, diesel, heating oil and solvents. All SPCC plans must be certified by a professional engineer. The airport is currently updating this plan.

- **Sinkholes.** The Draft EA does not address the sinkhole that is located on airport property. The sinkhole could be a potential point of entry for pollution into the aquifer.

**Response.** An environmental evaluation was conducted for all properties proposed for fee simple acquisition. The evaluation concluded that there are sinkholes on these properties; however, the airport manager has confirmed that there is no evidence of any sinkholes on existing airport property. A sinkhole had previously existed on the west side of the airport, but with the construction of the west apron, the sinkhole has been repaired.

## **II. SOCIAL EFFECTS**

According to the Draft EA (page 4-40), noise is typically the most significant off-airport impact associated with airport operations. Noise impacts are a direct result of the number and types of aircraft operating at the facility. Airports frequently purchase land and/or easements to minimize the amount of noise-sensitive land uses near the airport. To eliminate noise-sensitive land uses near the airport, the preferred alternative proposes the acquisition of 49 acres of fee-simple land and 23 acres of aviation easement (EA, page 2-12).

Noise contours were developed for the Virginia Highlands Airport using the FAA Integrated Noise Model (INM). The contours were developed for 2007 (base year) and 2012 scenarios. The FAA's threshold of impact is Day-night Average Noise Levels (DNL) 65. Below DNL 65 decibels (dB), all land uses are considered compatible. Although noise levels are expected to increase slightly between 2007 and 2012, no noise impacts are anticipated, as the DNL 65-dB noise contour is located on airport property (EA, page 4-42).

Also, according to the Draft EA (page 2-18) both build alternatives require the relocation of SR 611 (Providence Road) to accommodate the runway extension, partial parallel taxiway, runway protection zone (RPZ), object free area (OFA) and runway safety area (RSA). State Route 611 will be relocated 1,800 feet to the west of its existing right-of-way and connect to Westinghouse Road. A portion of SR 611 will remain to provide access to the National Register of Historic Places eligible St. John property.

## Public Comments

- **Noise Pollution.** Mr. Jett states that loud noises could damage the serenity of the area and the health of the citizens, as loud and startling noises are more damaging than continuous noise. In addition, Mr. Jett questions the noise pollution analysis in the Draft EA. The Draft EA states that FAA guidelines set the upper noise limit for residential areas at an average 65 decibels and for office type land uses at 70 decibels (Section 4, Table 4-3). However, Mr. Jett states that in a residential district, 65 decibels is unreasonably loud. Also, the Draft EA concludes that "no impacts are anticipated from aircraft noise as a result of the implementation of the proposed action (EA, page 4-48)." Mr. Jett disagrees, stating that negative impacts on residential life, churches, cemeteries, libraries and schools, tourism-related businesses and physical and mental health could be anticipated from the noise produced from the runway extension. He states that the averaging of noise levels amounts to very little protection from noise disruption, since brief but extremely loud noise occurrences would be permitted due to the mathematical averaging allowed within the INM.

Mr. Robert Craig and Mr. Gary Crane (unpublished letter to the editor) state that the runway extension should lessen noise pollution, as having a longer runway will decrease aircraft noise because less engine thrust will be required for takeoff.

**Response.** In response to concerns about an increase in noise pollution, the consultant states that airport specific data is entered into the INM to produce contours illustrating the noise exposure in the vicinity of the airport. Although DNL represents noise exposure events averaged over a 24-hour period, sound levels of the loudest events control the DNL calculation. The model also accounts for nighttime flights by assessing a 10-dB weighting penalty to aircraft noise occurring during nighttime hours (between 10:00 pm and 7:00 am). The 10-dB penalty represents the added intrusiveness of noise events that occur during normal sleep hours, when ambient sound levels are typically about 10 dB lower than during daytime hours. The 10-dB noise penalty equates one nighttime sound event to 10 daytime events of the same level. Although the FAA has determined DNL 65 dB as the level of significance, it does not mean that sound levels below that level are not annoying. The DNL 65 dB noise contour for the airport remains on airport property and therefore no noise impacts are anticipated.

The consultant also states that, while sometimes helpful as a supplemental noise measurement, single event metrics do not accurately depict noise exposure or the overall impact of noise on the community. As noted in the FAA Aviation Noise Abatement Policy (2000), "Because single event metrics by definition are not composites of cumulative events, 100 aircraft operations a day would be no worse than one operation. Similarly, one event at 90 dB would be assessed as worse than 100 events at 89 dB. These effects clearly do not reflect noise impacts or annoyance reactions accurately."

- **Road Safety.** Ms. Shirley Henderson (comment card, March 4, 2009 public hearing) indicated in her comments that the proposed rerouting of SR 611 will add additional danger to an already dangerous road. In addition, a March 11, 2009 letter to the editor of the Bristol Herald Courier by Ms. Flaccavento, indicated that the rerouting of SR 611 will inconvenience thousands of citizens who will be forced to use Westinghouse Road, which is located in a residential/industrial area that already has traffic problems.

Response. The consultant states that the Washington County Virginia Industrial Development Authority is designing a new access road to Oak Park Industrial Park, which is currently accessed using Westinghouse Road. Once the new road is complete (December 2010), it is expected that the Washington County Board of Supervisors will prohibit truck traffic on Westinghouse Road and Route 611 (Providence Road). This action will eliminate the mixing of industrial and residential traffic on Westinghouse Road, thus improving road safety on SR 611.

### **III. ECONOMIC EFFECTS**

The Draft EA (page 3-10) states that employment in the Abingdon region depends on the Virginia Highlands Airport. In a 2003 Economic Impact Study, the Department of Aviation concluded that the airport supports 113 jobs and \$7.03 million in economic activity. The airport expansion will help to support future, increased aviation demand and the economic vitality of the area (EA, page 1-5). Also, since the Tri-Cities Regional Airport is a 45-minute drive from the Virginia Highlands Airport, it is not considered a practicable alternative by the National Plan of Integrated Airport Systems (EA, page 2-2).

#### **Public Comments**

- **Noise Pollution.** Ms. Henderson indicated that increases in noise pollution due to the proposed airport expansion will greatly decrease the standard of living and property values in Oak Hill Estates. In addition, Ms. Laurel Flaccavento states that with larger airplanes landing over the Town of Abingdon and taking off over residential neighborhoods, increased noise levels will negatively impact the area, decreasing tourism in Abingdon and lowering property values in residential areas. However, in a rebuttal to Ms. Flaccavento's letter, Mr. Craig and Mr. Crane state that the airport expansion will be advantageous to many companies in the area that employ thousands of people and own and operate aircraft at the airport. The airport expansion will eliminate the 30-minute drive to the Tri-Cities Airport, saving companies' time and money.

Response. The consultant did not respond to the letters to the editor.



## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF ENVIRONMENTAL QUALITY

#### SOUTHWEST REGIONAL OFFICE

335 Deadmore Street P.O. Box 1688 Abingdon, Virginia 24212

(276) 676-4800 Fax (276) 676-4899

[www.deq.virginia.gov](http://www.deq.virginia.gov)

L. Preston Omari Jr.  
Secretary of Natural Resources

David A. Day Jr.  
Director

Tallia Sizemore  
Regional Director

February 3, 2009

Ms. Anne N. Pinion  
Department of Environmental Quality  
Office of Environmental Impact Review  
629 East Main Street, Sixth Floor  
Richmond, VA 23219

Re: Washington County, Virginia Highlands Airport

Dear Ms. Pinion:

The airport expansion project includes a runway extension of 1,399 feet to 5,500 feet to accommodate larger airplanes and an additional taxiway. Spring Creek will be significantly impacted by this project. No detailed information is contained within the Environmental Assessment Draft Report regarding the specific impacts that may result from this relocation or any proposed mitigation. Additionally, impacts to the 0.27 acre of Section 404 jurisdictional wetland adjacent to Spring Creek are not adequately defined and no compensation plan for unavoidable impacts is included.

The project area is in the Holston River Subbasin of the Tennessee River Basin, Hydrological Unit Code (HUC) 06010102, VAS-006R, Section 3 Class V Stockable Trout Waters. Although no water quality data is available in the general area of the project, Spring Creek is impaired for the Recreation Use less than five miles downstream and is listed in the 2008 Total Maximum Daily Load (TMDL) list. The Environmental Assessment Draft Report acknowledges that Spring Creek is currently degraded as a result of agricultural activity.

The Joint Permit Application (JPA) was submitted to the Department of Environmental Quality for issuance of Virginia Water Protection Permit. The JPA is currently incomplete pending submittal of an appropriate mitigation plan and was returned for corrections in 2007. When a mitigation plan is received, DEQ will begin processing as an individual VWP permit. The Southwest Regional contact is Mark Trent at (276) 676-4816 or email [mtrent@deq.virginia.gov](mailto:mtrent@deq.virginia.gov).

Virginia Highlands Airport  
February 3, 2009  
Page 2

On 26 March 2008, EPA recommended denial of the proposed project because the Environmental Assessment Report failed to demonstrate compliance with Clean Water Act Section 404(b)(1). ACOE had communicated the application was incomplete and no mitigation plan was included. Since this date, SWRO has received no correspondence on the VWP.

No additional VPDES or tanks issues are involved with this project and any air pollution or dust issues are those associated with any routine construction project. A site-specific pollution prevention plan will be required to address post-construction stormwater discharges associated with industrial activity.

If you have any further questions please do not hesitate to call Teresa Frazier at (278) 676-4805.

Sincerely,

A handwritten signature in black ink, appearing to read "Allen J. Newman". The signature is fluid and cursive, with a long horizontal stroke at the end.

Allen J. Newman, P.E.  
Water Permit Manager

cc File

## Pinion, Anne

---

**From:** Iseli, Nora M NAO (Nora.M.Iseli@usace.army.mil)  
**Sent:** Wednesday, April 01, 2009 11:38 AM  
**To:** Pinion, Anne  
**Cc:** Trent, Mark; Henderson, Richard E NAO  
**Subject:** RE: Virginia Highlands Airport (07-V0703/06-7639)

Hi Anne I just got the final mitigation plan last week. They had considered the possibility of permittee responsible mitigation but recently made a final decision to use the in-lieu fee (trust fund). I could not draft the permit without an approved final mitigation plan. Since there are no banks in the watershed, in-lieu fee would be consistent with the Corps EPA final mitigation rule preferred hierarchy on compensatory mitigation.

I am drafting the permit now, it will include the mitigation. will have provision regarding the completion of section 106 coordination with the State Historic Preservation Officer and FAA (the lead federal agency for consultation under NEPA). Once I have it drafted, I will send it to my supervisor for review and signature. I'm guessing this process should be complete in about 2-3 weeks, depending upon my Chief's schedule.

Nora Iseli, PWD  
US Army Corps of Engineers Norfolk District Central Virginia Regulatory Field Office  
444 Abby Lane  
Howardsville, VA 24562

434 263-8247  
434/763-4170 FAX  
Nora.M.Iseli@usace.army.mil

E-mail messages may be subject to FOIA

-----Original Message-----  
**From:** Pinion, Anne [mailto:anpinion@deq.virginia.gov]  
**Sent:** Wednesday, April 01, 2009 11:17 AM  
**To:** Iseli, Nora M NAO; Trent, Mark  
**Cc:** Colleen M. Angstadt  
**Subject:** RE: Virginia Highlands Airport (07-V0703/06-7639)

Nora and Mark,

Can you please give me a permit status update for this project? Nora, I am requesting an update because I am reviewing the NEPA document for the Commonwealth.

Thanks,  
Anne Pinion  
DEQ

-----Original Message-----  
**From:** Derrick Myers [mailto:derrick@newkirkenv.com]  
**Sent:** Friday, February 20, 2009 12:17 PM  
**To:** Iseli, Nora M NAO; Trent, Mark; Henderson, Richard E NAO  
**Cc:** Colleen M. Angstadt; Jennifer.Mendelschne@AA.gov  
**Subject:** RE: Virginia Highlands Airport (07-V0703/06-7639)

Nora,  
Going through some of the old information I realized that the previous forms did not include the linear footage from an earlier permit that did not require mitigation. I have revised and included this linear footage on the attached forms. If you have any questions please do not hesitate to give me a call. Thanks,

M. Derrick Myers  
Project Biologist



Newkirk Environmental, Inc.  
P O Box 746  
Mt. Pleasant, SC 29465  
Phone 843-388-6585  
Fax 843-388-6580  
derrick@newkirkenv.com

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

From: Iseli, Nora M NAO (mailto:Nora.M.Iseli@usace.army.mil)  
Sent: Friday, February 20, 2009 10:48 AM  
To: Derrick Myers, Trent, Mark; Henderson, Richard E NAO  
Cc: Colleen M. Angstadt; Jennifer.Mendelsohn@faa.gov  
Subject: RE: Virginia Highlands Airport (07-V0703 06-7639)

I have made minor changes to the enclosed estimate and voucher: added Corps Project Number 2006-07639 and corrected the spelling of my name.

I am in receipt of all the additional information necessary to complete my review and provide a draft permit to my Chief for his review. I should be able to provide him a draft within the next few weeks, if nothing else takes priority.

In addition, the FWA has been designated as the lead federal agency for LOB consultation regarding historic resources eligible for listing on the historic register that may be adversely affected. Any MOA and/or mitigation of resources determined necessary to ensure compliance with the NHPA may become a condition of any Corps authorization.

If you have any questions, please do not hesitate to contact me.

Nora Iseli, PhD  
US Army Corps of Engineers Norfolk District Central Virginia Regulatory Field Office  
144 Abby Lane  
Howardsville, VA 22662

434 263-6247  
434 263-4170 FAX  
Nora.M.Iseli@usace.army.mil

E-mail messages may be subject to FOIA

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

From: Derrick Myers (mailto:derrick@newkirkenv.com)  
Sent: Wednesday, February 18, 2009 7:46 PM  
To: Iseli, Nora M NAO; 'Trent, Mark'  
Cc: Colleen M. Angstadt  
Subject: Virginia Highlands Airport (07-V0703/06-7639)

Nora/Mark,

I have attached the Virginia Aquatic Resource Trust Fund Estimate Request and Voucher for the proposed mitigation on the above referenced project.  
Please review and give me a call if you have any questions. Thanks,

M. Derrick Myers  
Project Biologist  
Newkirk Environmental, Inc.  
P O Box 746  
Mt. Pleasant, SC 29465  
Phone 843-388-6585  
Fax 843-388-6580  
derrick@newkirkenv.com

## Pinion, Anne

---

**From:** Trent, Mark  
**Sent:** Wednesday, April 01, 2009 11:21 AM  
**To:** Pinion, Anne  
**Subject:** RE: Virginia Highlands Airport (07-V0703/06-7639)

Anne

I have accepted their In-lieu proposal and consider the application to be complete. Once I receive comment from DCR I will draft a permit for the project. I expect to have the applicant go to Notice w/in about 60 days.

Mark Trent  
DEQ  
(276) 676-4416  
-----Original Message-----  
**From:** Pinion, Anne  
**Sent:** Wednesday, April 01, 2009 11:17 AM  
**To:** Iseli, Nora M NAO; Trent, Mark  
**Cc:** Colleen M. Angstadt  
**Subject:** RE: Virginia Highlands Airport (07-V0703/06-7639)

Nora and Mark,

Can you please give me a permit status update for this project? Nora, I am requesting an update because I am reviewing the NEPA document for the Commonwealth.

Thanks,  
Anne Pinion  
DEQ

-----Original Message-----  
**From:** Derrick Myers [mailto:derrick@newkirkenv.com]  
**Sent:** Friday, February 20, 2009 12:15 PM  
**To:** Iseli, Nora M NAO; Trent, Mark; Henderson, Richard E NAO  
**Cc:** Colleen M. Angstadt; Jennifer.Mendelsohn@taa.gov  
**Subject:** RE: Virginia Highlands Airport (07-V0703/06-7639)

Nora,  
Going through some of the old information I realized that the previous forms did not include the linear footage from an earlier permit that did not require mitigation. I have revised and included this linear footage on the attached forms. If you have any questions please do not hesitate to give me a call. Thanks,

M. Derrick Myers  
Project Biologist  
Newkirk Environmental, Inc.  
P.O. Box 746  
W. Pleasant, SC 29465  
Phone 843-388-6585  
Fax 843-388-6580  
derrick@newkirkenv.com

----- Original Message-----  
**From:** Iseli, Nora M NAO [mailto:Nora.M.Iseli@usace.army.mil]  
**Sent:** Friday, February 20, 2009 10:48 AM  
**To:** Derrick Myers; Trent, Mark; Henderson, Richard E NAO  
**Cc:** Colleen M. Angstadt; Jennifer.Mendelsohn@taa.gov  
**Subject:** RE: Virginia Highlands Airport (07-V0703/06-7639)

I have made minor changes to the enclosed estimate and voucher: added Corps Project Number 2006-07639 and corrected the spelling of my name

I am in receipt of all the additional information necessary to complete my review and provide a draft permit to my Chief for his review. I should be able to provide him a draft within the next few weeks, if nothing else takes priority.

In addition, the rAA has been designated as the lead federal agency for 106 consultation regarding historic resources eligible for listing on the historic register that may be adversely affected. Any MDA and/or mitigation of resources determined necessary to ensure compliance with the NHPA may become a condition of any Corps authorization.

If you have any questions, please do not hesitate to contact me.

Nora Iseli, PhD  
US Army Corps of Engineers Norfolk District Central Virginia Regulatory Field Office  
444 Abby Lane  
Hempstead, VA 24562

434/263-H241  
434/263-4270 FAX  
Nora.Iseli@usace.army.mil

E-mail messages may be subject to FOIA

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

From: Derrick Myers [mailto:derrick@newkirkenv.com]  
Sent: Wednesday, February 18, 2009 2:46 PM  
To: Iseli, Nora M NAU, 'Trent, Mark'  
Cc: Colleen M. Angstadt  
Subject: Virginia Highlands Airport 107-V0703/06-7639)

Nora/Mark,  
I have attached the Virginia Aquatic Resource Trust Fund Estimate Request and Voucher for the proposed mitigation on the above referenced project.  
Please review and give me a call if you have any questions. Thanks,

M. Derrick Myers  
Project Biologist  
Newkirk Environmental, Inc.  
P.O. Box 746  
Mt. Pleasant, SC 29465  
Phone: 843-388-6585  
Fax: 843-388-6580  
derrick@newkirkenv.com



**MEMORANDUM**

**TO:** Anne Pinion, Environmental Program Planner

**FROM:** Paul Kohler, Waste Division Environmental Review Coordinator

**DATE:** March 8, 2009

**COPIES:** Sanjay Thirunagari, Waste Division Environmental Review Manager, file

**SUBJECT:** Environmental Impact Report Virginia Highlands Airport, 09-0155

The Waste Division has completed its review of the Environmental Impact report for the Virginia Highlands Airport project near Abingdon, Virginia. We have the following comments concerning the waste issues associated with this project:

Both solid and hazardous waste issues were addressed in the report. The report did not include a search of waste-related data bases. A GIS database search did not reveal any waste sites within a half mile radius that would impact or be impacted by the subject site. The Waste Division staff performed a cursory review of its data files and determined that there is one hazardous waste site and three solid waste sites located in the same zip code, however their proximity to the subject site is unknown. These are as follows:

**HW**  
VAD000020115 STERLING CASKET HARDWARE CO INC

**SW**  
Johnston Memorial Hospital, PBR 201, RMW Incinerator  
MXI Environmental Services LLC, PBR 180, Materials Recovery Facility  
MXI Environmental Services LLC, PBR 180, Materials Recovery Facility

The following website may prove helpful in locating additional information for these identification numbers: <http://www.deq.virginia.gov/waste/waste.html>. Click on "Search EPA's CERCLIS database" for information regarding Superfund sites and "Hazardous Waste Facilities" for information on generators of hazardous waste.

Any soil that is suspected of contamination or wastes that are generated during construction-related activities must be tested and disposed of in accordance with applicable Federal, State, and local laws and regulations. Some of the applicable state laws and regulations are: Virginia Waste Management

Act, Code of Virginia Section 101-1400 *et seq.*; Virginia Hazardous Waste Management Regulations (VHWMR) (9VAC 20-60), Virginia Solid Waste Management Regulations (VSWMR) (9VAC 20-80); Virginia Regulations for the Transportation of Hazardous Materials (9VAC 20-110). Some of the applicable Federal laws and regulations are the Resource Conservation and Recovery Act (RCRA), 42 U.S.C. Section 6901 *et seq.*, and the applicable regulations contained in Title 40 of the Code of Federal Regulations; and the U.S. Department of Transportation Rules for Transportation of Hazardous materials, 49 CFR Part 107.

Also, all structures being demolished/renovated/ removed should be checked for asbestos-containing materials (ACM) and lead-based paint prior to demolition. If ACM or LBP are found, in addition to the federal waste-related regulations mentioned above, State regulations 9VAC 20-80-640 for ACM and 9VAC-20-60-261 for LBP must be followed.

Please note that DEQ encourages all construction projects and facilities to implement pollution prevention principles, including the reduction, reuse, and recycling of all solid wastes generated. All generation of hazardous wastes should be minimized and handled appropriately.

If you have any questions or need further information, please contact Paul Kohler at (804) 698-4208.

## ENVIRONMENTAL REVIEW COMMENTS APPLICABLE TO AIR QUALITY

**DEQ - OEIA PROJECT NUMBER: 09 - 015S**

☐ CONSISTENCY DETERMINATION

**PROJECT SPONSOR: VIRGINIA DEPARTMENT OF AVIATION**

**PROJECT LOCATION:** ☐ OZONE ATTAINMENT AREA

REGULATORY REQUIREMENTS MAY BE APPLICABLE TO: ☒ CONSTRUCTION  
☐ OPERATION

1 ☐ 9 VAC 5-40-5200 C & 9 VAC 5-40-5220 E - STAGE I

2 ☐ 9 VAC 5-40-5200 C & 9 VAC 5-40-5220 F - STAGE II Vapor Recovery

3. ☐ 9 VAC 5-40-5490 et seq - Asphalt Paving operations

4. ☒ 9 VAC 5-40-5600 et seq. - Open Burning

5. ☒ 9 VAC 5-50-60 et seq. Fugitive Dust Emissions

6 ☐ 9 VAC 5-50-130 et seq - Odorous Emissions; Applicable to \_\_\_\_\_

7 ☐ 9 VAC 5-50-160 et seq. - Standards of Performance for Toxic Pollutants

8. ☐ 9 VAC 5-50-400 Subpart \_\_\_\_\_, Standards of Performance for New Stationary Sources, designates standards of performance for the \_\_\_\_\_

9. ☐ 9 VAC 5-80-10 et seq of the regulations - Permits for Stationary Sources

10 ☐ 9 VAC 5-80-1700 et seq Of the regulations - Major or Modified Sources located in PSD areas This rule may be applicable to the \_\_\_\_\_

11 ☐ 9 VAC 5-80-2000 et seq of the regulations - New and modified sources located in non-attainment areas

12 ☐ 9 VAC 5-80-800 et seq Of the regulations - Operating Permits and exemptions. This rule may be applicable to \_\_\_\_\_

**DATE: January 30, 2009**

(Kotur S. Narasimhan)  
Office of Air Data Analysis

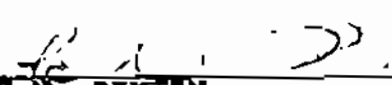
If you cannot meet the deadline, please notify ANNE N. PINION at 804/698-4488 prior to the date given. Arrangements will be made to extend the date for your review if possible. An agency will not be considered to have reviewed a document if no comments are received (or contact is made) within the period specified.

REVIEW INSTRUCTIONS:

- A. Please review the document carefully. If the proposal has been reviewed earlier (i.e. if the document is a federal final EIS or a state supplement), please consider whether your earlier comments have been adequately addressed.
- B. Prepare your agency's comments in a form which would be acceptable for responding directly to a project proponent agency.
- C. Use your agency stationery or the space below for your comments. **IF YOU USE THE SPACE BELOW, THE FORM MUST BE SIGNED AND DATED.**

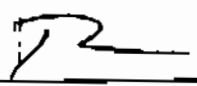
Please return your comments to:

MS. ANNE N. PINION  
DEPARTMENT OF ENVIRONMENTAL QUALITY  
OFFICE OF ENVIRONMENTAL IMPACT REVIEW  
629 EAST MAIN STREET, SIXTH FLOOR  
RICHMOND, VA 23219  
FAX #804/698-4319  
anpinion@deq.virginia.gov

  
ANNE N. PINION  
ENVIRONMENTAL PROGRAM PLANNER

COMMENTS

Per our May 29, 2007 letter (VMRC #07-0703), it does not appear that any work is proposed within the jurisdiction of the Marine Resources Commission.

(signed)  (date) 2-18-09  
(title) ENV ENGINEER  
(agency) VMRC

PROJECT #09-0153

10/07



COMMONWEALTH of VIRGINIA  
DEPARTMENT OF CONSERVATION AND RECREATION

203 Governor Street  
Richmond, Virginia 23219-2816  
(804) 786-6174

MEMORANDUM

DATE: February 24, 2009

TO: Anne Pinion, DEQ

FROM: Robert S. Munson, Planning Bureau Manager, DCR-DPRR

A handwritten signature in dark ink, appearing to read "Robert S. Munson".

SUBJECT: DEQ 09-0155 Virginia Highlands Airport, Washington County

Division of Natural Heritage

The Department of Conservation and Recreation (DCR) has searched its Biotics Data System for occurrences of natural heritage resources from the area outlined on the submitted map. Natural heritage resources are defined as the habitat of rare, threatened, or endangered plant and animal species, unique or exemplary natural communities, and significant geologic formations.

According to the information currently in our files, the Spring Creek Stream Conservation Unit is located downstream from the project site. Stream Conservation Units (SCUs) identify stream reaches that contain aquatic natural heritage resources, including 2 miles upstream and 1 mile downstream of documented occurrences, and all tributaries within this reach. SCUs are also given a biodiversity significance ranking based on the rarity, quality, and number of element occurrences they contain. The Spring Creek SCU has been given a biodiversity ranking of B3, which represents a site of high significance. The natural heritage resource associated with this site is:

*Gomphus consanguis*

Cherokee Clubtail

G2G3/S2/SOC/NL

Adult Odonata (dragonflies and damselflies), commonly seen flitting and hovering along the shores of most freshwater habitats, are accomplished predators. Adults typically forage in clearings with scattered trees and shrubs near the parent river. They feed on mosquitoes and other smaller flying insects, and are thus considered highly beneficial. Odonates lay their eggs on emergent vegetation or debris at the water's edge. Unlike the adults, the larvae have an aquatic larval stage where they typically inhabit the sand and gravel of riffle areas. Wingless and possessing gills, they crawl about the submerged leaf litter and debris stalking their insect prey. The larvae seize unsuspecting prey with a long, hinged "grasper" that folds neatly under their chin. When larval development is complete, the aquatic larvae crawl from the water to the bank, climb up the stalk of the shoreline vegetation, and the winged adult emerges (Hoffman 1991; Thorpe and Covey 1991). Because of their aquatic lifestyle and limited mobility, the larvae are particularly vulnerable to shoreline disturbances that cause the loss of shoreline vegetation and siltation. They are also sensitive to alterations that result in poor water quality, aquatic substrate changes, and



thermal fluctuations. Please note that this species is considered a species of concern by the United States Fish and Wildlife Service (USFWS), however this designation has no legal status.

To minimize adverse impacts to the aquatic ecosystem as a result of the proposed activities, DCR recommends the implementation of and strict adherence to applicable state and local erosion and sediment control/storm water management laws and regulations.

In addition, this project has been sent to the Virginia Karst Program and to the Virginia Speleological Survey for review for documented sensitive karst features and caves. According to information currently in our files, no documented sensitive or significant karst features occur in the project area. However, if karst features including sinkholes, caves, disappearing streams, and large springs are encountered during the project, please coordinate with Wyl Orndorff (540-394-2552, [Wyl.Orndorff@dc.virginia.gov](mailto:Wyl.Orndorff@dc.virginia.gov)) to document and minimize adverse impacts. Discharge of runoff to sinkholes or sinking streams, filling of sinkholes, and alteration of cave entrances can lead to surface collapse, flooding, erosion and sedimentation, groundwater contamination, and degradation of subterranean habitat for natural heritage resources. If the project involves filling or "improvement" of sinkholes or cave openings, DCR would like detailed location information and copies of the design specifications. In cases where sinkhole improvement is for stormwater discharge, copies of VDOT Form EQ-120 will suffice.

Our files do not indicate the presence of any State Natural Area Preserves under DCR's jurisdiction in the project vicinity.

Under a Memorandum of Agreement established between the Virginia Department of Agriculture and Consumer Services (VDACS) and the Virginia Department of Conservation and Recreation (DCR), DCR represents VDACS in comments regarding potential impacts on state-listed threatened and endangered plant and insect species. The current activity will not affect any documented state-listed plants or insects.

New and updated information is continually added to Biotics. Please contact DCR for an update on this natural heritage information it's a significant amount of time passes before it is utilized.

The Virginia Department of Game and Inland Fisheries maintains a database of wildlife locations, including threatened and endangered species, trout streams, and anadromous fish waters, that may contain information not documented in this letter. Their database may be accessed from, or contact Shirl Dressler at 804-767-6913.

Should you have any questions or concerns, feel free to contact me at 804-371-2708. Thank you for the opportunity to comment on this project.

#### Division of Soil and Water Conservation

##### Erosion & Sediment Control

The property owner is responsible for submitting a project specific erosion and sediment control (ESC) plan to the locality for review and approval pursuant to the local ESC requirements, if the project involves a land-disturbing activity of greater than 10,000 square feet. Depending on local requirements the area of land-disturbance requiring an ESC plan may be less. The ESC plan must be approved by the locality prior to any land-disturbing activity at the project site. All regulated land-disturbing activities associated with the project, including on and off site access roads, staging areas, borrow areas, stockpiles, and soil intentionally transported from the project must be covered by the project specific ESC plan. Local ESC program requirements must be requested through Washington County [Reference: Virginia Erosion and Sediment Control Law §10.1-563; Virginia Erosion and Sediment Control Regulations §4VAC50-30-30, §4VAC50-30-31].

#### Stormwater Management

Dependent on local requirements, a Stormwater Management (SWM) plan may be required. Local SWM program requirements must be requested through the locality [Reference: Virginia Stormwater Management Act §10.1-603.2; Virginia Stormwater Management (VSMP) Permit Regulations §4VAC 50-60-110].

#### General Permit for Discharges of Stormwater from Construction Activities

The operator or owner of construction activities involving land disturbing activities equal to or greater than one acre are required to register for coverage under the General Permit for Discharges of Stormwater from Construction Activities and develop a project specific stormwater pollution prevention plan (SWPPP). Construction activities requiring registration also includes the land-disturbance of less than one acre of total land area that is part of a larger common plan of development or sale if the larger common plan of development will ultimately disturb equal to or greater than one acre. The SWPPP must be prepared prior to submission of the registration statement for coverage under the general permit and the SWPPP must address water quality and quantity in accordance with the Virginia Stormwater Management Program (VSMP) Permit Regulations. General information and registration forms for the General Permit are available on DCR's website at <http://www.dcr.virginia.gov/snil&water/vsmp.shtml> [Reference: Virginia Stormwater Management Law Act §10.1-603.1 et seq.; VSMP Permit Regulations §4VAC-50 et seq.].

The remaining DCR divisions have no comments regarding the scope of this project. Thank you for the opportunity to comment.

Cc: Wil Orndorff, DCR-Karst

#### Literature Cited

- Hoffman R. 1991. Amphipods. Pp. 173 in K. Terwilliger (ed.). Virginia's Endangered Species proceedings of a symposium. The McDonald and Woodward Publishing Company. Blacksburg, VA.
- Thurpe, J.H., and A.P. Covich. 1991. Ecology and Classification of North American Freshwater Invertebrates. Academic Press, Inc., San, Diego, California.

**Pinlon, Anne**

**From:** Ewing, Amy (DGIF)  
**Sent:** Friday, March 27, 2009 2:54 PM  
**To:** Trent, Mark  
**Cc:** Kittrell, Bill (DGIF)  
**Subject:** ESSLog# 22442\_07-0703\_Virginia Highlands Airport Runway 6 Extension

We have reviewed the subject project that proposes to extend Runway 6 at the VA Highlands Airport in Washington County, VA. This project will result in impacts upon 0.27 acres of wetlands and 2,365 linear feet of Spring Creek.

According to our records, Spring Creek has been designated a Class VI stockable trout stream. Bill Kittrell, VDGIF Region III Fisheries Manager, states that this stream provides suitable trout habitat, was once stocked by VDGIF, and that a viable trout population could be established once again in Spring Creek. Therefore, we have determined that burying 2,365 of this stream by placing it in a culvert under the runway is likely to impact local trout resources. We would prefer that the stream be relocated following guidance from us) using natural stream channel design, but understand from the information provided that this option is not practicable. If that is the case and impacts upon this resource cannot be avoided, we recommend minimizing impacts through adherence to the following. We recommend conducting any in-stream activities during low or no-flow conditions, using non-erodible cofferdams to isolate the construction area, blocking no more than 50% of the streamflow at any given time, stockpiling excavated material in a manner that prevents reentry into the stream, restoring original streambed and streambank contours, revegetating barren areas with native vegetation, and implementing strict erosion and sediment control measures. In addition, to mitigate unavoidable impacts upon trout resources, we recommend coordination with Amy Ewing in VDGIF's Richmond office (see below) and Bill Kittrell in VDGIF's Marion office regarding possible restoration opportunities in the airport vicinity that may benefit trout resources. It is likely that restoration or habitat enhancement projects could be developed that would benefit trout and offset the impacts that burying 2,365 linear feet of Spring Creek will have on trout resources in the area.

In addition to the above, we recommend that all wetland impacts be appropriately compensated.

Amy

Amy M. Ewing  
Environmental Services Biologist  
Virginia Dept. of Game and Inland Fisheries  
1010 West Broad Street  
Richmond, VA 23230  
804-367-2211  
amy.ewing@dgif.virginia.gov

**Pinion, Anne**

**From:** Ascherbach, Ernie (DGIF)  
**Sent:** Wednesday, February 25, 2009 5:57 PM  
**To:** Pinion, Anne  
**Cc:** Ascherbach, Ernie (DGIF)  
**Subject:** ESSLog# 22442, Virginia Highlands Airport Environmental Assessment (DEQ# 09-0155)

**Importance:** High

According to our records, no listed wildlife resources under our jurisdiction have been documented from the project area. Therefore impacts upon such resources are not anticipated to result from the proposed work.

The stockable trout waters known as Spring Creek are within the project area. Based on the project scope and location, adverse impacts to stockable trout waters are not anticipated. However, if instream work is proposed in Spring Creek and/or its tributaries, we recommend contacting Bill Kitzrell, DGIF Region III Fisheries Manager (telephone (276) 783-4860) to avoid potential stocking and/or angler conflicts.

We recommend strict adherence to erosion and sediment control measures. We recommend that the stormwater controls for each project site be designed to replicate and maintain the hydrographic condition of the site prior to the change in landscape. This should include, but not be limited to, utilizing bioretention areas and minimizing the use of curb and gutter in favor of grassed swales. Bioretention areas (also called rain gardens) and grass swales are components of Low Impact Development (LID). They are designed to capture stormwater runoff as close to the source as possible and allow it to slowly infiltrate into the surrounding soil. They benefit natural resources by filtering pollutants and decreasing downstream runoff volumes.

Thank you for the opportunity to provide comments.

Ernie Ascherbach  
Environmental Services Biologist  
Virginia Dept. of Game and Inland Fisheries  
4010 West Broad Street  
Richmond VA 23230  
Phone (804) 367-2733  
FAX (804) 367-2427  
Email [Ernie.Ascherbach@dgif.virginia.gov](mailto:Ernie.Ascherbach@dgif.virginia.gov)

If you cannot meet the deadline, please notify ANNE N. PINION at 804/698-4488 prior to the date given. Arrangements will be made to extend the date for your review if possible. An agency will not be considered to have reviewed a document if no comments are received (or contact is made) within the period specified.

#### REVIEW INSTRUCTIONS:

- A. Please review the document carefully. If the proposal has been reviewed earlier (i.e., if the document is a federal Final EIS or a state supplement), please consider whether your earlier comments have been adequately addressed.
- B. Prepare your agency's comments in a form which would be acceptable for responding directly to a project proponent agency.
- C. Use your agency stationery or the space below for your comments. **IF YOU USE THE SPACE BELOW, THE FORM MUST BE SIGNED AND DATED.**

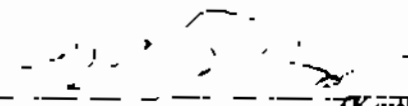
Please return your comments to:

MS. ANNE N. PINION  
DEPARTMENT OF ENVIRONMENTAL QUALITY  
OFFICE OF ENVIRONMENTAL IMPACT REVIEW  
629 EAST MAIN STREET, SIXTH FLOOR  
RICHMOND, VA 23219  
FAX #804/698-4319  
anpinion@daq.virginia.gov

ANNE N. PINION  
ENVIRONMENTAL PROGRAM PLANNER

#### COMMENTS

Statements in the project document concerning endangered species were reviewed and compared to available information. A survey of the project site was noted in the document which failed to find any threatened or endangered plant or insect species. No additional comments are necessary in reference to endangered plant and insect species regarding this project.

Signed:  (Keith R. Tignor) Date: February 20, 2009  
Title: Endangered Species Coordinator  
Agency: VDACS, Office of Plant and Pest Service

**Pinion, Anne**

**From:** Holma, Marc  
**Sent:** Friday, March 27, 2009 4:20 PM  
**To:** Pinion, Anne  
**Subject:** RE: DEQ# 09-015F - Highlands Virginia Airport

on't need it. We are still working with FAA to get an MOA for this project. I've looked over a draft and need to incorporate many changes recommended by Ethel. Monday I'm going to call the FAA and go over it. The way it is written now is very complicated and we need to simplify. Have a good weekend.

Marc

**From:** Pinion, Anne (mailto:anpinion@deq.virginia.gov)  
**Sent:** Friday, March 27, 2009 4:11 PM  
**To:** Holma, Marc  
**Subject:** DEQ# 09-015F - Highlands Virginia Airport

Hey Marc!

Please provide me with an update for the MOA you all are developing for the Highlands Virginia Airport Project. I do not have the HR number to help you, sorry.

Thanks,

Anne

Anne N. Pinion

Department of Environmental Quality

29 East Main Street

Richmond, Virginia 23219

(804) 698-4488

If you cannot meet the deadline, please notify ANNE N. PINION at 804/698-4488 prior to the date given. Arrangements will be made to extend the date for your review if possible. An agency will not be considered to have reviewed a document if no comments are received (or contact is made) within the period specified.

REVIEW INSTRUCTIONS:

- A. Please review the document carefully. If the proposal has been reviewed earlier (i.e. if the document is a federal Final EIS or a state supplement), please consider whether your earlier comments have been adequately addressed.
- B. Prepare your agency's comments in a form which would be acceptable for responding directly to a project proponent agency.
- C. Use your agency stationery or the space below for your comments. IF YOU USE THE SPACE BELOW, THE FORM MUST BE SIGNED AND DATED.

Please return your comments to:

MS. ANNE N. PINION  
DEPARTMENT OF ENVIRONMENTAL QUALITY  
OFFICE OF ENVIRONMENTAL IMPACT REVIEW  
629 EAST MAIN STREET, SIXTH FLOOR  
RICHMOND, VA 23219  
FAX #804/698-4319  
anpinion@deq.virginia.gov

*[Signature]*  
ANNE N. PINION  
ENVIRONMENTAL PROGRAM PLANNER

COMMENTS

The FAA has consulted with DHR on this project pursuant to Section 106 of the National Historic Preservation Act. Our agencies are currently developing an MA. We request DHR direct the FAA to continue consultation w/ DHR.

(signed) *[Signature]* (date) 13 Feb 09

(title) *Architectural Historian*

(agency) \_\_\_\_\_



**Pinion, Anne**

---

**From:** Allen, Melanie L (VDOT)  
**Sent:** Wednesday, February 11, 2009 9:01 AM  
**To:** Pinion, Anne  
**Subject:** FW: Virginia Highlands Airport - Washington County (09-0155)

Ms. Pinion,

VDOT (Bristol District Planning) has reviewed the above referenced project for the potential to impact the existing or proposed transportation system. The comments may be found in the e-mail below. Please notify if there is anything additional that may be provided to assist in the evaluation of this project.

Sincerely,

Melanie L. Allen  
Environmental Program Planner  
[melanie.allen@vdot.virginia.gov](mailto:melanie.allen@vdot.virginia.gov) | 804-786-0868 | 1201 E. Broad Street | Richmond, VA 23239

---

**From:** Necessary, Donny Jr.  
**Sent:** Wednesday, February 11, 2009 7:11 AM  
**To:** Allen, Melanie L.  
**Cc:** Shuman, Irene E.  
**Subject:** Virginia Highlands Airport - Washington County

Melanie

The proposed runway extension project scheduled for Virginia Highlands Airport will effect existing Route 611 in Washington County. Route 611 will be relocated to the west and creating an intersection with Route 1718 (Westinghouse Road). Travel times for Route 611 traffic will be increased however, the increased will not be significant. Westinghouse Road has received capacity improvements at the intersection with Route 11 (Lee Highway) to accommodate the additional traffic. These improvements included the construction of a right turn and a traffic signal. The construction on relocated Route 11 will be required to meet current design, construction, and traffic maintenance standards and policies of the Department. Three public involvement meetings have been held to educate the public of the plans and to receive comments.

All plan design and schedules should be coordinated with Mr. Dennis Harris Bristol District's Location and Design Engineer (276) 669-9910.

Should you have any questions or comments, please advise.

Thank You

***D. A. "Donny" Necessary, Jr.***  
Bristol District Planner / Urban Program Manager  
Office (276) 669-9956  
Cell (276) 591-9545  
FAX (276) 645-1682

If you cannot meet the deadline, please notify ANNE N. PINION at 804/698-4488 prior to the date given. Arrangements will be made to extend the date for your review if possible. An agency will not be considered to have reviewed a document if no comments are received (or contact is made) within the period specified.

REVIEW INSTRUCTIONS:

1. Please review the document carefully. If the proposal has been reviewed earlier (i.e., if the document is a federal final EIS or a state supplement), please consider whether your earlier comments have been adequately addressed.
2. Prepare your agency's comments in a form which would be acceptable for responding directly to a project proponent agency.
3. Use your agency stationery or the space below for your comments. **IF YOU USE THE SPACE BELOW, THE FORM MUST BE SIGNED AND DATED.**

Please return your comments to:

MS. ANNE N. PINION  
DEPARTMENT OF ENVIRONMENTAL QUALITY  
OFFICE OF ENVIRONMENTAL IMPACT REVIEW  
629 EAST MAIN STREET, SIXTH FLOOR  
RICHMOND, VA 23219  
FAX #804/698-4319  
anpinion@deq.virginia.gov

ANNE N. PINION  
ENVIRONMENTAL PROGRAM PLANNER

COMMENTS

Based on detailed mapping, the site is underlain principally by limestone. Karst conditions are possible. I do not anticipate a significant impact to mineral resources.

(signed) [Signature] (date) 2/27/09  
(title) Geologist Mgr  
(agency) DMME

**Pinion, Anne**

**From:** Matthews, Barry (VDH)  
**Sent:** Tuesday, February 10, 2009 1:17 PM  
**To:** Pinion, Anne  
**Subject:** STATE Project: 09-15S - Virginia Highlands Airport

The VDH - Office of Drinking Water has reviewed STATE Project 09-15S - Virginia Highlands Airport. Below are our comments as they relate to this project's proximity to public drinking water sources (groundwater wells and surface water intakes). Potential impacts to public water distribution systems or sanitary sewage collection systems must be verified by the local utility.

There are no records of public groundwater sources within 1 mile of the project site.

There are no records of public surface water sources inside of a 5-mile radius around the project site.

The VDH - ODW finds no potential for impact to drinking water sources resulting from this project.

Barry E. Matthews, P. G.  
Department of Health  
James Madison Building  
Office of Drinking Water, Room 634  
Construction Assistance, Planning and Policy  
109 Governor Street  
Richmond, VA 23219  
804 864-7515 (w)  
804 864-7520 (fax)  
[barry.matthews@vdh.virginia.gov](mailto:barry.matthews@vdh.virginia.gov)



## MOUNT ROGERS PLANNING DISTRICT COMMISSION

PAUL W. HURLEY, Chairman  
LARRY K. BARTLETT, Vice-Chairman

BRENDA THOMPSON, Treasurer  
DAVID A. BARRETT, Executive Director

1021 Terrace Drive    Marion, Virginia 24354    Phone 276-783-5103    Fax 276-783-6949

February 24, 2009

Ms. Anne N. Pinion  
Environmental Impact Review Coordinator  
Virginia Department of Environmental Quality  
Office of Environmental Impact Review  
PO Box 1105  
Richmond, VA 23218

Environmental Impact Review: Virginia Highlands Airport  
Project Manager, Virginia Department of Aviation  
DEQ Project #: 09-015S

Dear Ms. Pinion:

The Mount Rogers Planning District Commission fully supports the above referenced project. This project will help to promote regional economic development and it is consistent with the County's Comprehensive Plan, the Washington County Industrial Authority's plans, and the Mount Rogers Planning District Commission's Regional Comprehensive Economic Strategies. The airport is a strategic industrial recruitment facility for Washington County. The expansion of the facility will enhance safety as well as commerce for the region.

We have no comment on the environmental impact report for this project.

Sincerely,

David A. Barrett  
Executive Director

DAB/ge

**VIRGINIA HIGHLANDS AIRPORT AUTHORITY  
DRAFT ENVIRONMENTAL ASSESSMENT  
FOR PROPOSED EXPANSION OF RUNWAY 6/24  
AND FIVE-YEAR DEVELOPMENT PLAN  
AT VIRGINIA HIGHLANDS AIRPORT**

STATEMENT OF STEPHEN C. JETT, Ph.D, March 4, 2009  
professor emeritus of geography  
333 Court St., NE  
Abingdon, VA 24210-2921  
cell 703.601.0033

I am Stephen C. Jett, a resident of Abingdon, VA. I have previously given testimony on this topic to the Abingdon Town Council and to the Washington County Board of Supervisors (see attachment, to be considered part of my statement). I here comment on certain aspects of the Environmental Assessment of the Virginia Highlands Airport proposed runway expansion.

Air Pollution and Noise Pollution

The draft environmental assessment states that the purpose of the proposed Virginia Highlands Airport "is currently restricted to publish capability for only small aircraft . . . however current and projected demand includes large aircraft . . ." (p. 1-6). The proposed expansion is intended "to meet forecasted growth. . . " "to serve the existing and future aviation demand of VJI . . . [and] to accommodate large airplanes "as "an ARC B-II (large) general aviation airport" (p. 1-3). The EA further states that "the future aircraft will be a faster, heavier aircraft" (p. 1-4) and that "Ongoing development will enable VJI to continue to accommodate the growth in aviation demand. . ." (p. 1-5). Table 1-1 (p. 1-6) shows recent and projected aviation activity at VJI. In 2007, there were 25,050 operations; 27,000 operations (a 7.8% increase) are predicted for 2012 and 31,500 (a 25.7% increase over 2007) for 2020.

Despite these predictions for major growth in activity, Section 4 of the EA asserts that "the proposed action will not result in a change of aircraft or landside operations, increase in capacity" (p. 4-25; also, p. 4-41) and that there will, therefore, be no increase in air pollution or noise pollution. This is on the basis that, by 2012, "the number of aircraft operations remains the same regardless of the project alternative [including no expansion] selected" (p. 4-4). This seems to completely contradict the findings in Table 1-1 of a 7.8% increase by 2012. In any case, as of 2012, the expansion project will hardly be completed, so the growth in traffic will mostly be in the post-2012 future, a future that is not addressed in Section 4. Note that the prevailing southwest wind will take the bulk of any air pollution over central Abingdon.

Section 4 supplies a table of Federal Aviation Regulation Pt. 150 noise-limit guidelines. This sets the upper limit for residential areas at a 24-hour average of

65 decibels. This strikes me as unreasonably loud even for ambient noise in a residential district; since nighttime aviation activity is relatively low, the average of 65 dB could be achieved even if daytime sound-levels are unacceptably high. No maximum level is set for individual fly-overs; therefore, brief but extremely loud occurrences would be permitted, because they would not substantially increase the *average* sound level (note that the approach flight path runs right over central Abingdon, in places only about 300 feet above the ground). Loud and startling noise is more damaging to serenity and health than is continuous noise. For office-type land-uses, the FAA guidelines have even looser criteria: up to 70 decibels. This amounts to very little protection from disruption by noise. Yet, the EA concludes that "no impacts are anticipated from aircraft noise as a result of the implementation of the proposed action. . ." (p. 4-48). My conclusion is, in contrast, that we may anticipate negative impacts on residential life; on churches, cemeteries, libraries, and schools; on tourism-related businesses; and on physical and mental health.

### Impacts on Soil, Hydrology, and Biota

The proposed expansion of the Airport would sacrifice 49 acres of prime farmland (p. 4-17). It would cover a 1000-foot reach of Spring Creek and .27 acres of its floodplain wetlands. The EA recognizes these impacts and speaks of mitigation (p. 4-17) but does not specify what that mitigation will be, merely giving a list of possibilities and stating that "AJPA has been submitted (Appendix E [missing from the Washington County Public Library copy of the EA]) and mitigation for stream impacts is ongoing with VDEQ and ACOE" (p. 4-54). The EA alludes to the issue of increased flooding but not very explicitly, and fails to mention increased *magnitude* of floods (and of intervening low-water periods) owing to more rapid runoff from the increased hard-surfaced area and concentration in drainpipes and what this might mean for the downstream bottom, banks, and biota. Flood mitigation is promised (p. 4-21), but no specifics are given. We have only the assertion that "post-construction runoff will be equal to or less than pre-construction runoff. Therefore, potential impacts to surface and ground water would not be significant" (p. 4-56). Note that the recent runway expansion has already had significant downstream erosional impacts.

Like air pollution and noise pollution, hazardous-waste is contended to be a non-issue since there will not be any "change in capacity or an addition of a fuel farm or any other facilities" (p. 4-25). However, if the increases in activity shown in Table 1-1 occur, there will be more aviation fuel handled, more leaks and spills, and more polluted runoff. No mention is made of the sinkhole on the Airport property, a potential point of entry of pollution into the aquifer.

### Conclusion

I urge that all of these issues be adequately addressed in the final environmental assessment.

STATEMENT OF STEPHEN C. JETT, PH.D.,  
TO THE WASHINGTON COUNTY BOARD OF SUPERVISORS,  
REGARDING POTENTIAL ENVIRONMENTAL IMPACTS  
OF ALTERATION AND PROPOSED EXPANSION OF  
THE VIRGINIA HIGHLANDS AIRPORT  
March 21, 2006

I am Stephen C. Jett, Professor of Geography. I reside at 333 Court St., NE, Abingdon, VA 24210-2921. My comments tonight are intended to be informational rather than to advocate a personal position.

Proposed expansion of the Virginia Highlands Airport appears attractive to many, owing to the construction money that would be spent in Washington County and to the increased business opportunities that some feel that runway-lengthening might encourage. I am not prepared to comment on that, but I do wish to make the point that the proposal, if implemented, would also carry significant costs to both our economy and to our quality of life, especially in the long run, costs to be weighed against any potential benefits. I wish to communicate some idea as to those kinds of costs that fall under the heading of environmental impacts on our air, water, land, life, and, by implication, economy—subjects that I have long taught at institutions of higher education.

#### Air pollution

The fueling of airplanes and the burning of that fuel puts pollutants into the air. The maximum emissions occur at take-off. The intent of the airport expansion is to allow and encourage more and larger airplanes to land and take off at the facility. More and larger planes mean more local air pollution, and the prevailing wind direction will push such pollution right over Abingdon and other downwind parts of the county. Like tobacco smoke, air pollution damages human and animal health. And, rain can wash it out of the air and deposit it on residences and farmland distant from the source.

In addition to ordinary air pollution, increased lighting at an expanded airport could negatively affect surrounding properties and would also contribute to general lightening of the night sky and reduction of visibility of the stars.

#### Water pollution

Airplane engines, like those of automobiles, leak oil, and when they are fueled, fuel spillage may occur. When it rains, in the absence of a drainage-holding pond such residue on the pavement may be carried off in the draining water and flow into the nearest stream, in this case Spring Creek just west of the airport. Drainage channels have already been built to carry airport runoff directly into the creek. Pollutants introduced to creeks harm their water quality for fish and other stream life, livestock, and any human use, and may raise several legal issues. A further concern at the airport, as is evident from the topographic map, is the presence of sinkholes. Runoff into sinkholes puts pollutants directly into the groundwater reservoir and therefore into any wells

tapping that groundwater. This could be a particular problem should there be any leaks from underground fuel-storage tanks, as often happens at gas stations.

### Flooding

To the extent that pavement replaces open soil and vegetation, rainwater infiltration into the ground is prevented. That not only reduces inputs into the groundwater reservoir but by the same token increases the amount of water that runs off the surface. Unless there is a retention pond, that runoff quickly enters the stream system. Large quantities of water dumped into a stream after a heavy rain can lead to downstream flood damage, including bank erosion, raising potential liability issues. As mentioned, the airport has recently installed three drainways directly to Spring Creek. Presumably, with expansion there would be more.

### Wetlands

There are wetlands along Spring Creek's floodplain next to the airport. The proposed runway extension would overrun more than 1,000 feet of the creek and its floodplain. The U.S. Army Corps of Engineers has informed the Airport Commission that a Department of Army and possibly state and local wetlands-encroachment permits could be required\*—permits that may or may not prove to be obtainable. Wetlands are our biologically most productive natural environments and also serve importantly in flood-control and encourage replenishment of our groundwater supplies.

### Tree-cutting

Trees function not only as attractive landscape features and as wildlife habitat but also as temperature-moderators (by shading) and as major atmospheric oxygen sources and absorbers of the principal greenhouse gas carbon dioxide. They also slow rainwater runoff and soil erosion. In connection with airport projects, major tree-cutting is being prepared for on neighboring properties, notably at Forest Hills Memory Garden cemetery. That facility is named for an extensive wooded area on a rather steep slope on the airport side of its property. This grove serves as the cemetery's cremation garden, where ashes of deceased loved ones are scattered. If the trees were removed, several things would happen. Any heavy equipment brought in for the logging would compact the soil, which would then be less able to absorb rainwater. Treetops catch much of the rain as it falls and trees' roots hold the soil in place. Soil compaction and the removal of the trees would greatly increase the amount of rainwater that flowed down slope. Until and unless suitable vegetation was reestablished the increased runoff would cause soil erosion, possibly severe, carrying not only soil but also the ashes of the deceased into the drainage pond at the base of the slope, and would gradually fill that pond with sediment.

---

\*U.S. Army Corps of Engineers, Norfolk District, Western Virginia Regulatory Section, to Virginia Highlands Airport Commission, Aug. 2, 2001



### Noise pollution and vibration

Noise pollution is always an issue with airports located near residential areas. More frequent take-offs and landings and larger aircraft at Virginia Highlands would mean increased noise and vibration impacts. This would negatively affect residents of dwellings that the County has allowed to be built within the airport-overlay zone, as well as in Abingdon, right over which the flight path passes. Those dwellings would also be in greater danger from airplane crashes, and the County could have serious liability problems regarding both safety and decline in property values within the overlay zone. In addition to dwellings and businesses, the flight paths would impact the Moonlight Drive-in Theater, several cemeteries, many churches, various schools, the William King regional Arts Center, the Public Library, Johnston Memorial Hospital, the Courthouse, the Martha Washington Inn, and the Barter Theatre. If a loud plane passed over, activity might need to be suspended until the craft had gone by—as already sometimes happens during graveside services at Forest Hills cemetery. Further, by interrupting sleep and other activities and by creating stress, frequent, loud, and startling noise contributes to health problems, such as cardiovascular diseases and emotional conditions. Such noise can also be detrimental to wildlife, livestock, and pets. Aircraft noise might harm tourism, one of our major industries. It certainly would detract from the atmosphere of Abingdon's historic district as well as from the rural tranquility of parts of the county outside of town.

### Conclusion

Although these several potential effects are all real and identifiable, we cannot quantify them until we see the anticipated airport-expansion environmental assessment (assuming that it is adequate). The purpose of such environmental-impact assessments is to provide us information that is vital to decision-making. Until the impact statement is available for that purpose, it would be premature to make any major commitment to the proposed expansion.



**DELTA AIRPORT  
CONSULTANTS, INC.**

April 2, 2009

Mr. Stephen Jett  
333 Court St. NE  
Abingdon, VA 24210

Re: Response to Environmental Assessment Comments  
Virginia Highlands Airport  
Abingdon, Virginia

Dear Mr. Jett:

On behalf of the Virginia Highlands Airport Authority, please find enclosed responses to your comments made at the March 4, 2009 Public Hearing for the on-going Environmental Assessment at the Virginia Highlands Airport.

Should you have any questions or need further information please do not hesitate to contact me at 704.521.9101

Sincerely,

Colleen M. Angstadt, AICP  
CMA/ssh

cc: Ms. Jennifer Mendetsohn, FAA-WADO  
Ms. Anne Pinion, DEQ

wjenc1  
wjenc1

4046C062

Virginia Highlands Airport  
Environmental Assessment  
Response to Mr. Stephen C. Jett's Comments made at the  
Joint Public Hearing – March 4, 2009

My name is Stephen C. Jett. I'm a resident of Abingdon. I am a retired professor of geography and I would like to read a two page statement concerning the draft environmental assessment.

The draft environmental assessment states that the purpose of the proposed Virginia Highlands Airport "is currently restricted to published capability for only small aircraft, however current and projected demand include large aircraft." The proposed expansion is intended to "meet the forecasted growth to serve the existing and future aviation demand of the airport and to accommodate large airplanes such as ARC B-II or large general aviation airport." The EA further states that "the future aircraft will be a faster, heavier aircraft and that ongoing development will enable the Virginia Highlands Airport to continue to accommodate growth in aviation demand."

Table 1-1 shows recently projected aviation activity at the airport. In 2007, there were 25,050 operations. 27,000 operations or 7.8 percent increase are predicted for 2012 and 31,500 or 25.7 percent increase over 2007 for 2020. Despite these predictions for major growth and activity, Section 4 of the Environmental Assessment asserts that "the proposed action will not result in a change of aircraft or land-side operations – increase in capacity." And that there will be therefore no increase in air pollution or noise pollution. This is on the basis that by 2012 "the number of aircraft operations remains the same regardless of the project alternative which includes the no expansion alternative selected."

This seems to completely contradict the findings in Table 1-1 of 7.8 percent increase by 2012. In any case, as of 2012 the expansion project will hardly be completed so that the growth in traffic will mostly be in the post 2012 future, a future that is not addressed in Section 4. Note that prevailing southwest wind will take the bulk of any air pollution over central Abingdon.

*Operations at the airport are forecast to increase as documented in Table 1-1 regardless of completion of the runway extension project. The forecast data used in the EA is from the 2003 Airport Layout Plan Update approved by the FAA. The proposed project does not result in a change of the future critical aircraft as represented by the Cessna Citation family of business jets currently operating at the airport today.*

*Page 4-6 of the EA notes that "air pollutant emissions would increase between 2007 and 2012 as expected" however, as operations do not vary between the future No Action and future build alternatives the No Action alternative is generally equivalent to the build alternatives." As Washington County is an attainment area for all criteria pollutants, requirements of the Clean Air Act (CAA) do not apply to the proposed project.*

Section 4 supplies a table of Federal Aviation Regulation Part 150, noise limit guidelines. This sets the upper limit for residential areas at a 24-hour average of 65 decibels. This strikes me as unreasonably loud even for ambient noise in a residential district. Since nighttime aviation activity is relatively low, the average of 65 decibels could be achieved even if daytime sound levels are unacceptably high. No maximum level is set for individual flyovers therefore, brief

but extremely loud occurrences would be permitted because they would not substantially increase the average sound level.

Please note that the approach flight path runs right over central Abingdon in places only about 300 feet above the ground. Loud and startling noise is more damaging to serenity and health than is continuous noise. For office type land uses, the FAA guidelines have even looser criteria; up to 70 decibels. I wish I had something here to demonstrate just what this decibel level sounds like but in the absence of that, having some background in this area myself, I can say that's pretty loud.

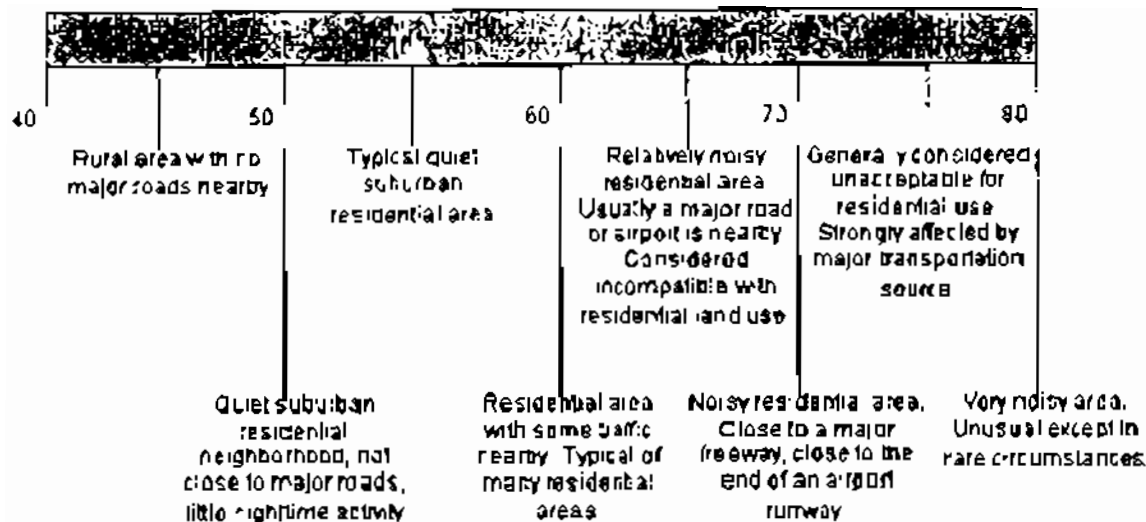
This amounts to very little protection from disruption by noise yet the EA concludes that "no impacts are anticipated from aircraft noise as a result of the implementation of the proposed action." My conclusion is in contrast that we may anticipate negative impacts on residential life, on churches, cemeteries, libraries and schools, on tourism-related businesses and physical and mental health.

*Noise contours of specific Day Night Average Sound Level (DNL) levels are developed using the FAA's Integrated Noise Model (INM). Airport specific data is entered into the model to produce contours illustrating the noise exposure in the vicinity of the airport. Although DNL is an average of cumulative noise levels, sound levels of the loudest events control the DNL calculation.*

*While sometimes helpful as a supplemental noise measurement, single event metrics do not accurately depict noise exposure or the overall impact of noise on the community. The metric approved for use in FAA studies is the DNL. DNL represents noise exposure events averaged over a 24-hour period. A 10-decibel (dB) weighting penalty is added to aircraft noise occurring during the nighttime hours (between 10:00 pm and 7:00 am). The 10 dB penalty represents the added intrusiveness of noise events that occur during normal sleep hours when ambient sound levels are typically about 10 dB lower than during daytime hours. The 10 dB noise penalty equates one nighttime sound event to 10 daytime events of the same level.*

*As noted in the FAA Aviation Noise Abatement Policy (2000), "Because single event metrics by definition are not composites of cumulative events, 100 aircraft operations a day would be no worse than one operation. Similarly, one event at 90 dB would be assessed as worse than 100 events at 89 dB. These effects clearly do not reflect noise impacts or annoyance reactions accurately." Although the FAA has determined DNL 65 dB as the level of significance it does not mean that no one may perceive sound levels below that level as annoying. The DNL 65 dB noise contour for VJI remains on airport property and therefore no noise impacts are anticipated.*

*The figure below illustrates typical day night noise levels:*



Source: Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment* (April 1995).

The proposed expansion of the airport would sacrifice 49 acres of prime farmland. It would cover—I have here 1,000 feet of Spring Creek. I just heard that its, what, 2,800 feet or something like that, so I'm underestimating there. And 0.27 acres of its floodplain wetlands. The EA recognizes these impacts and speaks of mitigation but does not specify what that mitigation will be, merely giving a list of possibilities and stating that a "JPA has been submitted" Appendix D, which is missing from the report there. And "mitigation for stream impact is ongoing with VDEQ and ACOE."

*As noted in the EA coordination with the Natural Resources Conservation Service (NRCS) was conducted for farmland impacts and a determination of impacts was completed as required by the Farmland Protection Policy Act (FPPA). The FPPA regulates actions with the potential to convert existing important farmlands to non-agricultural uses. NRCS has the final authority for designating important farmlands and maintains lists of important farmlands for each state. Usually the lands are defined by their soil types. The NRCS determined that significant impacts would not occur due to the conversion of farmlands.*

*At the time of the draft report, mitigation coordination was ongoing with the Army Corps of Engineers (ACOE), Virginia Department of Environmental Quality (VDEQ) and the U.S. Environmental Protection Agency (EPA). Since that time mitigation requirements have been determined and will be included in the final EA report. Mitigation will include payment into the Virginia Aquatic Resources Trust Fund for the impact to 0.27 acres of wetlands and 2,495 linear feet of stream. The stream would be redirected through a culvert under the proposed runway extension.*

The EA alludes to the issue of increase flooding but not very explicitly and fails to mention increased magnitude of floods and of intervening low water periods or the more rapid runoff from the increased hard-surface area and concentration in drain pipes and what this might

mean for the downstream bottom banks and biota. Flood mitigation is promised but no specifics are given. We have only assertion that "post-construction runoff will be equal to or less than pre-construction runoff therefore potential impact to service and ground water would not be significant."

*The EA notes that the proposed project is outside the designated 100-year floodplain. Direct impacts to Spring Creek have the potential to impact the 100-year floodplain and mitigation will ensure that the base flood elevations both upstream and downstream of the impacted area will not change more than one foot in order to comply with federal regulations (40CFR60.3). Specific flood and runoff mitigation efforts will be addressed during the design and construction phases of the project. The following permits will be obtained prior to any land disturbing activities:*

- *Virginia Water Protection Permit as required by The Virginia Department of Environmental Quality (VDEQ)*
- *Erosion and Sedimentation Control Plan to meet Virginia's Erosion and Sediment Control Law and Regulations (July 2003) pursuant to the Title 10.1 Chapter 5, Article 4 of the Code of Virginia*
- *National Pollutant Discharge Elimination System (NPDES) storm water permit as required by the 1987 amendments to the Clean Water Act*

Note that the recent runway expansion has already had a significant downstream erosional impact. Like air pollution and noise pollution, hazardous waste is contended to be a non-issue since there will not be any "change in capacity or an addition of a fuel farm or any other facilities." However, if the increases in activity shown on Table 1-1 occur, there will be more aviation fuel handled, more leaks and spill and more polluted runoff. No mention is made of the sinkhole on the airport property, a potential point of entry for pollution into the aquifer. Therefore, I urge that all these issues be adequately addressed in the final environmental assessment. Thank you.

*Proper construction and operation techniques, mitigation measures, and adherence to the NPDES permit will prevent significant impacts to water quality, including surface and ground waters. The FAA requires that a Spill Prevention Contingency and Control (SPCC) Plan, that complies with 40 CFR 112 and EPA's guidance documents for SPCC plans, be in place by July 1, 2009. An SPCC Plan is a written document that describes measures one has taken to prevent contain and clean up oil spills. The term "oil" includes gasoline, diesel, heating oil, and solvents. All SPCC plans must be certified by a professional engineer. VJI is currently updating this plan specific to the airport.*

*An Environmental Due Diligence Audit (EDDA) was conducted for property proposed for fee simple acquisition. The EDDA concluded that there are sinkholes on this property; however the airport manager has confirmed that there is no evidence of any sinkholes on existing airport property. A sinkhole had previously existed on the west side of the airport but with the construction of the west apron the sinkhole has been repaired.*

# Comment Card

Virginia Highlands Airport  
Environmental Assessment  
Joint Public Hearing/Informational Open House  
March 4, 2009

Name Shirley Henderson (optional)  
Address 611 W. 1st St. - Suite 101  
City State, Zip Code Chattanooga TN 37410

Thank you for taking the time to attend the Joint Public Hearing/Informational Open House for the Virginia Highlands Airport Environmental Assessment. Your involvement in the study process is welcomed.

## Comments

This decision will directly increase the  
standard of living and property values  
in Jack Hill Estates.

The proposed rerouting of 611 will  
add additional traffic to already  
very dangerous road

Thank you for your comments. Please complete and drop in Comment Box at the Open  
House or fold and mail to the address on the back by March 18, 2009.

## YOUR VIEW

### Runway expansion a poor choice

I am responding to the March 5 article about the Virginia Highlands Airport hearing. Mickey Hines, airport manager,



Featured letter

said since only one person showed up to the hearing, it indicates public support for the runway expansion. This is not the case. Hundreds of people showed up at prior hearings and a deluge of letters were written against making the runway longer. We had a public hearing before the Washington County Board of Supervisors that had to be held at the Southside Virginia Higher Education Center because so many people opposed the runway expansion.

There are many reasons why this runway expansion is a very bad idea:

- This runway will benefit a few wealthy people who believe that an airport less than 20 minutes down the interstate is too far for their busy schedule.

- It will inconvenience thousands of citizens who will be routed to a residential/industrial area that already has traffic problems, in order to get to I-81.

- It will have larger air planes approaching over a lovely, historical town that relies on its bucolic

atmosphere and quaintness to attract tourists, a major industry, and then those same planes taking off over people's heads who reside in nice subdivisions, lowering their property values.

Trying to attract industry from afar, an issue espoused by the expansion proponents, frequently ends up in disappointment. We need to look at what can be developed from within. Just think of the kind of development that would be made possible with the \$30 million dollars proposed for this extension.

This expansion is not supported by the majority of people. Money speaks so loudly that the voices of the many people who oppose this project, which will have so many negative impacts, seem not to be heard.

I think the process of putting citizens through all the hearings has been a deliberate attempt to squelch the energy of those opposed to this unneeded, unwanted runway extension.

This expansion plan should be abandoned immediately and our money and attention put into local development that will benefit the majority of people. My advice to those who cannot land their planes in Abingdon: Use the Tri-Cities Airport. It works for the rest of us!

Laurel Flaccavento  
Abingdon, Va.

### Group prayed for change of heart

Recently in the Bristol Herald Courier there have been several letters written extolling the economic accomplishments of Rep.

Rick Boucher. He has been able to do a lot for this area of Virginia for many years, but there is one area in which he has let the 9th District down and that has to do with his pro-abortion voting record. On Feb. 27, about 100 concerned Christian citizens met at the Abingdon Church of Christ and prayed for Mr. Boucher and for all our leaders, from President Obama down to our local politicians. One area of prayer was concerning Mr. Boucher's support of the Freedom of Choice Act, that he would reconsider the abortion issue and drop his support of this pro-abortion bill. We as concerned citizens need to encourage him and protest the innocent unborn.

Wayne Baker  
Dumfries, Va.

### Couple appreciates good Samaritan

I want to thank the good citizen who found a bank bag on Volunteer Parkway and bothered to return it to the bank on March 3. It included paperwork from a transaction my husband and I had just made at the bank. I'd like to give him a big old hug for saving us a world of trouble. I wish I could thank him in person.

Cathy Williams  
Bluff City, Tenn.

### Environmentalism is religious in nature

Kudos to General Parks' letter published March 8 for revealing the truth: "whether global warming is real or not isn't the issue...Global warming actually matters little..."

His disdain of capitalism aside, quoting Lord Dunsby (January 6) on this issue, "they bring this thing to a personal belief system, it's almost a religion, without any question..." It is a religion with fascist underpinnings. As a religion it's a violation of separation of religion (Constitution says religion not church) and state.

What right does Parks and his ilk have to impose misery and poverty on millions of people merely to promote their belief system? The Messiah in the White House admitted in the San Francisco Chronicle this "cap and trade" nonsense will make things far worse for people than the massive power rate increases the Herald Courier ran a series on.

Equally stupid is this planned wind farm in Tidewater County. It doesn't make sense to cut down thousands of acres of trees for inefficient windmills, whose losses and high costs will simply be imposed on ratepayers. It's not about trees and never was.

Anyone who doesn't think this isn't a religion should read Al Gore's book "Earth in the Balance." It's loaded with New Age nonsense. The fact is environmentalism is a fundamentalist religion in the worst meaning of the word. It's the cries of millions of New Age and/or agnostic, affluent progressives searching for meaning in their empty lives. They want to impose their pseudo-religious dogma on everyone else.

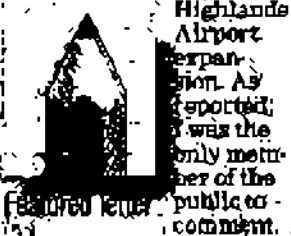
Lewis Loftis  
Bristol, Va.



## YOUR VIEW

### Many don't support airport plans

The Thursday, March 5, 2009, *Bristol Herald Courier* carried an article on the public hearing regarding the environmental assessment for the proposed Virginia



Highlands Airport expansion. As reported, it was the only member of the public to comment. Reporter Debra McCown wrote, "Airport manager Mickey Hines said the lack of comment Wednesday means most people view the expansion as a positive thing."

No doubt Mr. Hines would like to think this and to have the public think it as well. However, there are multiple other reasons for the scarcity of public comment. One was lack of publicity. Few read the paper's fine-print legal notices, and as far as I am aware, there was no headlined announcement in the paper or mention on the air; the private individual formerly notifying interested persons has moved away, and so no notification took place via that channel.

Secondly, there have been other, high-profile

pation public forums on the airport issue, and at least some people who have spoken at these felt that they had already made their (mostly negative) opinions known.

Finally, the hearing was NOT a forum on the wisdom of expanding the airport; it was on the adequacy of the environmental assessment. The latter is a massive, technical, and legalistic document available at only a few places, and many people undoubtedly found the prospect of locating, studying, absorbing, and making informed comment on the document overwhelming.

Please note that no one testified that the draft environmental assessment was a good or even adequate one. Thus, 100 percent of the public comment was that it is inadequate and needs drastic improvement.

Further, the period for written public comment continues through the month; more public comment may well be received during coming weeks. Citizens may check the draft EA at the Washington County Public Library for instructions as to how to submit comments.

Stephan C. Jett  
Abingdon, Va.

### Friends have no outlet comparable to newspaper

In your editorial published March 5 concerning the coverage

of the Roberts' case, you questioned reactions. In the first article, the reporter made many mistakes. From that beginning, many read a bias against Roberts. The police, according to the article, interviewed only the friends of Eric Thatch, who were going to defend his actions.

Problems that occurred that evening were not addressed until the second article. Finally reported was the lapse from the crime words were exchanged and the blow was struck. Finally reported was the delay caused by Thatch's leaving the scene. But every problem Roberts' had had was outlined in detail. That is the right of the paper.

Hundreds of words were spent telling of his DUIs while only one sentence appeared stating he had turned his life around. Your reporters chose to list quotes about that time in Roberts' life when he was having problems instead of his current successes.

In the March 6 article, reports are that Roberts' had been drinking the night of the wedding. Again, Roberts' life is put under the microscope, but not all the facts are presented. How much did he drink? Was it only one drink, toasting the wedding couple? What about Thatch? How much did he consume?

Not all of the notes on your blog were productive Roberts'

friends were angry because they had no outlet comparable to the newspaper. Readers who do not know any of the parties involved would tend to accept the newspaper's account as true and complete. Some postings perhaps should not have appeared.

Fault may lay on both sides. The newspaper must take responsibility for reporting in too much detail about past problems, for not reporting the entire story in the its articles, and for rushing to print before everyone could be questioned. Roberts' friends must take responsibility for criticisms that went too far including statements against all military personnel. Frustration that the truth was not being reported led Roberts' friends to do what they did.

What led the Bristol Herald Courier to report the incident in the manner they chose?

Was the rush to judgment made by police, newspaper, or friends? Since all anyone knows of the police report is what the newspaper reports and since the newspaper did choose to print in detail Roberts' past instead of concentrating on the present, the newspaper has to bear responsibility for its part in this tragedy.

Cathy Sanders  
Bountville, Tenn.

Mr. J. Todd Foster, Managing Editor  
Bristol Herald-Courier  
P. O. Box 609  
Bristol, VA 24203

April 7, 2009

This letter is in response to a letter written by an opponent of the recently approved runway extension at Abingdon's Virginia Highlands Airport (VHA).

Last year our Abingdon Kiwanis Club sponsored a "Wings & Wheels" display of vintage aircraft and automobiles at the airport that raised over \$5,000.00 for local children's programs in Abingdon and Washington County. If there was any opposition to this project, we didn't hear it from **any** of the over 3,000 people who attended our show. In fact, all of the comments we heard were very supportive and favorable toward the airport and our show.

And as for the complaint of "noise pollution", etc., having a longer runway will actually **decrease** aircraft noise as a longer runway requires less thrust of the engines during takeoff and will greatly increase safety as well.

As for its use by the "wealthy few" who use the airport, I would remind you that the companies that own and operate aircraft at VHA are companies that employ thousands of people in this area. Having to drive even 30 minutes or more to Tri-Cities is a disadvantage in the operation of these multi-state companies and to their clients. In business, time *is* money!

Finally, it has been quite a long time since anyone could reasonably describe Abingdon as "bucolic". Abingdon is as vibrant and dynamic as any small town anywhere. We need a decent, safe, and readily accessible airport now more than ever before if we are to remain viable in today's tough economic times.

Very truly yours,

Robert E. Craig

Gary R. Crane

Robert E. Craig

Gary R. Crane

Co-Chairs,

Kiwanis Wings & Wheels Show

P. O. Box 445

Abingdon, VA 24212

[www.abingdonkiwanis.org](http://www.abingdonkiwanis.org)

[www.wingsnwheelsabingdonva.com](http://www.wingsnwheelsabingdonva.com) (Under construction)

276-628-3732

[hokieboh@combarqmail.com](mailto:hokieboh@combarqmail.com)

P. S. - Our next show is Saturday, July 25<sup>th</sup>!



**DELTA AIRPORT  
CONSULTANTS, INC.**

RECEIVED

APR 2 2009

10:00 AM

Page 1 of 1

April 2, 2009

Mr. Stephen Jett  
333 Court St. NE  
Abingdon, VA 24210

Re: Response to Environmental Assessment Comments  
Virginia Highlands Airport  
Abingdon, Virginia

Dear Mr. Jett,

On behalf of the Virginia Highlands Airport Authority, please find enclosed responses to your comments made at the March 4, 2009 Public Hearing for the on-going Environmental Assessment at the Virginia Highlands Airport.

Should you have any questions or need further information please do not hesitate to contact me at 704.521.9101.

Sincerely,

Colleen M. Angstadt, AICP  
CMA/ssh

cc: Ms. Jennifer Mendelsohn, FAA-WADO  
Ms. Anne Pinion, DEQ

w/encl  
w/encl

4046C062

Virginia Highlands Airport  
Environmental Assessment  
Response to Mr. Stephen C. Jett's Comments made at the  
Joint Public Hearing March 4, 2009

My name is Stephen C. Jett. I'm a resident of Abingdon. I am a retired professor of geography and I would like to read a two page statement concerning the draft environmental assessment.

The draft environmental assessment states that the purpose of the proposed Virginia Highlands Airport "is currently restricted to published capability for only small aircraft, however current and projected demand include large aircraft." The proposed expansion is intended to "meet the forecasted growth to serve the existing and future aviation demand of the airport and to accommodate large airplanes such as ARC B-II or large general aviation airport." The EA further states that "the future aircraft will be a faster, heavier aircraft and that ongoing development will enable the Virginia Highlands Airport to continue to accommodate growth in aviation demand."

Table 1-1 shows recently projected aviation activity at the airport. In 2007, there were 25,050 operations. 27,000 operations or 7.8 percent increase are predicted for 2012 and 31,500 or 25.7 percent increase over 2007 for 2020. Despite these predictions for major growth and activity, Section 4 of the Environmental Assessment asserts that "the proposed action will not result in a change of aircraft or land-side operations -- increase in capacity." And that there will be therefore no increase in air pollution or noise pollution. This is on the basis that by 2012 "the number of aircraft operations remains the same regardless of the project alternative which includes the no expansion alternative selected."

This seems to completely contradict the findings in Table 1-1 of 7.8 percent increase by 2012. In any case, as of 2012 the expansion project will hardly be completed so that the growth in traffic will mostly be in the post 2012 future, a future that is not addressed in Section 4. Note that prevailing southwest wind will take the bulk of any air pollution over central Abingdon.

*Operations at the airport are forecast to increase as documented in Table 1-1 regardless of completion of the runway extension project. The forecast data used in the EA is from the 2003 Airport Layout Plan Update approved by the FAA. The proposed project does not result in a change of the future critical aircraft as represented by the Cessna Citation family of business jets, currently operating at the airport today.*

*Page 4-6 of the EA notes that "air pollutant emissions would increase between 2007 and 2012 as expected, however, as operations do not vary between the future No Action and future build alternatives, the No Action alternative is generally equivalent to the build alternatives." As Washington County is an attainment area for all criteria pollutants, requirements of the Clean Air Act (CAA) do not apply to the proposed project.*

Section 4 supplies a table of Federal Aviation Regulation Part 150, noise limit guidelines. This sets the upper limit for residential areas at a 24-hour average of 65 decibels. This strikes me as unreasonably loud even for ambient noise in a residential district. Since nighttime aviation activity is relatively low, the average of 65 decibels could be achieved even if daytime sound levels are unacceptably high. No maximum level is set for individual flyovers therefore, brief

but extremely loud occurrences would be permitted because they would not substantially increase the average sound level

Please note that the approach flight path runs right over central Abingdon in places only about 300 feet above the ground. Loud and startling noise is more damaging to serenity and health than is continuous noise. For office type land uses, the FAA guidelines have even looser criteria; up to 70 decibels. I wish I had something here to demonstrate just what this decibel level sounds like but in the absence of that, having some background in this area myself, I can say that's pretty loud

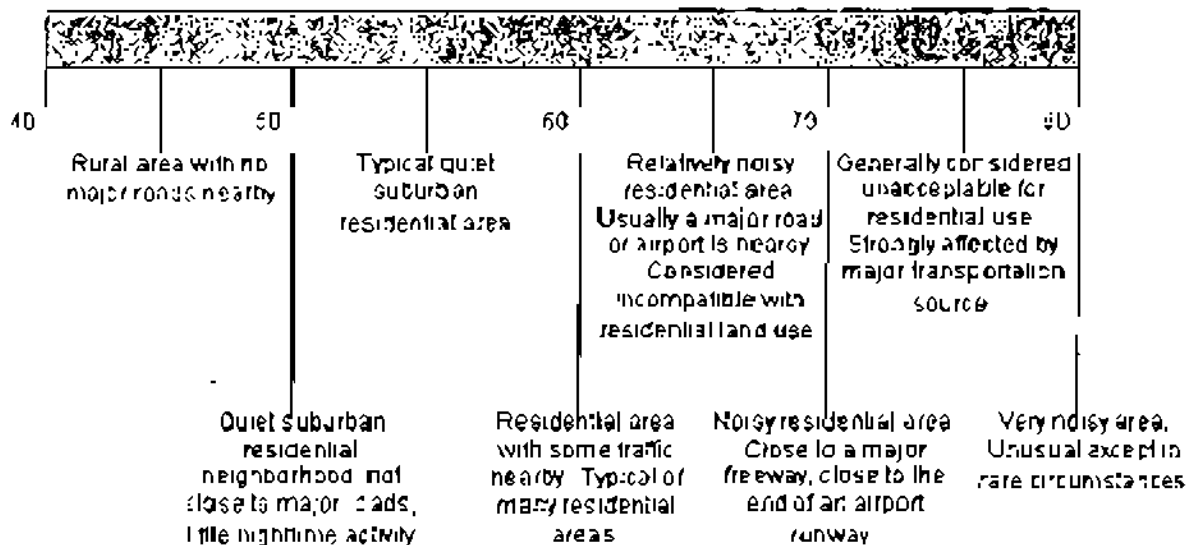
This amounts to very little protection from disruption by noise yet the EA concludes that "no impacts are anticipated from aircraft noise as a result of the implementation of the proposed action." My conclusion is in contrast that we may anticipate negative impacts on residential life, on churches, cemeteries, libraries and schools, on tourism-related businesses and physical and mental health.

*Noise contours of specific Day Night Average Sound Level (DNL) levels are developed using the FAA's Integrated Noise Model (INM). Airport specific data is entered into the model to produce contours illustrating the noise exposure in the vicinity of the airport. Although DNL is an average of cumulative noise levels, sound levels of the loudest events control the DNL calculation.*

*While sometimes helpful as a supplemental noise measurement, single event metrics do not accurately depict noise exposure or the overall impact of noise on the community. The metric approved for use in FAA studies is the DNL. DNL represents noise exposure events averaged over a 24-hour period. A 10-decibel (dB) weighting penalty is added to aircraft noise occurring during the nighttime hours (between 10:00 pm and 7:00 am). The 10 dB penalty represents the added intrusiveness of noise events that occur during normal sleep hours, when ambient sound levels are typically about 10 dB lower than during daytime hours. The 10 dB noise penalty equates one nighttime sound event to 10 daytime events of the same level.*

*As noted in the FAA Aviation Noise Abatement Policy (2000), "Because single event metrics by definition are not composites of cumulative events, 100 aircraft operations a day would be no worse than one operation. Similarly, one event at 90 dB would be assessed as worse than 100 events at 89 dB. These effects clearly do not reflect noise impacts or annoyance reactions accurately." Although the FAA has determined DNL 65 dB as the level of significance, it does not mean that no one may perceive sound levels below that level as annoying. The DNL 65 dB noise contour for VJI remains on airport property and therefore no noise impacts are anticipated.*

*The figure below illustrates typical day night noise levels*



Source: Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment* (April 1995)

The proposed expansion of the airport would sacrifice 49 acres of prime farmland. It would cover 1,000 feet of Spring Creek. I just heard that it's, what, 2,800 feet or something like that, so I'm underestimating there. And 0.27 acres of its floodplain wetlands. The EA recognizes these impacts and speaks of mitigation but does not specify what that mitigation will be, merely giving a list of possibilities and stating that a "JPA has been submitted" Appendix D, which is missing from the report there. And "mitigation for stream impact is ongoing with VDEQ and ACOE."

As noted in the EA, coordination with the Natural Resources Conservation Service (NRCS) was conducted for farmland impacts and a determination of impacts was completed as required by the Farmland Protection Policy Act (FPPA). The FPPA regulates actions with the potential to convert existing important farmlands to non-agricultural uses. NRCS has the final authority for designating important farmlands and maintains lists of important farmlands for each state. Usually, the lands are defined by their soil types. The NRCS determined that significant impacts would not occur due to the conversion of farmlands.

At the time of the draft report, mitigation coordination was ongoing with the Army Corps of Engineers (ACOE), Virginia Department of Environmental Quality (VDEQ), and the U.S. Environmental Protection Agency (EPA). Since that time, mitigation requirements have been determined and will be included in the final EA report. Mitigation will include payment into the Virginia Aquatic Resources Trust Fund for the impact to 0.27 acres of wetlands and 2,495 linear feet of stream. The stream would be redirected through a culvert under the proposed runway extension.

The EA alludes to the issue of increased flooding but not very explicitly and fails to mention increased magnitude of floods and of intervening low water periods or the more rapid runoff from the increased hard-surface area and concentration in drain pipes and what this might

mean for the downstream bottom banks and biota. Flood mitigation is promised but no specifics are given. We have only assertion that "post-construction runoff will be equal to or less than pre-construction runoff therefore potential impact to surface and ground water would not be significant."

*The EA notes that the proposed project is outside the designated 100-year floodplain. Direct impacts to Spring Creek have the potential to impact the 100-year floodplain and mitigation will ensure that the base flood elevations, both upstream and downstream of the impacted area will not change more than one foot in order to comply with federal regulations (40CFR60.3). Specific flood and runoff mitigation efforts will be addressed during the design and construction phases of the project. The following permits will be obtained prior to any land disturbing activities*

- *Virginia Water Protection Permit, as required by The Virginia Department of Environmental Quality (VDEQ),*
- *Erosion and Sedimentation Control Plan to meet Virginia's Erosion and Sediment Control Law and Regulations (July 2003), pursuant to the Title 10.1 Chapter 5 Article 4 of the Code of Virginia*
- *National Pollutant Discharge Elimination System (NPDES) storm water permit as required by the 1987 amendments to the Clean Water Act*

Note that the recent runway expansion has already had a significant downstream erosional impact. Like air pollution and noise pollution, hazardous waste is contended to be a non-issue since there will not be any "change in capacity or an addition of a fuel farm or any other facilities." However, if the increases in activity shown on Table I-1 occur, there will be more aviation fuel handled, more leaks and spill and more polluted runoff. No mention is made of the sinkhole on the airport property, a potential point of entry for pollution into the aquifer. Therefore, I urge that all these issues be adequately addressed in the final environmental assessment. Thank you

*Proper construction and operation techniques, mitigation measures, and adherence to the NPDES permit will prevent significant impacts to water quality, including surface and ground waters. The FAA requires that a Spill Prevention Countermeasure and Control (SPCC) Plan, that complies with 40 CFR 112 and EPA's guidance documents for SPCC plans be in place by July 1, 2009. An SPCC Plan is a written document that describes measures one has taken to prevent, contain and clean up oil spills. The term "oil" includes gasoline, diesel, heating oil, and solvents. All SPCC plans must be certified by a professional engineer. V.H. is currently updating this plan specific to the airport*

*An Environmental Due Diligence Audit (EDDA) was conducted for property proposed for fee simple acquisition. The EDDA concluded that there are sinkholes on this property; however, the airport manager has confirmed that there is no evidence of any sinkholes on existing airport property. A sinkhole had previously existed on the west side of the airport but with the construction of the west apron the sinkhole has been repaired*

Virginia Highlands Airport  
Environmental Assessment  
Response to Comments  
Submitted by Ms. Shirley Henderson on March 4, 2009

This expansion will greatly decrease the standard of living and property values in Oak Hill Estates.

**Response:**

*Noise analysis performed for the preferred development during the Environmental Assessment did not identify non-compatible land use within the 65 DNL contour; therefore, negative effects on property values near the airport are not anticipated to result from aircraft noise.*

The proposed rerouting of 611 will add additional danger to already very dangerous road.

**Response:**

*The Washington County, Virginia Industrial Development Authority recently selected a design engineer for the new access road to Oak Park Industrial Park. The new road is expected to be completed in December 2010. Upon completion of this new access road, Washington County Board of Supervisors is expected to prohibit truck traffic on Route 611 (Providence Road). This action will eliminate mixing of industrial traffic and residential traffic on Route 611 thus improving the safety of the road.*





## COMMONWEALTH of VIRGINIA

L. Preston Shivers Jr.  
Secretary of Natural Resources

DEPARTMENT OF ENVIRONMENTAL QUALITY  
Street address: 629 East Main Street, Richmond, Virginia 23219  
Mailing address: P. O. Box 10009, Richmond, Virginia 23240  
Fax (804) 698-4500 TDD (804) 698-4021  
www.deq.virginia.gov

David K. Paylor  
Director

(804) 698-4000  
1-800-592-5482

June 5, 2006

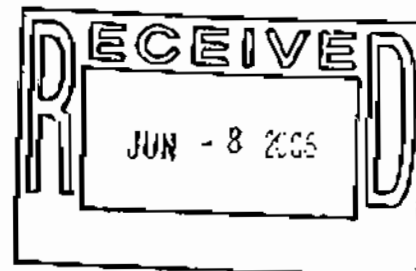
Ms. Colleen M. Angstadt  
Delta Airport Consultants, Inc.  
1338 Hundred Oaks Drive, Suite G  
Charlotte, North Carolina 28217

RE: Virginia Highlands Airport Environmental Assessment

Dear Ms. Angstadt:

Thank you for your May 19, 2006 memorandum (received May 22) concerning the preparation, by the Virginia Highlands Airport Commission and your firm, of an Environmental Assessment for a number of projects at the Virginia Highlands Airport. As your correspondence indicates ("Project Summary," page 3, section III), the projects include extending the existing runway (Runway 6-24) from its present length of 4,471 feet (Exhibit 2-1, "Alternative 1" (No Action)) to 5,500 feet.

The Department of Environmental Quality ("DEQ") has several responsibilities in regard to this project. First, DEQ's Office of Environmental Impact Review (this Office) coordinates the review of documents prepared pursuant to NEPA and responds, on behalf of the Commonwealth, to appropriate federal officials. In the case of proposed new runways, new airports, or runway extensions for airports listed on the Virginia Air Transportation System Plan, this Office has responsibility for holding a public hearing as part of its coordinated review of environmental documents, and a response is made formally to the Department of Aviation, which has licensing authority for such projects (*Virginia Code* section 5.1-7). Within this framework, the environmental documents must satisfy the requirements applicable to state environmental impact reports under *Virginia Code* sections 10.1-1188 *et seq.* DEQ's Office of Environmental Impact Review cooperates with the Department of Aviation and the affected locality in connection with the airport project review process.



We recommend, in this regard, that the environmental documents be provided at the time the Department of Aviation finds the license application to be complete. This will allow for concurrent NEPA and state-mandated review.

Next, DEQ's Southwest Regional Office, in Abingdon, has air pollution control permitting responsibilities and water resources permitting responsibilities. DEQ's Waste Division and its Southwest Regional Office share responsibilities for regulation of solid and hazardous wastes. DEQ's Office of Pollution Prevention provides advice on that subject.

We note that you have distributed your memorandum to a number of other state, federal, and local agencies. We are sharing the memo (as necessary) and this letter with several additional agencies and offices with responsibilities or interests that may be affected by, or may affect, the proposed project. We will ask the following Virginia agencies, regional planning district commission, and locality for review comments in connection with the review of the environmental document and the public hearing and comment period (starred (\*) agencies were included on your distribution list):

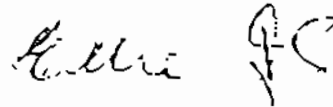
Department of Environmental Quality (DEQ):  
    Office of Environmental Impact Review\*  
    Southwest Regional Office  
    Waste Division  
    Air Programs Coordination Division  
Department of Game and Inland Fisheries\*  
Department of Agriculture and Consumer Services  
Department of Conservation and Recreation,\*  
    Division of Soil and Water Conservation  
    Division of Planning and Recreation Resources  
    Division of Natural Heritage  
Department of Historic Resources\*  
Department of Forestry\*  
Department of Mines, Minerals, and Energy\*  
Department of Transportation\*  
Department of Aviation\*  
Marine Resources Commission  
Virginia Economic Development Partnership\*  
Mount Rogers Planning District Commission  
Washington County.\*

Ms. Colleen M. Angstadt  
Page 3

In order to ensure an effective coordinated review of the document by the agencies and entities listed above, we will require 24 copies of the document when it is published.

If you have questions, please feel free to call me (telephone (804) 698-4325) or Charles Ellis of this Office (telephone (804) 698-4488).

Sincerely,

A handwritten signature in black ink, appearing to read "Ellie L. Irons", followed by a stylized monogram "ELI".

Ellie L. Irons  
Program Manager  
Office of Environmental Impact Review

cc: R. Scott Denny, VDA  
Allen R. Brockman, DEQ-Waste  
Kolur S. Narasimhan, DEQ-Air  
Michael L. Overstreet, DEQ-SWRO  
Andrew K. Zadnik, DGIF  
Scott Bedwell, DCR  
Keith R. Tignor, VDACS  
Ethel R. Eaton, DHR  
J. Michael Foreman, DOF  
Matthew Heller, DMME  
Mary T. Stanley, VDOT  
Robert McClintock, VEDP  
Thomas G. Taylor, Mount Rogers PDC  
Mark K. Reeter, Washington County



# COMMONWEALTH of VIRGINIA

L. Preston Bryan Jr.  
Secretary of Natural Resources

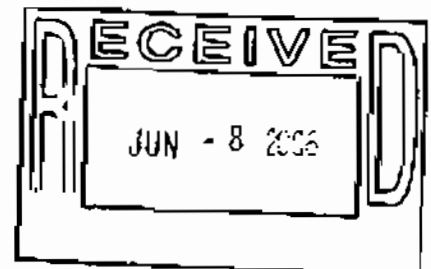
DEPARTMENT OF ENVIRONMENTAL QUALITY  
Street address: 629 East Main Street, Richmond, Virginia 23219  
Mailing address: P O Box 10009, Richmond, Virginia 23240  
Fax (804) 698-4560 TDD (804) 698-4021  
www.deq.virginia.gov

David K. Paylor  
Director

(804) 698-4000  
1-800-592-5482

June 5, 2006

Ms. Colleen M. Angstadt  
Delta Airport Consultants, Inc.  
1338 Hundred Oaks Drive, Suite G  
Charlotte, North Carolina 28217



RE Virginia Highlands Airport Environmental Assessment

Dear Ms. Angstadt:

Thank you for your May 19, 2006 memorandum (received May 22) concerning the preparation, by the Virginia Highlands Airport Commission and your firm, of an Environmental Assessment for a number of projects at the Virginia Highlands Airport. As your correspondence indicates ("Project Summary," page 3, section III), the projects include extending the existing runway (Runway 6-24) from its present length of 4,471 feet (Exhibit 2-1, "Alternative 1" (No Action)) to 5,500 feet.

The Department of Environmental Quality ("DEQ") has several responsibilities in regard to this project. First, DEQ's Office of Environmental Impact Review (this Office) coordinates the review of documents prepared pursuant to NEPA and responds, on behalf of the Commonwealth, to appropriate federal officials. In the case of proposed new runways, new airports, or runway extensions for airports listed on the Virginia Air Transportation System Plan, this Office has responsibility for holding a public hearing as part of its coordinated review of environmental documents, and a response is made formally to the Department of Aviation, which has licensing authority for such projects (*Virginia Code* section 5.1-7). Within this framework, the environmental documents must satisfy the requirements applicable to state environmental impact reports under *Virginia Code* sections 10.1-1188 *et seq.* DEQ's Office of Environmental Impact Review cooperates with the Department of Aviation and the affected locality in connection with the airport project review process.

We recommend, in this regard, that the environmental documents be provided at the time the Department of Aviation finds the license application to be complete. This will allow for concurrent NEPA and state-mandated review.

Next, DEQ's Southwest Regional Office, in Abingdon, has air pollution control permitting responsibilities and water resources permitting responsibilities. DEQ's Waste Division and its Southwest Regional Office share responsibilities for regulation of solid and hazardous wastes. DEQ's Office of Pollution Prevention provides advice on that subject.

We note that you have distributed your memorandum to a number of other state, federal, and local agencies. We are sharing the memo (as necessary) and this letter with several additional agencies and offices with responsibilities or interests that may be affected by, or may affect, the proposed project. We will ask the following Virginia agencies, regional planning district commission, and locality for review comments in connection with the review of the environmental document and the public hearing and comment period (starred (\*) agencies were included on your distribution list):

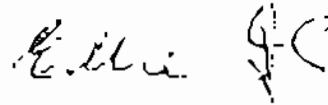
Department of Environmental Quality (DEQ):  
    Office of Environmental Impact Review\*  
    Southwest Regional Office  
    Waste Division  
    Air Programs Coordination Division  
Department of Game and Inland Fisheries\*  
Department of Agriculture and Consumer Services  
Department of Conservation and Recreation.\*  
    Division of Soil and Water Conservation  
    Division of Planning and Recreation Resources  
    Division of Natural Heritage  
Department of Historic Resources\*  
Department of Forestry\*  
Department of Mines, Minerals, and Energy\*  
Department of Transportation\*  
Department of Aviation\*  
Marine Resources Commission  
Virginia Economic Development Partnership\*  
Mount Rogers Planning District Commission  
Washington County.\*

Ms. Colleen M. Angstadt  
Page 3

In order to ensure an effective coordinated review of the document by the agencies and entities listed above, we will require 24 copies of the document when it is published.

If you have questions, please feel free to call me (telephone (804) 698-4325) or Charles Ellis of this Office (telephone (804) 698-4488).

Sincerely,

A handwritten signature in black ink, appearing to read "Ellie L. Irons", followed by a stylized flourish or mark.

Ellie L. Irons  
Program Manager  
Office of Environmental Impact Review

cc: R. Scott Denny, VDA  
Allen R. Brockman, DEQ-Waste  
Kotur S. Narasimhan, DEQ-Air  
Michael L. Overstreet, DEQ-SWRO  
Andrew K. Zadnik, DGIF  
Scott Bedwell, DCR  
Keith R. Tignor, VDACS  
Ethel R. Eaton, DHR  
J. Michael Foreman, DOF  
Matthew Heller, DMME  
Mary T. Stanley, VDOT  
Robert McClintock, VEDP  
Thomas G. Taylor, Mount Rogers PDC  
Mark K. Reeter, Washington County

## **Department of Historic Resources**



*Preserving America's Heritage*

July 6, 2007

Ms. Jennifer Mendelsohn  
Environmental Specialist  
Washington Airports District Office  
Federal Aviation Administration  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

Re: *Extension of Runway 6 at Virginia Highlands Airport*  
*Washington County, Virginia*  
ACHP Ref. 6301

Dear Ms. Mendelsohn:

On June 11, 2007, the Advisory Council on Historic Preservation (ACHP) received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on properties eligible for inclusion in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the Virginia State Historic Preservation Office (SHPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Please note that we agree with the Virginia SHPO regarding the need for FAA to consider alternatives which may avoid, minimize or mitigate adverse effects on historic properties, as required in our regulations at 36 CFR §800.6(a). In addition, it is our understanding that the opinion of the Virginia SHPO should be sought and considered by FAA in making its finding as to whether there is "no prudent and feasible alternative" to using a historic property, the demolition of St. John House in this case, under Section 4(f) of the Department of Transportation Act. If adverse effects as defined in Section 106 cannot be avoided, even after FAA has conducted "all possible planning to minimize harm" as required under Section 4(f), FAA, the Virginia SHPO, and any other consulting parties will document the Section 106 consultation in a Memorandum of Agreement (MOA).

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final MOA, developed in consultation with the Virginia SHPO, Indian tribes, and other consulting parties, and related documentation at the conclusion of the consultation process. The filing of this MOA with the ACHP and fulfillment of its stipulations are required to complete your compliance responsibilities under Section 106 of the National Historic Preservation Act.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 809 • Washington, DC 20004  
Phone: 202-506-8503 • Fax: 202-606-8647 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)



Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact me at (202) 606-8520 or [kharris@achp.gov](mailto:kharris@achp.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Katry Harris". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Katry Harris  
Historic Preservation Specialist  
Office of Federal Agency Programs



# COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.  
Secretary of Natural Resources

**Department of Historic Resources**  
2801 Kensington Avenue, Richmond, Virginia 23221

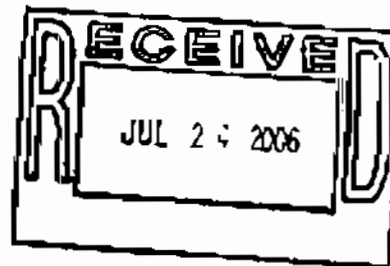
Kristin S. Hillpatrick  
Director

Tel: (804) 367-3333  
Fax: (804) 367-3399  
TDD: (804) 367-3366  
www.dhr.virginia.gov

July 20, 2006

Ms. Jennifer Mendelsohn  
Environmental Protection Specialist  
Washington Airports District Office  
Federal Aviation Administration  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

Re: Virginia Highlands Airport  
Abingdon, Virginia  
DHR file no. 2006-0645



Dear Ms. Mendelsohn:

Thank you for providing such a thorough and clear response to the questions raised in our May 17, 2006 letter regarding the APE for the project at Virginia Highlands Airport in Abingdon. Based on the information you've provided, we understand that the proposed project will not result in increased or additional auditory effects to any surrounding areas and may actually result in a decrease to the auditory effect on the Abingdon Historic District. We thank you for the explanation and we concur with your APE as defined in your letter of March 31, 2006.

We look forward to receiving the results of your identification efforts. If you have any questions in the meantime, I can be reached at (804) 367-2323 ext. 111 or by email at [Kristin.Hill@dhr.virginia.gov](mailto:Kristin.Hill@dhr.virginia.gov).

Sincerely,

Kristin Hill, Architectural Historian  
Office of Review and Compliance

Cc: Colleen Angstadt, Delta Airport Consultant, Inc

Administrative Services  
10 Courthouse Avenue  
Petersburg, VA 23801  
Tel: (804) 863-1624  
Fax: (804) 962-6196

Capital Region Office  
2801 Kensington Ave  
Richmond, VA 23221  
Tel: (804) 367-3323  
Fax: (804) 367-3391

Eastern Region Office  
1415 Old Courthouse Way, 2nd Floor  
Newport News, VA 23606  
Tel: (757) 836-2807  
Fax: (757) 836-2808

Roanoke Region Office  
3030 Reussar Ave., SE  
Roanoke, VA 24013  
Tel: (540) 857-3385  
Fax: (540) 857-7188

Winchester Region Office  
107 N. Kent Street, Suite 203  
Winchester, VA 22601  
Tel: (540) 722-3427  
Fax: (540) 722-7535



U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone 703/661-1354  
Fax 703/661-1370

June 27, 2006

Ms. Kristin Hill  
Architectural Historian  
Office of Review and Compliance  
Commonwealth of Virginia  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

**Re: Area of Potential Effect - Virginia Highlands Airport**

Dear Ms. Hill:

The Federal Aviation Administration (FAA) received your letter dated May 17, 2006 regarding the proposed extension of Runway 6 and the parallel taxiway, shifting Runway 24 threshold, relocating State Road 611, relocating a small cemetery, acquisition of land and an aviation easement at Virginia Highlands Airport. In your letter you requested additional information regarding the Area of Potential Effects (APE) and indirect effects from the proposed project, we have prepared responses to each of your questions.

**Will the extension of the runway permit larger planes to utilize the airport?**

The same aircraft "Category" and "Group" that use the airport today will use it in the future after the extension. (The FAA defines airplanes by "Category" which corresponds to landing speed, and "Group" which corresponds to wingspan. The combination of Category and Group make up the Airport Reference Code or ARC.) The Virginia Highlands Airport is currently classified as Category B (approach speeds up to 121 knots), Group II (wingspans up to 79 feet). The additional runway length (approximately 1,400 feet) offers the operators of the business jets and other aircraft greater operational flexibility (i.e. less restriction to passenger load or fuel on-board for departing aircraft, which means the aircraft may operate heavier after the runway extension). After the runway extension project, we anticipate aircraft with similar overall size (approach speed and wingspan) will operate at Virginia Highlands Airport, with the ability to operate at a higher gross weight.

**If so, will new flight paths over the surrounding area be created?**

No new flight paths will be created due to the proposed project. The existing published approach procedures will be modified to reflect the new landing threshold locations (Runway 24 threshold moving approximately 470 feet from the Town of Abingdon and the Runway 6 threshold moving approximately 1,400 feet from the Town).

**Will larger planes fly lower over the surrounding area for a longer period of time?**

No, the runway extension is not intended to attract larger "Groups" or "Categories" of aircraft to the airport. As stated above, the existing approaches will be modified to reflect the new landing threshold locations. The runway extension will not affect the period of time an aircraft flies in the approach or departure operation.

With the runway extension, aircraft departing Runway 6 (toward the Town of Abingdon) will typically leave the runway pavement surface farther from the Town, effectively allowing them to climb to higher altitudes before reaching the Town, or to turn before reaching the Town. Aircraft landing on Runway 24 will follow the existing approach procedures, which will be revised to reflect a shift of the threshold 470 feet shift away from the Town. The potential noise impacts over the Town will be reduced because the related noise contours will also shift 470 feet from the Town.

It is important to note that regardless of the proposed runway extension and ongoing Environmental Assessment, the airport will be published with an ARC of B-II. The existing pavement strength for the airport supports 30,000 lb single gear aircraft, however is reported in the Airport Facilities Directory at 12,500 lbs due to existing approach obstructions to the runway approach surface (as defined in Federal Aviation Regulation Part 77, *Objects Affecting Navigable Airspace*). A project has been underway for the past five years to acquire easements in the Runway 24 approach to clear these obstructions and clear the appropriate surfaces. Once the obstruction project is complete the airport publications will be updated to reflect 30,000 lb aircraft.

**Will the airport improvements lead to an overall increase in air traffic at the airport?**

The proposed projects will not lead to an overall increase in air traffic beyond the forecast demand developed during the 2003 Airport Layout Plan Update. The FAA approved forecast (see table below), representing an approximate 1.8% average annual growth rate in total operations at the Virginia Highlands Airport. This is consistent with national industry averages for similar sized airports and not the result of proposed or anticipated projects.

### Airport Operations Forecasts

FORECAST ELEMENT	BASE	FORECAST YEARS		
	2002	2007	2012	2022
Total Based Aircraft	71	74	76	83
Single Engine	49	50	51	52
Multi-Piston	8	8	9	10
Multi-Turbine	1	1	1	2
Business Jet	4	5	5	6
Rotorcraft	4	5	5	7
Other*	5	5	5	6
Operations	23,200	25,050	27,000	31,500
GA Operations by Aircraft Type				
Single Engine	15,77	16,53	17,41	19,84
Multi-Piston	1,856	2,004	2,025	2,205
Multi-Turbine	1,473	1,601	1,944	2,302
Business Jet	1,160	1,528	2,025	2,678
Rotorcraft	1,299	1,581	1,601	2,054
Other*	1,616	1,804	1,990	2,199

\* Denotes ultra-light, gliders, and unmanned aircraft

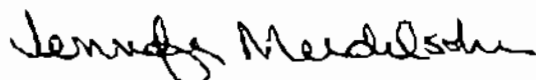
Source: Airport Layout Plan Update, March 2003

### Cemetery concerns:

St. John Cemetery is located on airport property approximately 600 feet from the runway centerline. The family plots consist of nine grave markers for the St. John Family. The boundaries of the site are discernable by an iron fence with concrete posts enclosing an area of approximately 700 square feet. The proposed project would require the cemetery to be relocated. All relevant local and state statutes regarding the relocation of cemeteries will be followed.

We request your written concurrence with the APE for the proposed projects at Virginia Highlands Airport. If you have any questions or require additional information, please contact me at (703) 661-1362.

Sincerely,



Jennifer Mendelsohn  
Environmental Protection Specialist

cc: Ron Deloney, Airport Manager  
Colleen Angstadt, Delta Airport Consultants, Inc.



# COMMONWEALTH of VIRGINIA

1 Preston Bryant Jr.  
Secretary of Natural Resources

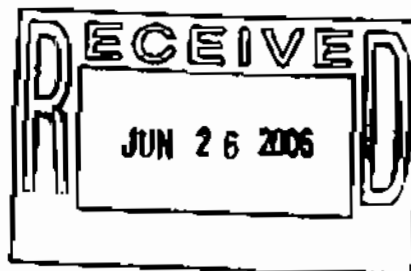
**Department of Historic Resources**  
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick  
Director

Tel. (804) 367-2323  
Fax (804) 367-2391  
TDD (804) 367-2386  
[www.dhr.virginia.gov](http://www.dhr.virginia.gov)

June 20, 2006

Ms. Colleen M. Angstadt  
Delta Airport Consultants  
1338 Hundred Oaks Drive, Suite G  
Charlotte, North Carolina 28217



Re: Virginia Highlands Airport Expansion  
Abingdon, Virginia  
DHR file no. 2006-0645

Dear Ms. Angstadt:

In response to your request for our comments pursuant to the NEPA Environmental Assessment process, please find enclosed our Agency's comments to the FAA pursuant to Section 106 of the National Historic Preservation Act. As you can see, we do have concerns about the effects of the project on historic properties and we expect to work with the FAA pursuant to the Section 106 consultation process to address our concerns and those of the local community. We look forward to receiving a draft EA for review. If you have any questions, I can be reached at (804) 367-2323 ext. 111.

Sincerely,

Kristin Hill, Architectural Historian  
Office of Review and Compliance

Administrative Services  
10 Courthouse Avenue  
Petersburg, VA 23803  
Tel. (804) 862-1624  
Fax (804) 862-6196

Capital Region Office  
2801 Kensington Ave.  
Richmond, VA 23221  
Tel. (804) 367-2323  
Fax (804) 367-2391

Edgewater Region Office  
14415 Old Courthouse Way, 2nd Floor  
Newport News, VA 23608  
Tel. (757) 886-2807  
Fax (757) 886-2808

Roanoke Region Office  
1030 Pennair Ave. SE  
Roanoke, VA 24013  
Tel. (540) 857-7585  
Fax (540) 857-7588

Winchester Region Office  
107 N. Kent Street, Suite 203  
Winchester, VA 22601  
Tel. (540) 722-3427  
Fax (540) 722-7535



# COMMONWEALTH of VIRGINIA

L. Preston Bryan, Jr.  
Secretary of Natural Resources

**Department of Historic Resources**  
2801 Kensington Avenue, Richmond, Virginia 23221

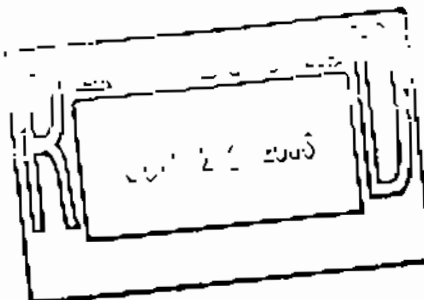
Kathleen S. Kilpatrick  
Director

Tel (804) 367-2323  
Fax (804) 367-2391  
TDD (804) 367-2386  
www.dhr.virginia.gov

May 17, 2006

Mr. Frederick W. Olson  
Washington Airports District Office  
Federal Aviation Administration  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

Re. Virginia Highlands Airport  
Abingdon, Virginia  
DHR file no. 2006-0645



Dear Mr. Olson:

Thank you for initiating consultation with our office pursuant to Section 106 of the National Historic Preservation Act for the proposed undertaking at Virginia Highlands Airport. We understand that this undertaking involves the extension of Runway 6 by 1,399 feet, the extension of the parallel associated taxiway, shifting Runway 6-24, relocating State Road 611, relocating 900 feet of Spring Creek, relocating a small cemetery, and acquiring 53 acres through fee simple land acquisition and 23 acres of aviation easement to allow for obstruction removal and prevent incompatible land use. At this time you are asking for our concurrence with your proposed Area of Potential Effect. While we believe that your APE is appropriate for direct effects, we are concerned that the APE for indirect effects is actually much larger than what is shown on the map. Please consider expanding the APE for indirect effects with the following concerns in mind. Will the extension of the runway permit larger planes to utilize the airport? If so, will new flight paths over the surrounding area be created? Will larger planes fly lower over the surrounding area for a longer period of time? Will the airport improvements lead to an overall increase in air traffic at the airport? All of these issues may result in auditory effects to an area that may be several miles away from the actual construction APE. We have heard from a resident in the Abingdon Historic District that they are concerned about the impact of this project on the District.

Regarding the treatment of the cemetery located on the development parcel, we strongly recommend that all human remains and associated items be recovered archaeologically. Please be aware that the relocation of human burials requires a permit from either the county circuit court or, if recovery involves archaeological field investigation, the Department of Historic Resources. The Department remains an interested party in any court proceeding involving burial grounds of historic significance, and a permit from this office will be required if archaeological recovery is part of a court-approved relocation (please see *Code of Virginia* 10.1-2305).

Administrative Services  
10 Courthouse Avenue  
Petersburg, VA 23103  
Tel (804) 863-1624

Capital Region Office  
2801 Kensington Ave  
Richmond, VA 23221  
Tel (804) 367-2323

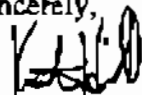
Tidewater Region Office  
14415 Old Courthouse Way, 2nd Floor  
Newport News, VA 23608  
Tel (757) 886-2807

Roanoke Region Office  
1030 Penmar Ave., SE  
Roanoke, VA 24013  
Tel (540) 857-7585

Winchester Region Office  
107 N. Kern Street, Suite 203  
Winchester, VA 22601  
Tel (540) 722-3427

If you have any questions about our comments, I can be reached at (804) 367-2323 ext. 111 or by email at [Kristin.Hill@dhr.virginia.gov](mailto:Kristin.Hill@dhr.virginia.gov). We look forward to receiving additional information about this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kristin Hill', written over a horizontal line.

Kristin Hill, Architectural Historian  
Office of Review and Compliance

Cc. Colleen Angstadt, Delta Airport Consultant, Inc.





FAA  
Airports Division  
Eastern Region

Washington Airports District Office  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
(703) 681-1354

April 10, 2006

Dr. Ethel R. Eaton  
Manager, Office of Review and Compliance  
Virginia Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221



Re: Area of Potential Effect (APE) for Virginia Highlands Airport, Abingdon, Virginia

Dear Dr. Eaton:

Enclosed please find a letter dated March 31, 2006, to Mr. Roger Kirchen of the Roanoke Regional office of Virginia Department of Historic Resources. The letter concerns a planned extension to the runway at Virginia Highlands Airport in Abingdon, Virginia, and the area identified as the APE for that project.

We inadvertently omitted your name from the list of recipients of this letter. We apologize for the oversight. The enclosed letter with attachments is being sent under this separate cover for your information. Please do not hesitate to call me at the number above if you have any questions or require additional information.

Sincerely,

Terry J. Page, Manager  
Washington Airports District Office

Enclosure: Letter of March 31, 2006

cc: Mr. Kirchen, VDHA, Roanoke Regional Office  
Ms. Angstadt, Delta Airport Consultants



**FAA**  
**Airports Division**  
**Eastern Region**

**Washington Airports District Office**  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone (703) 661-1362  
Fax (703) 661-1370

March 31, 2006

Mr. Roger Kirchen  
Virginia Department of Historic Resources  
Roanoke Regional Preservation Office  
1030 Pennmar Avenue, SE  
Roanoke, VA 24013



Dear Mr. Kirchen:

In accordance with the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality (C.E.Q.) implementing regulations, and Federal Aviation Administration (FAA) orders, an Environmental Assessment (EA) for the proposed extension of Runway 6-24 at Virginia Highlands Airport is being prepared. Delta Airport Consultant Inc., in association with cultural resource team member Coastal Carolina Research Inc., is assisting the Virginia Highlands Airport Commission, City of Abingdon, Virginia in the preparation of the EA and cultural resource analysis.

The proposed action/undertaking would take place at Virginia Highlands Airport, which is located approximately 2 miles from the City of Abingdon, VA. The proposed action/undertaking includes the extension of Runway 6 by 1,399 feet to a total runway length of 5,970 feet including the extension of the associated parallel taxiway and shifting the Runway 24 threshold by 470 feet. The extension of 1,399 feet would provide 5,500 feet of take-off runway length with standard extended runway safety areas for both ends of Runway 6-24. The project includes relocating State Road 611, approximately 900 feet of Spring Creek, and a small cemetery. It also includes acquiring approximately 53 acres through fee-simple land acquisition and 23 acres of aviation easement to allow for obstruction removal and to prevent incompatible land use within the runway protection zone. Attached you will find exhibits illustrating the potential project areas and the area of potential effects that is proposed for the Proposed Action/undertaking.

The Virginia Highlands Airport Commission intends to use the NEPA EA process and document the Section 106 process in compliance with requirements as defined by the Advisory Council on Historic Preservation, "Protection of Historic Properties" under 36 CFR Part 800. Please consider this letter and all attachments as initiation of the Section 106 process. As part of this process it is requested that your office review the area of potential effect as shown on the attached exhibit. If you concur with the area of potential effect, please sign the concurrence statement at the end of this letter and return it to this office at the address above. Once concurrence is received from your office, work will begin to identify and document the potential impacts the proposed action/undertaking will have in this area. Impacts in this area, if any, the need for further study and any proposed mitigation measures will then be identified and submitted to your office for concurrence and conclusion of the Section 106 process.

If you have questions or comments regarding the area of potential effect or preparation of this EA, please contact Ms. Colleen Angstadt, Delta Airport Consultant Inc., at 704-521-9101 or Mr. Terry Page, Manager, FAA's Washington Airports District Office (WADO), at 703-661-1364.



Frederick W. Olison, Environmental Specialist  
Washington Airports District Office, FAA

Cc	Ms. Colleen M. Angstadt, Delta Airport Consultants, Inc. ✓	w/o encl.
	Ms. Loretta Lautzenheiser, Coastal Carolina Research, Inc.	w/encl.
	Mr. Ron Deloney, VJI Airport Manager	w/encl.
	Mr. Scott Denny, DOAV	w/encl.

Enclosures: Area of Potential Effect  
Virginia Highlands Airport USGS Map

**Concurrence:**

The Virginia Department of Historic Resources and the Virginia State Historic Preservation Office has reviewed and concurs with the area of potential effect as shown in the attachment

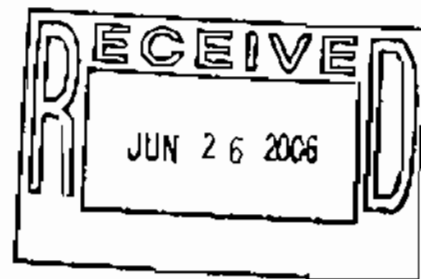
\_\_\_\_\_  
Dr. Ethel R. Eaton, Archaeologist Senior, Project Review Team Leader  
Virginia Department of Historic Resources

Date \_\_\_\_\_

# **Environmental Protection Agency**



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION III  
1650 Arch Street  
Philadelphia, Pennsylvania 19103-2029  
June 23, 2006



Ms Colleen M. Angstadt  
Delta Airport Consultants, Inc.  
1338 Hundred Oaks Dr., Suite G  
Charlotte, NC 28217

Re: Comments to the scoping Virginia Highlands Environmental Assessment information package

Ms. Angstadt

In accordance with the National Environmental Policy Act (NEPA) of 1969 and Section 309 of the Clean Air Act, the Environmental Protection Agency Region 3 (EPA) has reviewed the letter for scoping for the project referenced above submitted by your company on behalf of the Virginia Highlands Airport.

Attached to this letter are EPA's comments and requests that we would like addressed in the impending environmental assessment (EA) document. Of the listed comments, there are three primary concerns that EPA wants addressed in the environmental document.

- 1) that a clear mitigation plan for the environmental impacts associated with the preferred alternative be finished with implementation plans before the start of the project so that mitigation would occur during construction, and post-construction phases;
- 2) how the FAA determined, under its procedures, to prepare this environmental document as an EA (40 CFR 150.4); and
- 3) information on the current land use being acquired, the amount of wetlands and surface water affected by the two alternatives, and the mitigation used to reduce affects from the project.

EPA appreciates the opportunity to participate in the scoping process for this environmental document. If you have any questions feel free to contact Kevin Magerr (215 814-5724).

Sincerely,

William S. Arguto,  
NEPA Team Leader, US EPA Region III



## **Virginia Highlands Environmental Assessment Comments:**

Below are EPA Region III's comments for scoping of the FAA Virginia Highlands Environmental Assessment (EA) document. The proposed EA supports the improvements for compliance with FAA safety regulations and meeting of existing/projected aviation demands.

### **Pre-Draft Environmental Assessment**

It appears that the pre-draft Environmental Assessment (EA) is leaning towards a mitigative Finding of No Significant Impact (FONSI). The Federal Aviation Administration (FAA) has permitted this approach in situations when there are sufficient mitigation measures included as an integral part of the proposed project to offset all potentially significant impacts below threshold levels. EPA further contends that in order for this to be a viable option the proposed EA documentation needs to at least include:

1. plans for mitigation measures be made and completed prior to the start of the project;
2. cooperating agencies have access to mitigation measures for: preconstruction, during construction, and post-construction;
3. mitigation measures that are sufficiently described;
4. a record demonstrating that the mitigation measures will successfully reduce significant impacts below threshold levels;
5. mitigation be collaborative efforts with the cooperating agencies; and
6. implementations of the mitigation measures are enforceable.

If the criteria above are not satisfied the project should be following an Environmental Impact Statement (EIS) approach.

### **FAA Authority**

FAA states that the environmental review of the project will be designated an EA. Looking at the pre-draft letter, it appears that there may be impacts to several resources include water, wetlands, air and noise, and cultural. Because of the numerous possible environmental impacts, EPA would like the FAA to support the reasons for the use of an EA versus other environmental documents used under NEPA; citing the proper authority for an EA under FAA guidance or regulation (40 CFR 1501.4(a)).

### **Land Use**

Alternatives 2 and 3 both plan to purchase (58.7 acres or 67.7 acres) of land for the project plans. EPA would like to know what is currently on the existing land, the future use of the acquired land, and what the adjacent land is for. The EA should address the changes to these land areas and how the environmental impact will change the land use designation.

Additionally, from the information provided to EPA, there seems to be a number of changes to the landscape that would change the wetlands, streams and other resources within the affected area. EPA would like the environmental document to show the type of wetlands impacted, the number of acres of wetlands and streams impacted from the alternatives, and mitigation used to reduce impact to these resources.

### **Cultural Resources**

The letter and the attached exhibits show that there will be a movement of a cemetery for both alternatives. Because of these actions, EPA would like to request that the EA have an analysis of cultural resources that are in compliance with:

1. the National Historic Preservation Act (Section 106 and E.O. 11593),
2. a list of eligible historic properties affected,
3. archeological resources (under the Archaeological Resources Protection Act), and



### **Cumulative Impacts**

As shown on the Alternatives 2 and 3, there are ongoing easement acquisitions and obstruction programs for Runway 24. EPA would like clarification if the ongoing easement acquisition concerns this project or another project in the affected area. If there is another project within the concerned project area, the environmental document should discuss cumulative impacts of the two projects. The analysis should include any current and future impacts from other projects in the concerned area. Also, the environmental document should determine if the two projects have similar effects on the resources in the affected area.

### **Ground Water Resources**

As viewed in the Alternatives 2 and 3, the project is expected to create a stormwater detention basin. EPA would like to suggest that the FAA look into alternatives using green technologies that would reduce surface runoff and reduce impervious surfaces created by the project. The design and project of the basin may interfere with ground water resources. Because of possible impacts, groundwater resources should be evaluated in the EA. EPA requests that an evaluation of groundwater include but not limited to:

1. analysis of any impacted wells in the project area;
2. wellhead protection;
3. aquifer draw down;
4. changes or degradation of aquifer recharge areas; and include
5. mitigation measures to groundwater resources.

### **Floodplains**

The proposed alternatives are located near a stream and relocate a stream. Because of this, EPA requests that the EA analyze the proposed alternatives according to Section 2 of Executive Order 11988 in order to analyze possible avoidance and minimization through mitigation of flooding caused by the project.

### **Environmental Justice and Socioeconomic Impact**

As mentioned in your letter (May 19, 2006) there are predicted increase in usage for Virginia Highlands Airport. Because of the increase in usage of airport traffic, the acquisition of several acres of land, and possible land use changes associated with the acquisition, EPA requests that environmental justice and socioeconomic impact be evaluated in the EA.

### **Air Resources**

Short-term construction impacts and increase usage of the airport may have effects to air resources to the affected area. Because of these possibilities, EPA requests that the EA include but not be limited to

1. attainment
2. permanent impact
3. construction permit requirements/temporary impacts,
4. SmartWay transport;
5. Title 5/NESHAPS;
6. odors
7. noise, and
8. mitigation measures to air resources.

### **Additional Comments**

It has come to the attention of EPA that there are new technologies proposed by FAA that can be used instead of acquiring real estate for the additional 1,000 foot beyond the runway. These engineered material arresting systems (EMAS) can be used instead of the acquisition of land as proposed by the two alternatives. EPA would like an EMAS alternative to be considered therefore significantly reducing impacts created by the mandatory safety project.



## **Agency Meeting**





## MOUNT ROGERS PLANNING DISTRICT COMMISSION

PAUL W. HURLEY, Chairman  
LARRY K. BARTLETT, Vice-Chairman

BRENDA THOMPSON, Treasurer  
DAVID A. BARRETT, Executive Director

1021 Ferrace Drive Marion, Virginia 24354 Phone 276-783-5103 Fax 276-783-6949

February 24, 2009

Ms. Anne N. Pinlon  
Environmental Impact Review Coordinator  
Virginia Department of Environmental Quality  
Office of Environmental Impact Review  
PO Box 1105  
Richmond, VA 23218

Environmental Impact Review: Virginia Highlands Airport  
Project Manager, Virginia Department of Aviation  
DEQ Project #: 09-0156

Dear Ms. Pinlon:

The Mount Rogers Planning District Commission fully supports the above referenced project. This project will help to promote regional economic development and it is consistent with the County's Comprehensive Plan, the Washington County Industrial Authority's plans, and the Mount Rogers Planning District Commission's Regional Comprehensive Economic Strategies. The airport is a strategic industrial recruitment facility for Washington County. The expansion of the facility will enhance safety as well as commerce for the region.

We have no comment on the environmental impact report for this project.

Sincerely,

David A. Barrett  
Executive Director

DAB/ge



# COMMONWEALTH of VIRGINIA

Randal P. Burdette  
Director

*Department of Aviation*  
5702 Gulfstream Road  
Richmond, Virginia 23250-2422

VTDOD - (804) 236-3624  
FAX - (804) 236-3635

May 23, 2006

Ms. Colleen Angstadt  
Delta Airport Consultants, Inc.  
1338 Hundred Oaks Drive, Suite G  
Charlotte, N.C. 28217

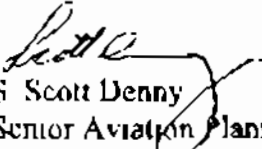
Dear Ms. Angstadt:

Thank you for providing the Virginia Department of Aviation with a copy of the meeting notes information package derived from the November 9, 2005 agency coordination meeting at the Virginia Highlands Airport Environmental Assessment meeting.

The Department has no comment regarding the three alternatives; 1.) No Build, 2.) Runway Extension to Runway 6 with a 34:1 non-precision approach, or 3.) Runway Extension to Runway 6 with a 20:1 visual approach. However, it should be noted that if following the completion of the Environmental Assessment alternative # 3 is selected, a pen and ink revision to the Airport Layout Plan may be required. This should in no way impact the Sponsor's preferred alternative but the Sponsor should realize it may be necessary once the EA is complete.

If you have any questions regarding this matter please contact me at (804) 236-3632.

Sincerely,

  
S. Scott Denny  
Senior Aviation Planner

cc: Luis Loarte, FAA/WADO  
Ron Deloney, VIIAC





# **DELTA AIRPORT CONSULTANTS, INC.**

## **MEMO**

**DATE:** May 19, 2006

**TO:** Distribution

**FROM:** Colleen M. Angstadt, Delta Airport Consultants, Inc. *CMA*

**RE:** Virginia Highlands Environmental Assessment  
Agency Coordination Meeting Discussion Notes & Information Package

On behalf of the Virginia Highlands Airport Commission and the Virginia Highlands Airport, Delta Airport Consultants, Inc. has initiated an Environmental Assessment (EA), to evaluate the impacts associated with developing the airport consistent with FAA design standards to serve aircraft categorized under Airport Reference Code (ARC) B-II (large). The proposed improvements are intended to achieve compliance with Federal Aviation Administration (FAA) safety regulations and to meet the existing and projected aviation demands. Three alternatives, including a No Action, are being evaluated during the EA process; a description of each has been included in the attached materials.

On November 9, 2005, an agency coordination meeting was held at the Virginia Highlands Airport to initiate informal consultation with all associated environmental agencies for the EA. Agencies were invited to attend the meeting on October 10, 2005 via mail distribution. As part of the National Environmental Policy Act (NEPA) process we are requesting comments from interested agencies regarding the project and the proposed improvements, as related to the impact categories listed below. Please consider those categories relevant to your department for comment

- |   |  |
|---|--|
| - Aircraft Noise  | - Light Emissions and Visual Impacts   |
| - Coastal Resources   | - Natural Resources, Energy Supply, and Sustainable Design   |
| - Compatible Land Use   | - Noise  |
| - Construction Impacts  | - Secondary (Induced) Impacts  |
| - Department of Transportation Act Section 4(f)                     | - Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks |
| - Farmlands   | - Water Quality  |
| - Fish, Wildlife, Plants  | - Wetlands   |
| - Floodplains   | - Wild and Scenic Rivers   |
| - Hazardous Materials, Pollution Prevention, and Solid Waste        |  |
| - Historical, Architectural, Archaeological, and Cultural Resources |  |

The following is a list of items enclosed for review:

- 1) Agency Coordination Meeting Discussion Notes – November 9, 2005
- 2) Project Summary Sheet
- 3) Exhibit 2-1, Alternative 1, No Action
- 4) Exhibit 2-2, Alternative 2
- 5) Exhibit 2-3, Alternative 3
- 6) Exhibit 3-3, USGS Map

We are requesting receipt of any comments by June 20, 2006. If you have any questions or need any further information, please contact Ms Colleen M Angstadt at 704.521.9101 or via e-mail at [cangstadt@deltaairport.com](mailto:cangstadt@deltaairport.com).

Thank you for your consideration in this matter.

cc. Roy G. Lewis, A.A.E., Delta Airport Consultants, Inc  
Sarah Tanner, P.E., Delta Airport Consultants, Inc.

**ENVIRONMENTAL AGENCY COORDINATION MEETING  
VIRGINIA HIGHLANDS AIRPORT  
ENVIRONMENTAL ASSESSMENT**

**DISTRIBUTION LIST**

**FEDERAL AGENCIES**

Mr. Terry Page  
Washington Airports District Office  
Federal Aviation Administration  
23723 Air Freight Lane, Suite 210  
Dulles, VA 20166

Ms. Jennifer Mendelsohn  
Washington Airports District Office  
Federal Aviation Administration  
23723 Air Freight Lane, Suite 210  
Dulles, VA 20166

Ms. Roberta Hylton, Project Leader  
U S Fish and Wildlife Service  
Southwest Virginia Field Office  
330 Cummings Street  
Abingdon, VA 24210

U.S. Army Corps of Engineers  
Nashville District  
P O. Box 1070  
Nashville, TN 37202

Mr. William Arguto  
U.S. Environmental Protection Agency  
Region 3  
1650 Arch Street (3PMS2)  
Philadelphia, PA 19103

**STATE AGENCIES**

Mr. Charles H. Ellis  
Office of Environmental Impact Review  
629 East Main Street  
Sixth Floor  
Richmond, VA 23219

Mr. Scott Denny  
Virginia Department of Aviation  
5702 Gulfstream Rd.  
Richmond, VA 23250

Mr. Roger Kirchen  
Virginia Department of Historic Resources  
2801 Kensington Avenue  
Richmond, VA 23221

Ms. Amy Martin  
Department of Game and Inland Fisheries  
Environmental Survey Section  
4010 West Broad Street,  
Richmond, VA 23230

Mr. Ron Jenkins  
VA Department of Forestry- Charlottesville  
Fontaine Research Park  
900 Natural Resources Drive  
Suite 800  
Charlottesville, Virginia 22903

Mr. Chris Sullivan  
VA Department of Forestry- Abingdon  
1240 West Main Street  
Abingdon, Virginia 24212

Mr. Joseph H. Maroun, Director  
Department of Conservation and Recreation  
203 Governor Street, Suite 213  
Richmond, VA 23219

O. Gene Dishner, Director  
Department of Mines, Minerals and Energy  
Ninth Street Office Building, 8<sup>th</sup> Floor  
202 North Ninth Street  
Richmond, VA 23219

Ms. Karen Rae, Director  
Department of Rail and Public  
Transportation  
P. O. Box 590  
Richmond, VA 23218

#### **LOCAL/COUNTY AGENCIES**

Mr. Ronald V. Deloney  
Airport Manager  
18521 Lee Highway  
P.O. Box 631  
Abingdon VA, 24212

Mark K. Reeler  
County Administrator  
County Administration Building  
205 Academy Drive  
Abingdon VA, 24210

Mr. Charles W. Horton  
County Department of Planning  
County Administration Building  
205 Academy Drive  
Abingdon VA, 24210

Mr. James S. Givens  
Bristol District  
Virginia Department of Transportation  
P.O. Box 1768  
870 Bonham Road  
Bristol, VA 24203

Ms. Diane Thomas  
Virginia Economic Development  
Partnership Abingdon Office  
16325 Taylor Place, Suite 300  
Abingdon, VA 24211

Virginia Highlands Airport Commission  
18521 Lee Highway  
P O Box 631  
Abingdon VA, 24212-0631

Washington County Planning Commission  
County Administration Building  
205 Academy Drive  
Abingdon VA, 24210

Ms. Christy Parker  
Assistant Administrator  
County Administration Building  
205 Academy Drive  
Abingdon VA, 24210



USGS TOPOGRAPHIC MAP OF THE COLUMBIAN RIVER BASIN, 1:50,000 SCALE, 1961 EDITION.

WALLACE COUNTY, MINNESOTA





**Virginia Highlands Airport  
Environmental Assessment  
Agency Coordination Meeting  
11-9-05**

**Attendees:**

- Mr. Ron Deloney, Airport Manager
- Mr. Frederick Olison, FAA
- Mr. Scott Denny, DOAV
- Ms. Colleen Angstadt, Delta Airport Consultants
- Mr. Roy Lewis, Delta Airport Consultants
- Mr. Mark Recter, County Administrator
- Mr. Ron Jenkins, VA Department of Forestry
- Mr. Chris Sullivan, VA Department of Forestry

**I. Introduction**

- The 2003 ALP Update was referenced and briefly explained.
- The critical aircraft for the project was also mentioned

**II Purpose and Need of Environmental Assessment**

- There are no known mitigations required for the ALP projects.

**III Projects to be Assessed**

- An obstruction study is conducted as part of the EA for analysis
- Obstruction removal items will be added to the current project map.
- A road feasibility analysis was in draft form by June 2005.
- The county had noted concerns with SR-611 being routed into Westinghouse Rd and has questioned VDOT.
- The county also wants to reevaluate roadway assignment options
- Owner noted alternatives examined for Sky King Rd
- VDOT says that SR-611 must remain a through road
- The county recommends that a group review road 1717
- As the EA continues, the ongoing airport project (west side development) will continue unaffected.

**IV. Alternatives to be Evaluated**

- Three alternatives were covered: No build, Runway 6 extension, and Runway 24 extension.

**V. Comments/Questions**

## **Project Summary**

### **I. Project Background**

The Virginia Highlands Airport Commission (VHAC) as Owner and Operator of the Virginia Highlands Airport, received approval from the Federal Aviation Administration (FAA) of its 2003 Airport Layout Plan (ALP) Update. The ALP Update report included specific actions required for the Airport to fully comply with Federal Aviation Regulations related to design specifications for public airports. The VHAC has now received approval from the FAA to proceed with the next phase of the proposed project implementation, an Environmental Assessment (EA).

The Airport Commission has retained Delta Airport Consultants, Inc. to conduct the EA and prepare a report for submittal to the FAA. The EA will be prepared consistent with the guidelines of the National Environmental Policy Act.

### **II. National Environmental Policy Act (NEPA) Overview**

The National Environmental Policy Act (NEPA) of 1969 establishes national environmental policy and goals for the protection, maintenance, and enhancement of the environment. The Act also provides a process for implementing these goals within the federal agencies and establishes the Council on Environmental Quality (CEQ).

NEPA requires the federal government to use all practicable means to create and maintain conditions under which man and nature can exist in productive harmony. A federal agency proposing a major federal action(s) which may significantly affect the environment is required to prepare a detailed statement assessing the environmental impact of alternatives.

Three levels of analysis exist; 1) categorical exclusion determination, 2) preparation of an environmental assessment/finding of no significant impact (EA/FONSI), 3) and preparation of an environmental impact statement (EIS), depending upon whether or not an undertaking could significantly affect the environment.

The EA/FONSI analysis is applicable to the proposed projects at the Virginia Highlands Airport. As such, the Federal Aviation Administration (FAA) is required to prepare a written environmental assessment (EA) to determine whether or not a federal undertaking would significantly affect the environment. If the answer is no, the agency issues a finding of no significant impact (FONSI). The FONSI may address measures that an agency will take to reduce (mitigate) potentially significant impacts. Public informational meetings are held during the analysis and the opportunity for a public hearing is required.

If the EA determines that the environmental consequences of a proposed federal undertaking may be significant, an EIS is required. An EIS is a more detailed evaluation of the proposed action and alternatives. The public, other federal agencies and outside parties may provide input into the preparation of an EIS and then comment on the draft EIS when it is completed.

### **III. Purpose & Need**

This EA will address projects which are intended to meet FAA design standards and fulfill the existing and projected aviation demands, as well as the facility requirements as defined in the 2003 ALP Update, and to meet FAA design standards to the maximum extent practicable. Together these projects are defined as the proposed action and address the worst case scenario.

The Purpose and Need establishes the relationship between the proposed projects and the efficiency, safety, and forecasted demand at the airport and constitutes Chapter 1 of the EA document. Following a brief overview of the airport, setting, description of proposed action and project background, this section of the EA will describe the purpose and need for the proposed federal action.

The projects include improvements necessary to develop the airport as an ARC B-II (large) general aviation airport, as well as meet standards established in Advisory Circular (AC) 150/5300-13, *Airport Design* to the greatest extent practicable, and in accordance with FAA guidance. These projects are included in the airport's five-year

Airport Capital Improvement Program (ACIP) with respect to land requirements, Part 77 surface protection, and facility development

The proposed action includes developing the airport to meet E-II (large) requirements which includes removing obstructions to the Runway 24 approach. This action will allow the existing restrictions on the instrument non-precision approach to be removed, resulting in a change of slope from a 20:1 approach surface to a 34:1. The proposed action also includes a runway extension to serve the existing and future aviation demand of the airport, as well as a partial parallel taxiway to serve the extension. A total useable runway length of 5,500 feet is proposed to accommodate aircraft. Also associated with the runway extension, visual and electronic aids will be relocated as appropriate.

Property interest acquisition in both fee-simple and easement will be necessary for VHAC to obtain controlling interest in the property required for the runway extension and to protect the future critical safety areas including the runway protection zone(s) (RPZ), runway safety area(s) (RSA), and runway object free area(s) (ROFA). Additional obstruction removal will also be required to clear the 34:1 approach once the runway has been extended.

The proposed action also includes T-Hangar development, the installation of security fencing, relocation of the Automated Weather Observing System (AWOS), small cemetery (on airport) relocation, and demolition of an existing barn on airport property.

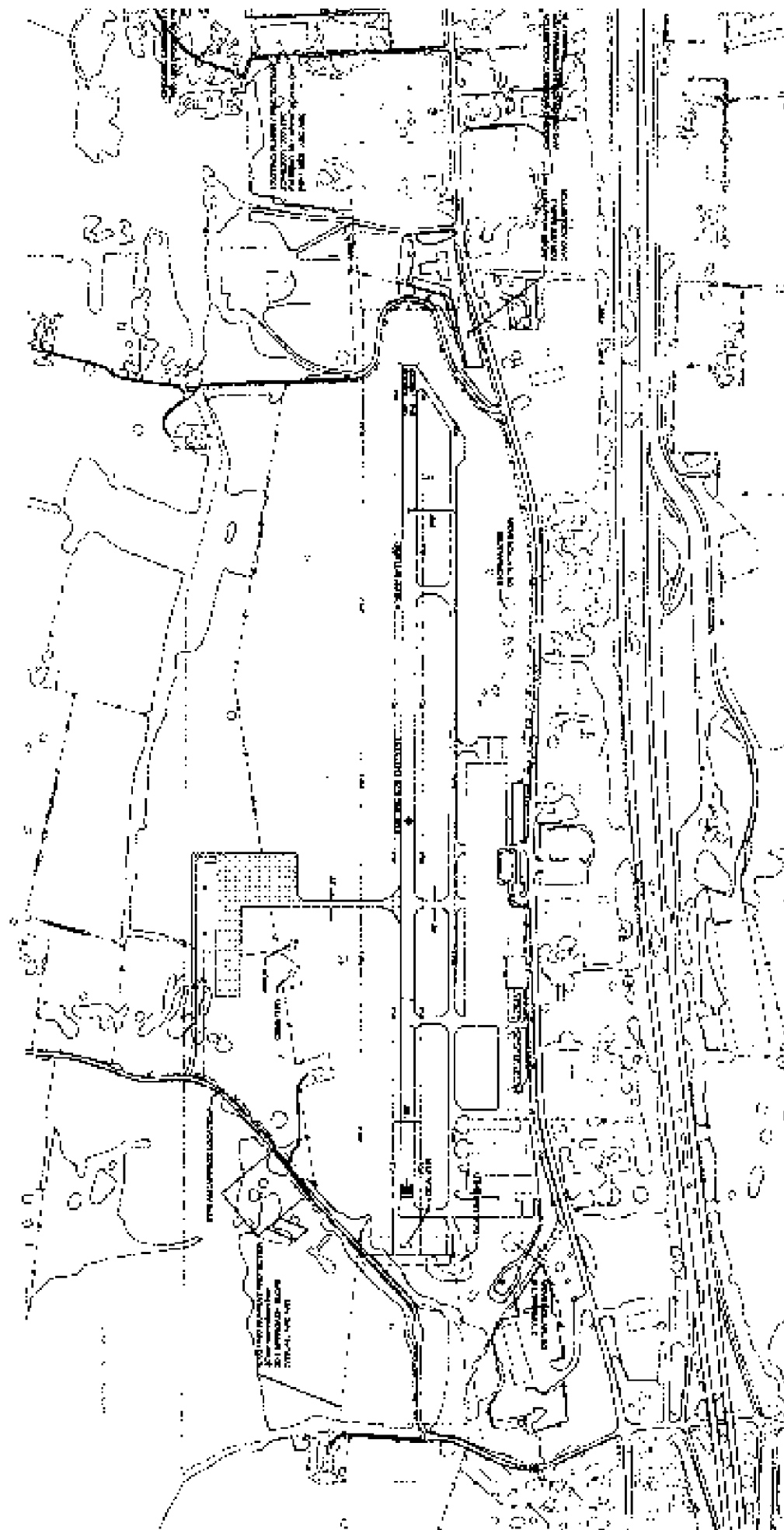
#### **IV. Alternatives**

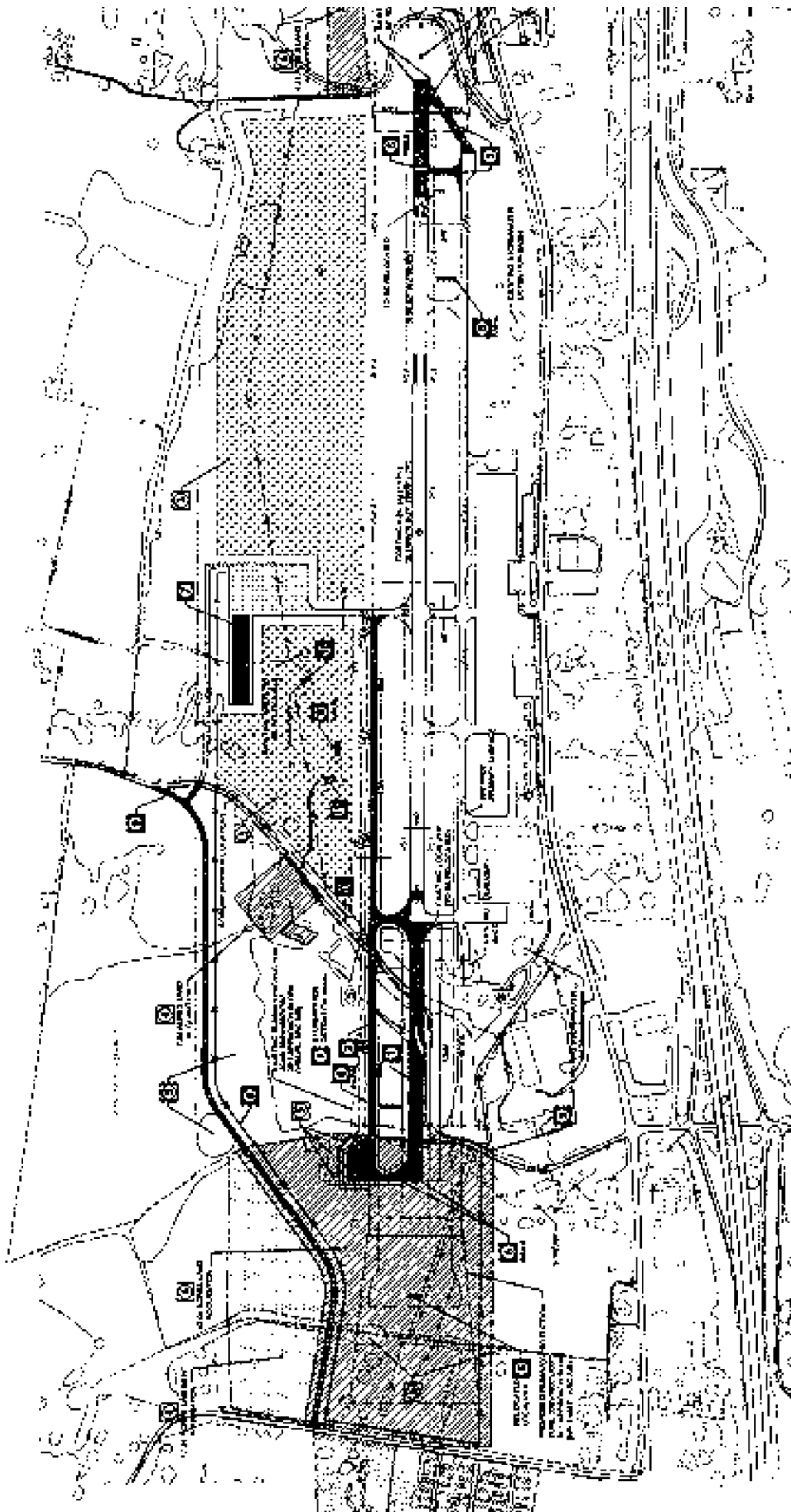
This section of the EA describes the process used to identify reasonable alternatives meeting the purpose and need for the sponsor's proposed action, as well as the following four elements: 1) Alternatives Considered but not Carried Forward, 2) Alternatives Further Considered 3) Screening of Considered Alternatives, and 4) Selection of the Preferred Alternative. The EA addresses projects that, while serving separate needs, collectively improve/support the airport's ability to meet forecasted growth and enhance safety. Each project requires a detailed analysis of its design considerations to determine the full scope of potential impacts.

Three alternatives were identified for evaluation in the EA. Alternative 1 proposes a No Action alternative as required by NEPA and serves as a basis for comparison to the other proposed alternatives. Alternatives 2 and 3 both propose extending Runway 6 to accommodate the growth of the airport from existing B-II (small) to B-II (large). Alternative 2 would propose modifying to a 34:1 non-precision approach, while Alternative 3 would maintain the existing 20:1 visual approach. As a result of the alternative screening completed as part of this EA, the sponsor's preferred alternative was selected. Although Alternative 1 involves fewer environmental impacts, it does not meet the purpose and need of the proposed action. Both of the remaining development alternatives would meet the defined purpose and need, however, the potential impacts from Alternative 2 appear to be significantly greater in terms of obstruction removal and property interest acquisition. Therefore, Alternative 3 was selected as the preferred development alternative from this EA.

## **V. Project Approach**

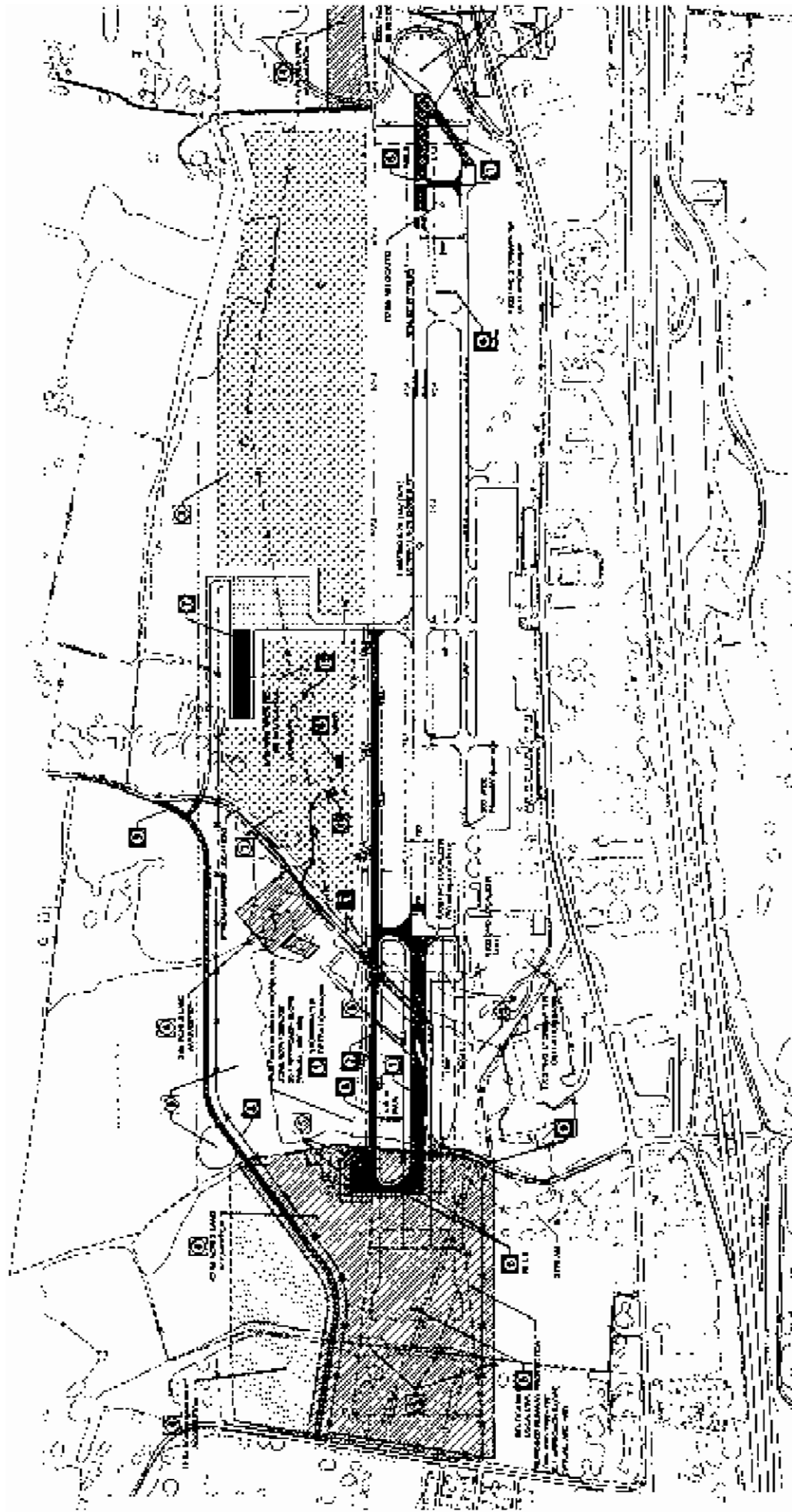
The EA process encourages public participation, and three public meetings are scheduled throughout the process. The first public meeting was held on November 9, 2005, and the second meeting on February 23, 2006. The third meeting will be held following the completion of the Affected Environment and Environmental Consequence sections of the EA. Public meetings are conducted in a non-formal format which allows the public to interact directly with airport management, and consultant representatives, as well as involved federal and state agencies. The Virginia Department of Environmental Quality will conduct a public hearing following the completion of the draft EA. The public also has the opportunity to submit written comments which will become part of the EA document.





# **PROPOSED PROJECTS**

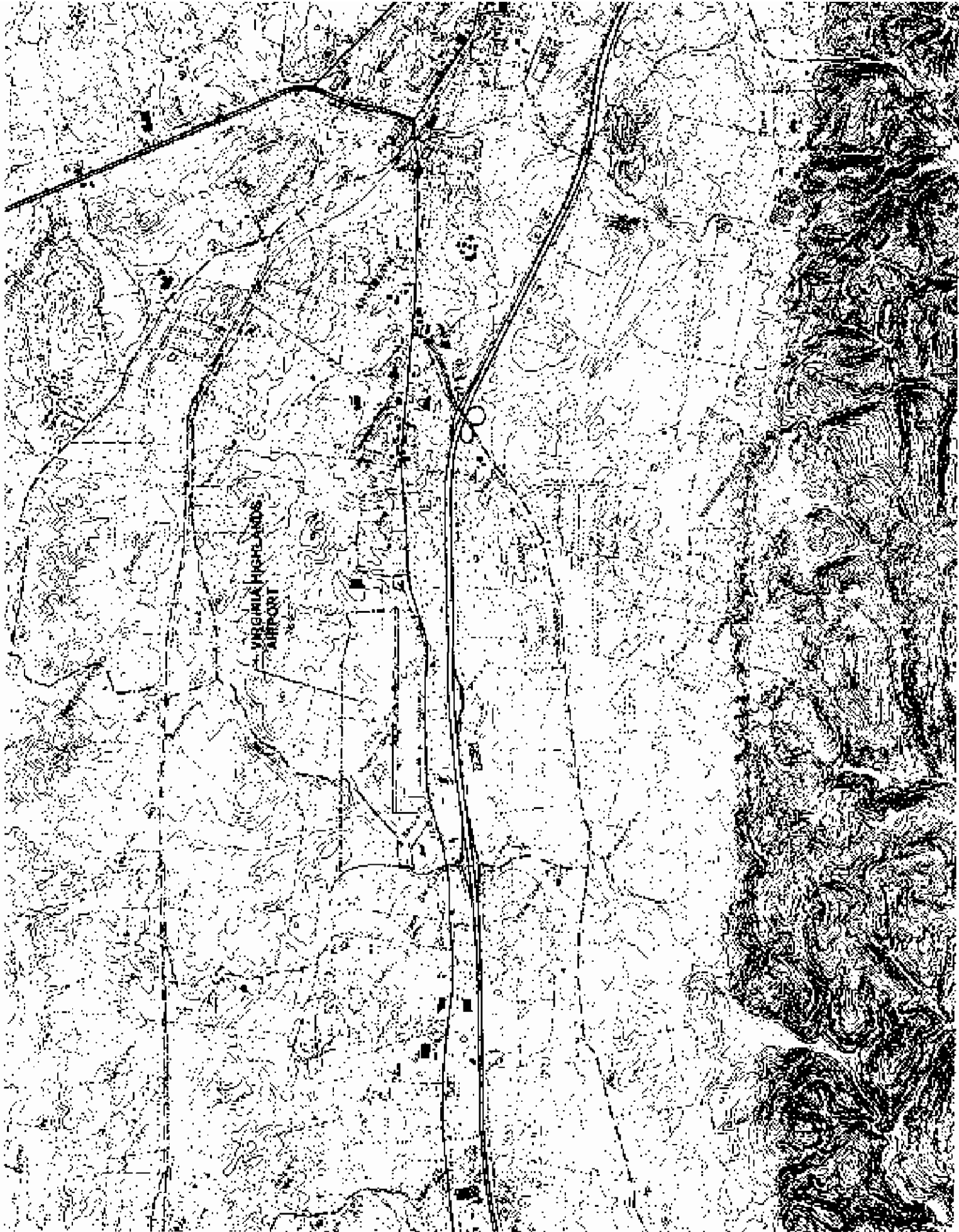
- 1 EXTEND RUNWAY 8 - 1,500' ± 15' (INCLUDES PARTIAL DEMOLITION OF RUNWAY 24 & PARALLEL TAXIWAY)
- 2 CONSTRUCT A PARTIAL PARALLEL TAXIWAY
- 3 BORROW SITE/STAGING AREA
- 4 PROPERTY INTEREST ACQUISITION
- 5 DESTRUCTION REMOVAL
- 6 RELOCATION OF VISUAL AIDS & MARKERS (LOCALIZER, RWY 24, & RWY 8) BOTH RUNWAY ENDS & RELOCATION OF AIDS
- 7 FENCING & SECURITY
- 8 INSTALL SECURITY FENCING
- 9 RELOCATE STATE ROAD 611
- 10 STREAM RELOCATION
- 11 RELOCATE EXISTING BLVD



# **PROPOSED PROJECTS**

1. EXTEND RUNWAY 24 - 1,297' x 72' (INCLUDES PARTIAL DEMOLITION OF RUNWAY 24 & PARALLEL TAXIWAY)
2. CONSTRUCT A PARTIAL PARALLEL TAXIWAY
3. BORROW SITE GRADING AREA
4. PROPERTY INTEREST ACQUISITION
5. OBSTRUCTION REMOVAL
6. RELOCATION OF VISUAL AIDS & HAZARD LIGHTS (LOCALIZER, REIL, DOLLS, & PAPI)
7. T-HANGAR DEVELOPMENT
8. INSTALL SECURITY FENCING
9. RELOCATE STATE ROAD 811
10. STREAM RELOCATION
11. DEMOLISH BARRIERS





# **AGENDA**

## **Virginia Highlands Airport Environmental Assessment Agency Coordination Meeting**

**November 9, 2005  
2:00 PM**

- I. Introduction
- II. Purpose and Need of Environmental Assessment
- III. Projects to be Assessed
- IV. Alternatives Required to be Evaluated
- V. Comments / Questions
- VI. Airport Tour (optional)

# Sign-In Sheet

Virginia Highlands Airport  
Environmental Assessment  
Agency Coordination Meeting  
November 9, 2005  
2:00 PM

Name (print) / Organization

Street Address / Email

William Highland, Delta Airport Inc

freight@hlaairport.com

FREDERICK OLSON

Frederick.Olson@va.gov

STACY DENNY

STACY.DENNY@va.gov

RON JENKINS

RON.JENKINS@DEFIREN.VA.GOV

Steve Bustin - VDOT

700 E. Main St., Abingdon, Va. Steve.Bustin@Virginia

RON DELANEY

P.O. Box 631 Abingdon, VA 22022 rj@nars.com

ROY LOUIS DELTA

1338 WILSON CIRCLE DR SE 67 ELLENIS C. DELTA@AUGUST.COM

MARK REETER - Wash. Co

205 Academy Dr SE, Abingdon VA markreeter@washco.wa

**Virginia Highlands Airport  
Environmental Assessment  
Project Summary  
November 2005**

**I Project Background**

The Virginia Highlands Airport Commission (VHAC) as Owner and Operator of the Virginia Highlands Airport, received approval from the Federal Aviation Administration (FAA) of its 2003 Airport Layout Plan (ALP) Update. The ALP Update report included specific actions required for the Airport to fully comply with Federal Aviation Regulations related to design specifications for public airports. The VHAC has now received approval from the FAA to proceed with the next phase of the proposed project implementation, an Environmental Assessment (EA).

The Airport Commission has retained Delta Airport Consultants, Inc. to conduct the EA and prepare a report for submittal to the FAA. The EA will be prepared consistent with the guidelines of the National Environmental Policy Act.

**II. National Environmental Policy Act (NEPA) Overview**

The National Environmental Policy Act (NEPA) of 1969 establishes national environmental policy and goals for the protection, maintenance, and enhancement of the environment. The Act also provides a process for implementing these goals within the federal agencies and establishes the Council on Environmental Quality (CEQ).

NEPA requires the federal government to use all practicable means to create and maintain conditions under which man and nature can exist in productive harmony. A federal agency proposing a major federal action(s) which may significantly affect the environment is required to prepare a detailed statement assessing the environmental impact of alternatives.

Three levels of analysis exist, 1) categorical exclusion determination, 2) preparation of an environmental assessment/finding of no significant impact (EA/FONSI), 3) and preparation of an environmental impact statement (EIS), depending upon whether or not an undertaking could significantly affect the environment.

The EA/FONSI analysis is applicable to the proposed projects at the Virginia Highlands Airport. As such, the Federal Aviation Administration (FAA) is required to prepare a written environmental assessment (EA) to determine whether or not a federal undertaking would significantly affect the environment. If the answer is no, the agency issues a finding of no significant impact (FONSI). The FONSI may address measures that an agency will take to reduce (mitigate) potentially significant impacts. Public informational meetings are held during the analysis and the opportunity for a public hearing is required.

If the EA determines that the environmental consequences of a proposed federal undertaking may be significant, an EIS is required. An EIS is a more detailed evaluation of the proposed action and alternatives. The public, other federal agencies and outside parties may provide input into the preparation of an EIS and then comment on the draft EIS when it is completed.

### **III. Purpose & Need**

This EA will address projects which are intended to meet FAA design standards and fulfill the existing and projected aviation demands, as well as the facility requirements as defined in the 2003 AIP Update, and to meet FAA design standards to the maximum extent practicable. Together these projects are defined as the proposed action.

The Purpose and Need establishes the relationship between the proposed projects and the efficiency, safety, and forecasted demand at the airport and constitutes Section I of the EA document. Following a brief overview of the airport, airport operations, and the major airport facilities, this section of the EA will describe the need for the projects included in the sponsor's proposed action.

The projects include improvements necessary to develop the airport as an ARC B-II (large) general aviation airport, as well as meet standards established in Advisory Circular (AC) 150/5300-13, *Airport Design* to the greatest extent practicable, and in accordance with FAA guidance. These projects are included in the airport's five-year Airport Capital Improvement Program (ACIP) with respect to land requirements, Part 77 surface protection, and facility development. The proposed projects are described as follows:

*Extend Runway 6 (1,399 feet by 75 feet)*

Existing Runway 6-24, at a length 4,471 feet, does not adequately support the airport's critical aircraft and growing operations. As stated in the 2003 AIP Update, an extension of Runway 6-24 to 5,500 feet will enable the airport to accommodate 75 percent of large airplanes of 60,000 pounds or less at 60 percent useful load capacity. Following the extension of Runway 6-24, the threshold of Runway 24 will be located 470 feet from the end of the pavement. The threshold relocation will consist of demolishing the runway and taxiway pavement past the relocated runway threshold to correct the runway safety area (RSA) gradient.

*Construct a Partial Parallel Taxiway (3,060 feet by 35 feet)*

A parallel taxiway to Runway 6-24 is proposed to be constructed to serve the extension of the runway. The taxiway will be a partial parallel taxiway 35 feet wide. The taxiway will include two connector taxiways to Runway 6-24.

*Borrow Site / Grading Area*

Approximately, 850,000 cubic yards of embankment is necessary for the runway extension and parallel taxiway construction. It is proposed that the embankment be obtained from the west side of the airfield as the terrain is significantly higher than that of the existing runway.

*Property Interest Acquisition (approximately 52 acres in fee simple, 12.5 acres in easement)*

Approximately 52 acres of fee-simple land acquisition and 12.5 acres of aviation easement will be required. All aviation easements will provide the V HAC with sufficient property interest to prevent incompatible land uses and allow for obstruction removal for FAR Part 77.

*Obstruction Removal*

This project includes the removal of obstructions to the Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace, surfaces for Runway 6-24. Obstructions to the Part 77 surfaces for Runway 6-24 include vegetative, topographic, and man-made structures. Obstructions within the transitional surfaces include trees and topography. Many of the obstructions exist on airport property or property which has an existing aviation easement. The remaining obstructions exist on property which the airport has proposed to obtain the appropriate property interest needed to remove current or future obstructions.

#### *Relocation of Visual Aids, Navigational Aids (NAV-AIDS), and AWOS*

The purpose of this project is to relocate the Localizer system to accommodate the runway/taxiway extension. Visual aids (Runway Edge Identifier Lights (REILs), Omni-Directional Approach Lighting System (ODALS), and Precision Approach Path Indicators (PAPIs)) will be relocated to meet the new runway geometries. The AWOS will be relocated to accommodate the source of embankment material needed for the westerly extension of the runway and taxiway.

#### *T-Hangar Development*

This project includes the construction of a 10-unit T-hangar and associated apron on the west side of the airport. Taxilane access and necessary grading for the 10 unit T-hangar are currently under design and construction (Categorical Exclusion received on February, 12, 2013).

#### *Install Security Fencing*

Fencing would be installed along the perimeter of the airport to include property to be acquired as part of a project assessed in this EA.

#### *Relocate State Road 611 (approximately 3,800 feet)*

This project includes the relocation of State Road 611 to accommodate the runway extension. The road will provide access to and from U.S. Route 11 to the new T-hangars and GA hangar area on the west side of the airport. State Road 611 will be realigned approximately 1,800 feet to the west of the existing right-of-way and will reconnect to an existing portion of Westinghouse Road.

#### *Stream Relocation (approximately 900 feet)*

The small creek which runs along SR 611 (Spring Creek) will be evaluated for relocation. The current alignment of the creek runs perpendicular to the location of the runway extension and parallel taxiway. It will need to be relocated or boxed in order to accommodate the runway extension.

#### *Demolish Barn*

This project includes the demolition of an existing barn to allow material to be excavated from the site for the runway extension and remove possible obstructions to the 7:1 FAR Part 77 transitional surface.

## PURPOSE & NEED

- Prepare Purpose & Need
- Review Forecast Demand from 2003 ALP Update
- Review Existing Fleet Mix & Operations from 2003 ALP Update
- Define Existing Conditions
- Document Time Frame of Project
- Document Requested Federal Action
- Initial Agency Contact

## ALTERNATIVE ANALYSIS

- Define Area of Potential Effect (APE)
- Identify Alternative Concepts
- Review Sponsor's Proposed Action
- Evaluate Alternatives
- Highlight Potential Significant Impact

## ENVIRONMENTAL ANALYSIS

- Conduct Site Assessments
- Conduct Natural Resource Agency
- Conduct Environmental Analysis (19 Impact Categories)
- 1. Air Quality
- 2. Coastal Resources
- 3. Compatible Land Use
- 4. Construction Impacts
- 5. Dept. Transportation Act Section 4(f)
- 6. Farmlands
- 7. Fish, Wildlife, & Plants
- 8. Floodplains
- 9. Hazardous Materials, Pollution Prevention, & Solid Waste
- 10. Historical, Architectural, Archaeological, & Cultural Resources
- 11. Light Emissions & Visual Impacts
- 12. Natural Resources, Energy Supply, & Sustainable Design
- 13. Noise
- 14. Secondary (Induced) Impacts
- 15. Socioeconomic Impacts, Environmental Justice, & Children's Environmental Health & Safety Risks
- 16. Water Quality
- 17. Wetlands
- 18. Wild & Scenic Rivers
- 19. Other Considerations

FAA Order 1050.1E

## PUBLIC COMMENT PERIOD

30 Day Review Period

ADDRESS

COMMENTS

YES

NO



# VJI ENVIRONMENTAL ASSESSMENT STUDY SCHEDULE

OCTOBER  
2005

NOVEMBER

DECEMBER  
2005





ENVIRONMENTAL AGENCY COORDINATION MEETING  
VIRGINIA HIGHLANDS AIRPORT  
ENVIRONMENTAL ASSESSMENT

DISTRIBUTION LIST

FEDERAL AGENCIES

Mr. Frederick Olson  
Washington Airports District Office  
Federal Aviation Administration  
23723 Air Freight Lane, Suite 210  
Dulles, VA 20166

Roberta Hylton, Project Leader  
U.S. Fish and Wildlife Service  
Southwest Virginia Field Office  
330 Cummings Street  
Abingdon, VA 24210

U.S. Army Corps of Engineers  
Nashville District  
P.O. Box 1070  
Nashville, TN 37202

Mr. William Argote  
U.S. Environmental Protection Agency  
Region 3  
1650 Arch Street (3PM52)  
Philadelphia, PA 19103

STATE AGENCIES

Mr. Charles H. Ellis  
Office of Environmental Impact Review  
629 East Main Street  
Sixth Floor  
Richmond, VA 23219

Mr. Scott Denny  
Virginia Department of Aviation  
5702 Gulfstream Rd  
Richmond, VA 23250

Ms. Susan Summers  
Virginia Department of Aviation  
5702 Gulfstream Rd  
Richmond, VA 23250

Mr. John Kern, Director  
Virginia Department of Historic Resources  
Roanoke Regional Preservation Office  
1030 Penmar Avenue, SE  
Roanoke, VA 24013

Mr. Roger Kirchen  
Virginia Department of Historic Resources  
Roanoke Regional Preservation Office  
1030 Penmar Avenue, SE  
Roanoke, VA 24013

Colonel W. Gerald Messersmith  
Interim Director  
Department of Game and Inland Fisheries  
4010 West Broad Street  
Richmond, VA 23230

Mr. Steve Counts  
Virginia Department of Forestry, Abingdon  
900 Natural Resources Drive  
Charlottesville, VA 22903

Mr. Joseph H. Maroon, Director  
Department of Conservation and Recreation  
203 Governor Street, Suite 213  
Richmond, VA 23219

Mr. Gene Dishner, Director  
Department of Mines, Minerals and Energy  
Ninth Street Office Building, 8th Floor  
202 North Ninth Street  
Richmond, VA 23219

Phyllis Lynch/Hyatt  
DCR local office

DCR would be involved when grading permit

Ms. Karen Rau, Director  
Department of Rail and Public  
Transportation  
P. O. Box 590  
Richmond, VA 23218

Ms. Diane Thomas  
Virginia Economic Development  
Partnership - Abingdon Office  
16325 Taylor Place, Suite 500  
Abingdon, VA 24211

Mr. James S. Givens  
Bristol District  
Virginia Department of Transportation  
P. O. Box 1765  
870 Bonham Road  
Bristol, VA 24203

#### LOCAL COUNTY AGENCIES

Mr. Ronald V. DeLooney  
Airport Manager  
18521 Lee Highway  
P. O. Box 631  
Abingdon VA, 24212

Mark K. Reeter  
County Administrator  
County Administration Building  
205 Academy Drive  
Abingdon VA, 24210

Mr. Charles W. Horton  
County Department of Planning  
County Administration Building  
205 Academy Drive  
Abingdon VA, 24210

✓ Virginia Highlands Airport Commission  
18521 Lee Highway  
P. O. Box 631  
Abingdon VA, 24212-0631

✓ Washington County Planning Commission  
County Administration Building  
205 Academy Drive  
Abingdon VA, 24210

✓ Ms. Christy Parker  
Assistant Administrator  
County Administration Building  
205 Academy Drive  
Abingdon VA, 24210

# APPENDIX E

## BIOLOGICAL ASSESSMENT REPORT AND ACOE APPROVAL



**DELTA AIRPORT  
CONSULTANTS, INC.**

8008 Corporate Center Drive, Suite 330 ♦ Charlotte, North Carolina 28226  
Phone: (704) 521-9101 ♦ Fax: (704) 521-9109 ♦ [www.deltairport.com](http://www.deltairport.com)

# **Biological Assessment Report**

**Biological Assessment  
For the  
Virginia Highlands Airport  
Washington County, Virginia  
April, 2006  
Revised June, 2006**

---

**1.0 Introduction:**

The following report details methodology and an assessment of survey results for a Biological Assessment that includes a wetland survey, flora and fauna assessment, and threatened and endangered species survey completed in October 2005 on the Virginia Highlands Airport Tract. The property is located adjacent to Lee Highway, outside of Abingdon, Washington County, Virginia. The site is bounded by Westinghouse Road to the west, Lee Highway (US Highway 11) to the south, and bisected by State Road 611 on the western end of the property.

**2.0 Habitat Assessment:**

Newkirk Environmental, Inc. has completed a field assessment of the Virginia Highlands Airport in Washington County, Virginia. Our staff conducted pedestrian surveys to determine types of habitats and identify specific flora and fauna found on-site.

**2.1 Wetlands Review and Assessment:**

Freshwater wetlands are regulated by the U.S. Army Corps of Engineers. Methods of identification and classification of wetlands are outlined in the U.S. Army Corps of

**Engineers Wetland Delineation Manual 1987** This manual uses a three-parameter approach that evaluates soils, vegetation, and hydrology. Each of the three parameters must meet specific criteria to classify an area as wetlands. Areas identified by the U.S. Army Corps of Engineers as wetlands are under strict regulation limiting use and development. Permits are issued for certain activities; however, no activity should occur within a wetland without proper coordination or permitting with the state and federal agencies.

A field review of the subject property found that there is a jurisdictional stream found on-site. This stream is listed on the US Geological Survey as Spring Creek. Figure 1 represents the approximate location of this on-site stream. This area of Spring Creek is highly degraded due to past agriculture activities. A majority of the riparian buffers have been removed and livestock, in the past, was allowed to traverse the banks and streambed which has resulted in a sloughing effect. The stream channel was marked in the field using pink and black striped flagging. Newkirk Environmental, Inc. strongly recommends that verification by the U.S. Army Corps of Engineers be completed before making any legal reliance on the attached Figure 1. The wetland verification package was submitted to the U.S. Army Corps of Engineers on April 1, 2006.

Based on preliminary design plans the proposed project will impact a portion of Spring Creek to extend Runway 6. This activity will require an individual permit from the U.S. Army Corps of Engineers and the Virginia Department of Environmental Quality for the wetland impacts. Once the individual permit application is submitted the Virginia Department of Environmental Quality is required to contact the following state agencies for comments, the Virginia Department of Health, Virginia Department of Game and Inland Fisheries, Virginia Department of Conservation and Recreation, Virginia Department of Agriculture and Consumer Services, and the Virginia Marine Resources Commission. The following federal agencies may also be solicited for comments at the Virginia Department of Environmental Quality's discretion, the U.S. Environmental Protection Agency, the National Marine Fisheries, and the U.S. Fish and Wildlife Service.

## 2.2 Overall Site Review:

Other habitats found on-site included forested uplands and maintained pasture lands. The forested uplands, located in the northwestern edge of the property, consist of plant species dominated by mockernut hickory (*Carya glabra*), shagbark hickory (*Carya ovata*), northern red oak (*Quercus rubra*), white oak (*Quercus alba*), black cherry (*Prunus serotina*), red maple (*Acer rubrum*), and red cedar (*Juniperus virginiana*). Soils in this area are mapped by USDA in the Tate series. This soil type is described as a well drained loam at the surface underlain by a clay loam.

The maintained pasture lands make up the remainder of the site. These areas are frequently mowed in most areas and are grazed by livestock in the remaining areas. Grasses found within these pasture lands are dominated by bermuda grass (*Cynodon dactylon*) and meadow fescue (*Festuca pratensis*). The majority of the soils in this area are also mapped in the Tate series.

## 3.0 Threatened and Endangered Species:

The endangered species survey was conducted to determine the occurrence of, or potential for, animal and plant species federally listed as endangered or threatened to exist within the referenced site. Completion of this survey was directed by and complies with current state and federal regulations [Federal Endangered Species Act of 1973 (16 USC 1531-1543), the Virginia Endangered Plant and Insect Species Act of 1979 (Va. Code Ann. 3-1-1020), and the Virginia Endangered Species Provisions of 1987 (Va. Code Ann. 29.1-563)]

### 3.1 Methodology

The following threatened and endangered species are listed by the US Fish & Wildlife Service as occurring in or potentially occurring in Washington County, Virginia

Common Name	Scientific Name	Federal Status
Sportin chub	<i>Cyprinella monacha</i>	Federally Threatened
Tan riffleshell	<i>Epioblasma florentina walkeri</i>	Federally Endangered
Fine-rayed pigtoe	<i>Fuxconara cuneolus</i>	Federally Endangered



Shiny pigtoe	<i>Fusconaia cor</i>	Federally Endangered
Birdwing pearl mussel	<i>Lemiox rimosus</i>	Federally Endangered
Little-wing pearl mussel	<i>Pegias fabula</i>	Federally Endangered
Rough rabbitsfoot	<i>Quadrula cylindrica strigillata</i>	Federally Endangered
Cumberland monkeyface pearl mussel	<i>Quadrula intermedia</i>	Federally Endangered
Purple bean	<i>Villosa perpurpurea</i>	Federally Endangered
Virginia northern flying squirrel	<i>Glaucomys sabrinus fuscus</i>	Federally Endangered
Gray bat	<i>Myotis grisescens</i>	Federally Endangered
Indiana bat	<i>Myotis sodalis</i>	Federally Endangered
Virginia spiraea	<i>Spiraea virginiana</i>	Federally Threatened

Existing data from the Virginia Department of Conservation and Recreation (DCR) was reviewed to locate recorded occurrences of threatened and endangered species within or near the subject site. At the time of this report, there is no documentation of any rare, threatened or endangered species within or immediately adjacent to the referenced tract. As noted by DCR, their records are not assumed to be complete nor should they be assumed comprehensive; therefore, field surveys should be conducted for thorough evaluations. This report and a letter requesting concurrence with our findings has been sent to the Fish and Wildlife Information Service (a division of the Virginia Department of Game and Inland Fisheries), the Virginia Natural Heritage Program (a division of the Virginia Department of Conservation and Recreation), and the United States Fish and Wildlife Service. Once these agencies review this project their findings will be provided as an addendum to this report.

As noted, field surveys to identify suitable habitat were initially conducted in October 2005. During the field surveys, plant communities and habitats were observed and noted to determine if they match habitat types where the listed species have the potential to occur. If potential habitat was identified at the site, all species observed were, at a minimum, identified to the genus taxonomic level.

### **3.2 Listed Species and Acknowledged Habitats:**

The following is a brief description of each listed species included in the survey, its recognized habitat and comments regarding survey results for that species.

**3.2.1 The Spotfin chub**, federally listed as a threatened species, is a small species growing to a maximum size of 92 millimeters standard length. The body is elongated, the mouth inferior; usually there is one pair of minute, terminal labial barbels; scales moderate to somewhat small in size, a distinctive large black spot is present in the caudal region. The spotfin chub is restricted to the Tennessee River drainage where it once occurred widely in 12 tributary systems distributed over five states. Presently, this species is known only from the lower North Fork of the Holston River, Virginia and Tennessee; the Emory River System in Cumberland, Fentress, and Morgan Counties, Tennessee; and the upper Little Tennessee River, North Carolina. The spotfin chub inhabits moderate to large streams, 15 to 70 meters average width, with a good current, clear water, and cool to warm temperatures. These streams have pools frequently alternating with riffles. The fish has been taken from a wide variety of substrates, although rarely, if ever, from significantly silted substrates. The onsite stream is outside of the species population range and is much smaller than the required habitat for the spotfin chub.

**3.2.2 Tan riffleshell** is relatively small and seldom exceeds 60mm in length. The shell outline is irregularly elliptical or obovate. The tan riffleshell is found in a substrate of coarse sand, gravel, and some silt, in current and in less than three feet of water within the upper Clinch, Middle Fork Holston River, and in the South Fork Holston River in Virginia (Parmalee and Bogan 1998). The stream onsite does not carry the current that would support the listed species, therefore impacts to this species is unlikely.

**3.2.3 Finerayed pigtoe** is found in the Clinch and Powell rivers in southwestern Virginia. This species is found in smooth sandy-muddy bottom and inhabits ford and shoal areas of rivers with moderate gradient. Mature individuals may reach

approximately 80mm in length with a surface that has a satinlike appearance, but is roughened by low concentric rest lines (Parraltee and Hogan 1998). The site is outside of the population range for the listed species therefore it is unlikely that this species occurs within the onsite stream.

**3.2.4 Shiny pigtoe** is a freshwater mussel approximately 60mm long with a smooth and shiny yellowish-brown shell with prominent dark and green to blackish rays (NatureServe 2003, INHS 1997). This riffle species prefers moderate to swiftly flowing streams and rivers with stable substrates (FSIF 1996, USFWS 1984). Substrate preferences include sand, gravel, and cobble (NatureServe 2003, FSIF 1996). In Virginia the shiny pigtoe ranges from rivers systems which include the Clinch River, Powell River and North Fork Holston River (USFWS 1984, NatureServe 2003). The stream onsite does not carry the current that would support the listed species, therefore, impacts to this species is unlikely.

**3.2.5 The birdwing pearlymussel** is a freshwater mussel approximately 50mm in length with an olive-green shell (USFWS 1984, VFWIS 2003). This species inhabits small to medium, low turbidity, cool-water, high to moderate gradient streams. It currently survives in the Clinch and Powell Rivers in Virginia, however whether these populations are viable is unknown. The site is outside of the population ranges for this species, however, possible habitat may occur in some areas of the onsite stream.

**3.2.6 Little-wing pearly mussel** is a small freshwater mussel that does not exceed 38mm in length (USFWS 1984). This species is found in small to medium, low turbidity, cool water, and high to moderate gradient streams near riffles on sand and gravel substrates with scattered cobbles or in sand pockets between rocks, cobbles and boulders (Gordan and Layzer 1989, Nature Serve 2003). Small populations are known to survive in the North Fork Holston River and Clinch River of Virginia (USFWS 1989, 2003). The site is outside of the population ranges for this species, however, possible habitat may occur in some

areas of the onsite stream

**3.2.7 Rough rabbitsfoot** is a freshwater mussel with an elongated, heavy, highly pustulate shell (USFWS 1997). This species inhabits medium-sized to large rivers in moderate to swift current and often found in the swifter currents (Gordon 1991). It has been found in silt, sand, gravel, or cobble in eddies at the edge of midstream currents (Yeager and Neves 1986, Gordon 1991). In Virginia populations remain in the Clinch River and Powell River (USFWS, 2003). The onsite stream is very small and does not offer suitable habitat for the rough rabbitsfoot.

**3.2.8 Cumberland monkeyface pearlymussel** is a medium size freshwater mussel with a yellow-green shell with green spots and similar in appearance to the Appalachian monkeyface pearlymussel (VFWIS 2003). This species typically occurs in shallow shoal and riffle areas in free flowing streams of high to moderate gradient. The species prefers rubble, gravel, and sand substrates with waters ranging from six inches to two feet in depth. The Cumberland monkeyface currently only survives in the Powell River in Virginia (USFWS 1984). Spring Creek is outside population range for the listed species, therefore it is unlikely that this species occurs onsite.

**3.2.9 Purple bean** is a small to medium size freshwater mussel with a usually dark brown to black shell with closely spaced fine green rays. The species is found in small headwater streams to medium sized rivers in moderate to fast-flowing riffles with sand, gravel, and cobble substrates and rarely in deep pools or slack water (Neves 1991, Gordon 1991, Ahlstedt 1991a). Populations of this species still may occur in the Clinch River and Copper Creek in Virginia (USFWS 2003). The stream onsite does not carry the current that would support the listed species, therefore impacts to this species is unlikely.

**3.2.10 Virginia northern flying squirrel**, federally listed as an endangered species is a small mammal found in the mountain areas of Virginia and West

Virginia. Habitat for the species is listed as spruce, fir, spruce-hardwood, and northern hardwood forest, with a well developed understory. Occurrences in hardwood forest is generally associated with nearby spruce/fir forest. This species prefers cavities in mature trees as den sites however small outside twig nest are sometimes used as den sites. The species is highly social, especially in winter when nest may be shared, and is active at almost exclusively during the night (NatureServe 2003). Due to the lack of large hardwood-spruce-fir forest ecotones there is no suitable habitat for this species.

**3.2.11 Gray bat,** Federally listed as an endangered species is the largest member of its genus in the eastern United States. the gray bat weighs from 7 to 16 grams. Its forearm ranges from 40 to 46 millimeters in length (U.S. Fish and Wildlife Service, 1982). One feature that distinguishes this species from all other eastern bats is its uni-colored dorsal fur. The other bats have bi- or tri-colored fur on their backs. Also, the gray bat's wing membrane connects to the foot at the ankle instead of at the base of the first toe, as in other species of *Myotis* (U.S. Fish and Wildlife Service 1982). Populations are found mainly in Alabama, northern Arkansas, Kentucky, Missouri, and Tennessee, but a few occur in northwestern Florida, western Georgia, southwestern Kansas, south Indiana, south and southwestern Illinois, northeastern Oklahoma, northeastern Mississippi, western Virginia, and possibly western North Carolina. Gray bat colonies are restricted entirely to caves or cave-like habitats. During summer the bats are highly selective for caves providing specific temperature and moist conditions. Usually these caves are all located within a kilometer of a river or reservoir. In winter they utilize only deep, vertical caves having a temperature of 6-11 degrees Centigrade. Consequently, only small proportions of the caves in any area are or can be used regularly. There are nine known caves that are believed to house roughly 95 percent of the hibernating population. Banding studies indicate the bats occupy a rather definite summer range with relation to the roosting site and nearby foraging areas over large streams and reservoirs. Summer colonies show a preference for caves not over 1.2 miles from the feeding area. Suitable habitat for the gray bat

species was not found on-site, therefore impacts to this species are unlikely

**3.2.12 Indiana bat**, Federally listed as an endangered species, is a medium-sized *Myotis*, closely resembling the little brown bat (*Myotis lucifugus*) but differing in coloration. Its fur is a dull grayish chestnut rather than bronze, with the basal portion of the hairs of the back dull lead colored. This bat's underparts are pinkish to cinnamon, and its hind feet smaller and more delicate than in *M. lucifugus*. The calcar is strongly keeled.

This species uses limestone caves for winter hibernation. The preferred caves have a temperature averaging 37 degrees to 43 degrees Fahrenheit in midwinter, and a relative humidity averaging 87 percent. Summer records are rather scarce. A few individuals have been found under bridges and in old buildings, and several maternity colonies have been found under loose bark and in the hollows of trees. Summer foraging by females and juveniles is limited to riparian and floodplain areas. Creeks are apparently not used if riparian trees have been removed. Males forage over floodplain ridges and hillside forests and usually roost in caves. Foraging areas average 11.2 acres per animal in midsummer. This bat has a definite breeding period that usually occurs during the first 10 days of October. Mating takes place at night on the ceilings of large rooms near cave entrances. Limited mating may also occur in the spring before the hibernating colonies disperse. No suitable habitat for this species was found on-site.

**3.2.13 Virginia spiraea**, Federally listed as a threatened species bears cream-colored flowers on branched and flat-topped axes. This shrubby plant grows from 2 to 10 feet (0.6 to 3 meters) tall and has arching, upright stems. Its alternate leaves are of different sizes and shapes. Spiraea spreads clonally and forms dense clumps, which spread in rock crevices and around boulders. Flowering occurs in June and July. Virginia Spiraea is unique because it occurs along rocky, flood-scoured riverbanks in gorges or canyons. Although it is an unusual requirement, flood scouring is essential to this plant's survival because it eliminates taller woody competitors and creates river wash deposits.

and early successional habitats. These conditions are apparently essential for this plant's colonization of new sites (Rawinski 1988). Spiraea is found in thickets. Common woody vine associates include fox grape; summer grape, riverbank grape, winter grape, graybark or pigeon grape; possum grape; sand grape, and muscadine, scuppermong. Other plant associates include royal fern, yellow ironweed or wing-stem; ninebark; smooth alder or brookside alder; silky cornel or kinnikinnik; and shrubby yellowroot (Parkin, U.S. Fish and Wildlife, Personal Communication, 1990). The bedrock surrounding Spiraea habitat is primarily sandstone and soils are acidic and moist. Spiraea grows best in full sun, but it can tolerate some shade (Technical Bulletin 1990). Canyons and gorges are not present on-site. Suitable habitat for this species was not observed on-site, therefore impacts to this species are unlikely.

#### 4.0 CONCLUSION

No threatened and endangered species were observed during this survey and it is unlikely that any such species nest or live within the property. The onsite stream could potentially provide habitat for a few of the listed mussels, however, this area is so far removed from the population ranges listed that it is unlikely that any do occur. It is the opinion of Newkirk Environmental, Inc. that based upon the findings of this survey and report, the proposed development plan for the referenced tract is not likely to cause an adverse impact to any threatened and endangered species, however, concurrence from the appropriate agencies should occur before impacting the onsite stream.

Although unlikely because of the lack of suitable habitat available on site, it should be noted that because of the transitory nature of some of the listed threatened and endangered plants and animals, it is possible that endangered species populations and locations may change over time. Therefore, any potential findings, at a later date should be fully investigated. Should significant time lapse between the issuance of this report and development of the property or any other type of legal reliance, it is strongly recommended that an update of this report be completed. The definition of significant time is not absolute but would include passing of annual breeding or migratory seasons.

# **Biological Assessment Report: Correspondence**





## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF ENVIRONMENTAL QUALITY SOUTHWEST REGIONAL OFFICE

1. Peyton Bryan, Jr.  
Secretary of Natural Resources

350 Broadmeade Street, P.O. Box 1688, Abingdon, Virginia 24212  
(276) 676-4800 Fax (276) 676-4899  
[www.deq.virginia.gov](http://www.deq.virginia.gov)

David K. Paylor  
Director

Dennis Sturdevant  
Regional Director

June 11, 2009

Mickey Hines, Manager  
Virginia Highlands Airport Authority  
P.O. Box 631  
Abingdon, VA 24212

CERTIFIED MAIL  
RETURN RECEIPT REQUESTED

RE: VWP Individual Permit Number 07-0703; Virginia Highlands Airport Authority – Virginia Highlands Airport Runway 6 Extension Project; Washington County

Dear Mr. Hines:

Pursuant to the Virginia Water Protection (VWP) Permit Program Regulation 9 VAC 25-210-10 et seq., § 401 of the Clean Water Act Amendments of 1977, and Public Law 95-217, the Department of Environmental Quality (DEQ) has enclosed the original VWP individual permit for the Virginia Highlands Airport Runway 6 Extension Project. The proposed project results in the permanent impact to approximately 0.27 acres of emergent wetland and approximately 2,365 linear feet of Spring Creek, near Abingdon, Virginia.

Please submit a copy of the Virginia Aquatic Resources Trust Fund Payment Voucher, and your contribution made payable to *The Virginia Aquatic Resources Trust Fund*, to the following address.

Attn: Ms. Linda Crowe  
The Nature Conservancy of Virginia  
490 Westfield Road  
Charlottesville, VA 22901

In accordance with Part I.E of the permit, documentation of the receipt of the contribution to the Virginia Aquatic Resources Trust Fund shall be submitted to the DEQ prior to initiating any work in the permitted impact area.

This permit is valid for .0 years from the date of issuance. Continuation of the permit may be necessary if any portion of the authorized activities or any permit requirement, have not been completed. An extension may be requested through written notification to the Department of Environmental Quality, Southwest Regional Office, provided that there are no changes in the authorized activities.

Mickey Hines, Manager  
Virginia Highlands Airport Authority  
June 11, 2009  
Page 2 of 2

As provided by Rule 2A.2 of the Supreme Court of Virginia, you have 30 calendar days from the date of service (the date you actually received this decision or the date it was mailed to you, whichever occurred first) within which to appeal this decision by filing a notice of appeal in accordance with the Rules of the Supreme Court of Virginia with the Director, Department of Environmental Quality. In the event that this decision is served on you by mail, three days are added to that period. Refer to Part 2A of the Rules of the Supreme Court of Virginia for additional requirements governing appeals from administrative agencies.

Alternatively, any owner under §§62.1-44.16, 62.1-44.17, and 62.1-44.19 of the State Water Control Law aggrieved by any action the board has taken without a formal hearing, or by inaction of the board, may demand in writing a formal hearing of such owner's grievance, provided a petition requesting such hearing is filed with the board. Said petition must meet the requirements set forth in the board's Procedural Rule Number 1 (9 VAC 25-230-130 B). In cases involving actions of the board, such petition must be filed within 30 calendar days after notice of such action is sent to such owner by certified mail.

If you have any questions about the permit, please contact Mark Trent at (276) 676-4816 or by email at [mark.trent@deq.virginia.gov](mailto:mark.trent@deq.virginia.gov).

Sincerely,



Allen Newman, P.E.  
Water Permit Manager  
Southwest Regional Office

Enclosures    Permit Cover Page, Part I - Special Conditions  
Part II - General Conditions

cc: Claire Trent, U.S. Army Corps of Engineers ([Claire.Trent@usace.army.mil](mailto:Claire.Trent@usace.army.mil))  
Iseli, Nora, US Army Corps of Engineers ([Nora.M.Iseli@usace.army.mil](mailto:Nora.M.Iseli@usace.army.mil))  
Derrick Myers, Newkirk Environmental, Inc ([derrick@newkirkenv.com](mailto:derrick@newkirkenv.com))



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF ENVIRONMENTAL QUALITY

VWP Individual Permit Number 07-0703

Effective Date: June 11, 2009

Expiration Date: June 10, 2019

### VIRGINIA WATER PROTECTION PERMIT ISSUED PURSUANT TO THE STATE WATER CONTROL LAW AND SECTION 401 OF THE CLEAN WATER ACT

Based upon an examination of the information submitted by the owner, and in compliance with § 401 of the Clean Water Act as amended (33 USC 1341) and the State Water Control Law and regulations adopted pursuant thereto, the State Water Control Board (board) has determined that there is a reasonable assurance that the activity authorized by this permit, if conducted in accordance with the conditions set forth herein, will protect instream beneficial uses and will not violate applicable water quality standards. The board finds that the effect of the impact, together with other existing or proposed impacts to surface waters, will not cause or contribute to a significant impairment to state waters or fish and wildlife resources.

Permittee: Virginia Highlands Airport Authority  
Runway 6 Extension Project  
Address: 18521 Lee Highway  
P O Box 631  
Abingdon, VA 24212

**Activity Location:** The project is located adjacent to Providence Road near Abingdon in Washington County, Virginia

**Activity Description:** The Virginia Highlands Airport Authority proposes to construct a runway extension to accommodate larger aircraft. A segment of Spring Creek will be directed into a culvert underneath a fill which is necessary to construct the proposed runway extension. The project will require the permanent placement of fill within approximately 2,365 linear feet of stream channel and 0.27 acres of emergent wetland.

The permitted activity shall be in accordance with this Permit Cover Page, Part I - Special Conditions, and Part II - General Conditions

Dallas R. Lutz  
Regional Director, Department of Environmental Quality

6/11/2009  
Date

**A. Authorized Activities**

This permit authorizes the following impacts as indicated in the application dated March 20, 2007, received by DEQ on March 26, 2007 and deemed complete by DEQ on February 27, 2009. The permit authorization and conditions are also based on additional submittals approved by DEQ.

1. The permanent placement of a culvert and fill material into approximately 2,365 linear feet of Spring Creek for the purposes of constructing a runway extension and other support features at the Virginia Highlands Airport.
2. The permanent placement of fill material in 0.27 acres of emergent wetland.

**B. Permit Term**

This permit is valid for 10 years from the date of issuance. An extension of this permit term or a new permit may be necessary for the continuance of the authorized activities or any permit requirement that has not been completed. The permit term, including any granted extensions, shall not exceed 15 years.

The permittee shall notify DEQ in writing at least 120 calendar days prior to the expiration of this permit if an extension of the permit term is required.

**C. Standard Project Conditions**

1. The activities authorized by this permit shall be executed in such a manner that any impacts to stream beneficial uses are minimized. As defined in § 62-1-10(b) of the Code, "beneficial use" means both instream and offstream uses. Instream beneficial uses include, but are not limited to, the protection of fish and wildlife habitat, maintenance of waste assimilation, recreation, navigation, and cultural and aesthetic values. Offstream beneficial uses include, but are not limited to, domestic (including public water supply), agricultural, electric power generation, commercial, and industrial uses. Public water supply uses for human consumption shall be considered the highest priority.
2. No activity shall substantially disrupt the movement of aquatic life indigenous to the water body, including those species that normally migrate through the area, unless the primary purpose of the activity is to impound water.
3. At crossings of streams, pipes and culverts less than 24 inches in diameter shall be countersunk a minimum of three inches, and pipes and culverts greater than 24 inches in diameter shall be countersunk a minimum of six inches to provide for the re-establishment of a natural stream bottom and to maintain a low flow channel. For multiple-celled culverts, only the bottoms of those cells situated below the limits of

- ordinary high water shall be countersunk. To the greatest extent practicable, other cells, pipes, or culverts shall be elevated to provide a natural distribution of flood flows. The requirement to countersink shall not apply to extensions or maintenance of existing culverts that are not countersunk, to floodplain culverts being placed above ordinary high water, to culverts being placed on bedrock, or to culverts required to be placed on slopes 5% or greater.
4. Flows downstream of the project area shall be maintained to protect all uses.
  5. No activity shall cause more than minimal adverse effect on navigation, and no activity shall block more than half of the width of the stream at any given time.
  6. The activity shall not impede the passage of normal or expected high flows, and any associated structure shall withstand expected high flows.
  7. Continuous flow of perennial springs shall be maintained by the installation of spring boxes, French drains, or other similar structures.
  8. All excavation, dredging, or filling in surface waters shall be accomplished in a manner that minimizes bottom disturbance and turbidity. Turbidity levels downstream of the construction site shall not exceed turbidity levels upstream of the construction site at any time.
  9. All in-stream activities shall be conducted during low-flow conditions whenever practicable.
  10. All construction, construction access, and demolition activities associated with this project shall be accomplished in a manner that minimizes construction materials or waste materials from entering surface waters, unless authorized by this permit. Wet, excess, or waste concrete shall be prohibited from entering surface waters.
  11. All fill material placed in surface waters shall be clean and free of contaminants in toxic concentrations or amounts in accordance with all applicable laws and regulations.
  12. Stormwater runoff shall be prohibited from directly discharging into any surface waters. Best management practices (BMP) designed, installed, and maintained, as described in the Virginia Erosion and Sediment Control Handbook (Third Edition, 1992, or the most recent version in effect at the time of construction) and the Virginia Stormwater Management Handbook (First Edition, 1999, or the most recent version in effect at the time of construction), shall be deemed suitable treatment prior to discharge into surface waters. Installation of alternative practices not described in these references shall be submitted to DEQ for approval prior to beginning construction.
  13. Measures shall be employed at all times to prevent and contain spills of fuels, lubricants, or other pollutants into surface waters.

14. Machinery or heavy equipment in temporarily impacted wetlands shall be placed on mats or geotextile fabric, or other suitable means shall be implemented, to minimize soil disturbance to the maximum extent practical. Mats, fabrics, or other measures shall be removed as soon as the work is complete in the temporarily impacted wetland.
15. Heavy equipment is authorized for use within the stream channel during project construction or stream restoration activities when site conditions prohibit access from the streambank. The equipment shall be stationed on cobble bars and the activities conducted in the dry or during low flow conditions, whenever possible.
16. Temporary disturbances to wetlands, stream channels, and/or stream banks during project construction activities shall be avoided and minimized to the maximum extent practicable.
17. All temporarily disturbed wetland areas shall be restored to preconstruction conditions within 30 calendar days of completing work in the areas, which shall include re-establishing pre-construction contours, and planting or seeding with appropriate wetland vegetation according to cover type (emergent, scrub/shrub, or forested), except for invasive species identified on DCR's Invasive Alien Plant Species of Virginia list. The permittee shall take all appropriate measures to promote and maintain the revegetation of temporarily disturbed surface waters through the second year post-disturbance.
18. All temporarily impacted streams and stream banks shall be restored to their original elevations and contours within 30 calendar days following the construction at that stream segment, and the banks shall be seeded or planted with the same vegetative cover type originally present along the banks, including supplemental erosion control grasses if necessary but not including invasive species identified on DCR's Invasive Alien Plant Species of Virginia list. The permittee shall take all appropriate measures to promote and maintain the revegetation of temporarily disturbed surface waters through the second year post-disturbance.
19. All materials (including fill, construction debris, excavated materials, and woody materials, that are temporarily placed in wetlands, in stream channels, or on stream banks) shall be placed on mats or geotextile fabric, shall be immediately stabilized to prevent the material or leachate from entering surface waters, and shall be entirely removed within 30 calendar days following completion of that construction activity. After removal, disturbed areas shall be returned to original contours, shall be stabilized, and shall be restored to the original vegetated state within 30 calendar days. The permittee shall take all appropriate measures to promote and maintain the revegetation of temporarily disturbed surface waters through the second year post-disturbance.
20. Temporary in-stream construction features such as cofferdams shall be made of non-erodible materials.

21. Virginia Water Quality Standards shall not be violated in any surface waters as a result of the project activities
22. Seeds used for all project and compensation activities shall conform to the Virginia Seed Law (Sections 3.1-262 Code of Virginia) and Virginia Seed Regulations (2 VAC 5-290-10 et seq).
23. Erosion and sedimentation controls shall be designed in accordance with the Virginia Erosion and Sediment Control Handbook, Third Edition, 1992, or the most recent version in effect at the time of construction. These controls shall be placed prior to clearing and grading activities and shall be maintained in good working order, to minimize impacts to surface waters. These controls shall remain in place only until clearing and grading activities cease and these areas have been stabilized.
24. All *non-impacted* wetlands, streams, and designated upland buffers that are within the project or right-of-way limits, and that are within fifty feet of any project activities, shall be clearly flagged or demarcated for the life of the construction activity within that area. All non-impacted open water areas within the project or right-of-way limits, and that are within fifty feet of any project activities, shall be clearly flagged or demarcated, as practicable, for the life of the construction activity within that area. The permittee shall notify all contractors and subcontractors that *no activities are to occur in these marked areas*.
25. All required notifications and submittals shall be submitted to the DEQ office stated below, to the attention of the VWP permit manager, unless directed in writing by DEQ subsequent to the issuance of this permit:

Department of Environmental Quality  
Southwest Regional Office  
P.O. Box 1688  
Abingdon, VA 24212

26. All reports required by this permit and other information requested by DEQ shall be signed by the permittee or a person acting in the permittee's behalf, with the authority to bind the permittee. A person is a duly authorized representative only if *both* criteria below are met. If a representative authorization is no longer valid because of a change in responsibility for the overall operation of the facility, a new authorization shall be immediately submitted to DEQ.
  - a. The authorization is made in writing by the permittee.
  - b. The authorization specifies either an individual or a position having responsibility for the overall operation of the regulated facility or activity, such as the position of plant manager, superintendent, or position of equivalent responsibility. A duly

authorized representative may thus be either a named individual or any individual occupying a named position

27. All submittals shall contain the following signed certification statement

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

28. Any fish kills or spills of fuels or oils shall be reported to DEQ immediately upon discovery at (276) 676-4800. If DEQ cannot be reached, the spill shall be reported to the Virginia Department of Emergency Management (DEM) at 1-800-468-8892 or the National Response Center (NRC) at 1-800-424-8802.
29. DEQ shall be notified in writing within 24 hours or as soon as possible on the next business day when potential environmentally threatening conditions are encountered which require debris removal or involve potentially toxic substances. Measures to remove the obstruction, material, or toxic substance or to change the location of any structure are prohibited until approved by DEQ.
30. The permittee shall notify the DEQ of any additional impacts to surface waters, including wetlands, and of any change to the type of surface water impacts associated with this project. Any additional impacts, modifications, or changes shall be subject to individual permit review and/or modification of this permit. Compensation may be required.

#### **D. Project Construction Monitoring and Submittals**

1. The permittee shall conduct photographic monitoring of pre-construction conditions in permitted permanent and temporary impact areas covered by this permit. Photographic monitoring shall be conducted by the following method:

Enumerated photo stations shall be established at each permitted impact area that shall be used for the duration of construction activities. The directional orientation of each photo station shall remain constant during all monitoring events. Photo stations shall be sufficient to represent permitted activities. Photo stations may be established via water craft or temporary floating structures. Each photograph taken shall be labeled with the permit number, the permitted impact



area, the photo station number, the photograph orientation, the date and time of the photograph, the name of the person taking the photograph, and a brief description of the photograph subject. This information shall be provided as a separate attachment to each photograph, if necessary.

2. Final plans for the project construction activities authorized by this permit shall be submitted **30 calendar days** prior to initiating any land disturbance or construction in permitted impact areas. Construction activities shall not be initiated until DEQ has both reviewed and commented on the plans, or until **30 calendar days** have passed, during which time no DEQ comments were received regarding the plan. In the event DEQ submits comments on the final plans, construction shall not proceed until comments are resolved to DEQ's satisfaction.
3. Construction shall be performed in accordance with the final construction plans submitted to DEQ. Final construction plans shall include the location and orientation of all photo monitoring stations. Any changes to the final plans for permitted areas shall be submitted to DEQ immediately upon determination that changes are necessary. DEQ approval shall be required prior to implementing the changes.
4. The permittee shall submit written notification at least **ten calendar days** prior to the initiation of land disturbance or construction activities in permitted areas. The notification shall include a projected schedule for initiating and completing work at each permitted impact area.
5. The permittee shall conduct photographic monitoring of construction activities to document that the permitted activities are in compliance with permit conditions, and to document any events that are not in compliance with the construction-related permit conditions. The permittee shall use the same photo method and location that was used for pre-construction monitoring.
6. Photographic monitoring during activities in each permitted impact area shall be required during each month for the duration of the authorized impacts.
7. For temporary disturbances to surface waters, the permittee shall conduct photographic monitoring after the temporary disturbance activity is complete in order to document that the area has been restored in compliance with these permit conditions.
8. Construction photographic data, except for temporarily disturbed surface waters, shall be submitted with construction monitoring reports as detailed in Part 1.D.9.
9. Construction Monitoring Reports shall be submitted to DEQ monthly. The reports shall be submitted by the **10<sup>th</sup> calendar day** of the month after the month in which monitoring takes place. The reports shall include the following, as appropriate:

- a. A written narrative stating whether or not work was performed during the monitoring period in each permitted impact area. If work was performed, the narrative shall include a description of the work performed, when the work was initiated, and the expected date of completion.
  - b. A summary of activities conducted to comply with the permit conditions, including items associated with meeting specific permit conditions and a description of erosion and sediment controls used to protect water quality and any maintenance performed on the controls.
  - c. A written summary, including photographs, of non-compliance events or problems encountered, any corrective actions taken, and any subsequent notifications to DEQ.
  - d. A summary of anticipated work to be completed during the next reporting period, and an estimated date of construction completion at all permitted impact areas.
  - e. A labeled site map depicting all permitted impact areas and photo stations.
  - f. Properly labeled photographs, including those documenting the completed restoration of temporarily disturbed surface waters. The first construction monitoring report shall also include the photographs taken at each permitted impact area prior to initiation of land disturbance or construction activities in that area.
- 10. The permittee shall conduct photographic monitoring of all permitted impact areas upon completion of construction and stabilization of the area. The permittee shall use the same photo method and location that was used for pre-construction monitoring.
  - 11. Post-construction photographs of permitted impact areas shall be submitted within 30 calendar days of completing work in each permitted area.
  - 12. The permittee shall submit an annual photograph, through the second year post-disturbance, documenting the conditions at each temporarily disturbed surface water area.
  - 13. The permittee shall submit written notification within 30 calendar days after the completion of all activities in all permitted impact areas authorized under this permit.

**E. Approved In-Lieu Fee Fund General Conditions**

- 1. The permittee shall provide compensation in the form of contributions to the Virginia Aquatic Resources Trust Fund

2. Documentation of the receipt of Virginia Aquatic Resources Trust Fund contributions shall be submitted to and received by DEQ prior to initiating work in permitted impact areas.
3. All required notifications and submittals shall be submitted to the DEQ office stated below, to the attention of the VWP permit manager, unless directed in writing by DEQ subsequent to the issuance of this permit.

Department of Environmental Quality  
Southwest Regional Office  
P.O. Box 1688  
Abingdon, VA 24212

## **Part II – General Conditions**

### **A. Duty to Comply**

The permittee shall comply with all conditions of the VWP permit. Nothing in the VWP permit regulations shall be construed to relieve the permittee of the duty to comply with all applicable federal and state statutes, regulations and prohibitions. Any VWP permit violation is a violation of the law, and is grounds for enforcement action, VWP permit termination, revocation, modification, or denial of an application for a VWP permit extension or reissuance.

### **B. Duty to Cease or Confine Activity**

It shall not be a defense for a permittee in an enforcement action that it would have been necessary to halt or reduce the activity for which a VWP permit has been granted in order to maintain compliance with the conditions of the VWP permit.

### **C. Duty to Mitigate**

The permittee shall take all reasonable steps to minimize or prevent any impacts in violation of the permit which may have a reasonable likelihood of adversely affecting human health or the environment.

### **D. VWP Permit Action**

1. A VWP permit may be modified, revoked and reissued, or terminated as set forth in 9 VAC 25-210 et seq.
2. If a permittee files a request for VWP permit modification, revocation, or termination, or files a notification of planned changes, or anticipated noncompliance, the VWP permit terms and conditions shall remain effective until the request is acted upon by the board. This provision shall not be used to extend the expiration date of the effective VWP permit. If the permittee wishes to continue an activity regulated by the VWP permit after the expiration date of the VWP permit, the permittee must apply for and obtain a new VWP permit or comply with the provisions of 9 VAC 25-210-185 (VWP Permit Extension).
3. VWP permits may be modified, revoked and reissued or terminated upon the request of the permittee or other person at the board's discretion, or upon board initiative to reflect the requirements of any changes in the statutes or regulations, or as a result of VWP permit noncompliance as indicated in the Duty to Comply subsection above, or for other reasons listed in 9 VAC 25-210-180 (Rules for Modification, Revocation and Reissuance, and Termination of VWP permits).

**E. Inspection and Entry**

Upon presentation of credentials, any duly authorized agent of the board may, at reasonable times and under reasonable circumstances,

1. Enter upon any permittee's property, public or private, and have access to, inspect and copy any records that must be kept as part of the VWP permit conditions.
2. Inspect any facilities, operations or practices (including monitoring and control equipment) regulated or required under the VWP permit; and
3. Sample or monitor any substance, parameter or activity for the purpose of ensuring compliance with the conditions of the VWP permit or as otherwise authorized by law

**F. Duty to Provide Information**

1. The permittee shall furnish to the board any information which the board may request to determine whether cause exists for modifying, revoking, reissuing or terminating the VWP permit, or to determine compliance with the VWP permit. The permittee shall also furnish to the board, upon request, copies of records required to be kept by the permittee.
2. Plans, specifications, maps, conceptual reports and other relevant information shall be submitted as required by the board prior to commencing construction.

**G. Monitoring and Records Requirements**

1. Monitoring of parameters, other than pollutants, shall be conducted according to approved analytical methods as specified in the VWP permit. Analysis of pollutants will be conducted according to 40 CFR Part 136 (2000), Guidelines Establishing Test Procedures for the Analysis of Pollutants.
2. Samples and measurements taken for the purpose of monitoring shall be representative of the monitored activity.
3. The permittee shall retain records of all monitoring information, including all calibration and maintenance records and all original strip chart or electronic recordings for continuous monitoring instrumentation, copies of all reports required by the VWP permit, and records of all data used to complete the application for the VWP permit, for a period of at least three years from the date of the expiration of a granted VWP permit. This period may be extended by request of the board at any time.
4. Records of monitoring information shall include:
  - a. The date, exact place and time of sampling or measurements;
  - b. The name of the individuals who performed the sampling or measurements;

- c. The date and time the analyses were performed;
- d. The name of the individuals who performed the analyses,
- e. The analytical techniques or methods supporting the information such as observations, readings, calculations and bench data used,
- f. The results of such analyses, and
- g. Chain of custody documentation

## **II. Transferability**

This VWP permit may be transferred to a new permittee only by modification to reflect the transfer, by revoking and reissuing the permit, or by automatic transfer. Automatic transfer to a new permittee shall occur if:

1. The current permittee notifies the board within 30 days of the proposed transfer of the title to the facility or property;
2. The notice to the board includes a written agreement between the existing and proposed permittee containing a specific date of transfer of VWP permit responsibility, coverage and liability to the new permittee, or that the existing permittee will retain such responsibility, coverage, or liability, including liability for compliance with the requirements of any enforcement activities related to the permitted activity, and
3. The board does not within the 30-day time period notify the existing permittee and the new permittee of its intent to modify or revoke and reissue the VWP permit.

### **I. Property rights**

The issuance of this permit does not convey any property rights in either real or personal property, or any exclusive privileges, nor does it authorize injury to private property or any invasion of personal rights or any infringement of federal, state or local law or regulation.

### **J. Reopener**

Each VWP permit shall have a condition allowing the reopening of the VWP permit for the purpose of modifying the conditions of the VWP permit to meet new regulatory standards duly adopted by the board. Cause for reopening VWP permits includes, but is not limited to when the circumstances on which the previous VWP permit was based have materially and substantially changed, or special studies conducted by the board or the permittee show material and substantial change, since the time the VWP permit was issued and thereby constitute cause for VWP permit modification or revocation and reissuance.

#### **K. Compliance with State and Federal Law**

Compliance with this VWP permit constitutes compliance with the VWP permit requirements of the State Water Control Law. Nothing in this VWP permit shall be construed to preclude the institution of any legal action under or relieve the permittee from any responsibilities, liabilities, or other penalties established pursuant to any other state law or regulation or under the authority preserved by § 510 of the Clean Water Act

#### **L. Severability**

The provisions of this VWP permit are severable

#### **M. Permit Modification**

A VWP permit may be modified, but not revoked and reissued except when the permittee agrees or requests, when any of the following developments occur:

1. When additions or alterations have been made to the affected facility or activity which require the application of VWP permit conditions that differ from those of the existing VWP permit or are absent from it;
2. When new information becomes available about the operation or activity covered by the VWP permit which was not available at VWP permit issuance and would have justified the application of different VWP permit conditions at the time of VWP permit issuance;
3. When a change is made in the promulgated standards or regulations on which the VWP permit was based;
4. When it becomes necessary to change final dates in schedules due to circumstances over which the permittee has little or no control such as acts of God, materials shortages, etc. However, in no case may a compliance schedule be modified to extend beyond any applicable statutory deadline of the Act;
5. When changes occur which are subject to "reopener clauses" in the VWP permit; or
6. When the board determines that minimum instream flow levels resulting from the permittee's withdrawal of water are detrimental to the instream beneficial use and the withdrawal of water should be subject to further net limitations or when an area is declared a Surface Water Management Area pursuant to §§ 62.1-242 through 62.1-253 of the Code of Virginia, during the term of the VWP permit.

#### **N. Permit Termination**

After notice and opportunity for a formal hearing pursuant to Procedural Rule No. 1 (9 VAC 25-230-100) a VWP permit can be terminated for cause. Causes for termination are as follows:

1. Noncompliance by the permittee with any condition of the VWP permit;
2. The permittee's failure in the application or during the VWP permit issuance process to disclose fully all relevant facts or the permittee's misrepresentation of any relevant facts at any time;
3. The permittee's violation of a special or judicial order;
4. A determination by the board that the permitted activity endangers human health or the environment and can be regulated to acceptable levels by VWP permit modification or termination;
5. A change in any condition that requires either a temporary or permanent reduction or elimination of any activity controlled by the VWP permit; and
6. A determination that the permitted activity has ceased and that the compensatory mitigation for unavoidable adverse impacts has been successfully completed.

#### **O. Civil and Criminal Liability**

Nothing in this VWP permit shall be construed to relieve the permittee from civil and criminal penalties for noncompliance.

#### **P. Oil and Hazardous Substance Liability**

Nothing in this VWP permit shall be construed to preclude the institution of legal action or relieve the permittee from any responsibilities, liabilities, or penalties to which the permittee is or may be subject under § 311 of the Clean Water Act or §§ 62.1-44.34:14 through 62.1-44.34:23 of the State Water Control Law.

#### **Q. Unauthorized Discharge of Pollutants**

Except in compliance with this VWP permit, it shall be unlawful for the permittee to:

1. Discharge into state waters sewage, industrial wastes, other wastes, or any noxious or deleterious substances;
2. Excavate in a wetland.



3. Otherwise alter the physical, chemical, or biological properties of state waters and make them detrimental to the public health, to animal or aquatic life, to the uses of such waters for domestic or industrial consumption for recreation, or for other uses,
4. On or after October 1, 2001 conduct the following activities in a wetland:
  - a. New activities to cause draining that significantly alters or degrades existing wetland acreage or functions;
  - b. Filling or dumping,
  - c. Permanent flooding or impounding;
  - d. New activities that cause significant alteration or degradation of existing wetland acreage or functions.

#### **R. Permit Extension**

Any permittee with an effective VWP permit for an activity that is expected to continue after the expiration date of the VWP permit, without any change in the activity authorized by the VWP permit, shall submit written notification requesting an extension. The permittee must file the request prior to the expiration date of the VWP permit. Under no circumstances will the extension be granted for more than 15 years beyond the original effective date of the VWP permit. If the request for extension is denied, the VWP permit will still expire on its original date and, therefore, care should be taken to allow for sufficient time for the board to evaluate the extension request and to process a full VWP permit modification, if required.



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF ENVIRONMENTAL QUALITY

### SOUTHWEST REGIONAL OFFICE

355 Occombe Street, P.O. Box 1688, Abingdon, Virginia 24212  
(276) 676-4800 Fax (276) 676-4899

[www.deq.virginia.gov](http://www.deq.virginia.gov)

May 1, 2009

L. Preston Bryant Jr.  
Secretary of Natural Resources

David K. Weyer  
Director

William S. Stevens  
Regional Director

Mickey Hines, Airport Manager  
Virginia Highlands Airport Authority  
P.O. Box 631  
Abingdon, VA 24212

RE: Draft Permit and Public Notice, Joint Permit Application Number 07-0703; Virginia Highlands Airport Authority, 18521 Lee Highway, near Abingdon; Washington County, Virginia

Dear Mr. Hines:

Enclosed for your review is a copy of the Department of Environmental Quality (DEQ) Public Notice and draft Virginia Water Protection (VWP) individual permit. The permit and public notice have been modified to reflect the change in owner name as described in the revised pages of the Joint Permit Application received by DEQ on May 1, 2009. If you have any questions, comments, or objections concerning the Public Notice or draft permit, please contact me within **14 calendar days** of the date of this letter. Once the Public Notice is published, changes cannot be made to the permit unless public comments warrant a change.

Acceptance of the permit is evidenced by publishing the enclosed Public Notice, which must be done once at the applicant's expense in the Washington County News, a newspaper of general circulation in the area of the project. Publication of the Public Notice initiates the required 30-calendar day public comment period. DEQ requires proof of publication of the Public Notice. Please instruct the publisher to complete the attached sworn verification statement and forward the statement to my attention at the address on this letterhead.

Should you have any questions, please contact me at 276-676-4816 or by e-mail at [mark.trent@deq.virginia.gov](mailto:mark.trent@deq.virginia.gov), or at the above address. Thank you for your cooperation in this matter.

Sincerely,

Mark S. Trent  
Water Permit Project Manager

Enclosures: Public Notice, Public Notice Verification Form, Permit Cover Page, Part I - Special Conditions  
Part II - General Conditions

cc Derrick Myers - Newkirk Environmental, Inc.  
([derrick@newkirkenv.com](mailto:derrick@newkirkenv.com))

Public Notice Environmental Permit

**PURPOSE OF NOTICE** To seek public comment on a draft permit from the Department of Environmental Quality that will allow the placement of fill within a wetland and stream in Washington County, Virginia

**PUBLIC COMMENT PERIOD:** For 30 days, starting from the day after the notice is in the newspaper

**PERMIT NAME** Virginia Water Protection Permit issued by DEQ, under the authority of the State Water Control Board

**APPLICANT NAME, ADDRESS AND PERMIT NUMBER** Virginia Highlands Airport Authority, 18521 Lee Highway, P.O. Box 631, Abingdon, VA 24212, VWP Permit Application Number 07-0703

**PROJECT DESCRIPTION:** The Virginia Highlands Airport Authority has applied for a permit for the Runway 6 Extension Project. The permit will allow the applicant to install a culvert to direct a segment of Spring Creek underneath a fill which is necessary to accommodate the proposed runway extension. The activity will have a permanent impact to 2,365 linear feet of stream channel and 0.27 acres of emergent wetlands. The activity proposed in the permit will affect Spring Creek a tributary to the South Holston Lake in the Tennessee-Big Sandy watershed. A watershed is the land area drained by a river and its incoming streams. To compensate for the affected area, the applicant will mitigate for the proposed impacts through a contribution in the amount of \$1,001,981.25 to the Virginia Aquatic Resources Trust Fund. DEQ's preliminary decision is to approve the permit.

**HOW TO COMMENT AND/OR REQUEST A PUBLIC HEARING:** DEQ accepts comments and requests for public hearing by e-mail, fax or postal mail. All comments and requests must be in writing and be received by DEQ during the comment period. Submittals must include the names, mailing addresses and telephone numbers of the commenter/requester and of all persons represented by the commenter/requester. A request for public hearing must also include: 1) The reason why a public hearing is requested. 2) A brief, informal statement regarding the nature and extent of the interest of the requester or of those represented by the requester, including how and to what extent such interest would be directly and adversely affected by the permit. 3) Specific references, where possible, to terms and conditions of the permit with suggested revisions. DEQ may hold a public hearing, including another comment period, if public response is significant and there are substantial, disputed issues relevant to the permit.

**CONTACT FOR PUBLIC COMMENTS, DOCUMENT REQUESTS AND ADDITIONAL INFORMATION**  
Mark S. Trent: Virginia Department of Environmental Quality; Southwest Regional Office, 355 Deadmore Street; P.O. Box 1688, Abingdon, VA 24212, Telephone No.: (276)676-4800, E-Mail Address: mark.trent@deq.virginia.gov. The public may review the documents at the DEQ Southwest Regional Office any work day by appointment.

PUBLIC NOTICE VERIFICATION SHEET

PASTE PRINTED COPY OF NOTICE IN THIS SPACE

I hereby certify that the notice attached in the space above appeared in the **Washington County News** on this date:

\_\_\_\_\_  
(Date)

\_\_\_\_\_  
(Signature of Newspaper Official)

\_\_\_\_\_  
(Title)

\_\_\_\_\_  
(Date)

VWP Permit No 07-0703

Attn: Mark S. Trent



# **COMMONWEALTH of VIRGINIA**

## **DEPARTMENT OF ENVIRONMENTAL QUALITY**

VWP Individual Permit Number 07-0703

Effective Date: pending

Expiration Date: pending

### **VIRGINIA WATER PROTECTION PERMIT ISSUED PURSUANT TO THE STATE WATER CONTROL LAW AND SECTION 401 OF THE CLEAN WATER ACT**

Based upon an examination of the information submitted by the owner, and in compliance with § 401 of the Clean Water Act as amended (33 USC 1341) and the State Water Control Law and regulations adopted pursuant thereto, the State Water Control Board (board) has determined that there is a reasonable assurance that the activity authorized by this permit if conducted in accordance with the conditions set forth herein, will protect instream beneficial uses and will not violate applicable water quality standards. The board finds that the effect of the impact, together with other existing or proposed impacts to surface waters, will not cause or contribute to a significant impairment to state waters or fish and wildlife resources.

**Permittee:** Virginia Highlands Airport Authority

**Address:** 18521 Lee Highway  
P. O. Box 631  
Abingdon, VA 24212

**Activity Location:** The project is located adjacent to Providence Road near Abingdon in Washington County, Virginia.

**Activity Description:** The Virginia Highlands Airport Authority proposes construct a runway extension to accommodate larger aircraft. A segment of stream will be directed into a culvert underneath a fill which is necessary to construct the proposed runway extension. The project will require the permanent placement of fill within 2,365 linear feet of stream and 0.27 acres of emergent wetland.

The permitted activity shall be in accordance with this Permit (Cover Page, Part I - Special Conditions, and Part II - General Conditions).

\_\_\_\_\_  
Director, Department of Environmental Quality

\_\_\_\_\_  
Date

**A. Authorized Activities**

This permit authorizes the following impacts as indicated in the application dated March 20, 2007, received by DEQ on March 26, 2007 and deemed complete by DEQ on February 27, 2009. The permit authorization and conditions are also based on additional submittals approved by DEQ.

- 1 The permanent placement of a culvert and fill material into approximately 2,365 linear feet of Spring Creek for the purposes of constructing a runway extension and other support features at the Virginia Highlands Airport.
- 2 The permanent placement of fill material in 0.27 acres of emergent wetland.

**B. Permit Term**

This permit is valid for 10 years from the date of issuance. An extension of this permit term or a new permit may be necessary for the continuance of the authorized activities or any permit requirement that has not been completed. The permit term, including any granted extensions, shall not exceed 15 years.

The permittee shall notify DEQ in writing at least 120 calendar days prior to the expiration of this permit if an extension of the permit term is required.

**C. Standard Project Conditions**

1. The activities authorized by this permit shall be executed in such a manner that any impacts to stream beneficial uses are minimized. As defined in § 62 I-10(b) of the Code, "beneficial use" means both instream and offstream uses. Instream beneficial uses include, but are not limited to, the protection of fish and wildlife habitat, maintenance of waste assimilation, recreation, navigation, and cultural and aesthetic values. Offstream beneficial uses include, but are not limited to, domestic (including public water supply), agricultural, electric power generation, commercial, and industrial uses. Public water supply uses for human consumption shall be considered the highest priority.
2. No activity shall substantially disrupt the movement of aquatic life indigenous to the water body, including those species that normally migrate through the area, unless the primary purpose of the activity is to impound water.
3. At crossings of streams, pipes and culverts less than 24 inches in diameter shall be countersunk a minimum of three inches, and pipes and culverts greater than 24 inches in diameter shall be countersunk a minimum of six inches to provide for the re-establishment of a natural stream bottom and to maintain a low flow channel. For multiple-celled culverts, only the bottoms of those cells situated below the limits of ordinary high water shall be countersunk. To the greatest extent practicable, other cells, pipes, or culverts shall be elevated to provide a natural distribution of flood flows. The requirement to countersink shall not apply to extensions or maintenance of existing culverts that are not countersunk, to floodplain culverts being placed above ordinary high water, to culverts being placed on bedrock, or to culverts required to be placed on slopes 5% or greater.

4. Flows downstream of the project area shall be maintained to protect all uses
5. No activity shall cause more than minimal adverse effect on navigation, and no activity shall block more than half of the width of the stream at any given time
6. The activity shall not impede the passage of normal or expected high flows, and any associated structure shall withstand expected high flows
7. Continuous flow of perennial springs shall be maintained by the installation of spring boxes, French drains, or other similar structures.
8. All excavation, dredging, or filling in surface waters shall be accomplished in a manner that minimizes bottom disturbance and turbidity. Turbidity levels downstream of the construction site shall not exceed turbidity levels upstream of the construction site at any time.
9. All in-stream activities shall be conducted during low-flow conditions whenever practicable.
10. All construction, construction access, and demolition activities associated with this project shall be accomplished in a manner that minimizes construction materials or waste materials from entering surface waters, unless authorized by this permit. Wet, excess, or waste concrete shall be prohibited from entering surface waters
11. All fill material placed in surface waters shall be clean and free of contaminants in toxic concentrations or amounts in accordance with all applicable laws and regulations.
12. Stormwater runoff shall be prohibited from directly discharging into any surface waters. Best management practices (BMP) designed, installed, and maintained, as described in the Virginia Erosion and Sediment Control Handbook (Third Edition, 1992, or the most recent version in effect at the time of construction) and the Virginia Stormwater Management Handbook (First Edition, 1999, or the most recent version in effect at the time of construction), shall be deemed suitable treatment prior to discharge into surface waters. Installation of alternative practices not described in these references shall be submitted to DEQ for approval prior to beginning construction.
13. Measures shall be employed at all times to prevent and contain spills of fuels, lubricants, or other pollutants into surface waters
14. Machinery or heavy equipment in temporarily impacted wetlands shall be placed on mats or geotextile fabric, or other suitable means shall be implemented, to minimize soil disturbance to the maximum extent practical. Mats, fabrics, or other measures shall be removed as soon as the work is complete in the temporarily impacted wetland.
15. Heavy equipment is authorized for use within the stream channel during project construction or stream restoration activities when site conditions prohibit access from the streambank. The equipment shall be stationed on cobble bars and the activities conducted in the dry or during low flow conditions, whenever possible.
16. Temporary disturbances to wetlands, stream channels, and/or stream banks during project construction activities shall be avoided and minimized to the maximum extent practicable.

17. All temporarily disturbed wetland areas shall be restored to preconstruction conditions within **30 calendar days** of completing work in the areas, which shall include re-establishing pre-construction contours, and planting or seeding with appropriate wetland vegetation according to cover type (emergent, scrub/shrub, or forested), except for invasive species identified on DCR's Invasive Alien Plant Species of Virginia list. The permittee shall take all appropriate measures to promote and maintain the revegetation of temporarily disturbed surface waters through the **second year post-disturbance**.
18. All temporarily impacted streams and stream banks shall be restored to their original elevations and contours within **30 calendar days** following the construction at that stream segment, and the banks shall be seeded or planted with the same vegetative cover type originally present along the banks, including supplemental erosion control grasses if necessary but not including invasive species identified on DCR's Invasive Alien Plant Species of Virginia list. The permittee shall take all appropriate measures to promote and maintain the revegetation of temporarily disturbed surface waters through the **second year post-disturbance**.
19. All materials (including fill, construction debris, excavated materials, and woody materials, that are temporarily placed in wetlands, in stream channels, or on stream banks) shall be placed on mats or geotextile fabric, shall be immediately stabilized to prevent the material or leachate from entering surface waters, and shall be entirely removed within **30 calendar days** following completion of that construction activity. After removal, disturbed areas shall be returned to original contours, shall be stabilized, and shall be restored to the original vegetated state within **30 calendar days**. The permittee shall take all appropriate measures to promote and maintain the revegetation of temporarily disturbed surface waters through the **second year post-disturbance**.
20. Temporary in-stream construction features such as cofferdams shall be made of non-erodible materials.
21. Virginia Water Quality Standards shall not be violated in any surface waters as a result of the project activities.
22. Seeds used for all project and compensation activities shall conform to the Virginia Seed Law (Sections 3.1-262 Code of Virginia) and Virginia Seed Regulations (2 VAC 5-290-10 et seq).
23. Erosion and sedimentation controls shall be designed in accordance with the Virginia Erosion and Sediment Control Handbook, Third Edition, 1992, or the most recent version in effect at the time of construction. These controls shall be placed prior to clearing and grading activities and shall be maintained in good working order, to minimize impacts to surface waters. These controls shall remain in place only until clearing and grading activities cease and these areas have been stabilized.
24. All *non-impacted* wetlands, streams, and designated upland buffers that are within the project or right-of-way limits, and that are within fifty feet of any project activities, shall be clearly flagged or demarcated for the life of the construction activity within that area. All non-impacted open water areas within the project or right-of-way limits, and that are within fifty feet of any project activities, shall be clearly flagged or demarcated, as practicable, for the life of the construction activity within that area. The permittee shall notify all contractors and subcontractors that *no activities are to occur in these marked areas*.



25. All required notifications and submittals shall be submitted to the DEQ office stated below, to the attention of the VWP permit manager, unless directed in writing by DEQ subsequent to the issuance of this permit

Department of Environmental Quality  
Southwest Regional Office  
P.O. Box 1688  
Abingdon, VA 24212

26. All reports required by this permit and other information requested by DEQ shall be signed by the permittee or a person acting in the permittee's behalf, with the authority to bind the permittee. A person is a duly authorized representative only if both criteria below are met. If a representative authorization is no longer valid because of a change in responsibility for the overall operation of the facility, a new authorization shall be immediately submitted to DEQ.

- a. The authorization is made in writing by the permittee
- b. The authorization specifies either an individual or a position having responsibility for the overall operation of the regulated facility or activity, such as the position of plant manager, superintendent, or position of equivalent responsibility. A duly authorized representative may thus be either a named individual or any individual occupying a named position.

27. All submittals shall contain the following signed certification statement

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

28. Any fish kills or spills of fuels or oils shall be reported to DEQ immediately upon discovery at (276) 676-4800. If DEQ cannot be reached, the spill shall be reported to the Virginia Department of Emergency Management (DEM) at 1-800-468-8892 or the National Response Center (NRC) at 1-800-424-8802.
29. DEQ shall be notified in writing within 24 hours or as soon as possible on the next business day when potential environmentally threatening conditions are encountered which require debris removal or involve potentially toxic substances. Measures to remove the obstruction, material, or toxic substance or to change the location of any structure are prohibited until approved by DEQ.
30. The permittee shall notify the DEQ of any additional impacts to surface waters, including wetlands, and of any change to the type of surface water impacts associated with this project. Any additional impacts, modifications, or changes shall be subject to individual permit review and/or modification of this permit. Compensation may be required.

**D. Project Construction Monitoring and Submittals**

1. The permittee shall conduct photographic monitoring of pre-construction conditions in permitted permanent and temporary impact areas covered by this permit. Photographic monitoring shall be conducted by the following method:

Enumerated photo stations shall be established at each permitted impact area that shall be used for the duration of construction activities. The directional orientation of each photo station shall remain constant during all monitoring events. Photo stations shall be sufficient to represent permitted activities. Photo stations may be established via water craft or temporary floating structures. Each photograph taken shall be labeled with the permit number, the permitted impact area, the photo station number, the photograph orientation, the date and time of the photograph, the name of the person taking the photograph, and a brief description of the photograph subject. This information shall be provided as a separate attachment to each photograph, if necessary.
2. Final plans for the project construction activities authorized by this permit shall be submitted **30 calendar days** prior to initiating any land disturbance or construction in permitted impact areas. Construction activities shall not be initiated until DEQ has both reviewed and commented on the plans, or until **30 calendar days** have passed, during which time no DEQ comments were received regarding the plan. In the event DEQ submits comments on the final plans, construction shall not proceed until comments are resolved to DEQ's satisfaction.
3. Construction shall be performed in accordance with the final construction plans submitted to DEQ. Final construction plans shall include the location and orientation of all photo monitoring stations. Any changes to the final plans for permitted areas shall be submitted to DEQ immediately upon determination that changes are necessary. DEQ approval shall be required prior to implementing the changes.
4. The permittee shall submit written notification at least **ten calendar days** prior to the initiation of land disturbance or construction activities in permitted areas. The notification shall include a projected schedule for initiating and completing work at each permitted impact area.
5. The permittee shall conduct photographic monitoring of construction activities to document that the permitted activities are in compliance with permit conditions, and to document any events that are not in compliance with the construction-related permit conditions. The permittee shall use the same photo method and location that was used for pre-construction monitoring.
6. Photographic monitoring during activities in each permitted impact area shall be required during each month for the duration of the authorized impacts.
7. For temporary disturbances to surface waters, the permittee shall conduct photographic monitoring after the temporary disturbance activity is complete in order to document that the area has been restored in compliance with these permit conditions.
8. Construction photographic data, except for temporarily disturbed surface waters, shall be submitted with construction monitoring reports as detailed in Part I.D.9.

- 9 Construction Monitoring Reports shall be submitted to DEQ monthly. The reports shall be submitted by the **10<sup>th</sup> calendar day** of the month after the month in which monitoring takes place. The reports shall include the following as appropriate:
- a. A written narrative stating whether or not work was performed during the monitoring period in each permitted impact area. If work was performed, the narrative shall include a description of the work performed, when the work was initiated, and the expected date of completion.
  - b. A summary of activities conducted to comply with the permit conditions, including items associated with meeting specific permit conditions and a description of erosion and sediment controls used to protect water quality and any maintenance performed on the controls.
  - c. A written summary, including photographs, of non-compliance events or problems encountered, any corrective actions taken, and any subsequent notifications to DEQ.
  - d. A summary of anticipated work to be completed during the next reporting period, and an estimated date of construction completion at all permitted impact areas.
  - e. A labeled site map depicting all permitted impact areas and photo stations.
  - f. Properly labeled photographs, including those documenting the completed restoration of temporarily disturbed surface waters. The first construction monitoring report shall also include the photographs taken at each permitted impact area prior to initiation of land disturbance or construction activities in that area.
- 10 The permittee shall conduct photographic monitoring of all permitted impact areas upon completion of construction and stabilization of the area. The permittee shall use the same photo method and location that was used for pre-construction monitoring.
- 11 Post-construction photographs of permitted impact areas shall be submitted within **30 calendar days** of completing work in each permitted area.
- 12 The permittee shall submit an annual photograph, through the **second year** post-disturbance, documenting the conditions at each temporarily disturbed surface water area.
- 13 The permittee shall submit written notification within **30 calendar days** after the completion of all activities in all permitted impact areas authorized under this permit.

**E. Approved In-Lieu Fee Fund General Conditions**

- 1 The permittee shall provide compensation in the form of contributions to the Virginia Aquatic Resources Trust Fund.

2. Documentation of the receipt of Virginia Aquatic Resources Trust Fund contributions shall be submitted to and received by DEQ prior to initiating work in permitted impact areas.
3. All required notifications and submittals shall be submitted to the DEQ office stated below, to the attention of the VWP permit manager, unless directed in writing by DEQ subsequent to the issuance of this permit

Department of Environmental Quality  
Southwest Regional Office  
P.O. Box 1688  
Abingdon, VA 24212

## **Part II – General Conditions**

### **A. Duty to Comply**

The permittee shall comply with all conditions of the VWP permit. Nothing in the VWP permit regulations shall be construed to relieve the permittee of the duty to comply with all applicable federal and state statutes, regulations and prohibitions. Any VWP permit violation is a violation of the law, and is grounds for enforcement action, VWP permit termination, revocation, modification, or denial of an application for a VWP permit extension or reissuance.

### **B. Duty to Cease or Confine Activity**

It shall not be a defense for a permittee in an enforcement action that it would have been necessary to halt or reduce the activity for which a VWP permit has been granted in order to maintain compliance with the conditions of the VWP permit.

### **C. Duty to Mitigate**

The permittee shall take all reasonable steps to minimize or prevent any impacts in violation of the permit which may have a reasonable likelihood of adversely affecting human health or the environment.

### **D. VWP Permit Action**

1. A VWP permit may be modified, revoked and reissued, or terminated as set forth in 9 VAC 25-210 et seq.
2. If a permittee files a request for VWP permit modification, revocation, or termination, or files a notification of planned changes, or anticipated noncompliance, the VWP permit terms and conditions shall remain effective until the request is acted upon by the board. This provision shall not be used to extend the expiration date of the effective VWP permit. If the permittee wishes to continue an activity regulated by the VWP permit after the expiration date of the VWP permit, the permittee must apply for and obtain a new VWP permit or comply with the provisions of 9 VAC 25-210-185 (VWP Permit Extension).
3. VWP permits may be modified, revoked and reissued or terminated upon the request of the permittee or other person at the board's discretion, or upon board initiative to reflect the requirements of any changes in the statutes or regulations, or as a result of VWP permit noncompliance as indicated in the Duty to Comply subsection above, or for other reasons listed in 9 VAC 25-210-180 (Rules for Modification, Revocation and Reissuance, and Termination of VWP permits).

### **E. Inspection and Entry**

Upon presentation of credentials, any duly authorized agent of the board may, at reasonable times and under reasonable circumstances:

1. Enter upon any permittee's property, public or private, and have access to, inspect and copy any records that must be kept as part of the VWP permit conditions;

2. Inspect any facilities, operations or practices (including monitoring and control equipment) regulated or required under the VWP permit; and
3. Sample or monitor any substance, parameter or activity for the purpose of ensuring compliance with the conditions of the VWP permit or as otherwise authorized by law.

**F. Duty to Provide Information**

1. The permittee shall furnish to the board any information which the board may request to determine whether cause exists for modifying, revoking, reissuing or terminating the VWP permit, or to determine compliance with the VWP permit. The permittee shall also furnish to the board, upon request, copies of records required to be kept by the permittee.
2. Plans, specifications, maps, conceptual reports and other relevant information shall be submitted as required by the board prior to commencing construction.

**G. Monitoring and Records Requirements**

1. Monitoring of parameters, other than pollutants, shall be conducted according to approved analytical methods as specified in the VWP permit. Analysis of pollutants will be conducted according to 40 CFR Part 136 (2000), Guidelines Establishing Test Procedures for the Analysis of Pollutants.
2. Samples and measurements taken for the purpose of monitoring shall be representative of the monitored activity.
3. The permittee shall retain records of all monitoring information, including all calibration and maintenance records and all original strip chart or electronic recordings for continuous monitoring instrumentation, copies of all reports required by the VWP permit and records of all data used to complete the application for the VWP permit, for a period of at least three years from the date of the expiration of a granted VWP permit. This period may be extended by request of the board at any time.
4. Records of monitoring information shall include:
  - a. The date, exact place and time of sampling or measurements,
  - b. The name of the individuals who performed the sampling or measurements,
  - c. The date and time the analyses were performed,
  - d. The name of the individuals who performed the analyses,
  - e. The analytical techniques or methods supporting the information such as observations, readings, calculations and bench data used,
  - f. The results of such analyses, and
  - g. Chain of custody documentation.

## **II. Transferability**

This VWP permit may be transferred to a new permittee only by modification to reflect the transfer, by revoking and reissuing the permit, or by automatic transfer. Automatic transfer to a new permittee shall occur if

1. The current permittee notifies the board within 30 days of the proposed transfer of the title to the facility or property;
2. The notice to the board includes a written agreement between the existing and proposed permittee containing a specific date of transfer of VWP permit responsibility, coverage and liability to the new permittee, or that the existing permittee will retain such responsibility, coverage, or liability, including liability for compliance with the requirements of any enforcement activities related to the permitted activity; and
3. The board does not within the 30-day time period notify the existing permittee and the new permittee of its intent to modify or revoke and reissue the VWP permit.

## **I. Property rights**

The issuance of this permit does not convey any property rights in either real or personal property, or any exclusive privileges, nor does it authorize injury to private property or any invasion of personal rights or any infringement of federal, state or local law or regulation.

## **J. Reopener**

Each VWP permit shall have a condition allowing the reopening of the VWP permit for the purpose of modifying the conditions of the VWP permit to meet new regulatory standards duly adopted by the board. Cause for reopening VWP permits includes, but is not limited to when the circumstances on which the previous VWP permit was based have materially and substantially changed, or special studies conducted by the board or the permittee show material and substantial change, since the time the VWP permit was issued and thereby constitute cause for VWP permit modification or revocation and reissuance.

## **K. Compliance with State and Federal Law**

Compliance with this VWP permit constitutes compliance with the VWP permit requirements of the State Water Control Law. Nothing in this VWP permit shall be construed to preclude the institution of any legal action under or relieve the permittee from any responsibilities, liabilities, or other penalties established pursuant to any other state law or regulation or under the authority preserved by § 510 of the Clean Water Act.

## **L. Severability**

The provisions of this VWP permit are severable.

#### **M. Permit Modification**

A VWP permit may be modified, but not revoked and reissued except when the permittee agrees or requests, when any of the following developments occur:

1. When additions or alterations have been made to the affected facility or activity which require the application of VWP permit conditions that differ from those of the existing VWP permit or are absent from it;
2. When new information becomes available about the operation or activity covered by the VWP permit which was not available at VWP permit issuance and would have justified the application of different VWP permit conditions at the time of VWP permit issuance;
3. When a change is made in the promulgated standards or regulations on which the VWP permit was based;
4. When it becomes necessary to change final dates in schedules due to circumstances over which the permittee has little or no control such as acts of God, materials shortages, etc. However, in no case may a compliance schedule be modified to extend beyond any applicable statutory deadline of the Act;
5. When changes occur which are subject to "reopener clauses" in the VWP permit, or
6. When the board determines that minimum instream flow levels resulting from the permittee's withdrawal of water are detrimental to the instream beneficial use and the withdrawal of water should be subject to further net limitations or when an area is declared a Surface Water Management Area pursuant to §§ 62.1-242 through 62.1-253 of the Code of Virginia, during the term of the VWP permit.

#### **N. Permit Termination**

After notice and opportunity for a formal hearing pursuant to Procedural Rule No. 1 (9 VAC 25-230-100) a VWP permit can be terminated for cause. Causes for termination are as follows:

1. Noncompliance by the permittee with any condition of the VWP permit;
2. The permittee's failure in the application or during the VWP permit issuance process to disclose fully all relevant facts or the permittee's misrepresentation of any relevant facts at any time;
3. The permittee's violation of a special or judicial order;
4. A determination by the board that the permitted activity endangers human health or the environment and can be regulated to acceptable levels by VWP permit modification or termination;
5. A change in any condition that requires either a temporary or permanent reduction or elimination of any activity controlled by the VWP permit and
6. A determination that the permitted activity has ceased and that the compensatory mitigation for unavoidable adverse impacts has been successfully completed.



**O. Civil and Criminal Liability**

Nothing in this VWP permit shall be construed to relieve the permittee from civil and criminal penalties for noncompliance.

**P. Oil and Hazardous Substance Liability**

Nothing in this VWP permit shall be construed to preclude the institution of legal action or relieve the permittee from any responsibilities, liabilities, or penalties to which the permittee is or may be subject under § 311 of the Clean Water Act or §§ 62-1-44.34:14 through 62-1-44.34:23 of the State Water Control Law.

**Q. Unauthorized Discharge of Pollutants**

Except in compliance with this VWP permit, it shall be unlawful for the permittee to

1. Discharge into state waters sewage, industrial wastes, other wastes, or any noxious or deleterious substances;
2. Excavate in a wetland;
3. Otherwise alter the physical, chemical, or biological properties of state waters and make them detrimental to the public health, to animal or aquatic life, to the uses of such waters for domestic or industrial consumption, for recreation, or for other uses;
4. On or after October 1, 2001 conduct the following activities in a wetland:
  - a. New activities to cause draining that significantly alters or degrades existing wetland acreage or functions;
  - b. Filling or dumping;
  - c. Permanent flooding or impounding;
  - d. New activities that cause significant alteration or degradation of existing wetland acreage or functions.

**R. Permit Extension**

Any permittee with an effective VWP permit for an activity that is expected to continue after the expiration date of the VWP permit, without any change in the activity authorized by the VWP permit, shall submit written notification requesting an extension. The permittee must file the request prior to the expiration date of the VWP permit. Under no circumstances will the extension be granted for more than 15 years beyond the original effective date of the VWP permit. If the request for extension is denied, the VWP permit will still expire on its original date and, therefore, care should be taken to allow for sufficient time for the board to evaluate the extension request and to process a full VWP permit modification, if required.



DEPARTMENT OF THE ARMY  
NORFOLK DISTRICT CORPS OF ENGINEERS  
FORT NORFOLK 203 FRONT STREET  
NORFOLK, VIRGINIA 23510-1096

April 16, 2009

REPLY TO  
ATTENTION OF

Western Virginia Regulatory Section  
Central Virginia Regulatory Field Office  
444 Abby Lane  
Howardsville, Virginia 24562

Reference: Corps number NAO 2006-07639 (Spring Creek)

Mr. Mickey Hines  
Virginia Highlands Airport Authority  
c/o Newkirk Environmental  
Attn: Mr. Derrick Myers  
P. O. Box 746  
Mount Pleasant, SC 29465

Dear Mr. Hines

Enclosed are two copies of a Department of the Army permit authorizing you to perform certain work in waters of the United States. Both copies must be signed by an official of the Virginia Highlands Airport Commission in the space provided for the permittee's signature and returned to Ms. Nora Iseli at the Central Virginia Field Office. Upon receipt, the District Engineer or his authorized representative will sign both copies and return an original to you. **The permit is not valid until signed by both parties.**

Please take note of project specific, special and general conditions incorporated in this permit. Enclosed is a "compliance certification" form, which must be signed and returned within 30 days of completion of the project, including any required mitigation. Your signature on this form certifies that you have completed the work in accordance with the permit terms and conditions.

Please note that you can not begin work until you have obtained a Section 401 Water Quality Certificate/Virginia Water Protection Permit. All the conditions in the 401 certificate/Water Protection Permit automatically are conditions of your Department of the Army Permit. Please note that you can not begin work until you have completed the coordination with the Federal Aviation Administration as the lead federal agency and the State Historic Preservation Officer (Virginia Department of Historic Resources) with regard to compliance with Section 106 of the National Historic Preservation Act. In addition, you should obtain a permit from your local government if such authorization is required.

If any material change in the plan of the work is found necessary, revised plans must be submitted for our approval before any work is begun, and before the expiration date of this permit. The approved mitigation in the form of an in-lieu fee contribution must be completed prior to beginning the authorized activity and evidence of payment must be submitted as stipulated in the permit.

Please see the enclosed permit and conditions.

If you have any questions, you may call Ms. Nora Iseli at (434)263-8247.

Sincerely,



For Richard E. Henderson  
Acting Chief, Western Virginia  
Regulatory Section

Enclosures

Copies Furnished w/ encl

U. S. Fish and Wildlife Service, Gloucester  
U. S. Environmental Protection Agency, Pennsylvania  
Virginia Department of Environmental Quality, Abingdon  
Federal Aviation Administration, Dulles



**U.S. Army Corps  
Of Engineers**  
Norfolk District

Fort Norfolk, 803 Front Street  
Norfolk, Virginia 23510-1096

## **DEPARTMENT OF THE ARMY PERMIT**

**Permittee:**

Mr. Mickey Hines  
Virginia Highlands Airport Authority  
c/o Newkirk Environmental  
Attn: Mr. Derrick Myers  
P. O. Box 746  
Mount Pleasant, SC 29465

**Permit No.** NAO 2006-07639  
**Waterway** Spring Creek

**Issuing Office** Norfolk District, Corps of Engineers

**Note:** The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below pursuant to

- ( ) Section 10 of the Rivers and Harbors Act of 1899  
(33 U.S.C. 403)
- (x) Section 404 of the Clean Water Act (33 U.S.C. 1344).
- ( ) Section 103 of the Marine Protection, Research and  
Sanctuaries Act of 1972 (33 U.S.C. 1413)

**Project Description:** The permittee proposes to discharge fill material associated with construction of an extension of an existing runway to accommodate a larger class of aircraft. The project would require culverting 2,365 linear feet of stream and filling 0.27 acres of emergent wetland. The applicant will mitigate for the proposed impacts through the Aquatic Resources Trust Fund in the amount of \$1,001,981.25, an amount equal to 1:1 compensation for Palustrine Emergent Wetlands and for stream impacts as determined through application of the combined Corps and DDEQ Unified Stream Methodology and further as determined within Hydrologic Unit Code 6010102.

**Project Location:** The project is located in Abingdon, Virginia at the Virginia Highlands Airport.

#### Project Specific Conditions:

1. Prior to the commencement of any work authorized by this permit, you shall advise Nora Iseli, Project Manager in the Western Virginia Regulatory Section in writing at: Corps of Engineers, Central Virginia Field Office, 444 Abby Lane, Howardsville, Virginia 24562, of the time the authorized activity will commence and the name and telephone number of all contractors or other persons performing the work. A copy of this permit must be provided to the contractor and made available to any regulatory representative during an inspection of the project site.

2. The time limit for completing the work authorized ends on April 16, 2014. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached. Should you be unable to complete the authorized activity in the time limit provided, you must submit your request for a time extension to this office for consideration at least one month before the permit expiration date.

3. Enclosed is a "compliance certification" form, which must be signed and returned within 30 days of completion of the project, including any required mitigation. Your signature on this form certifies that you have completed the work in accordance with the permit terms and conditions.

#### **4. Mitigation:**

The stream and wetland impacts associated with this project are to 2,365 linear feet of stream and 0.27 acres of adjacent emergent wetlands. The stream known as Spring Creek is a relatively permanent water that contributes to downstream traditionally navigable waters. The adjacent wetlands have the capacity to carry or reduce pollutants and flood waters and contribute to downstream traditionally navigable waters. The permittee has agreed to provide compensation for 2,365 linear feet of stream impact and 0.27 acre of wetland impact in the form of an in-lieu-fee contribution to the Virginia Aquatic Resources Trust Fund in the amount of \$1,001,981.25, an amount equal to 1:1 compensation for Palustrine Emergent Wetlands and for stream impacts as determined through application of the combined Corps and DEQ Unified Stream Methodology and further as determined within Hydrologic Unit Code 6010102. Evidence of payment to the Virginia Aquatic Resources Trust Fund must be submitted to Nora Iseli, Project Manager in the Western Virginia Regulatory Section at: Corps of Engineers, Central Virginia Field Office, 444 Abby Lane, Howardsville, Virginia 24562, prior to beginning any jurisdictional activity authorized by this permit.

#### Special Conditions:

1. All project specific conditions listed above are special conditions of this permit.

2. The Federal Aviation Administration (FAA) is the lead federal agency with regard to Section 106 Coordination under the National Historic Preservation Act. The FAA determined the runway extension will have an adverse effect on the resource eligible for listing on the Historic Register, St. Johns House. The FAA has determined a Memorandum of Agreement (MOA) with the State Historic Preservation Officer (SHPO) regarding this resource may be required. Any conditions of the MOA will become conditions of this permit.

#### General Conditions

1. No discharge of dredged or fill material may consist of unsuitable material (e.g., trash, debris, car bodies, asphalt etc.) and material discharged must be free from toxic pollutants in toxic amounts (see Section 307 of the Clean Water Act).

2. Any temporary fills must be removed in their entirety and the affected areas returned to their preexisting elevation.

3. Appropriate erosion and siltation controls must be used and maintained in effective operating condition during construction, and all exposed soil and other fills, as well as any work below the ordinary high water mark or high tide line, must be permanently stabilized at the earliest practicable date.
4. The construction or work authorized by this permit will be conducted in a manner so as to minimize any degradation of water quality and/or damage to aquatic life. Also, you will employ measures to prevent or control spills of fuels or lubricants from entering the waterway.
5. Any heavy equipment working in wetlands must be placed on mats or other measures must be taken to minimize soil disturbance.
6. Failure to comply with the terms and conditions of this permit can result in enforcement actions against the permittee and/or contractor.
7. In granting an authorization pursuant to this permit, the Norfolk District has relied on the information and data provided by the permittee. If, subsequent to notification by the Corps that a project qualifies for this permit, such information and data prove to be materially false or materially incomplete, the authorization may be suspended or revoked, in whole or in part, and/or the Government may institute appropriate legal proceedings.
8. All dredging and/or filling will be done so as to minimize disturbance of the bottom or turbidity increases in the water which tend to degrade water quality and damage aquatic life.
9. Your use of the permitted activity must not interfere with the public's right to reasonable navigation on all navigable waters of the United States.
10. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Conditions 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.
11. If you discover any previously unknown historic or archaeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.
12. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.
13. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.
14. The permittee understands and agrees that if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required upon due notice from the Corps of Engineers to remove, relocate, or alter the structural work or obstructions caused thereby without expense to the United States. No claim shall be made against the United States on account of any such removal or alternation.

#### Further Information:

1. Limits of this authorization
  - a. This permit does not obviate the need to obtain other Federal, state or local authorizations required by law.
  - b. This permit does not grant any property rights or exclusive privileges.

- c. This permit does not authorize any injury to the property or rights of others.
- d. This permit does not authorize interference with any existing or proposed Federal projects

2 Limits of Federal Liability In issuing this permit, the Federal Government does not assume any liability for the following

- a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes
- b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest
- c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit
- d. Design or construction deficiencies associated with the permitted work
- e. Damage claims associated with any future modification, suspension, or revocation of this permit

3 Reliance on Applicant's Data. The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided

4 Reevaluation of Permit Decision This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

- a. You fail to comply with the terms and conditions of this permit
- b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 3 above)
- c. Significant new information surfaces which this office did not consider in reaching the original public interest decision

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

5 Extensions General condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as a permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

(Permittee) \_\_\_\_\_

(Date) \_\_\_\_\_

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

\_\_\_\_\_  
For Richard E. Henderson  
Acting Chief,  
Western Virginia Regulatory Section

(Date) \_\_\_\_\_

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions, have the transferee sign and date below

(Transferee) \_\_\_\_\_

(Date) \_\_\_\_\_





U.S. Army Corps  
Of Engineers  
Norfolk District

**CERTIFICATE OF COMPLIANCE  
WITH  
ARMY CORPS OF ENGINEERS PERMIT**

**Please fill in all spaces and sign before returning to the specified office.**

Project Number: Corps number NAO 2006-07639

Name of Permittee Virginia Highlands Airport Authority

Date of Issuance April 16, 2009

Permit Type: Individual Permit and Compensatory Mitigation Requirement

Within 30 days of completion of the activity authorized by this authorization and any mitigation required, sign this certification and return it to the following address.

Nora Iseli  
c/o U. S. Army Corps of Engineers  
Norfolk District Regulatory Office  
Central Virginia Field Office  
444 Abby Lane  
Howardsville, VA. 24562

Please note that your permitted activity is subject to a compliance inspection by a U.S. Army Corps of Engineers representative. If you fail to comply with this permit you are subject to permit suspension, modification or revocation

I hereby certify that the work authorized by the above referenced permit has been completed in accordance with the terms and conditions of the said permit, and required mitigation (if any) has been completed in accordance with the permit conditions.

\_\_\_\_\_  
Signature of Permittee or  
Authorized Agent of Permittee

\_\_\_\_\_  
Date

## STATEMENT OF FINDINGS

**Subject: Corps number NAO 2006-07639**

**Virginia Highlands Airport Authority**

I have evaluated all available information pertaining to the subject application. The project consists of constructing an extension of an existing runway to accommodate a larger class of aircraft. The project would require culverting 2,365 linear feet of stream and filling 0.27 acres of emergent wetland. The applicant will mitigate for the proposed impacts through the Aquatic Resources Trust Fund in the amount of \$1,001,981.25, an amount equal to 1:1 compensation for Palustrine Emergent Wetlands and for stream impacts as determined through application of the combined Corps and DEQ Unified Stream Methodology and further as determined within Hydrologic Unit Code 6010102. The project is located in Abingdon, Virginia at the Virginia Highlands Airport. The fill work would occur in Spring Creek and wetlands adjacent to Spring Creek through the extension of an existing runway at the Airport. The overall project purpose is to provide needed airfield infrastructure to attract ARC-B-II (large) aircraft and support the current and projected demand for aviation activity in Washington County and the surrounding area.

An application for an individual Department of the Army Permit was received in April 2007. Additional information was requested by the Corps on April 19 and June 5, 2007 in order to make the application complete. This information was submitted and a public notice was issued on August 29, 2007. As a result of the public notice, the applicant was notified and forwarded comments from the U. S. Fish and Wildlife Service, the U. S. Environmental Protection Agency and the U. S. Army Corps of Engineers on November 15, 2007. On January 14, 2008 the applicant provided a response to the comments but failed to provide sufficient data to determine a need for the project or that it was the least environmentally damaging practicable alternative as defined by Section 404(b)(1) Guidelines (40 C.F.R. §230). On October 30, 2008, the applicant was notified the application would be withdrawn from further consideration unless additional information demonstrating the proposal met the Section 404(b)(1) Guidelines was submitted. A response dated December 9, 2008 was received from the applicant. The response supplied appropriate data and information, including comments and information from the Federal Aviation Administration (such as the National Plan of Integrated Airport Systems) that demonstrated the proposal, including compensatory mitigation, was the least environmentally damaging practicable alternative.

A search of the Corps database revealed no federally listed threatened or endangered species in the vicinity. A search of the Virginia Department of Historic Resources database revealed historic resource eligible for listing on the historic register in the

vicinity of the subject property. A letter from the Federal Aviation Administration (FAA) dated December 10, 2008 established the FAA as lead agency with regard to Section 106 Coordination under the National Historic Preservation Act. The FAA determined the runway extension will have an adverse effect on the resource, St. Johns House. The FAA will prepare a Memorandum of Agreement (MOA) with the State Historic Preservation Officer (SHPO) regarding this resource. Any conditions of the MOA will become conditions of this permit.

Based on the above, the district engineer has determined that the proposal will have minimal individual and cumulative impacts to the aquatic environment and that issuance of a Department of the Army permit is not contrary to the public interest. Therefore, his decision is to issue the permit, incorporating all practicable conditions to avoid or minimize environmental impacts.

FOR AND IN BEHALF OF THE DISTRICT ENGINEER,  
Colonel Dionysios Anninos.

*For. Jact*

April 16 2009

Date

\_\_\_\_\_  
For Richard E. Henderson,  
Acting Chief, Western Virginia  
Regulatory Section

## FINAL ENVIRONMENTAL ASSESSMENT

Permittee  
Mr. Mickey Hines  
Virginia Highlands Airport Authority  
c/o Newkirk Environmental  
Attn: Mr. Derrick Myers  
P O Box 746  
Mount Pleasant, SC 29465

APPLICATION NO. NAO 2006-07639

### I. Project Description

The permittee proposes to discharge fill material associated with construction of an extension of an existing runway to accommodate a larger class of aircraft. The project would require culverting 2,365 linear feet of stream and filling 0.27 acres of emergent wetland. The applicant will mitigate for the proposed impacts through the Aquatic Resources Trust Fund in the amount of \$1,001,981.25, an amount equal to 1:1 compensation for Palustrine Emergent Wetlands and for stream impacts as determined through application of the combined Corps and DFPQ Unified Stream Methodology and further as determined within Hydrologic Unit Code 6010102.

### II. Probable Effects of the Proposed Work On:

A. Conservation: No adverse effects are anticipated.

B. Economics: No adverse impacts are anticipated. The project is anticipated to have a positive impact on this area of southwestern Virginia.

According to 33 CFR 320.4(q), when airports and other transportation companies make application for a permit, the Corps will generally assume the appropriate economic evaluations have been completed, the proposal is economically viable and is needed in the marketplace. The project may enhance local economics by creating additional employment, access to local businesses, demand for local services, and an increase in the tax base.

Property value is one of the Corps' public review interest factors within the context of economics. However, this review must be made with the understanding that property owners have a similar right to navigable access, to protect their property, and to develop their property provided they adhere to all local and state requirements. Based on this, the impacts of this project on economics/property values should be minimal.

C. Aesthetics: No adverse effects are anticipated.

While aesthetic impacts vary with individual tastes, the impacts of the project are minimal from a national perspective.

D. General Environmental Concerns: No adverse effects are anticipated.

E. Waters of the U.S.: The applicant proposes to mitigate the unavoidable impacts to 2,365 linear feet of stream and 0.27 acre of wetland in the form of an in-lieu-fee contribution to the Virginia Aquatic Resources Trust Fund in the amount of \$1,001,981.25, an amount equal to 1:1 compensation for Palustrine Emergent Wetlands and for stream impacts as determined through application of the combined Corps and DEQ Unified Stream Methodology and further as determined within Hydrologic Unit Code 6010102.

F. Historic Properties: An adverse affect to historic properties is anticipated.

The Federal Aviation Administration (FAA) is the lead federal agency with regard to Section 106 Coordination under the National Historic Preservation Act. The FAA determined the runway extension will have an adverse effect on the resource eligible for listing on the Historic Register, St. Johns House. The FAA has determined a Memorandum of Agreement (MOA) with the State Historic Preservation Officer (SHPO) regarding this resource may be required. Any conditions of the MOA will become conditions of this permit.

G. Fish and Wildlife Values (including federally listed threatened and endangered species and essential fish habitat).

No adverse effects are anticipated. The airport extension is proposed within the property of an existing, operational Airport. No federally listed threatened/endangered species or their critical habitat was identified by the U. S. Fish and Wildlife Service as a result of the project public notice.

H. Flood Hazards: No adverse effects are anticipated. In addition, the work must comply with local floodplain ordinances.

I. Floodplain Values: No adverse effects are anticipated. In addition, the work must comply with local floodplain ordinances.

J. Land Use: No adverse effects are anticipated. According to 33 CFR 320.4(j)(2), the primary responsibility for determining zoning and land use matters rests with state and local governments. The Corps will normally accept decisions by such governments on those matters unless there are significant issues of overriding national importance such as national security, navigation, national economic development, water quality, preservation of special aquatic sites, including wetlands, with significant interstate importance, and national energy needs. Since this project does not involve any of those issues, the Corps will not deny the permit or insert any land use-related conditions.

K. Navigation: No adverse effects are anticipated.

L. Shore Erosion and Accretion: No adverse effects are anticipated.

The applicant has included certain measures (County/State Sediment and Erosion Requirements) to minimize the effects of the proposed work on impacts to water quality.

**M Recreation:** No impacts are anticipated.

**N Water Supply and Conservation:** No adverse effects are anticipated

**O Water Quality:** A 401 certification will be issued by the Virginia Department of Environmental Quality, due to the expected impacts on the quality of state waters. The applicant will incorporate required County/State Sediment & Erosion standards into the development plan and construction plan

**P Energy Needs:** No adverse effects are anticipated

**Q Safety:** No adverse effects are anticipated. The extension will comply with all FAA regulations and guidelines.

**R Food and Fiber Production:** No adverse effects are anticipated

**S Mineral Needs:** No adverse effects are anticipated.

**T Consideration of Property Ownership:** No adverse effects are anticipated

**U Needs and Welfare of the People:** No adverse effects are anticipated

**V Environmental Justice:** The project has been reviewed for consistency with Executive Order 12898 (Environmental Justice). The activities authorized by this permit generally do not, by their nature, cause the kinds of adverse impacts addressed by the Executive Order.

**W. Clean Air Act Requirements:** This project has been analyzed for conformity applicability pursuant to regulations implementing Section 176(c) of the Clean Air Act. It has been determined that the activities proposed under this permit will not exceed de minimis levels of direct emissions of a criteria pollutant or its precursors and are exempted by 40 CFR Part 93.153. Any later indirect emissions are generally not within the Corps continuing program responsibility and generally cannot be practicably controlled by the Corps. For these reasons a conformity determination is not required for this permit.

**III. The relative extent of the public and private need for the proposed structure or work:** The proposed work will provide additional service needs to the public and provide additional revenue in the community.

**IV. The extent and permanence of the benefits and/or detrimental effects which the proposed structure or work is likely to have on the public and private uses to which the area is suited:** The proposed work will result in permanently culverting 2,365 linear feet of stream and filling 0.27 acres of emergent wetland. The stated purpose of the project is extend an existing runway to accommodate larger aircraft. This represents a permanent loss that is necessary if the project is to proceed. The permanent loss of 2,365 linear feet of stream and 0.27 acres of emergent wetland has been authorized only after the applicant incorporated all appropriate and practicable measures to

avoid and minimize the impacts and mitigated for all unavoidable impacts. The unavoidable impacts to wetlands/waters will be compensated through the use of a contribution to an in-lieu-fee, the Virginia Aquatics Resources Trust Fund at an amount equal to 1:1 compensation for Palustrine Emergent Wetlands and for stream impacts as determined through application of the combined Corps and DEQ Unified Stream Methodology and further as determined within Hydrologic Unit Code 6010102.

V. The extent of individual and cumulative impacts resulting from the proposed work or structure: The proposed work will result in a permanent discharge of fill material associated with culverting 2,365 linear feet of stream and filling 0.27 acres of emergent wetland. The permanent loss of wetlands has been authorized only after the applicant incorporated all appropriate and practicable measures to avoid and minimize the impacts and mitigate for all unavoidable impacts. This is a permanent individual and cumulative loss. However, it has only been authorized after all appropriate and practicable measures to avoid and minimize impacts to the aquatic environment have been incorporated into the project plans, and acceptable mitigation via compensation for the stream and wetlands through the use of a contribution to an in-lieu-fee, the Virginia Aquatics Resources Trust Fund.

VI. In this evaluation, I have found no unresolved conflicts concerning alternative uses of the project site.

VII. Coordination. The project was coordinated with interested parties by public notice including the U. S. Fish and Wildlife Service, the U. S. Environmental Protection Agency, the National Marine Fisheries Service, the State Water Control Board and the State Historic Preservation Officer.

---

**FONS1**  
(Finding of No Significant Impact)

The District Engineer has determined that the decision on the project is not a major Federal action significantly affecting the quality of the human environment. Therefore, no Environmental Impact Statement will be prepared. This finding is based on information contained in the Final Environmental Assessment of the project and comments received from Federal, State, local agencies and the general public.

FOR AND IN BEHALF OF THE DISTRICT ENGINEER, Colonel Dionysios Anninos, U.S. Army

April 16, 2009

Date



---

For Richard E. Henderson  
Acting Chief, Western Virginia  
Regulatory Section

Final Evaluation of 404(b)(1) Guidelines  
Contained in Vol. 45 No. 249 of the  
Federal Register dated 24 December 1980

APPLICANT: Mr. Mickey Hines  
Virginia Highlands Airport Authority  
c/o Newkirk Environmental  
Attn. Mr. Derrick Myers  
P. O. Box 746  
Mount Pleasant, SC 29465

APPLICATION NO. NAO 2006-07639

**1. Review of Compliance (230.10(a)-(d) (Subpart B))**

A review of the permit application indicates that:

The discharge represents the least environmentally damaging practicable alternative and if in a special aquatic site, the activity associated with the discharge must have direct access or proximity to, or be located in the aquatic ecosystem to fulfill its basic purpose (if no, see section 2 and information gathered for FA alternative),

YES ☒ NO ☐

b. The activity does not appear to 1) violate applicable state water quality standards or effluent standards prohibited under Section 307 of the CWA, 2) jeopardize the existence of Federally designated marine sanctuary (if no, see section 2b and check responses from resource and water quality certifying agencies); YES ☒ NO ☐

c. The activity will not cause or contribute to significant degradation of waters of the U.S. including adverse effects on human health, life stages of organisms dependent on the aquatic ecosystem, ecosystem diversity, productivity and stability, and recreational, aesthetic, and economic values (if no, see section 2); YES ☒ NO ☐

d. Appropriate and practicable steps have been taken to minimize potential adverse impacts of the discharge on the aquatic ecosystem (if no, see section 5);  
YES ☒ NO ☐

The proposed discharge of fill material is the least environmentally damaging practicable alternative. The following measures have been incorporated into the project plans to avoid and minimize potential adverse impacts. Compensation for the wetlands is through the contribution to the Virginia Aquatic Resources Trust Fund for unavoidable impacts to streams and wetlands within Hydrologic Unit Code 6010102.

**2. Technical Evaluation Factors**



a. Physical and Chemical Characteristics of the Aquatic Ecosystem (230.20-230.25)(Subpart C)

	N/A	Not Significant	Significant
(1) Substrate impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(2) Suspended particulates/turbidity impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(3) Water Quality Control	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(4) Alteration of current patterns and water circulation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(5) Alteration of normal water fluctuations/hydroperiod	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(6) Alteration of salinity gradients	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed fill material will be in the form of typical construction materials such as culverts, clean fill, concrete, etc.. While the fill will be discharged into wetlands, it will be stabilized by appropriate erosion and sedimentation controls to minimize siltation and turbidity.

While the fill will be discharged into waters/wetlands of the U. S., the work will be performed in a manner to minimize siltation and turbidity.

b. Biological Characteristics of the Aquatic Ecosystem (230.30-230.32) (Subpart D)

	N/A	Not Significant	Significant
(1) Effect on threatened/endangered species and their habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(2) Effect on the aquatic food web	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(3) Effect on other wildlife (mammals, birds, reptiles, and amphibians)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Based on a search of our endangered species database/coordination with the U.S. Fish and Wildlife Service, the proposed discharge of fill material will not affect any federally listed threatened or endangered species or their critical habitat.

All appropriate and practicable measures to avoid and minimize impacts have been incorporated into the applicant's plans. In addition, the applicant has agreed to compensate for all unavoidable losses through the contribution to the Virginia Aquatic Resources Trust Fund for unavoidable impacts to 2,365 linear feet of stream and 0.27 acre of emergent wetlands.

c. Special Aquatic Site (230.40-230.45) (Subpart F)

	N/A	Not Significant	Significant
(1) Sanctuaries and refuges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(2) Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(3) Mud flats	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(4) Vegetated shallows	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(5) Coral reefs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(6) Riffle and pool complexes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impacts to waters of the U. S. have been avoided and minimized to the maximum extent practicable. In addition, the applicant will be required to implement a compensatory mitigation to offset all unavoidable losses

d. Human Use Characteristics (230.50-230.54) (Subpart F)

	N/A	Not Significant	Significant
(1) Effects on municipal and private water supplies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(2) Recreational and Commercial fisheries impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(3) Effects on water-related recreation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(4) Aesthetic impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(5) Effects on parks, national and historical monuments, national seashores, wilderness areas, research sites, and similar preserves	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

While the proposed project will affect the aesthetic character of the property, this change is not considered to be significant.

3. Evaluation of Dredged or Fill Material (230.60) (Subpart G)

a. The following information has been considered in evaluating the biological availability of possible contaminants in dredged or fill material. (Check only those appropriate)

- ☒ (1) Physical characteristics
  - ☐ (2) Hydrography in relation to known or anticipated sources of contaminants
  - ☒ (3) Results from previous testing of the material in the vicinity of the project
  - ☐ (4) Known, significant, sources of persistent pesticides from land runoff or percolation
  - ☐ (5) Spill records for petroleum products or designated (Section 311 of CWA) hazardous substances
  - ☐ (6) Other public records of significant introduction of contaminants from industries, municipalities or other sources
  - ☐ (7) Known existence of substantial material deposits of substances which could be released in harmful quantities to the aquatic environment by man-induced discharge
  - ☒ (8) Other sources (specify) The project is proposed at an existing operational airport and will be in compliance with all Federal Aviation Administration regulations and guidelines associated with this type of facility.
- List appropriate references and a brief of supportive evidence.

While the proposed fill material has not been tested, the Corps has no reason to suspect contamination.

b. An evaluation of the appropriate information in 3a above indicated that there is reason to believe the proposed dredged or fill material is not a carrier of contaminants, of that levels of contaminants are substantively similar at extraction and disposal sites and not likely to exceed constraints. The material meets the testing exclusion criteria.

YES ☒ NO ☐

#### 4. Disposal Site Delineation (Section 230.11(f))

a. The following factors, as appropriate, have been considered in evaluating the disposal site.

- ☒ (1) Depth of water at disposal site
- ☒ (2) Current velocity, direction, and variability at disposal site
- ☒ (3) Degree of turbulence
- ☐ (4) Water volume stratification
- ☐ (5) Discharge vessel speed and direction
- ☐ (6) Rate of discharge
- ☒ (7) Dredged material characteristics (constituents, amount, and type of material, settling velocities)
- ☐ (8) Number of discharges per unit of time
- ☐ (9) Other factors affecting rates and patterns of mixing (specify)

List appropriate references.

The proposed fill material will be discharged into streams and wetlands, but only after all appropriate measures have been taken to ensure the fill placement is performed so as to minimize sedimentation and erosion. Special condition 1 prohibits the discharge of unsuitable dredged or fill material and that it must be free of toxic pollutants in toxic amounts.

b. An evaluation of the appropriate factors in 4a above indicates that the disposal site and/or size of mixing zone are acceptable.

YES ☒ NO ☐

#### 5. Actions to Minimize Adverse Effects (Section 230.70-230.77)(Subpart H)

All appropriate and practicable steps have been taken, through application of recommendation of Section 230.70-230.77 to ensure minimal adverse effects of the proposed discharge. List actions taken. YES ☒ NO ☐

- a. Selecting an appropriate site that minimizes the impacts to the maximum extent practicable.
- b. Using equipment and machinery appropriate for activities related to the discharge of fill material.
- c. Controlling runoff and other discharges from activities to be conducted on the fill.
- d. All unavoidable impacts to waters of the U. S. will be compensated by appropriate mitigation.

#### 6. Factual Determination (Section 230.11)

A review of appropriate information as identified in items 2-5 above indicates that there is minimal potential for short or long-term environmental effects of the proposed discharge as related to:

- ☒ a. Physical substrate at the disposal site (review sections 2a, 3, 4, & 5)
- ☒ b. Water circulation, fluctuation and salinity (review sections 2a, 3, 4, & 5)
- ☒ c. Suspended particulates/turbidity (review sections 2a, 3, 4, & 5)
- ☒ d. Contaminant availability (review sections 2a, 3, & 4)
- ☒ e. Aquatic ecosystem structure and function (review sections 2b & c, 3, & 5)
- ☒ f. Disposal site (review sections 2, 4, & 5)
- ☒ g. Cumulative impact on the aquatic ecosystem
- ☒ h. Secondary impacts on the aquatic ecosystem

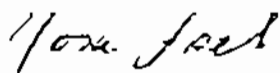
#### 7 Findings

- ☐ a. The proposed disposal site for discharge of dredged or fill material complies with the Section 404(b)(1) guidelines
- ☒ b. The proposed disposal site for discharge of dredged or fill material complies with the Section 404(b)(1) guidelines with the inclusion of the following conditions: The applicant will be required to provide adequate compensatory mitigation for all impacts to streams and wetlands.
- ☐ c. The proposed disposal site for discharge of dredged or fill material does not comply with the Section 404(b)(1) guidelines for the following reason(s):
  - ☐ (1) There is a less damaging practicable alternative
  - ☐ (2) The proposed discharge will result in significant degradation of the aquatic ecosystem
  - ☐ (3) The proposed discharge does not include all practicable and appropriate measures to minimize potential harm to the aquatic ecosystem

FOR AND IN BEHALF OF THE DISTRICT ENGINEER, Colonel Dionysios Anninos, U.S. Army

April 16, 2009

DATE



For Richard E. Henderson  
Acting Chief, Western Virginia  
Regulatory Section



U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone 703/661-1354  
Fax 703/661-1370

December 10, 2008

Ms. Nora Iseli, PWD  
U.S. Army Corps of Engineers Norfolk District  
Central Virginia Regulatory Field Office  
444 Abby Lane  
Howardsville, VA 24562

Re: Virginia Highlands Airport – Section 106 Coordination

Dear Ms. Iseli,

The Federal Aviation Administration (FAA) and the Virginia Highlands Airport Commission are in the process of preparing a Draft Environmental Assessment for the proposed extension of Runway 6 at Virginia Highlands Airport. The proposed project will have an adverse effect on the St. John House which is eligible for the National Register of Historic Places.

A Draft Memorandum of Agreement will be prepared to address adverse impacts to the St. John House. The U.S. Army Corps of Engineers and the FAA have agreed the FAA will be the lead federal agency with regard to Section 106 coordination.

If you have any questions, please contact me at (703) 661-1362.

Sincerely,

Jennifer Mendelsohn  
Environmental Specialist

cc: Marc Holma, Department of Historic Resources  
Mickey Ihnes, Airport Manager  
Colleen Angstadt, Delta Airport Consultants, Inc.



December 9, 2008

Ms. Nora Iseli  
Acting Chief of the Western Virginia Regulatory Section  
US Army Corps of Engineers  
444 Abby Lane  
Howardsville, VA 24562

**Re: Virginia Highland Airport Expansion (07-V0703 / NAO-2006-7639)**  
**Washington County, Virginia**  
**NEI Job #01-1268b2**

Dear Ms. Iseli,

This letter is in response to your comments received by our office regarding the above referenced permit application.

The following responses specifically address each one of the comments listed in your letter dated October 30, 2008 (Attached)

1. The National Plan of Integrated Airport Systems (NPIAS), published by the Federal Aviation Administration, has included a 30 minute driving time to define general aviation airport service areas. This drive time is a national goal of the NPIAS and is used by aviation planners and an industry standard. The 30 mile distance is outside the 30 minute service area of Virginia Highlands Airport and by this definition, is not practical or desirable for airport users.

The role of the County's Economic Development Department, is to retain business, to attract new business, and to foster entrepreneurship. The role of the local Chamber of Commerce, generally, is to promote business patronage by local consumers and customers. The airport's role is to provide access to the local community, to function as a gateway to local industry and commerce, and, in some instances, provide real estate for industrial parks.

One major factor in business decisions concerning new facility locations is the proximity to an airport capable of accommodating corporate aircraft. The reason businesses own aircraft and fly is because their time is important. For example, Stafford County, VA in the early 1990's, negotiated with a major computer chip manufacturer as they were scouting locations for a new plant in northern Virginia.

1100 Office Box 146, Mt. Pleasant, South Carolina 29465-0746 • 1885 Clements Ferry Road, Charleston, South Carolina 29492  
Telephone: (843) 398-6585 • Facsimile: (843) 398-6580

E-Mail: [general@newkirkenv.com](mailto:general@newkirkenv.com)  
[www.newkirkenvironmental.com](http://www.newkirkenvironmental.com)

The executives flew into Manassas Regional Airport and were picked up in cars by the Stafford County Economic Development staff, to tour potential sites in Stafford County. The executives were then driven back to Manassas to fly home. They ended up selecting a site near the Manassas Airport, rather than Stafford. A significant factor in the decision was the convenience of the Manassas Airport.

In addition, a factor in retaining businesses is the ability of the local airport to accommodate business aircraft needs. For example, the Blue Bird Body Co. sold its Buena Vista plant due to lack of an airport within Rockbridge County as the drive from Roanoke or Shenandoah Valley was too long.

2. Without calculating airport capacity and delay, we can state that the Tri-Cities Airport will have the excess capacity to accommodate 2 additional large aircraft by the year 2022. However, as stated above, the 30 mile distance is outside the 30 minute service area of Virginia Highlands Airport and by the definition outlined in the NPIAS, the Tri-Cities Airport is not practical or desirable for airport users within the Virginia Highlands area.

There are a number of secondary reasons why it is desirable for Virginia Highlands Airport to keep and attract as many business aircraft as possible. First, business aircraft have been shown to provide a disproportionate amount of revenue to airports because of their rental of large hangars and use of jet fuel. They "pay the bills" at many airports, particularly in this period of high fuel costs. Many small, non-business personal aircraft have been parked and are inactive due to the high cost of flying. Business and corporate aviation, on the other hand, continues to provide activity and revenues to airports since they are in a better position to pass their costs on to their customers. Virginia Highlands Airport needs to attract these types of aircraft to offset financial losses that occur with reduced personal and recreational flying. Also, from a user standpoint, convenience and time savings are the only business reasons to fly versus using alternative ground transportation. If a location is inconvenient and time-consuming to use general aviation, businesses may locate elsewhere, keeping the economic development benefits from occurring in the Virginia Highlands Airport area. Please refer to previous response regarding business retention and attraction above.

The following table details the economic benefits of Virginia Highlands Airport. The on-airport impacts listed are activities that would not occur without the presence of the airport, with the off-airport impacts representing those that depend on the airport to bring in visitor expenditures. Economic impacts occurring from the recycling of dollars through the economy are detailed in the spin-off column.

above

Air dependent businesses are those that greatly depend on the airport and would suffer losses or possibly even relocate if not for their proximity to the airport. Other qualitative benefits include the ModEvac, State Police, and U.S. Forest Service aircraft based at VJH, as well as the link to the community that this airport provides.

The economic benefit of airports in Virginia is estimated to contribute over \$20 billion annually, up from \$4.4 million in 1986.

### Economic Benefits of Virginia Highlands Airport

Direct Economic Impacts		Spin-Off Impacts	Economic	Air Dependent Businesses
On-Airport	Off-Airport			
FAA Government Airport Management Aircraft Maintenance Vendors Retail and Restaurant Car Rental Parking Other Transportation Fixed Base Operations	<u>Visitor Dependent Businesses</u> Hotels Retail and Restaurants Travel Agents Convention Centers Tourist Destinations	Suppliers of Materials and Services to Airports, Air Dependent Businesses and Visitor Dependent Businesses  <u>Responding of Worker Income</u> Consumer Product and Service Sales		Local businesses that depend on the Airport for just-in-time shipping a high degree of corporate travel or specialized airport facilities and services
36 Jobs \$1,321,000 in Payroll \$2,308,000 in Economic Activity	37 Jobs \$351,000 in Payroll \$1,438,000 in Economic Activity	40 Jobs \$1,152,000 in Payroll \$3,289,000 in Economic Activity		178 Jobs \$4,109,000 in Payroll \$11.05M in Economic Activity
<b>113 Jobs, \$3.01M in Wages, \$7.03M in Economic Activity</b>				

Source: Virginia Department of Aviation, Virginia Airport System Economic Impact Study, 2003

The Virginia Highlands Airport Commission and the project engineer, Delta Airport Consultants, has minimized impacts to onsite wetlands and streams to the maximum extent possible while still accomplishing the project purpose. These entities along the Federal Aviation Administration (FAA) have reviewed all alternatives, including



Page 4  
Ms Iseli  
December 9, 2008

rerouting air traffic to the Tri-Cities Regional Airport, and concluded that the proposed runway extension is the most feasible alternative from all perspectives.

The final design plan has not been completed at this time however the project engineer and applicant will make every effort possible to decrease stream impacts during this final design phase.

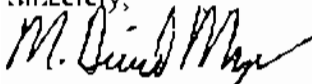
As the US Army Corps of Engineers is aware, the mitigation process to compensate for impacts on any project is a progressive process that requires much research to determine the most practical, economical and physically feasible alternative for the applicant and most effective solution for protecting the watershed. This process can not be fully completed and a comprehensive mitigation plan cannot be reviewed and accepted until all permitting and resource agencies have undertaken formal evaluations including avoidance and minimization and the applicant finds that the project is feasible in consideration of regulatory requirements.

It is the applicant's full intention to mitigate using the unified stream methodology for stream impacts and using suggested ratios determined by the permitting agencies for wetland impacts. However, considering the project is federally funded, it is not feasible to investigate all alternatives until the permitting process is further advanced and assurance that the proposed plan can be approved and is economically feasible.

Due to funding time constraints and on behalf of the FAA and the Virginia Highlands Airport Commission, Newkirk Environmental, Inc. respectfully request a response to this letter prior to December 31, 2008.

If you have any questions or need additional information please do not hesitate to contact me.

Sincerely,



M. Derrick Myers, Project Biologist

Cc Colleen Angstadt, Delta Airport Consultants;  
Mark Trent, VaDEQ  
Mickey Hines, Virginia Highlands Airport Commission  
Jennifer Mendelsohn, FAA

Enclosures



U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 230  
Dulles, Virginia 20165  
Telephone: 703/661-1354  
Fax: 703/661-1370

November 13, 2008

Mr. Mickey Hines  
Airport Manager  
PO Box 631  
Arlington, VA 22212

Re: Draft Environmental Assessment - Virginia Highlands Airport

Dear Mr. Hines:

The Federal Aviation Administration (FAA) has reviewed the letter from the U.S. Army Corps of Engineers (COE) to the Virginia Highlands Airport Commission dated October 30, 2008, regarding the Draft Environmental Assessment (EA) for the proposed runway extension at Virginia Highlands Airport. The FAA is responding to the COE request to evaluate the practicability of Tri-Cities Regional Airport as an alternative to the proposed action.

In accordance with Vision 100-Century of Aviation Reauthorization Act (as amended) and guidance from the Council on Environmental Quality, the FAA has the statutory responsibility to define the purpose and need and range of alternatives. FAA is the Federal agency responsible for providing the nation with a safe and efficient aviation system and has the technical expertise in airport planning. The Draft Environmental Assessment should contain an analysis of alternatives to the proposed action including transferring service to another airport such as Tri-Cities Regional Airport. However, the decisions concerning the justification for runway extensions are the responsibility of the FAA.

If you have any questions, please contact Jennifer Mendelsohn at (703) 661-1362.

Sincerely,

Terry Page  
Manager, Washington Airports District Office



DEPARTMENT OF THE ARMY  
NORFOLK DISTRICT CORPS OF ENGINEERS  
FORT NORFOLK 863 FRONT STREET  
NORFOLK VIRGINIA 23510 1096

REF ID:  
ATTENTION OF

October 30, 2008

Western Virginia Regulatory Section  
07-V0703 (Spring Creek)

Mr. Ron Deloney  
Virginia Highlands Airport Commission  
c/o Newkirk Environmental  
Attn: Mr. Derrick Myers  
P. O. Box 746  
Mount Pleasant, SC 29465

Dear Mr. Deloney:

This is in reference to your Joint Permit Application number 07-V0703, for the 1,399 foot long runway extension of the existing runway at the Virginia Highlands Airport in Abingdon, Virginia. The stated purpose of the extension is to accommodate a larger class of aircraft that requires the longer runway. The project would impact approximately 2,365 linear feet of Spring Creek and 0.27 acres of emergent wetland.

Based on the available information, it is not conclusive that the proposal is the least environmentally damaging practicable alternative as defined in the Section 404(b)(1) Guidelines (40 C.F.R. §230). Our regulations state that no discharge of fill material in waters of the United States will be permitted if there is a practicable alternative that would have less adverse impact on the aquatic ecosystem, as long as the alternative does not have other significant adverse environmental consequences.

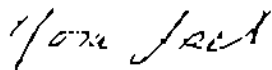
Our concerns regarding your proposal are as follows:

1. The Airport Layout Plan Update only considered an onsite alternative and only in relationship to accommodating a larger class of aircraft. On November 15, 2007, we requested an offsite analysis assessing the practicability of Tri-cities Regional Airport which is approximately 30 miles south of Abingdon, Virginia, as an alternative for the larger aircraft. In response, it was stated that, while Tri-cities has infrastructure capable of serving larger aircraft, it was not as "convenient" because of the 30 mile commute. You have not provided any data showing that a 30 mile commute renders this alternative impracticable.
2. The Airport Layout Plan predicts that the number of larger aircraft at Virginia Highlands will increase from six in 2007 to eight by the year 2022. You have not provided a calculation of airfield capacity and delay related to the capability of the existing runway system at Tri-cities as an alternative means of serving an increase in larger aircraft.

As you were advised in our letter of November 15, 2007, your application was coordinated with representatives from the U.S. Fish and Wildlife Service and the Environmental Protection Agency and their comments were electronically forwarded to you. You have not provided us with information that would lead us to believe that routing the larger class of aircraft to Tri-cities Regional Airport 40 miles to the south is not practicable to piping approximately 2,365 linear feet of Spring Creek and filling 0.27 acres of emergent wetland for a runway extension at Virginia Highlands Airport.

If you have additional information that supports your proposal and an analysis of the alternatives, please submit the information to Nora Iseli, Acting Chief of the Western Virginia Regulatory Section at 444 Abby Lane, Howardsville, VA 24562 by November 28, 2008 or your application will be withdrawn from consideration. If you have any questions, you may contact Nora Iseli via email at [nora.m.iseli@usace.army.mil](mailto:nora.m.iseli@usace.army.mil) or by phone at 434/263-8247.

Sincerely,



Nora Iseli  
Acting Chief, Western Virginia  
Regulatory Section

Electronic Copies Furnished:

Virginia Department of Environmental Quality, Abingdon  
United States Environmental Protection Agency, Philadelphia  
United States Fish and Wildlife Service, Gloucester



**NEWKIRK**  
ENVIRONMENTAL, INC.

CHARLESTON, SC • BRIGHTON, SC

JAN 21 2008

January 14, 2008

Ms. Carolyn Cannella  
US Army Corps of Engineers  
P.O. Box 694  
Wytheville, VA 24382

**Re: Virginia Highland Airport Expansion (07-V0703 / NAO-2006-7639)**  
**Washington County, Virginia**  
**NEI Job #01-1268b2**

Dear Ms. Cannella,

This letter is in response to your comments received by our office regarding the above referenced permit application.

The following responses specifically address each one of the comments listed in your letter dated November 15, 2007 (Attached).

- 1) As described in the 2003 Airport Layout Plan (ALP) Update, operations as well as based aircraft at the Virginia Highlands Airport (VH) are expected to increase over the 20 year planning period. From 1996 to 2002, based aircraft at the airport increased from 57 to 71 aircraft, which included an increase from one (1) multi-engine turbo-prop/jet aircraft to five (5); and 83 based aircraft are projected for 2022 including six (6) jet aircraft. The airport also attracts an increasing number of transient business jets. Several corporations have contacted the airport manager about hangar space; however, no space is currently available for larger aircraft. Forecasted operations for business jets over the planning period are expected to more than double, further driving the need for expansion. Tri-Cities Airport, located on the west side of Bristol, is a commercial service airport with an 8,000 foot primary runway and a 4,400+ foot secondary runway. The airport's Bristol location and consequential ground transportation commute to the VH Service area is not a convenient option for the business travelers to Washington County, Abingdon, and Southwest Virginia.

Based on an economic study conducted in 2003 by the Virginia Department of Aviation (DOAV), titled "Virginia Airport System Economic Impact Study: An Assessment of Economic Impact," research indicated that the Virginia Highlands Airport is responsible for 113 jobs, \$3.01 million in wages, and \$7.03 million in economic activity in direct and spin-off economic impacts. The study also indicated that air dependent businesses that rely on the airport for just-in-time shipping, a high degree of corporate travel, or specialized airport facilities and services, contributed 178 jobs, \$4,109,000 in payroll, and \$11.06 million in economic activity. Further expansion of the airport would translate into increased revenue for the town and county, as well as an increase in area jobs. Consequently, the economic impacts of VJI to the area illustrate that the airport is a vital part of the community, and an increase in activity would likely result in increased revenue and jobs.

- 2) The forecast developed for the ALP Update (see table below) is consistent with the Federal Aviation Administration's (FAA) Advisory Circular (AC) 150/5070-6B, *Airport Master Plans*, Chapter 7, Aviation Forecasts. As noted in the AC, VJI's forecast was based upon the latest available data including airport records of based aircraft and operations, as well as the FAA's Terminal Area Forecast (TAF) and the Virginia Air Transportation System Plan (VATSP). Historical information was also evaluated including the 1996 Airport Master Plan Update, the TAF, and VATSP.

The ALP Update utilized a very conservative growth rate based upon the data. An excerpt from the ALP text follows that highlights this approach.

"The 1996 AMP utilized a growth rate of 2.1% for based aircraft. In contrast, the VATSP Draft and the TAF have utilized a 0% growth rate for based aircraft. Using the actual based aircraft of 57 documented in 1996, and the actual based aircraft of 71 documented in this study yields an annual growth rate of 2.8%. Clearly, the issues of September 11, 2001 will impact general aviation for several years, however, the strong growth rate at VJI cannot be ignored. Therefore, for this study, a conservative growth rate of about 1% will be used."

**Virginia Highlands Airport  
 Airport Operations Forecasts**

FORECAST ELEMENT	BASE	FORECAST YEARS		
	2002	2007	2012	2022
<b>Total Based Aircraft</b>	<b>71</b>	<b>74</b>	<b>76</b>	<b>83</b>
Single Engine	49	50	51	52
Multi-Piston	8	8	9	10
Multi-Turbine	1	1	1	2
Business Jet	1	3	5	6
Rotorcraft	4	5	5	7
Other*	5	5	5	6
<b>Operations</b>	<b>23,200</b>	<b>25,050</b>	<b>27,000</b>	<b>31,500</b>

**GA Operations by Aircraft Type**

Single Engine	13,776	16,533	17,415	19,845
Multi-Piston	1,816	2,004	2,025	2,205
Multi-Turbine	1,473	1,601	1,944	2,302
Business Jet	1,160	1,328	2,023	2,678
Rotorcraft	1,299	1,581	1,601	2,054
Other*	1,676	1,814	1,990	2,199

\* Denotes ultra-lights, gliders, and unmanned aircraft.  
 Source: Airport Layout Plan Update, March 2003

- 3) Please see attached for Erosion and Sediment Controls and temporary construction measures to be used during project construction. Although project specific details cannot be given at this time as final design is not underway, the attached details erosion and sediment control and temporary construction measures used for all projects in Virginia.
- 4) Please see attached Stormwater Management guidelines. Project specific details cannot be given at this time as final design is not underway, however, the attached details stormwater facilities shall be constructed in accordance with the *Virginia Erosion and Sediment Control Handbook*, latest edition.
- 5) The St. John and Hilt Houses were the only properties identified as eligible for the National Register of Historic Places (NRHP) within the approved area of potential effect (APE). However, it was previously determined that no impacts to the Hilt House would occur from the proposed action, coordination between the FAA and VA Department of Historic Resources (DHR) verified this conclusion.

Re-evaluation of the proposed action and its impacts has determined that impacts to the St. John House can be avoided as noted in the attached FAA correspondence, dated January 9, 2008, to DHR. Should DHR concur, an MOA will not be required.

- 6) As the US Army Corps of Engineers is aware, the mitigation process to compensate for impacts on any project is a progressive process that requires much research to determine the most practical, economical and physically feasible alternative for the applicant and most effective solution for protecting the watershed. This process can not be fully completed and a comprehensive mitigation plan cannot be reviewed and accepted until all permitting and resource agencies have undertaken formal evaluations including avoidance and minimization and the applicant finds that the project is feasible in consideration of regulatory requirements. Preliminary mitigation plans and alternatives can be and are appropriate to discuss during this process. Based upon agency comments the alternative detailed below is proposed to replace the previous alternative submitted and included in the draft EIA - culvert the stream. The alternative is being reviewed to determine feasibility for this specific project and upon completion of the proper permitting procedures, formal evaluations and a draft comprehensive mitigation plan will be completed.

In designing the proposed project the project engineer and applicant have determined that the most feasible and practicable alternative is to fill a portion of the existing stream and re-route it around the end of the proposed runway. Preliminary figures have determined that this would create approximately 3,550 linear feet of new stream channel but would increase impacts from previous alternative (culvert) to the existing stream by 285 linear feet. The "Unified Stream Methodology" compensation requirement would increase from 2,769 to 3,086. Attached are the revised Stream Assessment Forms 1 and 2. Gaining credits for this type of priority 1 stream channel creation would require the natural stream design methodology within the proposed channel. It is unknown at this time how much land would be needed in using this method, however, it is known that to gain credits for this type of channel creation a riparian buffer would be required. Planting trees within this area would not be feasible due to airport safety concerns. Also, the surrounding areas have to be frequently maintained and could not be protected by restrictive covenants.

As an alternative to the above, offsite mitigation will be proposed. Again it is difficult to move forward with searches for alternative sites without some assurance that all agencies are comfortable with the proposed plan. Preliminary investigations have determined that there are areas within this watershed that are in need of restoration. It has not been determined whether these areas are for sale or the current owners are willing to allow restoration of these sites. Further investigations will need to be completed once the applicant has some assurance that the proposed plan will be approved provided appropriate mitigation can be agreed upon.



If the mitigation requirement can not be filled by the above listed alternative, the applicant proposes to acquire appropriate mitigation from an approved In-Lieu Fee fund. It is understood that this is the least favorable alternative among the permitting agencies and every other alternative will be fully investigated before this is proposed.

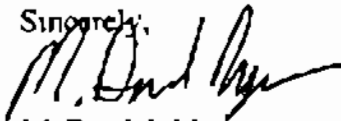
It is the applicant's full intention to mitigate using the unified stream methodology for stream impacts and using suggested ratios determined by the permitting agencies for wetland impacts. However, considering the project is federally funded it is not feasible to investigate all alternatives until the permitting process is further advanced and assurance that the proposed plan can be approved and is economically feasible.

- 7) The source of the proposed fill material to be utilized for the project will be native materials obtained from locations on airport property. Previous projects at the airport have exhibited reddish-brown and yellowish-brown silty clay soils as well as underlying carbonate rock formations. Soils from the exact project location will be investigated and evaluated as part of the design process therefore no information has been obtained with regard to the chemical composition of the project site soils.

Also attached are revised responses that were addressed in our letter to you on January 2, 2008 entitled "Comment Response, December 19, 2007, Department of the Army, Norfolk District, Corps of Engineers". The revised responses are entitled "Comment Response, January 11, 2008, Department of the Army, Norfolk District, Corps of Engineers".

If you have any questions or need additional information please do not hesitate to contact me.

Sincerely,



M. Derrick Myers  
Project Biologist

Cc: Colleen Angstadt, Delta Airport Consultants;  
Kimberly Smith, USFWS  
Carol Petrow, FPA  
Mark Trent, ValDEQ



**DEPARTMENT OF THE ARMY**  
**NORFOLK DISTRICT CORPS OF ENGINEERS**  
**FORT NORFOLK, 803 FRONT STREET**  
**NORFOLK, VIRGINIA 23510-1056**

REPLY TO  
ATTENTION OF

November 15, 2007

Western Virginia Regulatory Section  
07-V0703 / NAO-2006-7639 (Spring Creek)

Newkirk Environmental  
Attn: Derreck Myers  
P. O. Box 746  
Mount Pleasant, SC 29465

Dear Mr. Myers:

This is in reference to your submitted application for a Department of the Army permit. At this time, the Corps of Engineers has completed an initial review of the submitted information and solicited agency and public comments on the proposed project. Our analysis of the proposed project is not complete, and this letter does not authorize any impacts to jurisdictional areas.

In separate correspondence, the public and agency comments have been forwarded for your review and reply. In order to go forward with our agency review of the project, we will require the following information to assist us in our determination for a Department of the Army permit.

(1) The Section 404(b)(1) Guidelines require the Corps to only permit the least damaging practicable alternative. An alternative is considered practicable if it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes. This includes consideration for both onsite and offsite alternatives. The Airport layout Plan Update only considered an onsite alternative and only in relationship to accommodating a larger class of aircraft. An analysis per the Guidelines must include the practicability of Tri-cities Regional Airport approximately 30 miles south of Abingdon, Virginia as an alternative for the larger aircraft.

(2) The purpose and need for the runway extension has been based on forecast data as stated in the Airport Layout Plan Update. Provide actual flight data and usage levels documented within the last five years that support the assumptions made in the forecast data. Provide the number of flights and types of aircraft that have been unable to land due to the existing runway conditions. Provide an analysis of airport capacity and flight delays related to existing conditions and to the proposed runway extension.

(3) Provide a description of the erosion and sedimentation controls, as well as temporary construction measures, which will be used during project construction. The current application and drawings do not provide sufficient detail for these items.

(4) Provide a discussion of the storm water management facilities and measures that will be used on the project and a demonstration that these measures will be adequate to prevent downstream flooding and bank erosion

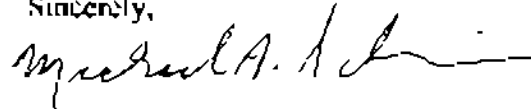
(5) Provide a status of the coordination between the Federal Aviation Administration (FAA) and the Virginia Department of Historic Resources (VDHR) regarding the historic properties impacted by the proposed project. As of this date, no Memorandum of Agreement regarding historic properties has been provided.

(6) Submit a mitigation plan that will compensate for the proposed wetland and stream impacts from the project.

(7) Submit a description and source of the fill material that will be utilized in the project and any information on its' chemical composition.

Our receipt of the aforementioned information is necessary before we can further process your application. If we do not receive your reply by January 14, 2008, the Corps of Engineers will assume you no longer intend to take further action, and we will withdraw your permit application.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael A. Schwinn", with a long horizontal line extending to the right.

Michael A. Schwinn  
Chief, Western Virginia Regulatory Section

Copies Furnished:  
Mark Trent, Virginia Department of Environmental Quality

## 1. EROSION AND SEDIMENT CONTROL MEASURES

- A. Air, water, soil erosion and sediment control measures shall be in accordance with federal, state, and local laws. Erosion and sediment control measures shall be in accordance with the Virginia Erosion and Sediment Control Handbook (VESCH) latest edition.
- b. Permanent or temporary soil stabilization must be applied to denuded areas within seven (7) days after final grade is reached on any portion of the site. Soil stabilization must also be applied within seven (7) days to denuded areas which may not be at final grade but will remain dormant (unworked) for longer than thirty (30) days. Soil stockpiles must be stabilized or protected with soil stabilization and/or sediment trapping measures to prevent soil loss.
- c. Permanent seeding cover shall be established on denuded areas not otherwise permanently stabilized.
- d. Properties adjacent to the project site shall be protected from sediment deposits.
- e. Sediment basins, perimeter dikes, sediment barriers, inlet protection and other measures intended to trap sediment on-site must be constructed as the first step in grading and must be made functional before upslope land disturbance takes place. Earthen structures such as dams, dikes, and diversions must be seeded and mulched immediately after installation.
- f. Cut and fill slopes must be constructed in a manner which will minimize erosion (VESCH standard specification 3.29).
- g. Whenever construction vehicle access routes intersect paved public roads, provisions must be made to minimize the transport of sediment (mud) by runoff or vehicle tracking on to paved surfaces (VESCH standard specification 3.02). Where sediment is transported onto a public road surface, the road shall be cleaned thoroughly at the end of each day. Sediment shall be swept or manually removed and placed in a disposal area. Street washing shall be allowed only after sediment is removed in this manner. The contractor shall construct and maintain all of the temporary stone construction entrances shown on the plans.
- h. All temporary and permanent erosion and sediment control practices must be maintained and repaired as needed to assure continued performance of their intended function.
- i. All erosion and sediment control measures shall be disposed of within thirty (30) days after the final site stabilization is achieved or after temporary measures are no longer needed, unless otherwise authorized by the engineer. The temporary erosion and sediment control measures shall be disposed of as ordered by the engineer.
- j. Sediment removal from the erosion control structures shall be disposed of in areas protected by erosion control devices or as ordered by the engineer.
- k. All storm sewer inlets which are operational during construction shall be protected so that sediment laden water will not enter the conveyance system without first being filtered or otherwise treated to remove sediment (VESCH standard 3.07, storm drain inlet protection).

- l. The contractor shall obtain any land disturbing and/or erosion and sediment control permit from the erosion control officer and post the required erosion control band
- m. Topsoil stripped from the site shall be stockpiled, as ordered by the engineer
- n. Temporary seeding shall be in accordance with section 11 of the Virginia Erosion and Sediment Control Handbook
- o. The contractor shall install and maintain a system of standard VESCH (standard specification 3.10), "temporary fill diversion" at the top of each unprotected fill slope for the duration of the project. The temporary fill diversion shall divert the storm water runoff to an appropriate sediment trapping device if laden with sediment

## 2. STRUCTURAL PRACTICES

### a. Temporary stone construction entrance - 3.02

This device shall be installed at all points of construction access to public roadways

### b. Silt fence - 3.05

This device will be installed in the locations shown on this plans or as ordered by the engineer.

### c. Storm drain inlet protection - 3.07

All storm drain inlets draining disturbed areas shall be protected during construction

### d. Culvert inlet protection - 3.08

This device shall be installed at the locations shown on the plans. The devices shall be used to prevent sediment from entering, accumulating in and being transferred by a culvert and associated drainage system prior to permanent stabilization of a disturbed project area

### e. Temporary diversion dike - 3.09

This device shall be installed in the locations shown on the plans or as ordered by the engineer. The diversion dike shall serve to divert sediment-laden runoff from disturbed areas to a sediment trapping structure

### f. Temporary fill diversion - 3.10

This device shall be installed as ordered by the engineer along the top slope of active fill embankments to divert runoff away from unprotected fill slopes

### g. Temporary sediment trap - 3.13

This device shall be installed at the locations shown on the plans. The devices shall be used to detain sediment-laden runoff from small disturbed areas long enough to allow the majority of the sediment to settle out

**h. Temporary sediment basins - 3.14**

These devices shall be installed as shown on the plans to detain sediment-laden runoff from watersheds greater than three (3) acres for a sufficient time to allow most of the sediment to settle out

**i. Temporary slope drains - 3.15**

This device shall be installed at the locations shown on the plans or as ordered by the engineer. The device shall consist of flexible tubing installed to convey runoff from the top to the bottom of a disturbed slope without causing erosion on or below the slope

**j. Outlet protection - 3.18**

Riprap shall be installed at the locations shown on the plans or as ordered by the engineer to reduce erosion and under-cutting at newly installed outlets and to reduce flow velocities before storm water enters receiving channels

**k. CHECKDAMS - 3.20**

This device shall be installed at the locations shown on the plans. The devices shall be used to reduce the velocity of concentrated storm water flows, thereby reducing the erosion in newly constructed swales and ditches.

**3. VEGETATIVE PRACTICES**

**a. SURFACE ROUGHENING – 3.29**

Surface roughening shall be completed on all slopes steeper than 3:1 by one of the methods presented in VESCH. Slopes that are 3:1 or flatter shall be slightly roughened and loosened to a depth of 2 to 4 inches prior to seeding

**b. TOPSOIL STOCKPILE - 3.30**

Topsoil shall be stripped, stockpiled and then redistributed over the areas to be permanently seeded upon reaching final grade. Topsoil stockpile locations shall be approved by the engineer. Surplus topsoil shall be left in a neat stabilized stockpile

**c. TEMPORARY SEEDING - 3.31**

The sediment basin embankment, temporary diversion dikes, topsoil stockpiles, and all areas to be rough-graded during the initial phase of construction shall be protected with adequate sediment barriers and seeded with fast-germinating, temporary vegetation immediately following grading. Selection of the appropriate seed mixture will depend upon the time of year it is to be applied

**4. MANAGEMENT STRATEGIES**

- a.** Construction should be sequenced so that grading operations can begin and end as quickly as possible

- b. Sediment trapping measures shall be installed as a first step in grading and shall be seeded and mulched immediately following installation
- c. Temporary seeding or other stabilization shall follow immediately after grading
- d. Areas which are not to be disturbed shall be clearly marked by flags, signs, etc
- e. The job superintendent shall be responsible for the installation and maintenance of all erosion and sediment control practices

#### **5. PERMANENT STABILIZATION**

All areas disturbed by construction shall be stabilized with permanent seeding immediately following finish grading

#### **6. STORM WATER MANAGEMENT**

Storm water detention facilities will be utilized to maintain the peak runoff of the current system. The storm water detention facilities shall be constructed in accordance with the Virginia Erosion and Sediment Control Handbook (VESCH), latest edition. Storm water detention facilities will be designed to act as a temporary sediment basin throughout the construction period. A temporary sediment riser will be utilized as a controlled storm water release structure to achieve required trapping efficiency during construction.

#### **7. MAINTENANCE**

In general, all erosion and sediment control measures shall be checked weekly and after each significant rainfall. The following items shall be checked in particular:

- a. The inlet protection devices shall be checked regularly for sediment cleanout
- b. The gravel outlets shall be checked regularly for sediment buildup which will prevent drainage. If the gravel is clogged with silt, it shall be removed and cleaned or replaced.
- c. The silt fence barriers shall be checked regularly for undermining or deterioration.
- d. All seeded areas shall be checked regularly to see that a good stand of grass is maintained. Areas should be repaired and reseeded, as needed.
- e. All sediment traps and sediment basins shall be inspected for depth of sediment. The contractor shall promptly remove built up sediment when it reaches the stakes set at the cleanout elevation and at the end of the project.





U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone 703/661-1354  
Fax 703/661-1370

January 9, 2008

Mr. Roger Kirchen  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

Re: St. John House - Virginia Highlands Airport  
(DHR File # 2006-0645)

Dear Mr. Kirchen:

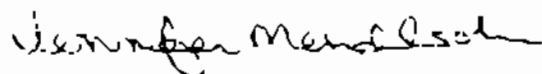
Upon further coordination and review of the alternatives, Virginia Highlands Airport Authority, is proposing revisions to the alternatives presented in the ongoing Environmental Assessment (EA) at the Virginia Highlands Airport. Modifications to the proposed projects will eliminate impacts the National Register of Historic Places (NRHP) listed St. John House property (095-5264).

The Draft EA proposed fee simple purchase of the St. John House and property; however, as the house remains outside construction limits, the house could remain in its current location with no adverse effect. The property and resource also remain outside the future 65 DNL contour as depicted in the Draft EA. An aviation easement would be proposed for the purpose of obstruction (tree) removal and stream relocation. Access to the property would remain the same (via Route 611); however, a portion of Route 611 south of the property would be demolished as the road is being relocated to accommodate the runway extension and associated development.

Coordination with the Army Corps of Engineers recommended an alternative to the original proposal to culvert a large section of Spring Creek. Preliminary engineering determined it would be feasible to relocate the stream around the end of the proposed runway extension and associated safety areas, and tie back into the existing Spring Creek located on the St. John property. These changes will not result in impacts to the St. John House. Please see the enclosed exhibit for further detail.

The FAA has determined that the proposed undertaking will not affect the St. John House. We request your written concurrence of no impact. If you have any questions or require additional information, please contact me at (703) 661-1362.

Sincerely,



Jennifer Mendelsohn  
Environmental Specialist

Enclosure

cc: Ron Deloney, Airport Manager  
Colleen Angstadt, Delta Airport Consultants, Inc.





DEPARTMENT OF THE ARMY  
NORFOLK DISTRICT CORPS OF ENGINEERS  
FORT NORFOLK, 803 FRONT STREET  
NORFOLK VIRGINIA 23510-1098

REF ID:  
A67235

November 15, 2001

Western Virginia Regulatory Section  
07-V0703 NAO-2006-7639 (Spring Creek)

Newkirk Environmental  
Attn: Derek Myers  
P. O. Box 746  
Mount Pleasant, SC 29465

Dear Mr. Myers:

Enclosed are the public comments received in response to the notice regarding the Virginia Highlands Airport proposed runway extension. In order to address the public interest factors contained within these comments, please review and reply as appropriate. The pertinent comments include, but are not limited to, the following:

- given the proximity to Tri-Cities airport, the need for the expansion has not been demonstrated
- economic cost of the proposed expansion is high compared to a limited economic benefit
- noise, fumes and vibration will increase in an area of dense population
- water, air and light pollution will increase
- flooding and bank erosion will result from the expansion
- the alternative of relocating the airport to a less densely populated area has not been addressed
- the expansion will impact historic properties

Comments from the U. S. Fish and Wildlife Service and the Environmental Protection Agency have been forwarded electronically. Please provide response to both the agency comments and the public comments directly to Ms. Cannella in the Walker Mountain Regulatory Field Office within 30 days of receipt of this letter. Thank you for your cooperation and attention to this matter. If you have any further questions or need to discuss any comments enclosed, please contact Ms. Cannella at 276-228-8806.

Sincerely,

Michael A. Schwinn  
Chief, Western Virginia Regulatory Section

Copy to:  
Mark Trent, DEQ Abingdon

Comment Response  
January 11, 2008  
Department of the Army  
Norfolk District, Corps of Engineers

- 1 Given the proximity to Tri-Cities Airport, the need for the expansion has not been demonstrated.

*As described in the 2003 Airport Layout Plan Update, operations as well as based aircraft at the Virginia Highlands Airport (VJI) are expected to increase over the 20 year planning period. From 1996 to 2002, based aircraft at the airport increased from 57 to 71 aircraft, which included an increase from one (1) multi-engine turbo-prop/jet aircraft to five (5), and 83 based aircraft are projected for 2022 including six (6) jet aircraft (note table below). The airport also attracts an increasing number of transient business jets. Several corporations have contacted the airport manager about hangar space, however, no space is currently available for larger aircraft. Forecasted operations for business jets over the planning period are expected to more than double, further driving the need for expansion. Tri-Cities Airport, located on the west side of Bristol, is a commercial service airport with an 8,000 foot primary runway and a 4,400 - foot secondary runway. The airport's Bristol location and consequential ground transportation commute to the VJI Service area is not a convenient option for the business travelers to Washington County, Abingdon, and Southwest Virginia. As noted in the following responses, the economic impacts of VJI to the area illustrate that the airport is a vital part of the community, and an increase in activity would likely result in increased revenue and jobs.*

**Virginia Highlands Airport  
Airport Operations Forecasts**

FORECAST ELEMENT	BASE	FORECAST YEARS			
	2002	2007	2012	2022	
<b>Total Based Aircraft</b>	<b>71</b>	<b>74</b>	<b>76</b>	<b>83</b>	
Single Engine	49	50	51	52	
Multi-Piston	8	8	9	10	
Multi-Turbine	1	1	1	2	
Business Jet	4	4	5	6	
Rotorcraft	4	5	5	7	
Other*	5	5	5	6	
<b>Operations</b>	<b>23,200</b>	<b>25,050</b>	<b>27,000</b>	<b>31,500</b>	

**GA Operations by Aircraft Type**

Single Engine	15,776	16,533	17,415	19,845
Multi-Piston	1,856	2,004	2,025	2,205
Multi-Turbine	1,173	1,601	1,911	2,502
Business Jet	1,160	1,528	2,025	2,678
Rotorcraft	1,295	1,581	1,601	2,054
Other*	1,636	1,804	1,990	2,199

\* Denotes ultra-light, gliders, and unmanned aircraft  
Source: Airport Layout Plan Update, March 2003

2. Economic cost of the proposed expansion is high compared to a limited economic benefit.

*Based on an economic study conducted in 2003 by the Virginia Department of Aviation (DOAV), titled "Virginia Airport System Economic Impact Study: An Assessment of Economic Impact," research indicated that the Virginia Highlands Airport is responsible for 113 jobs, \$3.01 million in wages, and \$7.03 million in economic activity in direct and spin-off economic impacts. The study also indicated that air-dependent businesses that rely on the airport for just-in-time shipping, a high degree of corporate travel, or specialized airport facilities and services, contributed 178 jobs, \$4,109,000 in payroll, and \$11.06 million in economic activity. Further expansion of the airport would translate into increased revenue for the town and county, as well as an increase in area jobs.*

3. Noise, fumes, and vibration will increase in an area of dense population.

*The proposed project will extend the runway away from the town of Abingdon and flight paths will not change over densely populated areas. A noise analysis was conducted utilizing the FAA Integrated Noise Model (INM). The analysis generated noise contours for existing, future no-build and future build conditions for comparison purposes. The FAA specifies metrics to be used in measuring aircraft noise. The metric used in this analysis is DNL. DNL is the day-night average cumulative sound level that provides a measure of the total sound energy during a 24-hour period. The FAA's threshold of impact is DNL 65. Below DNL 65, all land uses are considered compatible. Aircraft noise levels are expected to increase slightly between the base year (2007) and 2012; however, no noise impacts are anticipated, as the DNL 65 noise contours remain on existing or proposed airport property, surrounding the runway.*

4. Water, air, and light pollution will increase.

*Each of the noted issues was studied in the Environmental Assessment (EA) associated with the project. Proper construction and operation techniques, mitigation measures, and adherence to the National Pollutant Discharge Elimination System (NPDES) permit will prevent significant impacts to water quality, including surface and ground waters, as a result of implementation of the proposed action.*

*Air quality analysis was performed using the EPA- and FAA-required Emissions and Dispersion Modeling System (EDMS - Version 4.12). The EDMS incorporates airport data related to the aircraft fleet mix, number of operations, and taxi/idle times in mode that are specific to VJI. Based on the results of the analysis, air pollutant emissions would increase slightly between base year 2007 and 2012, as expected. However, as Washington County has been designated as an attainment area for all criteria pollutants, the general conformity requirements of the Clean Air Act do not apply to the proposed project.*

*Light emission impacts are not anticipated to cause significant impact as each of the proposed navigational aids and light fixtures are designed to emit light visible only in specific directions or in certain areas on the airport*

5. Flooding and bank erosion will result from the expansion

*Best management practices, such as proper erosion control, reseeding, and adherence to the NPDES permit would be used during construction to minimize potential water quality impacts. Operational controls, as well as mitigation measures, would also be used to minimize potential water quality impacts. These practices and controls would facilitate water quality standards being met. As required, post-construction runoff will be equal to or less than pre-construction runoff. Therefore potential impacts to surface and ground water would not be significant.*

6. The alternative of relocating the airport to a less densely populated area has not been addressed.

*Although possible, the costs and environmental impacts of relocating an existing facility to undeveloped, open space are often prohibitively expensive. As VJI is currently a general aviation airport and is projected to remain such, relocation of the facility would not be feasible.*

7. The expansion will impact historic properties.

*The St. John and Hilt Houses were the only properties identified as eligible for the National Register of Historic Places (NRHP) within the approved area of potential effect (APE). However, it was previously determined that no impacts to the Hilt House would occur from the proposed action, coordination between the FAA and VA Department of Historic Resources (DHR) verified this conclusion.*

*Re-evaluation of the proposed action and its impacts has determined that impacts to the St. John House can be avoided as noted in the attached FAA correspondence, dated January 9, 2008, to DHR.*



January 2, 2008

Ms. Carolyn Cannella  
US Army Corps of Engineers  
P.O. Box 694  
Wytheville, VA 24382

**Re: Virginia Highland Airport Expansion (07-V0703 / NAO-2006-7639)  
Washington County, Virginia  
NEI Job #01-1268b2**

Dear Ms. Cannella,

This letter is in response to the public comments received by your office regarding the above referenced permit application and public notice.

I have attached responses that specifically address each one of the comments listed in your letter dated November 15, 2007. The document is entitled "Comment Response, December 19, 2007, Department of the Army, Norfolk District, Corps of Engineers".

Comments received by the US Fish and Wildlife Service included the following: "The Service is opposed to proposals that culvert large segments of stream. This proposal will fragment the stream corridor, prevent passage of aquatic fauna, and eliminate 2,365 linear feet of stream habitat. In addition, the stream reach downstream of the culvert will likely be impacted by the increased water velocities that will occur as a result of culverting".

One recommendation by the Service was to relocate the stream bed outside the limits of runway using natural channel design. This recommendation has been evaluated and relocating the stream bed is a feasible possibility that has been evaluated, however it is unknown at this time whether natural channel design can be used within the relocated area due to land size limitations. Although full natural channel design throughout may not be a feasible alternative the proposed relocation would increase the linear feet of stream channel in this area to 3,550 linear feet and natural channel design techniques can be used to maintain the present water velocities, allow passage of aquatic fauna, and prevent fragmentation. The proposed impact area has been impacted in the past by farming activities which included allowing livestock to traverse the existing stream and by channelization.



Page 2  
Ms. Cannella  
January 2, 2007

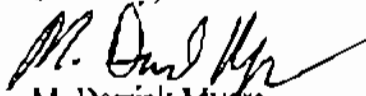
Other alternatives that were suggested by the service included expanding the runway in another direction, no action, or building a new runway. These alternatives have been addressed in the attached responses as well as in the draft environmental assessment.

The following information along with the attached responses was requested by EPA and has been sent directly to Ms. Carol Petrow at EPA.

1. Joint permit application including a set of full size drawings (attached)
2. Studies, research and other documents on purpose and need (included in the attached draft EA and Airport Layout Plan)
3. A detailed comprehensive alternatives analysis (included in the draft EA)
4. The amount and location of land the applicant is proposing to purchase (included in the draft EA)
5. Avoidance and minimization measures that the applicant has incorporated into the project design to date. (included in the draft EA, permit application and attached responses)
6. Identification of indirect impacts, cumulative impacts and any wetland conversions as a consequence of establishing clear zones. (no other wetland impacts including clearing will occur during development)
7. A copy of the Environmental Assessment and other NEPA documents. (attached)
8. Measures to control stormwater and to prevent the release of chemicals that might include fuel, deicing agents and other chemicals into aquatic resource areas. (see attached EA and comment response)

Also attached as requested is a copy of the Airport Layout Plan for the Virginia Highlands Airport as referenced in the EA for the Virginia Highlands Airport. If you have any questions or need additional information please do not hesitate to contact me.

Sincerely,

  
M. Derrick Myers  
Project Biologist

Cc: Colleen Angstadt, Delta Airport Consultants;  
Kimberly Smith, USFWS  
Carol Petrow, EPA  
Mark Trent, VaDEQ

Comment Response  
December 19, 2007  
Department of the Army  
Norfolk District, Corps of Engineers

1. Given the proximity to Tri-Cities Airport, the need for the expansion has not been demonstrated.

1) As described in the 2003 Airport Layout Plan Update, operations as well as based aircraft at the Virginia Highlands Airport (VH) are expected to increase over the 20 year planning period. From 1996 to 2002 based aircraft at the airport increased from 57 to 71 aircraft, which included an increase from one (1) multi-engine turbo-propjet aircraft to five (5), and 83 based aircraft are projected for 2022 including six (6) jet aircraft. The airport also attracts an increasing number of transient business jets. Several corporations have contacted the airport manager about hangar space, however, no space is currently available for larger aircraft. Forecasted operations for business jets over the planning period are expected to more than double, further driving the need for expansion. Tri-Cities Airport, located on the west side of Bristol, is not a convenient option for the business travelers to Washington County, Abingdon, and Southwest Virginia. If it were, it would seem that VH would not be experiencing the level of growth it continues to receive. As noted below, the economic impacts of VH to the area illustrate that the airport is a vital part of the community, and an increase in activity would likely result in increased revenue and jobs.

2. Economic cost of the proposed expansion is high compared to a limited economic benefit.

Based on an economic study conducted in 2003 by the Virginia Department of Aviation (DOAV) titled "Virginia Airport System Economic Impact Study: An Assessment of Economic Impact," research indicated that the Virginia Highlands Airport is responsible for 113 jobs, \$3.01 million in wages, and \$7.03 million in economic activity in direct and spin-off economic impacts. The study also indicated that air dependent businesses that rely on the airport for just-in-time shipping, a high degree of corporate travel, or specialized airport facilities and services, contributed 178 jobs, \$4,109,000 in payroll, and \$11.06 million in economic activity. Further expansion of the airport would translate into increased revenue for the town and county, as well as an increase in area jobs.

3. Noise, fumes, and vibration will increase in an area of dense population.

The proposed project will extend the runway away from the town of Abingdon and flight paths will not change over densely populated areas. A noise analysis was conducted utilizing the FAA Integrated Noise Model (INM). The analysis generated noise contours for existing, future no build and future build conditions for comparison purposes. The FAA specifies metrics to be used in measuring

aircraft noise. The metric used in this analysis is DNL. DNL is the day-night average cumulative sound level that provides a measure of the total sound energy during a 24-hour period. The FAA's threshold of impact is DNL 65. Below DNL 65, all land uses are considered compatible. Aircraft noise levels are expected to increase slightly between the base year (2007) and 2012, however, no noise impacts are anticipated, as the DNL 65 noise contours remain on existing or proposed airport property surrounding the runway.

4. Water, air, and light pollution will increase.

Each of the noted issues was studied in the Environmental Assessment (EA) associated with the project. Proper construction and operation techniques, mitigation measures, and adherence to the National Pollutant Discharge Elimination System (NPDES) permit will prevent significant impacts to water quality, including surface and ground waters, as a result of implementation of the proposed action.

Air quality analysis was performed using the EPA- and FAA-required Emissions and Dispersion Modeling System (EDMS - Version 4.12). The EDMS incorporates airport data related to the aircraft fleet mix, number of operations, and taxi/idle times in mode that are specific to VJI. Based on the results of the analysis, air pollutant emissions would increase slightly between base year 2007 and 2012, as expected. However, as Washington County has been designated as an attainment area for all criteria pollutants, the general conformity requirements of the Clean Air Act do not apply to the proposed project.

Light emission impacts are not anticipated to cause significant impact as each of the proposed navigational aids and light fixtures are designed to emit light visible only in specific directions or in certain areas on the airport.

5. Flooding and bank erosion will result from the expansion.

Best management practices, such as proper erosion control, reseeded, and adherence to the NPDES permit, would be used during construction to minimize potential water quality impacts. Operational controls, as well as mitigation measures, would also be used to minimize potential water quality impacts. These practices and controls would facilitate water quality standards being met. As required, post-construction runoff will be equal to or less than pre-construction runoff. Therefore, potential impacts to surface and ground water would not be significant.

6. The alternative of relocating the airport to a less densely populated area has not been addressed.

Although possible, the costs and environmental impacts of relocating an existing facility in undeveloped, open space are often prohibitively expensive. As VJI is

*currently, a general aviation airport and is projected to remain such, relocation of the facility would not be feasible.*

7. The expansion will impact historic properties.

*The St John House is the only property eligible for the National Register of Historic Places (NRHP) that will be impacted by the proposed projects. The FAA is coordinating with the Virginia Department of Historic Resources (DHR) to develop a Memorandum of Agreement (MOA) to ensure that mitigation measures are met. As mitigation requirements will be met as defined in the MOA, no significant impacts would result from the implementation of the sponsor's preferred action.*



DEPARTMENT OF THE ARMY  
NORFOLK DISTRICT, CORPS OF ENGINEERS  
FORT NORFOLK, 803 FRONT STREET  
NORFOLK, VIRGINIA 23510-1096

REPLY TO  
ATTENTION OF

November 15, 2007

Western Virginia Regulatory Section  
07-V0703 / NAO-2006-7639 (Spring Creek)

Newkirk Environmental  
Attn: Derrick Myers  
P. O. Box 746  
Mount Pleasant, SC 29465

Dear Mr. Myers:

Enclosed are the public comments received in response to the notice regarding the Virginia Highlands Airport proposed runway extension. In order to address the public interest factors contained within these comments, please review and reply as appropriate. The pertinent comments include, but are not limited to, the following:

- given the proximity to Tri-Cities airport, the need for the expansion has not been demonstrated
- economic cost of the proposed expansion is high compared to a limited economic benefit
- noise, fumes and vibration will increase in an area of dense population
- water, air and light pollution will increase
- flooding and bank erosion will result from the expansion
- the alternative of relocating the airport to a less densely populated area has not been addressed
- the expansion will impact historic properties

Comments from the U. S. Fish and Wildlife Service and the Environmental Protection Agency have been forwarded electronically. Please provide response to both the agency comments and the public comments directly to Ms. Cannella in the Walker Mountain Regulatory Field Office within 30 days of receipt of this letter. Thank you for your cooperation and attention to this matter. If you have any further questions or need to discuss any comments enclosed, please contact Ms. Cannella at 276-228-8806.

Sincerely,

Michael A. Schwinn  
Chief, Western Virginia Regulatory Section

Copy to:  
Mark Trent, DEQ Abingdon



**DEPARTMENT OF THE ARMY**  
**NORFOLK DISTRICT CORPS OF ENGINEERS**  
**FORT NORFOLK, 863 FRONT STREET**  
**NORFOLK VIRGINIA 23510-1096**

REPLY TO  
ATTENTION (M)

November 15, 2007

Western Virginia Regulatory Section  
07-V0703 / NAO-2006-7639 (Spring Creek)

Newkirk Environmental  
Attn. Derrick Myers  
P. O. Box 746  
Mount Pleasant, SC 29465

Dear Mr. Myers,

This is in reference to your submitted application for a Department of the Army permit. At this time, the Corps of Engineers has completed an initial review of the submitted information and solicited agency and public comments on the proposed project. Our analysis of the proposed project is not complete, and this letter does not authorize any impacts to jurisdictional areas.

In separate correspondence, the public and agency comments have been forwarded for your review and reply. In order to go forward with our agency review of the project, we will require the following information to assist us in our determination for a Department of the Army permit.

(1) The Section 404(b)(1) Guidelines require the Corps to only permit the least damaging practicable alternative. An alternative is considered practicable if it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes. This includes consideration for both onsite and offsite alternatives. The Airport layout Plan Update only considered an onsite alternative and only in relationship to accommodating a larger class of aircraft. An analysis per the Guidelines must include the practicability of Tri-cities Regional Airport approximately 30 miles south of Abingdon, Virginia as an alternative for the larger aircraft.

(2) The purpose and need for the runway extension has been based on forecast data as stated in the Airport Layout Plan Update. Provide actual flight data and usage levels documented within the last five years that support the assumptions made in the forecast data. Provide the number of flights and types of aircraft that have been unable to land due to the existing runway conditions. Provide an analysis of airport capacity and flight delays related to existing conditions and to the proposed runway extension.

(3) Provide a description of the erosion and sedimentation controls, as well as temporary construction measures, which will be used during project construction. The current application and drawings do not provide sufficient detail for these items.

(4) Provide a discussion of the storm water management facilities and measures that will be used on the project and a demonstration that these measures will be adequate to prevent downstream flooding and bank erosion.

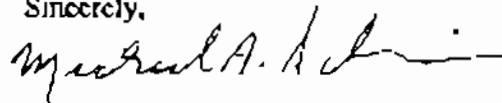
(5) Provide a status of the coordination between the Federal Aviation Administration (FAA) and the Virginia Department of Historic Resources (VDHHR) regarding the historic properties impacted by the proposed project. As of this date, no Memorandum of Agreement regarding historic properties has been provided.

(6) Submit a mitigation plan that will compensate for the proposed wetland and stream impacts from the project.

(7) Submit a description and source of the fill material that will be utilized in the project and any information on its' chemical composition.

Our receipt of the aforementioned information is necessary before we can further process your application. If we do not receive your reply by January 14, 2008, the Corps of Engineers will assume you no longer intend to take further action, and we will withdraw your permit application.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael A. Schwinn", followed by a horizontal line.

Michael A. Schwinn  
Chief, Western Virginia Regulatory Section

Copies Furnished:  
Mark Trent, Virginia Department of Environmental Quality



DEPARTMENT OF THE ARMY  
NORFOLK DISTRICT, CORPS OF ENGINEERS  
FORT NORFOLK 803 FRONT STREET  
NORFOLK VIRGINIA 23510-1096

REPLY TO  
ATTENTION OF

November 15, 2007

Western Virginia Regulatory Section  
07-V0703 / NAU-2006-7639 (Spring Creek)

Newkirk Environmental  
Attn: Derrick Myers  
P. O. Box 746  
Mount Pleasant, SC 29465

Dear Mr. Myers:

Enclosed are the public comments received in response to the notice regarding the Virginia Highlands Airport proposed runway extension. In order to address the public interest factors contained within these comments, please review and reply as appropriate. The pertinent comments include, but are not limited to, the following.

- given the proximity to Tri-Cities airport, the need for the expansion has not been demonstrated
- economic cost of the proposed expansion is high compared to a limited economic benefit
- noise, fumes and vibration will increase in an area of dense population
- water, air and light pollution will increase
- flooding and bank erosion will result from the expansion
- the alternative of relocating the airport to a less densely populated area has not been addressed
- the expansion will impact historic properties

Comments from the U. S. Fish and Wildlife Service and the Environmental Protection Agency have been forwarded electronically. Please provide response to both the agency comments and the public comments directly to Ms. Cannella in the Walker Mountain Regulatory Field Office within 30 days of receipt of this letter. Thank you for your cooperation and attention to this matter. If you have any further questions or need to discuss any comments enclosed, please contact Ms. Cannella at 276-228-8806.

Sincerely,

Michael A. Schwinn  
Chief, Western Virginia Regulatory Section

Copy to:  
Mark Trent, DEQ Abingdon



Carolyn Cannella  
Norfolk District, Corps of Engineers  
Walker Mountain Regulatory Field Office  
PO Box 694  
Wytheville, VA 24382

Sept. 22, 2007

Dear Ms. Cannella:

I am requesting a public meeting concerning the Virginia Highlands Airport expansion:

1. There has never been a demonstrated need for the project as the airport is 3 minutes by jet from the TRI Cities Airport, and 10 minutes by small single engine aircraft.
2. The cost to expand is exorbitant because of the environmental issues, relocation of the stream and people, land acquisition, imminent domain and taking of airspace over people's homes and properties.
3. The noise, fumes, vibration is incompatible with people as well as wild life. Pilots are not allowed to fly within 2000 feet of Nature Preserves, yet this project will allow aircraft of 30,000 pounds to fly less than 100 feet over people, homes, businesses and churches and adjacent to schools.
4. Over 980 people assembled two years ago opposing this project, no word has been said about this expansion since and now approximately 30 people have been informed and the rest of the community has no idea this project has resumed its momentum. Please hold a public meeting so people are informed.
5. The alternative of moving the airport to an area that is not densely populated has not been investigated.

Sincerely,

cc: Gov. Kaine

WNRFO

Carolyn Cannella  
Norfolk District, Corps of Engineers  
Walker Mountain Regulatory Field Office  
PO Box 694  
Wytheville, VA 24382  
Sept. 22, 2007

Dear Ms. Cannella,

I am requesting a public meeting concerning the Virginia Highlands Airport expansion

1. There has never been a demonstrated need for the project as the airport is 3 minutes by jet from the TRI Cities Airport, and 10 minutes by small single engine aircraft.

2. The cost to expand is exorbitant because of the environmental issues, relocation of the stream and people, land acquisition, imminent domain and taking of airspace over people's homes and properties.

3. The noise, fumes, vibration is incompatible with people as well as wild life  
Pilots  
are not allowed to fly within 2000 feet of Nature Preserves, yet this project will allow aircraft of 30,000 pounds to fly less than 100 feet over people, homes, businesses and churches and adjacent to schools and the hospital

4. Over 980 people assembled two years ago opposing this project, no word has been said about this expansion since and now approximately 30 people have been informed and the rest of the community has no idea this project has resumed its momentum. Please hold a public meeting so people are informed

5. The alternative of moving the airport to an area that is not densely populated has not been investigated

Sincerely,

William Stein  
Brenda Stein  
513 A Rugby Terrace  
Abingdon, VA. 24210

WTRFO

September 20, 2007

Ms Carolyn Cannella  
Norfolk District, Corps of Engineers  
Walker Mountain Regulatory Field Office  
P. O. Box 694  
Wytheville, VA 24382

Dear Ms Cannella:

We are requesting a public meeting concerning the Virginia Highlands Airport expansion:

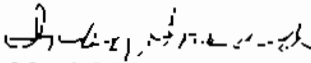
1. There has never been a demonstrated need for the lengthening project except for attracting corporations who have larger aircraft that Virginia Highlands Airport would not be able to accommodate. It is only 3 minutes by jet, 10 minutes by small single engine aircraft, or a 30 minute drive from Abingdon to Tri-Cities Airport, which can accommodate any size aircraft.
2. The cost to expand is exorbitant because of the environmental issues, relocation of the stream, State Road 611 (Providence Road), land acquisition, imminent domain and taking of airspace over people's homes and properties. There has been considerable opposition to the proposed State Road change.
3. The noise, fumes and vibration is incompatible with people as well as wild life. Pilots are not allowed to fly within 2000 feet of Nature Preserves, yet this project will allow aircraft of 30,000 pounds to fly less than 100 feet over people, homes, businesses, churches and adjacent to schools.
4. Over 980 people assembled two years ago opposing this project. No word has been said about this expansion since, and, now, approximately 30 people have been informed about the environmental status. The other people of the community has no idea this project has resumed its momentum.
5. We are not aware of any consideration of the alternative of moving the airport to an area that is not densely populated.
6. We are concerned about the fish, ducks, and heron which we have observed in this area.

Very truly yours,

WVCF

We think it would be good idea to hold a public meeting addressing all these concerns so all the people will be informed

Sincerely,

  
Mr. & Mrs. Irby Snead  
18428 Providence Road  
Abingdon, VA 24210

John Curran, p. e.  
 p. o. box 425 Abingdon va, 24212-0425  
 276-628-8238, jcurran00@comcast.net

Ms. Carolyn Connella  
 Norfolk District, Corps of Engineers  
 Walker Mountain Regulatory Field Office  
 PO Box 894  
 Wytheville, VA 24382

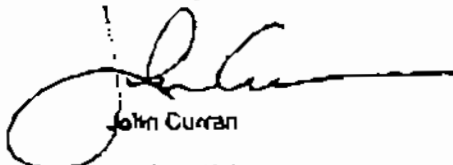
Sept 25, 2007

Dear Ms. Connella:

This is to request a public meeting concerning the Virginia Highlands Airport expansion. Some of the reasons are:

1. There has never been a demonstrated public or broad, private need for the project. The Abingdon airport is only three minutes by jet from the Tri-Cities Airport, and ten minutes by small single engine aircraft.
2. The cost to expand is exorbitant considering its community value. There are unresolved environmental concerns. As of now, no aircraft are allowed to fly within 2000 feet of Nature Preserves. However, this project will allow aircraft of 30,000 pounds to fly, in some instances, less than 100 feet over people, homes, & other sensitive areas. And years ago to oppose this project, no one, little or no word. Furthermore, the project has been approved by the FAA, but a public meeting so people can be informed and respond.
5. To my knowledge, the alternative of moving the airport to an area that is not densely populated, and where construction impact will not be as severe, has not been adequately investigated.

Sincerely,



John Curran  
 cc. Gov. Kaine

WMPF

333 Court St., NE  
Abingdon, VA 24210-2921  
25 Sept 2007

Ms. Carolyn Cannella  
Norfolk District, US Army Corps of Engineers  
Walker Mountain Regulatory Field Office  
P O Box 694  
Wythville, VA 24382

Ms. Cannella-

I am Stephen C. Jen, Ph D., Professor emeritus of Geography, University of California, Davis, and a resident of Abingdon, Washington County, VA. This letter is to request a public hearing and environmental assessment/impact statement in connection with the Virginia Highlands Airport Commission's application for federal and state permits to expand its Washington County, VA, airport on the outskirts of the town of Abingdon. At such a hearing, I propose to provide detailed reasons why an environmental-impact statement should be required prior to consideration of the application concerned. (In brief, inevitable or potential environmental impacts resulting from airport expansion, increased air traffic, and larger aircraft include the following

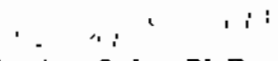
1. Vaporous, colloidal, and particulate air pollution from fuel evaporation and fuel combustion. Prevailing winds would carry much of this over the densely populated town of Abingdon. Projected tree-cutting will reduce bioabsorption of the greenhouse gas carbon dioxide.
2. Night-time light pollution from increased runway lighting.
3. Surface-water and wetlands pollution from precipitation runoff carrying dirt, spilled fuel, tire dust, etc. to Spring Creek.
4. Ground-water pollution from ruptured underground fuel tanks and from runoff flowing into local sinkholes (a sinkhole shows on the topographic map).
5. Owing to increased runoff, flooding and bank erosion along Spring Creek downstream of the airport have increased following earlier runway expansion and will increase further if further expansion occurs.
6. As stated in the public notice, 2,365 feet—over half a mile—of Spring Creek would be culverted and 27 acres of emergent wetland filled in.
7. Larger aircraft, increased air traffic, and lower approach angle would greatly increase noise pollution and vibration, especially over Abingdon, which is in the flight path. It would affect residences, schools, churches, cemeteries, museums, the Barter Theater, the courthouse, the hospital, hotels, and so forth. Likewise, safety hazards from aircraft would increase substantially.

In contrast to these negative impacts, there are few real public benefits that airport expansion would effect. Costs would be enormous and expectable economic benefits quite limited. The Tri-Cities regional Airport 35 miles away can handle anything that an expanded Virginia Highlands might be expected to deal with.

WMP/JO

In light of the above, it seems imperative that a public hearing be held and an environmental assessment be undertaken for this project:

Sincerely yours,

  
Stephen C. Jett, Ph.D.

Sam F. Hurt  
P. O. Box 1927  
Abingdon, Va. 24212  
276 623-1926

Carolyn Cannella, Environmental Scientist  
Norfolk District, Corps of Engineers  
Walker Mountain Regulatory Field Office  
P. O. Box 694  
Wytheville, Va. 24382

Dear Ms. Cannella,

This letter shall serve as a citizen request for public hearing regarding the potential for environmental impact caused by the granting of the application of The Virginia Highlands Airport.

The preliminary view which concludes that no environmental impact statement will be required for the project is certainly misguided. A historic home owned by the Hairstons which is in the immediate vicinity has certainly been impacted already, as have the property owners on Hill Street and business owners on Main Street in Abingdon.

The extension of the runway will certainly pollute Spring Creek, not only with increased mud run-off, but with fuel run-off. The creek runs through a cattle farm located at the end of the proposed runway extension.

The increased air traffic noise is definitely incompatible with a small historic town.

The entire project has been handled with secrecy and lack of public forums for input. To say that comments are being solicited is difficult to comprehend, when the general public was unaware of it.

Sincerely,

*Sam F. Hurt*  
Sam F. Hurt

WHRFO



Jan Foust Hurt  
247 Valley Street NE  
Abingdon, Va. 24210  
276 676-1128

September 21, 2007

Carolyn Cannella, Environmental Scientist  
Norfolk District, Corps of Engineers  
Walker Mountain Regulatory Field Office  
PO Box 694  
Wytheville, Va. 24382

Dear Ms. Cannella,

This letter is to request a hearing on the potential environmental impact and damage that will arise from the application of The Virginia Highlands Airport Commission in Abingdon, Va.

The fact that the Department of Environmental Quality issued no real public notice is typical of the manner in which all aspects of this project have been carried out. Consistently, no effort has been made to involve the public and to acquire comments.

The extension of the runway, by bringing it closer to the creek, will obviously cause fuel wash-off to pollute Spring Creek. The business owners on Parts of Main Street; the homeowners on Hill Street; a historic home in the immediate vicinity of the airport, and the historic town of Abingdon will all suffer from the impact of the extension, regardless of the unjustified conclusion of the preliminary review.

I am enclosing for your information some of my voluminous correspondence with various agencies and government officials regarding this project.

Sincerely,

  
Jan Foust Hurt

RECEIVED

WMEFC

From: Jan Hurt  
Fax: 276 623-1946  
To: Carolyn Cannella  
Fax: 276 228-5877  
Re: Virginia Highlands Airport expansion

Ms. Cannella,

Regarding additional issues in the above referenced matter, in case CL05-74-00 Virginia Highlands Airport Authority, Plaintiff, v. Singleton Auto Parts, Defendant, your office should be aware that the outcome of the jury trial awarded the defendants \$130,000 damages as opposed to the \$1700 the airport wanted to award them. The Airport Authority has filed an Exception to Report of Jurors.

I am transmitting 4 additional letters on the subject of the airport.

Thank you,

Jan Hurt

RECEIVED

WMBF

Abingdon Aviation  
950 Maiden St. #10  
Abingdon, VA 24210  
276/628-7782

Carolyn Cannella  
Norfolk District, Corps of Engineers  
Walker Mountain Regulatory Field Office  
PO Box 694  
Wytheville, VA 24382

Sept. 22, 2007

Dear Ms. Cannella:

I am requesting a public meeting concerning the Virginia Highlands Airport expansion:

1. There has never been a demonstrated need for the project as the airport is 3 minutes by jet from the TRI Cities Airport, and 10 minutes by small single engine aircraft.
2. The cost to expand is exorbitant because of the environmental issues, relocation of the stream and people, land acquisition, imminent domain and taking of airspace over people's homes and properties.
3. The noise, fumes, vibration is incompatible with people as well as wild life. Pilots are not allowed to fly within 2000 feet of Nature Preserves, yet this project will allow aircraft of 30,000 pounds to fly less than 100 feet over people, homes, businesses and churches and adjacent to schools and the hospital.
4. Over 980 people assembled two years ago opposing this project, no word has been said about this expansion since and now approximately 30 people have been informed and the rest of the community has no idea this project has resumed its momentum. Please hold a public meeting so people are informed.
5. The alternative of moving the airport to an area that is not densely populated has not been investigated.

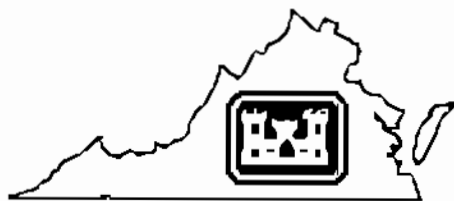
Sincerely,

*Susan Cox Fleet*  
cc: Gov. Kaine

RECEIVED

WMFO

P.S. Please contact Mickey Liles, Chairman of the Virginia Highland Airport Authority for the 650 signatures of the Washington County Residents opposing the Expansion of the Virginia Highlands Airport in its present location. I know they still respect it as they used to at the recent summer Homecoming.



# Public Notice

U.S. Army Corps of Engineers, Norfolk District

CENAO-REG  
07-V0703/NAO-2006-7639

August 29, 2007

## FEDERAL PUBLIC NOTICE

The District Engineer and the Virginia Department of Environmental Quality have received a joint application for Federal and State permits as described below.

### APPLICANT

Virginia Highlands Airport Commission  
Attn: Ron Deloney  
P. O. Box 631  
Abingdon, VA 24212-0631

WATERWAY AND LOCATION OF THE PROPOSED WORK. The project is located in Washington County, Virginia on the site of the Virginia Highlands Airport on either side of Virginia State Route 611 in Abingdon, VA. The project proposes to impact 2,365 linear feet of Spring Creek and 0.27 acres of emergent wetlands.

PROPOSED WORK AND PURPOSE. The applicant proposes to extend the existing runway an additional 1,399 feet for a total useable runway length of 5,500 feet. The runway extension would require culverting 2,365 linear feet of stream and filling 0.27 acres of emergent wetland. The purpose of the project is to provide airfield infrastructure to support a larger class of aircraft. The airport currently has the capability to accommodate small aircraft less than 12,000 pounds. The proposal is to upgrade the airport such that larger aircraft in excess of 12,000 pounds can use the facility. Tri-cities Regional Airport located in Tennessee approximately 30 miles south of Abingdon, Virginia is capable of handling larger aircraft.

A previous State Program General Permit (SPGP) in August 2004 authorized 130 linear feet of impact to Spring Creek, separate from the current permit application, for installation of a road crossing to access the west side of the airport. In addition to the required Department of the Army permit, the applicant must obtain a Virginia Water Protection Permit/401 certification from the Virginia Department of Environmental Quality assuring that applicable laws and regulations pertaining to water quality are not violated. Project drawings are attached.

The Federal Aviation Administration (FAA) has approved the Airport Layout Plan (ALP) of 2003 and has authorized the preparation of a draft Environmental Assessment for the proposed project.

AUTHORITY. Permits are required pursuant to Sections 401 and 404 of the Clean Water Act (Public Law 95-217) and Title 62.1 of the Code of Virginia.

FEDERAL EVALUATION OF APPLICATION. The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. The decision will reflect the national concern for both protection

and utilization of important resources. The benefits which reasonably may be expected from the proposal must be balanced against its reasonably foreseeable detriments. All of the proposal's relevant factors will be considered, including conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use classification, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, consideration of property ownership and, in general, the needs and welfare of the people. The Environmental Protection Agency's "Guidelines for Specification of Disposal Sites for Dredged or Fill Material" will also be applied (Section 404(b)(1) of the Clean Water Act).

The Corps of Engineers is soliciting comments from the public, Federal, state, and local agencies and officials, Indian Tribes, and other interested parties in order to consider and evaluate the individual and cumulative impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity. Anyone may request a public hearing to consider this permit application by writing to the District Engineer within 30 days of the date of this notice, stating specific reasons for holding the public hearing. The District Engineer will then decide if a hearing should be held.

Preliminary review indicates that: (1) No environmental impact statement will be required for this project; (2) no species of fish, wildlife, or plant (or their critical habitat) listed as endangered or threatened under the Endangered Species Act of 1973 (PL 93-205) will be affected, and (3) historic properties eligible for inclusion or included in the National Register of Historic Places are in or near the permit area. The FAA has completed a Phase I and II archeological survey and determined that properties eligible for listing on the National Register of Historic Places will be adversely impacted. The FAA is entering into a Memorandum of Agreement with the Virginia Department of Historic Resources (VDHR) and will address mitigating the adverse impacts.

**COMMENT PERIOD:** Comments on this project should be made in writing, addressed to the Norfolk District, Corps of Engineers, Walker Mountain Regulatory Field Office, P. O. Box 694, Wytheville, Virginia 24382, and should be received by the close of business on **September 28, 2007**.

If you have any questions about this project or the permit process, please call  
Carolyn Cannella  
Environmental Scientist  
Walker Mountain Regulatory Field Office  
276-228-8806

FOR THE DISTRICT ENGINEER:

Michael A. Schwinn  
Chief, Western Virginia Regulatory Section

**Attachments:**

- (1) Drawings
  - a. Project area
  - b. Runway extension design, 6 pages

**USGS MAP  
VIRGINIA HIGHLANDS AIRPORT**

LOCAL AUTHORITY

Time

**12.11.13**

5-20 (M000000) 147:

**Don't miss this.**



**— 49 —**

-----  
 -Brought by Mr. A. J. D. D.  
 Ad 11/11/11

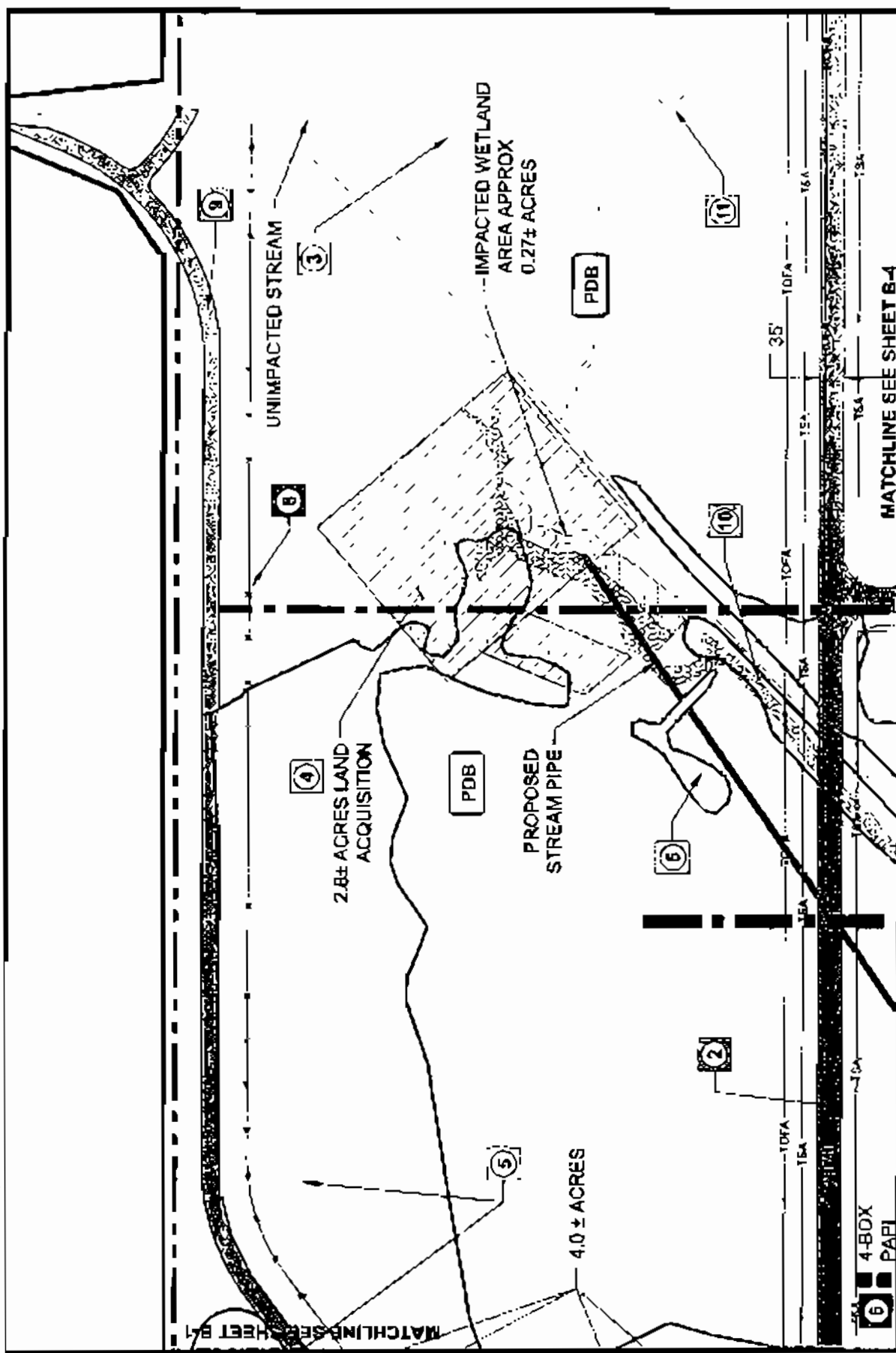
190116 AF 008 BANG 110000 WUHAN 02 07 0000  
UNCLAS FROTH/PROG: 000000 000000 000000  
- 000000 000000 000000 000000 000000 000000

[illegible]

X:\2004\07\040456\encl\encl1\040456-ent-usgs\8.5X11.ctb, 8.5X11, 7/27/2007 9:28:16 AM, mjs







**HATCHLINE SEE SHEET B-4**

## STREAM IMPACTS

**EXHIBIT  
1B-2**

4-BOX  
PAPER



DATE	IN	OUT	DATE	IN	OUT
10/10/10	100		10/10/10	100	
10/11/10		100	10/11/10		100
10/12/10	100		10/12/10	100	
10/13/10		100	10/13/10		100
10/14/10	100		10/14/10	100	
10/15/10		100	10/15/10		100
10/16/10	100		10/16/10	100	
10/17/10		100	10/17/10		100
10/18/10	100		10/18/10	100	
10/19/10		100	10/19/10		100
10/20/10	100		10/20/10	100	
10/21/10		100	10/21/10		100
10/22/10	100		10/22/10	100	
10/23/10		100	10/23/10		100
10/24/10	100		10/24/10	100	
10/25/10		100	10/25/10		100
10/26/10	100		10/26/10	100	
10/27/10		100	10/27/10		100
10/28/10	100		10/28/10	100	
10/29/10		100	10/29/10		100
10/30/10	100		10/30/10	100	
10/31/10		100	10/31/10		100
11/01/10	100		11/01/10	100	
11/02/10		100	11/02/10		100
11/03/10	100		11/03/10	100	
11/04/10		100	11/04/10		100
11/05/10	100		11/05/10	100	
11/06/10		100	11/06/10		100
11/07/10	100		11/07/10	100	
11/08/10		100	11/08/10		100
11/09/10	100		11/09/10	100	
11/10/10		100	11/10/10		100
11/11/10	100		11/11/10	100	
11/12/10		100	11/12/10		100
11/13/10	100		11/13/10	100	
11/14/10		100	11/14/10		100
11/15/10	100		11/15/10	100	
11/16/10		100	11/16/10		100
11/17/10	100		11/17/10	100	
11/18/10		100	11/18/10		100
11/19/10	100		11/19/10	100	
11/20/10		100	11/20/10		100
11/21/10	100		11/21/10	100	
11/22/10		100	11/22/10		100
11/23/10	100		11/23/10	100	
11/24/10		100	11/24/10		100
11/25/10	100		11/25/10	100	
11/26/10		100	11/26/10		100
11/27/10	100		11/27/10	100	
11/28/10		100	11/28/10		100
11/29/10	100		11/29/10	100	
11/30/10		100	11/30/10		100
12/01/10	100		12/01/10	100	
12/02/10		100	12/02/10		100
12/03/10	100		12/03/10	100	
12/04/10		100	12/04/10		100
12/05/10	100		12/05/10	100	
12/06/10		100	12/06/10		100
12/07/10	100		12/07/10	100	
12/08/10		100	12/08/10		100
12/09/10	100		12/09/10	100	
12/10/10		100	12/10/10		100
12/11/10	100		12/11/10	100	
12/12/10		100	12/12/10		100

X:\2004proj\12\104\6\exhibits\1041015-cdr-streamimpacts1b-cv.dwg, B-4, 5/4/2007 11:00:32 AM, mps

DRWING: 1041015-cdr-streamimpacts1b-cv.dwg, LAYOUT: 1b-4

1

150'

MATCHLINE SEE SHEET B-2

SECTION B-B  
STA 10+00, 186.3' RT  
FROM RW CENTERLINE

EXISTING STORMWATER  
DETENTION BASIN

SECTION A-A  
STA 10+00, 240' RT  
FROM RW CENTERLINE

5.7 ± ACRES

1,399'

PDB

5

5

MATCHLINE SEE SHEET B-3



# STREAM IMPACTS VIRGINIA HIGHLANDS AIRPORT

EXHIBIT  
1B-4

DATE: 5/4/2007	SCALE: 1"=100'	DATE: 5/4/2007
----------------	----------------	----------------



SPRING CREEK.

## STREAM IMPACTS

**EXHIBIT**  
**1B3**



NO. 10041-EB119 24-

**ANALYSIS**

**1**

**WABE**

11/11/23	YMA-
----------	------

2011	2012
------	------

**—REDACTED—**

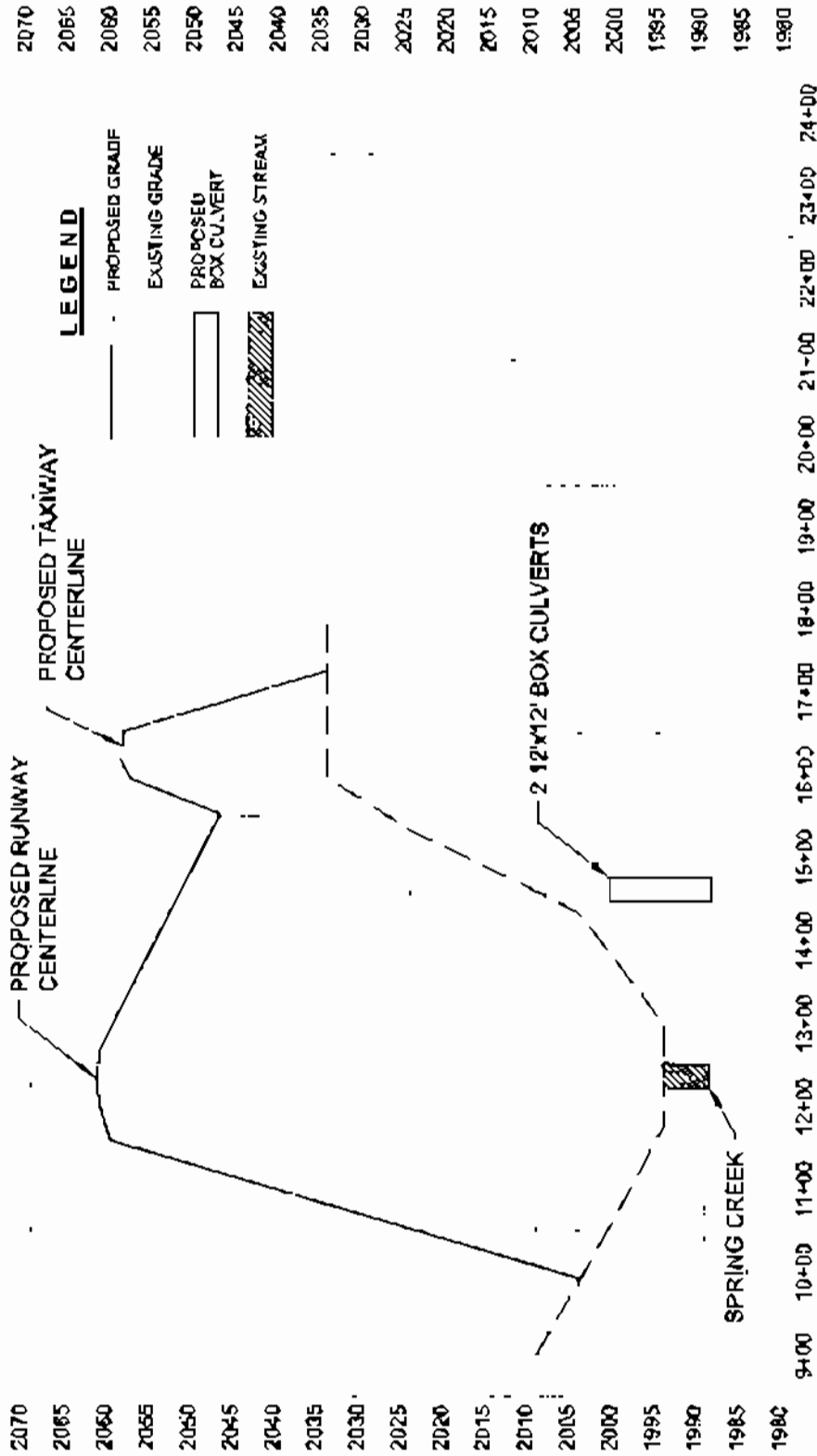


EXHIBIT  
2

CROSS SECTION A-A  
VIRGINIA HIGHLANDS AIRPORT



FILED BY: SET

DATE

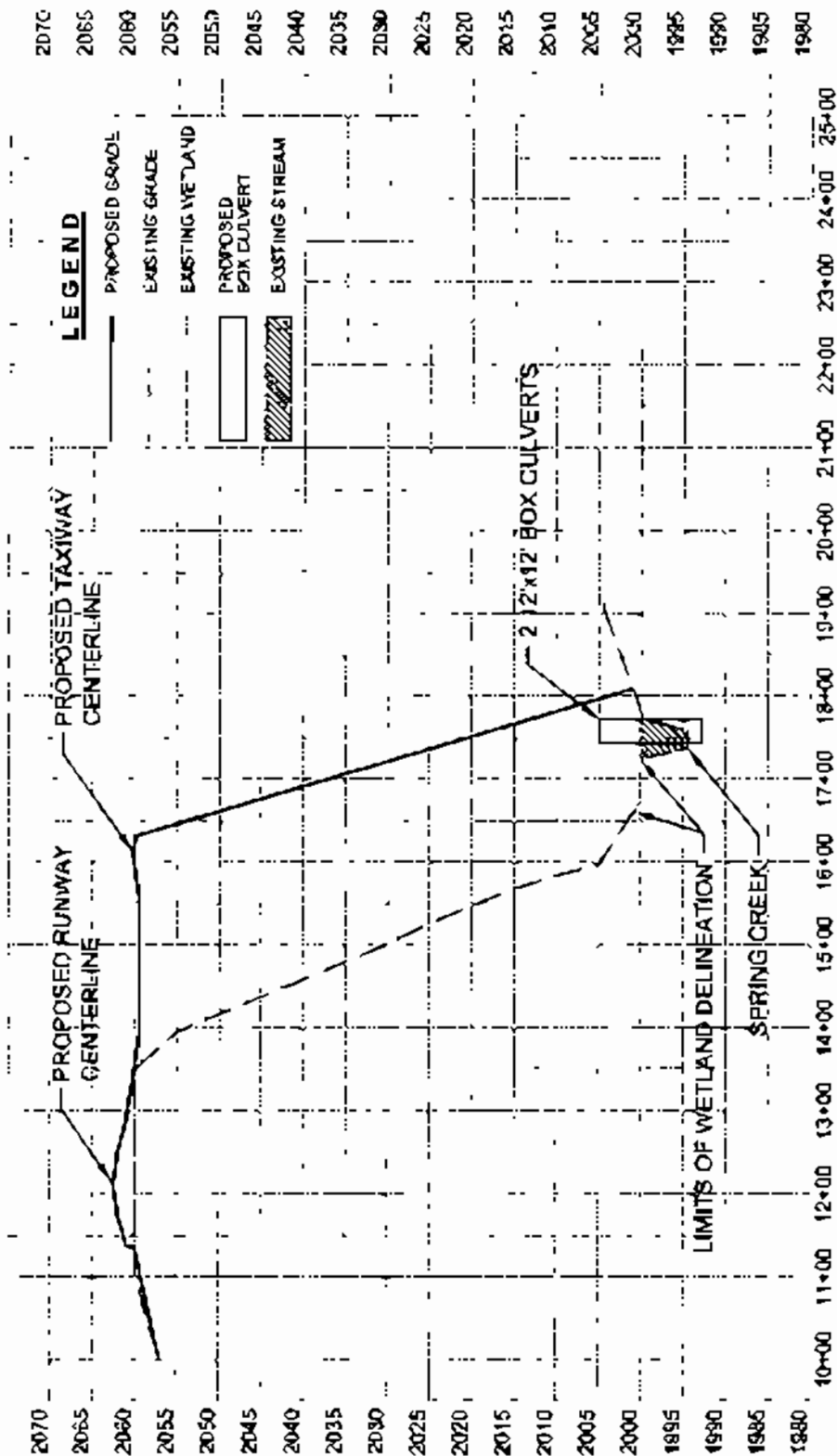
DATE

DATE

DATE

DATE

UNAPPROVED: 3/2/2007 9:27:55 AM, m.j.



CROSS SECTION B-B

CROSS SECTION - SECTION B-B  
VIRGINIA HIGHLANDS AIRPORT

EXHIBIT  
3



DATE PREPARED BY	DATE	SCALE	DATE	PROJECT NO.



**NEWKIRK  
ENVIRONMENTAL, INC.**

CHARLESTON, SC • BLUNTON, SC

June 7, 2007

Ms. Carolyn Cannella  
Department of The Army  
Norfolk District  
803 Front Street  
Norfolk, VA 23510-1096

Re: NAO-2006-7639/07-V0703 Spring Creek  
Virginia Highlands Airport

Dear Ms. Cannella:

I am in receipt of your June 4, 2007 letter requesting additional information and notification of potential permit withdrawal. We are continuing to gather and produce the requested information as well to coordinate with the state agencies, the requested information is simply taking additional time to gather. Please do not withdraw our request as we continue to work on the project and anticipate submitting the requested information shortly.

Derrick Myers, our project manager is out of the office until next week. Upon his return I will have him contact you to provide a clearer schedule for submittal of this information. I apologize if you have coordinated this request with Mr. Myers, I simply wanted to ensure you were aware of our status while he is out.

Thank you for your assistance and please do not hesitate to contact me with any questions.

Sincerely,

Stephen A. Nichols, Managing Partner  
Newkirk Environmental, Inc

Cc: Ron Deloney - Virginia Highlands Airport

**RECEIVED**

**JUN 12 2007**

**VIRGINIA HIGHLANDS  
AIRPORT COMMISSION**

Post Office Box 746, Mt. Pleasant, South Carolina 29463-0746 • 1885 Citizens Ferry Road, Charleston, South Carolina 29402  
Telephone (843) 588-6585 • Facsimile (843) 588-6590

E-Mail: [general@newkirkenv.com](mailto:general@newkirkenv.com)  
[www.newkirkenvironmental.com](http://www.newkirkenvironmental.com)



DEPARTMENT OF THE ARMY  
NORFOLK DISTRICT, CORPS OF ENGINEERS  
FORT NORFOLK, 603 FRONT STREET  
NORFOLK, VIRGINIA 23510-1306

REPLY TO  
ATTENTION OF

June 4, 2007

Western Virginia Regulatory Section  
NAO-2006-7639/07-V0703 Spring Creek

Ron Deloney  
Virginia Highlands Airport Commission  
P.O. Box 631  
Abingdon, Virginia 24212-0631

Dear Mr. Deloney

On April 19, 2007, we notified you that your application for the proposed extension of the runway at the Virginia Highlands Airport in Abingdon, Virginia was incomplete (enclosed) and that additional information was necessary before a public notice could be issued. This information has not been provided to our office. Therefore, we intend to withdraw your application unless we receive the required information within 15 days from the date of this letter. When addressing the secondary impacts, you must include the relocation of Route 611 and whether or not other wetlands or waters will be affected by the realignment.

Thank you for your attention to this matter. If you have any questions, please call Ms. Carolyn Cannella of my staff at (276) 228-2806

Sincerely,

A handwritten signature in black ink, appearing to read "Michael A. Schwinn", followed by a horizontal line.

Michael A. Schwinn  
Chief, Western Virginia Regulatory Section

Enclosure

Copies furnished w/enclosure:  
Virginia Department of Environmental Quality, Abingdon  
Newark Environmental, Inc., M. Derrick Myers



U. S. Army Corps of Engineers  
Norfolk District, Western Virginia Regulatory Section  
803 Front Street  
Norfolk, VA 23510

April 19, 2007

Project Number: NAO-2006-7639/07-V0703

Waterway: Spring Creek

1. Participant  
Virginia Highlands Airport Commission  
P. O. Box 631  
Abingdon, VA 24212

2. Agent  
Newkirk Environmental, Inc.  
P. O. Box 746  
Mount Pleasant, SC 29435-0746

3. Address of Job Site:  
Virginia Highlands Airport in Abingdon, VA

4. Project Description:  
Proposed filling of .27 acres of wetlands and 2365 linear feet of waters for the extension of existing runway and associated taxiway

5. Findings.

A review of your recently received application for a Department of Army permit reveals that some additional information is necessary. The items listed below are necessary for the preparation of a public notice for the project. Upon continuation of the permit review following public notice, further requests for information may be required in order to complete the permit process.

Please provide the following.

\*detailed purpose and need for the project. The purpose and need submitted in the application do not clearly indicate if this proposed runway extension is a mandate from the Federal Aviation Administration (FAA) or if the proposed extension is based on forecast data only

\*plan and cross section drawings, in electronic format viewable as 8.5" x 11" pages, that provide a detailed presentation of all proposed work, both temporary and permanent

\*description and drawings of any temporary dewatering methods or temporary construction fills that will be associated with the project. This description should include a restoration plan to return the site to pre-construction condition

\*description and drawings of any secondary impacts from the proposed work.

Upon receipt of sufficient material, the public notice will be prepared and the permit review process will continue. If no material has been received within 45 days of receipt of this letter, the project will be administratively closed until the information is received.

Copy furnished:  
Mark Trent, DEQ Abingdon

6. Corps Contact: Carolyn M. Catibella @ (276) 228-8806

Michael A. Schwinn  
Chief, Western Virginia Regulatory Section





RECEIVED

JUN 05 2007

VIRGINIA HIGHLANDS  
AIRPORT COMMISSION

# COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY  
SOUTHWEST REGIONAL OFFICE

L. Preston Bryant, Jr.  
Secretary of Natural Resources

Mailing Address: P.O. Box 1688, Abingdon, Virginia 24212-1688  
Street Address: 355 Deansboro Street, Abingdon, Virginia 24210  
(276) 676-4800 Fax (276) 676-4849  
[www.den.virginia.gov](http://www.den.virginia.gov)

David K. Taylor  
Director

Michael D. Overstreet  
Regional Director

May 25, 2007

K. Derrick Myers  
Newark Environmental, Inc.  
P.O. Box 746  
Mount Pleasant, SC 29435-0746

RE: Joint Permit Application Number 07-0703; Additional Information  
Request; Virginia Highlands Airport Commission - Virginia Highlands  
Airport Runway 6 Extension; Washington County, Virginia

Dear Mr. Myers

The Virginia Department of Environmental Quality (DEQ) received additional information for the above-referenced project on May 14, 2007. DEQ has determined that this project qualifies for a Virginia Water Protection (VWP) individual permit in accordance with 9 VAC 25-210 et seq., provided that a complete application is received. However, your application is incomplete, and additional information is required in order for DEQ to continue the permitting process.

1. The information submitted does not provide sufficient documentation to determine if the project has met the avoidance and minimization requirements 9 VAC 25-210-115 A. A more detailed narrative description must be provided to describe the measures taken during project design and development both to avoid and minimize impacts to surface waters to the maximum extent practicable.

The applicant must demonstrate to the satisfaction of the board that practicable alternatives, including design alternatives, have been evaluated and that the proposed activity, in terms of impacts to water quality and fish and wildlife resources, is the least environmentally damaging practicable alternative. Measures, such as reducing the size, scope, configuration, or density of the proposed project, that would avoid or result in less adverse impact to surface waters shall be considered to the maximum extent practicable.

2. The information submitted does not provide sufficient documentation to determine if the project has met the requirements of 9 VAC 25-210-80.B.1.k(4). The application must include more detail on the plan of mitigation for unavoidable impacts to surface waters. The plan must

include, in accordance with current federal regulations, measures taken to avoid impacts to the maximum extent practicable, the measures proposed to reduce the impacts to surface waters to the maximum extent practicable, and where impacts could not be avoided, the means by which compensation will be accomplished to achieve no net loss of wetland acreage and function.

3. In order for an application to be deemed complete, at a minimum, a conceptual compensatory mitigation plan must be submitted, and shall include: the goals and objectives in terms of replacement of wetland or stream acreage and function, a location map, including latitude and longitude (to the nearest second) at the center of the site; a hydrologic analysis, including a draft water budget based on expected monthly inputs and outputs which will project water level elevations for a typical year, a dry year and a wet year; groundwater elevation data, if available, or the proposed location of groundwater monitoring wells to collect these data, wetland delineation confirmation and data sheets and maps for existing wetland areas on the proposed site(s); a conceptual grading plan; a conceptual planting scheme, including suggested plant species, zonation and acreage of each vegetation type proposed; a proposed soil preparation and amendment plan addressing both topsoil and subsoil conditions; and a draft design of any water control structures.

Compensatory mitigation proposals will be evaluated as follows:

- a. On-site, in-kind compensatory mitigation, when available, shall be deemed the most ecologically preferable form of compensation for project impacts, in most cases. However, off-site or out-of-kind compensation opportunities that prove to be more ecologically preferable or practicable may be considered. When the applicant can demonstrate satisfactorily that an off-site or out-of-kind compensatory mitigation proposal is practicable and ecologically preferable, then such proposal may be deemed appropriate for compensation of project impacts.
- b. Compensatory mitigation for unavoidable project impacts may be met through wetland or stream creation or restoration, the purchase or use of mitigation bank credits, or a contribution to an approved in-lieu fee fund. Compensation may incorporate preservation of wetlands or streams or preservation or restoration of upland buffers adjacent to state waters when utilized in conjunction with creation, restoration or mitigation bank credits as appropriate to ensure protection or enhancement of state waters or fish and wildlife resources and their habitat.
- c. Generally, preference shall be given in the following sequence: restoration, creation, mitigation banking, in-lieu fee fund.
- d. Applicants proposing off-site compensatory mitigation, including purchase or use of mitigation bank credits, or contribution to an in-lieu fee fund shall first discuss the feasibility of on-site compensatory mitigation. If on-site compensatory mitigation is practicable, applicants must provide documentation as to why the proposed off-site compensatory mitigation is ecologically

W. Derrick Myers  
Newkirk Environmental, Inc.  
May 25, 2007  
Page 3

preferable. The evaluation should include, at a minimum, a comparison of the following criteria: water quality benefits, hydrologic source, hydrologic regime, watershed, surface water functions and values, vegetation type, soils, impact acreage, distance from impacts, timing of compensation versus impacts, acquisition, constructability, and cost

- e. Any compensation plan involving stream restoration shall submit a plan that includes: goals and objectives in terms of water quality benefits; location map, including the latitude and longitude (to the nearest second) at the center of the site, the proposed stream segment restoration locations, including plan view and cross-section sketches; the stream deficiencies that need to be addressed; the restoration measures to be employed, including proposed design flows and types of instream structures; and a proposed construction schedule.

Because the application has been determined to be incomplete, the 120-calendar day processing period for a VWP individual permit will not commence until you provide a complete application. Please be advised that upon receipt of the requested information noted herein, additional information may still be required for DEQ to reach a permit decision.

You may contact me at (276) 676 4816 or [mark@ntedeq.virginia.gov](mailto:mark@ntedeq.virginia.gov) if you have any questions regarding this request. Thank you for your cooperation in this matter.

Sincerely,



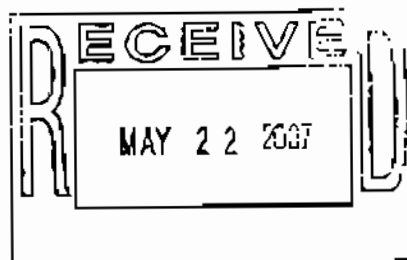
Mark S. Trent  
Environmental Engineer Senior  
Southwest Regional Office

cc: Carolyn Canella, U.S. Army Corps of Engineers  
Randy Owen, Virginia Marine Resources Commission  
Jon Deloney, Virginia Highlands Airport Commission



**NEWKIRK**  
ENVIRONMENTAL, INC.

CHARLESTON, SC • FLEMINGTON, SC



May 14, 2007

Ms. Carolyn Cannella  
USACE  
P.O. Box 694  
Wytheville, VA 24382

**Re: Virginia Highlands Airport Runway 6 Extension  
Project Number: NAO-2006-7639/07-V0703  
Washington County, Virginia**

Dear Ms. Cannella,

This letter is in response to your letter dated April 19, 2007 requesting additional information regarding the individual permit application submitted to you on the above referenced project.

I have attached the following information as requested.

1. Detailed purpose and need for the project.
2. Plan cross section drawings that provide detailed presentation of all proposed work. I have also emailed this information.
3. Also included is our response to VaDOT's concerns.
4. A copy of the Draft Environmental Assessment.

There will be no additional impacts, temporary or secondary associated with the construction of the proposed runway extension. If you have any questions or need any additional information please do not hesitate to give me a call.

Sincerely,

M. Derrick Myers, Project Biologist

Cc: Colleen Angstadt, Delta Airport Consultants

Enclosures



U. S. Army Corps of Engineers  
Norfolk District, Western Virginia Regulatory Section  
803 Front Street  
Norfolk, VA 23510

April 19, 2007

Project Number: NAO-2006-7639/07-V0703

Waterway: Spring Creek

1. Participant:

Virginia Highlands Airport Commission  
P. O. Box 631  
Abingdon, VA 24212

2. Agent:

Newkirk Environmental, Inc.  
P. O. Box 746  
Mount Pleasant, SC 29435-0746

3. Address of Job Site:

Virginia Highlands Airport in Abingdon, VA

4. Project Description:

Proposed filling of 27 acres of wetlands and 2365 linear feet of waters for the extension of existing runway and associated taxiway.

5. Findings:

A review of your recently received application for a Department of Army permit reveals that some additional information is necessary. The items listed below are necessary for the preparation of a public notice for the project. Upon continuation of the permit review following public notice, further requests for information may be required in order to complete the permit process.

Please provide the following:

- \*detailed purpose and need for the project. The purpose and need submitted in the application do not clearly indicate if this proposed runway extension is a mandate from the Federal Aviation Administration (FAA) or if the proposed extension is based on forecast data only.
- \*plan and cross section drawings, in electronic format viewable as 8.5" x 11" pages, that provide a detailed presentation of all proposed work, both temporary and permanent.
- \*description and drawings of any temporary dewatering methods or temporary construction fills that will be associated with the project. This description should include a restoration plan to return the site to pre-construction condition.
- \*description and drawings of any secondary impacts from the proposed work.

Upon receipt of sufficient material, the public notice will be prepared and the permit review process will continue. If no material has been received within 45 days of receipt of this letter, the project will be administratively closed until the information is received.

Copy furnished:

Mark Trent, DEQ Abingdon

6. Corps Contact: Carolyn M. Carnella @ (276) 228-8806

Michael A. Schwinn  
Chief, Western Virginia Regulatory Section

**Supporting Document for the  
Virginia Highlands Airport Runway Extension  
Revised May 2, 2007**

**1.0 Site Location and Description:** The project site is located at the west end of the Virginia Highlands Airport outside of the town of Abingdon, Virginia. The site is currently owned by the applicant, Virginia Highlands Airport Commission. The proposed impact areas are specifically located on either side of Virginia State Road 611 (Providence Road) approximately 1200 feet north of the intersections of US Highway 11 (Lee Highway) and State Road 611. Access is available from Virginia State Road 611.

The prior use of this land was agriculture in the form of pasture lands. Since Virginia Highlands Airport has acquired the land the fields have been left fallow. The topography on-site can be described as a valley that increases in slope to the north and east. A description of the acreage falls into three broad community types described as follows:

### **1.1 Spring Creek**

A field review of the subject property found that there is a jurisdictional stream on-site. This stream is listed on the US Geological Survey as Spring Creek. This area of Spring Creek is highly degraded due to past agriculture activities. A majority of the riparian buffers have been removed and livestock, in the past, was allowed to traverse the banks and streambed which has resulted in a sloughing effect.

### **1.2 Upland Hardwood Forest**

The forested uplands, located in the northwestern edge of the property, consist of plant species dominated by mockernut hickory (*Carya glabra*), shagbark hickory (*Carya ovata*), northern red oak (*Quercus rubra*), white oak (*Quercus alba*), black cherry (*Prunus serotina*), red maple (*Acer rubrum*), and red cedar (*Juniperus virginiana*). Soils in this area are mapped by USDA in the Tate series. This soil type is described as a well drained loam at the surface underlain by a clay loam.

### 1.3 Pasture Lands

The pasture lands make up the remainder of the site. These were frequently mowed and grazed by livestock in the past. Grasses found within these pasture lands are dominated by bermuda grass (*Cynodon dactylon*) and meadow fescue (*Festuca pratensis*). The majority of the soils in this area are also mapped in the Tate series.

**2.0 Project Description:** The proposed project includes improvements necessary to further develop the Virginia Highlands Airport as an ARC-B-II (large) general aviation airport, as well as meet standards established in Advisory Circular (AC) 150/5300-13, *Airport Design* to the greatest extent practicable, and in accordance with FAA guidance. The ARC-B-II (large) general aviation airport will accommodate planes greater than 12,500 lbs maximum gross weight.

The FAA is required to publish the National Plan of Integrated Airport Systems (NPIAS) as mandated by the Airport and Airways Improvement Act of 1982. The Virginia Highlands Airport was listed as a general aviation (GA) airport in NPIAS and a general aviation regional (GR) airport in the Virginia Air Transportation System Plan (VATSP) during the initiation of this EA. NPIAS is FAA's planning system that is updated every two years and is intended to identify the nation's airport needs over a 10-year planning period, representing a continuous planning effort. VATSP identifies Virginia's airport needs in the most recent update to the state plan which was published in 2003. The 2003 Airport Layout Plan (ALP) determined that the future critical aircraft will be faster and heavier, and therefore recommended development of the airfield as an ARC B-II (large) facility. This FAA approved forecast established the basis for determining and planning the airfield infrastructure and facility requirements necessary to adequately serve the community's current and future needs. In an effort to provide safe facilities to meet the performance requirements of aircraft utilizing the airport in the present and future, the Virginia Highlands Airport Commission is proposing this expansion.

The Virginia Highlands Airport serves as a vital transportation focal point to the



surrounding community, serving air access needs for business and industry providing air freight shipment of parts, medicines, and bank drafts for area businesses. The airport is also home to a U.S. Forest Service aerial fire fighting unit, a Virginia State Police airplane, and a MedEvac helicopter.

The proposed project includes a runway extension of 1,399 feet to serve the existing and future aviation demand of Virginia Highlands Airport, as well as a partial parallel taxiway to serve the extension. A total useable runway length of 5,500 feet is proposed to accommodate large airplanes (>12,500 lbs. maximum gross weight). Associated with the proposed runway extension, visual and electronic aids would be relocated as appropriate. Included with the extension and associated partial parallel taxiway, Runway Protection Zones, Runway Object Free Areas, and Runway Safety Areas will be established.

Also proposed for the project is the development of a T-Hangar, the installation of security fencing, relocation of the Automated Weather Observing System, small cemetery relocation, and demolition of an existing barn on airport property.

To accomplish these tasks, the proposed work will necessitate impacts to federally defined jurisdictional wetlands and other waters of the US for the purpose of providing access for larger planes, expansion of the existing facilities and safe travel for patrons by providing navigational aids and related elements required to meet FAA design standards.

**3.0 Description of Proposed Impacts:** To accomplish the project purpose as described in the following section of this document, the owner and applicant, Virginia Highlands Airport Commission proposes the following activities resulting in impacts to wetland resources.

**3.1 Fill approximately 0.27 acres of 404 jurisdictional wetlands to lengthen the existing Runway 6**

3.2 Fill approximately 2365 linear feet of Spring Creek a 404 jurisdictional stream also part of the Runway 6 extension. The stream will be relocated via culvert under the new runway

**4.0 Project Purpose and Need:** The purpose and need of the proposed action is for VIAC to provide airfield infrastructure to support the current and projected demand for aviation activity in the Washington County area and other related actions required to meet FAA requirements. The project is needed as the airport is currently restricted to publish airfield capability for only small aircraft (<12,500 lbs. maximum gross weight); however current and projected demand includes large aircraft (>12,500 lbs. maximum gross weight). Forecasts (data provided by the AIP update indicate that all aspects of aviation demand at the airport will maintain moderate growth that will support the runway extension. Ongoing development will enable the Virginia Highlands Airport to continue to accommodate the growth in aviation demand and contribute to the economic vitality of the service area. This FAA approved forecast determined that existing and future aviation demand requires an ARC B-II (large) airport. The change from the existing ARC of B-II (small) to B-II (large) would fulfill existing and projected aviation demands, as well as accomplish the facility requirements.

For clarity purposes, the project purpose statement has been divided into the basic purpose and overall purpose. This approach is consistent with the evaluation of alternatives required by the 404(b)(1) Guidelines and may assist the COE in conducting their analysis of alternatives. It is clearly recognized that while the COE may consider our stated basic and overall purpose, it must determine these issues without undue deference to our views.

*The overall purpose of the proposed project is to provide needed airfield infrastructure to support the current and projected demand for aviation activity in the Washington County area.*

*The basic purpose of the proposed project is to place fill material in waters of the U.S., including wetlands, to construct, roads, industrial buildings, infrastructure*

and parking facilities associated with the proposed airport expansion. It is understood that the *basic purpose statement* is used to determine “water dependency” for alternative analysis purposes. Beyond that, the project purpose, as stated in the *overall purpose* clearly defines the applicant’s intent for this undertaking.

**5.0 Alternative Analysis:** An alternative analysis for the proposed project was conducted to identify reasonable alternatives that meet the purpose and need for the applicant. These alternatives included the extension of Runway 24 and the proposed extension of Runway 6.

An alternative that was considered but not carried forward was an extension to Runway 24. An extension to Runway 24 is undesirable as terrain and development to the east of the airport precludes any further extension. Several businesses, including a portion of Forest Hills Cemetery would need to be relocated, as well as U.S. Route 11, and Emmanuel Baptist Church. It would also bring a significantly greater amount of air traffic over the town of Abingdon at a lower elevation, resulting in noise incompatibility issues. Furthermore, the Virginia Highlands Airport Commission is currently negotiating aviation easement acquisition to the northeast of Runway 24 to remove existing obstructions. An extension of Runway 24 would require a re-evaluation of obstructions and further property interest acquisition. As a result of the above findings this option was eliminated from further consideration.

The proposed runway extension will require similar acreages of acquisition, however the expansion into rural areas where larger tracts are available and the number of residences per acre is much less will decrease total impacts to the surrounding communities. Also noise will be directed into a more rural section of Washington County.

**6.0 Avoidance and Minimization:** The Virginia Highlands Airport Commission has minimized impacts to overall land disturbance by utilizing an existing resource which is the existing runway. As described in the above section an extension of Runway 24 is the

least feasible from a development, acquisition and economic standpoint therefore leaving the only feasible option to extend Runway 6 and impact the associated wetlands and stream.

**7.0 Compensatory Mitigation:** The applicant intends to mitigate fully for the proposed impacts to Spring Creek. Due to topographic and overall site constraints, onsite mitigation is not feasible. A compensatory mitigation plan has not been developed at this time, however this will be addressed during the permit process with the full input of all involved state and federal agencies

**8.0 Threatened and Endangered Species:** Newkirk Environmental, Inc completed a comprehensive Threatened and Endangered Species Assessment for the project site in June 2006. This assessment concluded that the proposed project is not likely to result in adverse impacts to any federally listed threatened and endangered species. A copy of the assessment is included as an addendum to this application.

**9.0 Archaeological and Cultural Resources:** Coastal Carolina Research, Inc completed an archeology survey for the project site in October 2006. A copy of this survey is included as an addendum to this application. Due to findings within this report a Phase II Archaeological Study is being conducted. That information will be forwarded to you once complete.

**10.0 Summary:** Planning and permitting of development projects are dependant upon having the flexibility to implement sound land planning and engineering design principles to create plans, which are often conceptual at the time of permitting. These large projects must include adequate land for development to economically justify the project, reasonable access, construction of utilities and stormwater systems and appropriate location of the various land uses

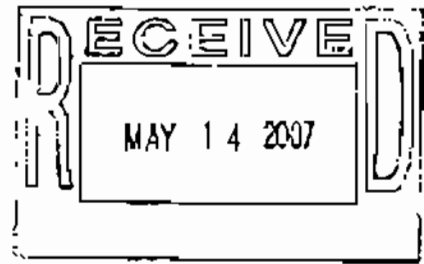
Expanding a facility that will service existing clientele and accommodate future growth is sound justification for the proposed runway extension project and the associated development which includes the extension and associated partial parallel taxiway,

### Runway Protection Zones, Runway Object Free Areas, and Runway Safety Areas.

The alternatives, from a land use stand point, would have far more negative impacts on the surrounding communities due to the acquisition of additional lands and displacement of additional citizens. This alternative would also significantly increase noise within the heaviest populated areas of Abingdon. By extending Runway 6 the applicant extends the runway into more rural areas of Washington County which decreases the amount of citizens displaced and reduces the noise over highly populated areas.



CHARLOTTE, SC • BLUFFTON, SC



May 9, 2007

Mr. Mark Trent  
Virginia Department of Environmental Quality  
P.O. Box 1688  
Abingdon, VA 24212-1688

**Re: Virginia Highlands Airport Runway 6 Extension  
Joint Permit Number 07-0703  
Washington County, Virginia**

Dear Mr. Trent,

This letter is in response to your letter dated April 3, 2007 requesting additional information regarding the individual permit application submitted to you on the above referenced project.

The following is a numbered response that coincides with your letter, which is attached.

1. Attached are permit application pages 11 and 12 with original signatures.
2. Attached is permit application page 11, Section 8 that segregates the two proposed impact areas and provides dimensions and area estimates for both impact sites independently.
3. The current Airport Capital Improvement Program has the construction schedule as follows.

2008 – Land Acquisition Services – RW6

2009 – Acquire Land – RW6

2010 – Design RW6 Extension – includes parallel taxiway, relocation of route 611, relocation of visual aids/NAVAIDS, stream impacts, security fencing, cemetery relocation, barn demolition

2011 – Phase I RW6 Extension construction – includes relocation of route 611, stream impacts, cemetery relocation, barn demolition, grading, etc. West Side T-Hangar and apron

2012 – Phase II construction – includes runway and parallel taxiway extension, relocation of visual aids/NAVAIDS  
Obstruction Removal

Post Office Box 746, Mt Pleasant, South Carolina 29465-0746 • 1687 Clements Ferry Road, Charleston, South Carolina 29402  
Telephone: (843) 388-6555 • Facsimile: (843) 388-6550

E-Mail: [general@newkirkenv.com](mailto:general@newkirkenv.com)

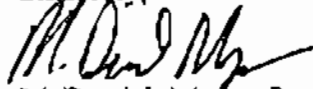
Page 2  
Mr. Trent  
May 9, 2007

4. I have attached the stream drainage area map which illustrates the approximate drainage area of Spring Creek upstream of the proposed impacts
5. Attached is a copy of the wetland delineation plat and a letter from the US Army Corps of Engineers that verifies the accuracy of this delineation
6. A complete compensatory mitigation plan will be provided once complete.
7. Attached is the revised Unified Stream Methodology Stream Assessment Form, Forms 1 and 2. These forms have been revised to include the 130 feet of stream impacts authorized by a previous action under the VWP General Permit Authorization Number WP4-04-1276.
8. Attached are additional plan view and construction detail drawings of the project at a larger scale. These are labeled as Exhibit 1B, Exhibit 1B-1, Exhibit 1B-2, Exhibit 1B-3, and Exhibit 1B-4.
9. No additional wetland or stream impacts (including permanent and temporary crossings) are expected as result of the construction of the relocated roadways or the excavation of borrow areas that will produce the fill material required by the project.
10. The application processing fee was submitted to D-F-Q Receipts Control on 4-20-07.

Additionally, I have attached the revised supporting document for the permit application and a copy of the draft Environmental Assessment. This additional information was requested by the US Army Corps of Engineers.

If you have any questions or need any additional information please do not hesitate to give me a call.

Sincerely,



M. Derrick Myers, Project Biologist

Cc: Colleen Angstadt, Delta Airport Consultants

Enclosures



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF ENVIRONMENTAL QUALITY SOUTHWEST REGIONAL OFFICE

L. Preston Byrnes Jr.  
Secretary of Natural Resources

Mailing Address: P.O. Box 1688, Abingdon, Virginia 24212-1688  
Street Address: 355 Denbore Street, Abingdon, Virginia 24210  
(276) 676-4800 Fax (276) 676-4899  
[www.deq.virginia.gov](http://www.deq.virginia.gov)

April 11, 2006

David K. Pavl.  
Director

Michael D. Overstreet  
Regional Director

M. Derrick Myers  
Newkirk Environmental, Inc.  
P.O. Box 746  
Mount Pleasant, SC 29435-0746

RE: Joint Permit Application Number 07-0703; Additional Information and Permit Application Fee Request; Virginia Highlands Airport Commission - Virginia Highlands Airport Runway & Extension; Washington County, Virginia

Dear Mr. Myers:

The Virginia Department of Environmental Quality (DEQ) received a copy of the application for the above-referenced project on March 26, 2007. DEQ has determined that this project qualifies for a Virginia Water Protection (VWP) individual permit in accordance with 9 VAC 25-210 et seq., provided that a complete application is received. However, your application is incomplete, and additional information is required in order for DEQ to continue the permitting process. Please submit the following additional information to my attention at the letterhead address:

- 1. Section 9 VAC 25-210-80.B.1.i of the regulations requires that either the application submitted to VMRC or the application submitted to DEQ have an original signature signed by the applicant. In order to meet this requirement, please provide an original signature with the resubmitted materials, or provide verification that an original was submitted to VMRC.
- 2. Section 3.9 of the narrative attached to the application indicates that the proposal will have an impact to two wetland systems (i.e. the 0.27 acres and the 2165 lf of open waters). However, Section 8 of the JPA identifies only a single impact area (Impact site 1). Please segregate the two proposed impact areas and provide dimensions and area estimates for both impact sites independently.
- 3. Please provide a proposed construction schedule in accordance with Section 9 VAC 25-210-80.B.1.h.
- 4. Please provide the stream drainage area in accordance with the JPA requirements and Section 9 VAC 25-210-80.B.1.k.



- 5. In accordance with 9 VAC 25-210-80.3 1.k.3, please provide the wetland delineation information and a copy of the USACE confirmation with the application materials.
- 6. The application must include a plan of mitigation for unavoidable impacts to surface waters in accordance with 9 VAC 25-210-80 B 1.k.(4). The requirements of this section are very specific and require a detailed description of:
  - a) measures taken during project design and development both to avoid and minimize impacts to surface waters to the maximum extent practicable, and;
  - b) The compensatory mitigation plan for the unavoidable impacts, which include the goals and objectives of the plan, in terms of replacement of functions and values and expressed in acres of each wetland or stream type.

Please reference this section of the regulations for the specific information requirements. Copies of the regulations may be found at the DEQ web site at: [www.deq.state.va.us/wetlands/permitfees.html](http://www.deq.state.va.us/wetlands/permitfees.html).

- 7. The compensation for the impacts from this project shall also include the 130 feet of stream impacts authorized by a previous action under the VWP General Permit Authorization Number WP4-04-1276.
- 8. Please provide additional plan view and construction detail drawings of the project at a larger scale in order to more accurately depict the proposed project.
- 9. The total project impacts should address the potential stream and wetland impacts (including permanent and temporary crossings) that result from the construction of the relocated roadways or the excavation of borrow areas to produce the fill material required by the project.
- 10. In accordance with 9 VAC 25-210-80 B n, provide the appropriate application processing fee. A permit application fee of \$2400.00 is required for the proposed activity. Issuance of the VWP individual permit will not occur until the required permit application fee is deposited by the DEQ Receipts Control department. Checks or money orders should be made payable to the Treasurer of Virginia. Please complete the enclosed Permit Application Fee Form and mail with the designated fee within 30 calendar days of the date of this letter to the following address:

DEQ Receipts Control  
Water Division  
P.O. Box 1104  
Richmond, Virginia 23218

Because the application has been determined to be incomplete, the 120-calendar day processing period for a VWP individual permit will not commence until you provide a complete application. Please be advised that upon receipt of the requested information noted herein, additional information may still be required for DEQ to reach a permit decision.

S. Derrick Myers  
Newark Environmental, Inc.  
April 3, 2007  
Page 3

You may contact me at (276) 675-1816 or matrent@deg.virginia.gov if you have any questions regarding this request. Thank you for your cooperation in this matter.

Sincerely,



Mark S. Trent  
Environmental Engineer Senior  
Southwest Regional Office

cc: Carolyn Caneila, U.S. Army Corps of Engineers  
Randy Owen, Virginia Marine Resources Commission  
Ron Deloney, Virginia Highlands Airport Commission

## 8. WETLANDS/WATERS IMPACT INFORMATION

Report each impact on a separate line, even if more than one impact occurs at the same impact site number. If needed, attach additional sheets using an exact or similar format as the table below.

Impact site number (1, 2, etc.)	Wetland/water effect description	Wetland impact area (acres)	Cover/dic. class/callout of impacted wetland/water (PEM, PSS, PFO, etc.)	Stream/Waters dimensions at impact site (length and width in feet)
Example 1	F, NT, PE, V	N/A	PFO	N/A
Example 2	F, NT, PE, PR, V	N/A	N/A	200 x 50
Example 3	EX, T, PE, SB, NY	N/A	N/A	350 x 100
1	F, NY, PE, PR	N/A	RLB	2365 x 10
2	F, NY, PE, V	0.27	PEM	N/A

\* Use all that apply. F=fill, EX=excavation, T=trial, NT=non-tidal, TE=temporary, PE=permanent, PR=perennial, IN=intermittent, SB=subaqueous bottom, IS=hydrologically isolated, V=vegetated, NV=non-vegetated, MC=Mechanized Clearing of FPO

PEO Classification of Impacted Resource(s) (mark the boxes next to those that apply)

<input type="checkbox"/> Non-tidal waters Class III	<input type="checkbox"/> Mountainous zone waters Class IV	<input checked="" type="checkbox"/> Stockable trout waters Class V	<input checked="" type="checkbox"/> Natural trout waters Class VI	<input type="checkbox"/> Wetlands Class VII	<input type="checkbox"/> Estuarine Class II
---	---	--	---	---	---

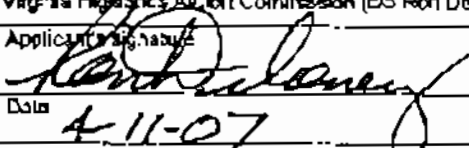
## 9. APPLICANT, AGENT, AND CONTRACTOR CERTIFICATIONS

**PLEASE PRINT AND SIGN YOUR NAME AND TITLE. READ ALL OF THE FOLLOWING CAREFULLY BEFORE SIGNING.**

**PRIVACY ACT STATEMENT:** The Department of the Army permit program is authorized by Section 10 of the Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972. These laws require that individuals obtain permits that authorize structures and work in or affecting navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters prior to undertaking the activity. Information provided in the Joint Permit Application will be used in the permit review process and is a matter of public record once the application is filed. Disclosure of the requested information is voluntary, but it may not be possible to evaluate the permit application or to issue a permit if the information requested is not provided.

I hereby apply for all necessary permits for the activities I have described herein. I agree to allow the duly authorized representatives of any regulatory or advisory agency to enter upon the premises of the project site at reasonable times to inspect and photograph site conditions.

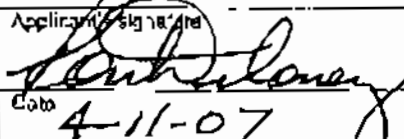
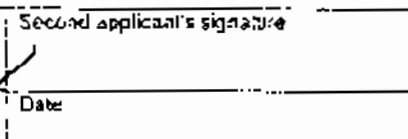
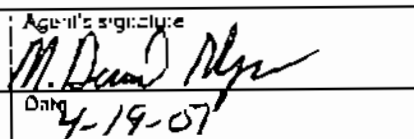
In addition, I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Applicant's name (printed or typed) Virginia Highlands Airport Commission (c/o Ron Delaney)	Second applicant's name (printed or typed)
Applicant's signature 	Second applicant's signature
Date 4-11-07	Date

# 9. CERTIFICATIONS (continued)

## CERTIFICATION OF AUTHORIZATION TO ALLOW AGENTS TO ACT ON APPLICANT'S BEHALF (IF APPLICABLE)

I, Virginia Highlands Airport Commission, hereby certify that I have authorized Nowark Environmental, Inc to act on my behalf and take all actions necessary to the processing, issuance, and acceptance of this permit and any and all standards and special conditions attached. We hereby certify that the information submitted in this application is true and accurate to the best of our knowledge.

Applicant's signature 	Second applicant's signature 	Agent's signature 
Date <u>4-11-07</u>	Date <u>4-11-07</u>	Date <u>4-19-07</u>

## CONTRACTOR ACKNOWLEDGEMENT (IF APPLICABLE)

I, (APPLICANT'S NAME), have contracted (CONTRACTOR'S NAME) to perform the work described in this Joint Permit Application, signed and dated                     .

We will read and abide by all conditions as set forth in all Federal, State, and Local permits as required for this project. We understand that failure to follow the conditions of the permits may constitute a violation of applicable Federal, State, and Local statutes and that we will be liable for any civil and/or criminal penalties imposed by these statutes.

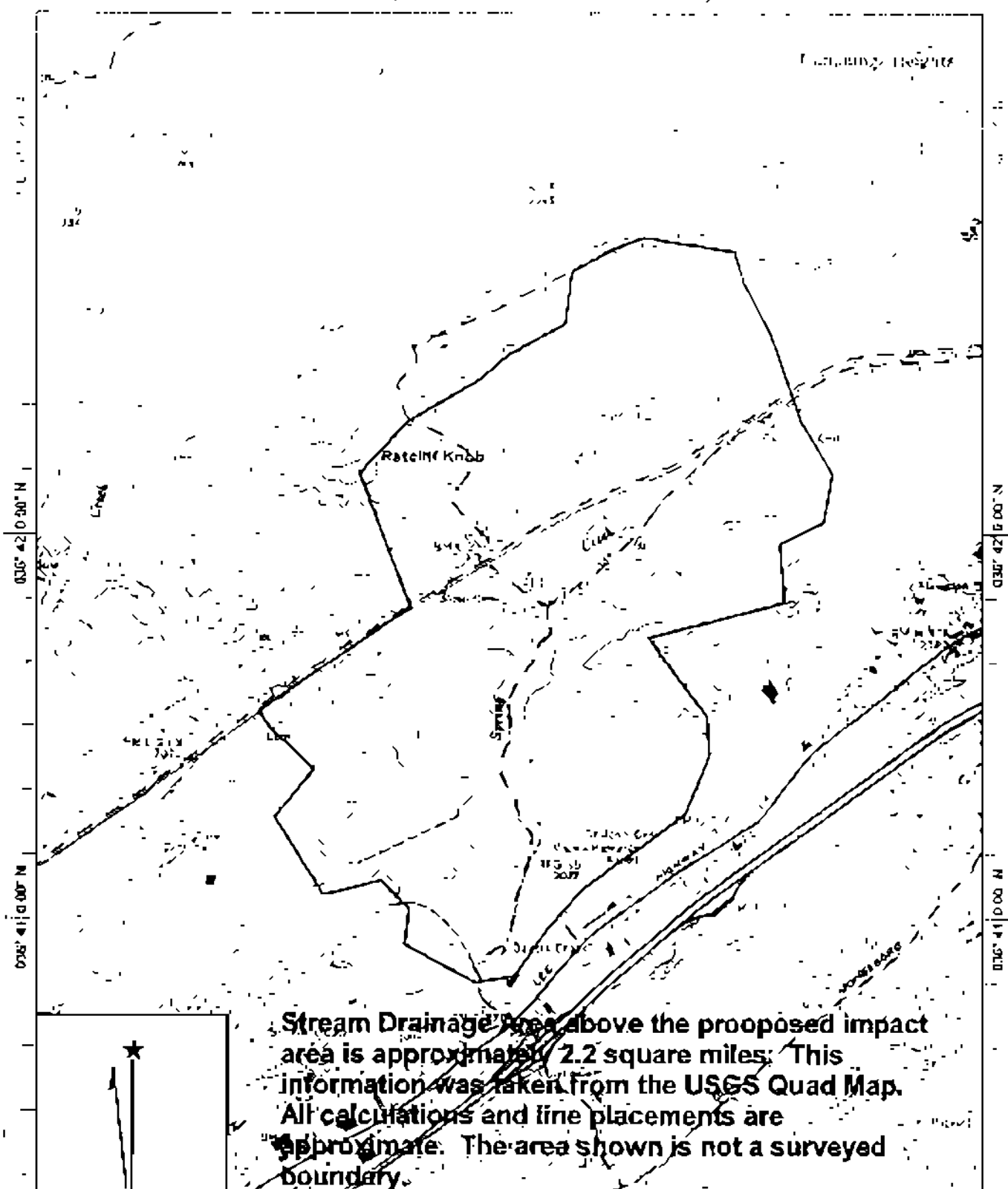
In addition, we agree to make available a copy of any permit to any regulatory representative visiting the project site to ensure permit compliance. If we fail to provide the applicable permit upon request, we understand that the representative will have the option of stopping our operation until it has been determined that we have a properly signed and executed permit and are in full compliance with all of the terms and conditions.

Contractor's name or name of firm (printed/typed)		Contractor's or firm's mailing address	
Contractor's license number	Contractor's signature and title	Date	
Applicant's signature		Second applicant's signature	
Date		Date	



END OF GENERAL INFORMATION

The following sections are activity-specific. Fill out only the sections that apply to your particular project.



Virginia Highlands Airport  
Washington County, Virginia

Stream Drainage  
Area Map

Project #. 01-200002  
Date: 04-11-07  
Scale: Not to Scale



DEPARTMENT OF THE ARMY  
NORFOLK DISTRICT, CORPS OF ENGINEERS  
FORT NORFOLK, 863 FRONT STREET  
NORFOLK, VIRGINIA 23510-1096

October 31, 2006

Western Virginia Regulatory Section  
(NAO-2006-6601, Spring Creek)

Newkirk Environmental, Inc.  
Attn: Mr. Derrick Myers  
P O Box 746  
Mt. Pleasant, SC 29465-0746

Dear Mr. Myers:


This letter is in reference to the delineation completed by your staff on the Virginia Highlands Airport property located in Washington County, Virginia.

The wetlands and stream delineation as shown on the site plan entitled Virginia Highlands Airport Wetlands Survey, prepared by Thompson & Litton of Clintwood, VA, and certified by Eric W. Price, Land Surveyor, on March 7, 2006 is hereby verified as accurate. Our basis for this includes application of the Corps' 1987 Wetland Delineation Manual and the positive indicators of wetland hydrology, hydric soils, and hydrophytic vegetation and the presence of an ordinary high water mark.

Any mechanized landclearing that disturbs the soil surface, such as with a bulldozer and/or root rake, and/or any filling or excavation in the [wetlands and/or streams and/or ditches and/or ponds] on this site may require a permit from the Department of the Army and/or the Virginia Department of Environmental Quality prior to such activities occurring.

If you have any questions, please call Annette Poore at 276-623-5259.

Sincerely,

(for)   
Michael A. Schwinn  
Chief, Western Virginia Regulatory Section

Unified Stream Methodology for use in Variable

Key words: wood-boring chalcids; Coccinellidae; *L. latidorsis*; *G. bipunctata*

**1 Channel Card**

NOTES:

2. **RIPARIAN BUFFERS:** A wetland boundary is located along the edge of the wetland. A wetland may be adjacent to a water body.

1. Separate "parameters" of any factor function into 2 columns: Categories and Continuous Scores using the Unsubscribe
2. Determine square footage for each by multiplying length and width. Categories and scores provided for each below
3. Enter the % Measure Area and Score for each teacher. Categories in the blocks below

1 INSTREAM HABITAT: Varied substrate sizes, water velocity and depth, rocky and bumpy bottom. Water turbulent, low turbidity, shade.

Instream Habitat/Available Cover	Conditional Category			
	Optimal	Suboptimal	Marginal	Poor
	Healthy streamers are typically present in 25% or more 50% of the reach.	Stream habitat is generally degraded in 25-50% of the reach and is typically not representative of population.	Stream habitat is generally degraded in 50-75% of the reach and is not representative of the population.	Stream habitat is generally degraded in 75% or more of the reach.
Score	1.5	1.2	0.9	0.5

Project #	Aspects	Location	Conservation Goals	NRUG	Date	Date Period	RRR Length	Impacts Factor
	Virginia Highlands Biological Center East		ALP	64419182	2-18-87	1	1000'	1
<b>4. CHANNEL ALTERATION</b> Stream crossings: traps, concrete, gabions, or concrete blocks, damming of channels, channelization, embankment, spoil piles, confluences, levees.								<b>NOTES &gt;&gt;</b>
<b>Conditional Category</b>								
Channel Alteration	Negligible	Minor	Moderate		Severe			
	Channel or crossing of stream or watershed where stream has an unimpeded path to the water body.	Less than 25% of the stream reach is damaged by any of the channel alterations listed in the following table.	25% to 50% of the stream reach is damaged by any of the channel alterations listed in the following table.	50% to 75% of the stream reach is damaged by any of the channel alterations listed in the following table.	75% to 100% of the stream reach is damaged by any of the channel alterations listed in the following table.	Channel or crossing of stream or watershed where stream has an unimpeded path to the water body.		
SCORE	1.5	1.3	1.1	0.9	0.7	0.5		
<b>REACH CONDITION INDEX and STREAM CONDITION UNITS FOR THIS REACH</b>								
NOTE: The CR and RCI scores are reported in 1 decimal place. The CR should be rounded to 3 decimal places.								
					<b>THE REACH CONDITION INDEX (RCI) &gt;&gt;</b>			
					RCI = (sum of all CRs) / 6			
					<b>COMPENSATION REQUIREMENT (CR) &gt;&gt;</b>			

**INSERT PHOTOS:**

**DESCRIBE PROPOSED IMPACT:**



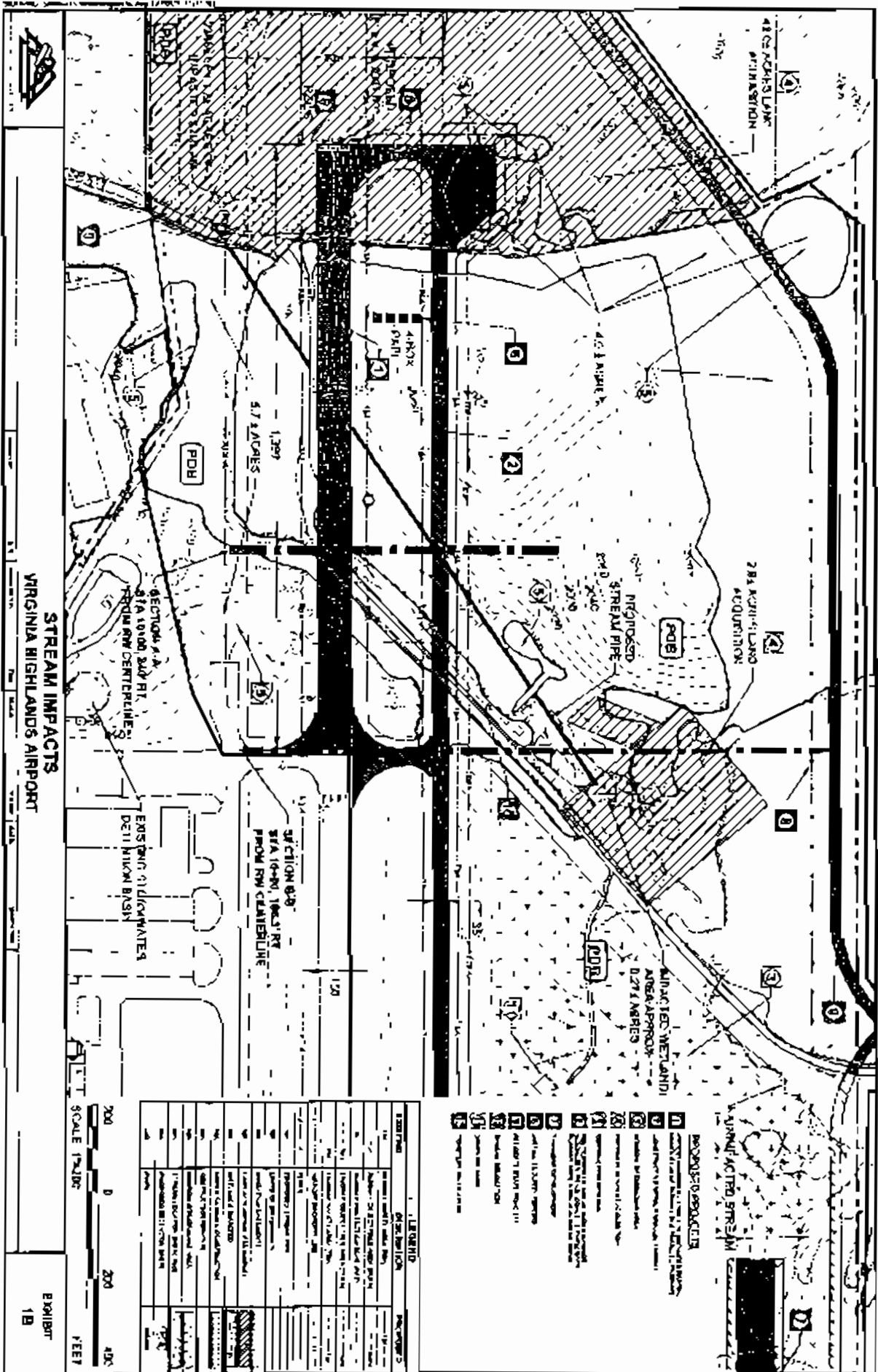
# Stream Assessment Summary Form (Form 2)

## Unified Stream Methodology for use in Virginia

Project #	Applicant	Date
	Virginia Highlands Airport Commission	5/7/2007
Evaluators	INUC	Locality
Newkirk Environmental, Inc	6010102.00	

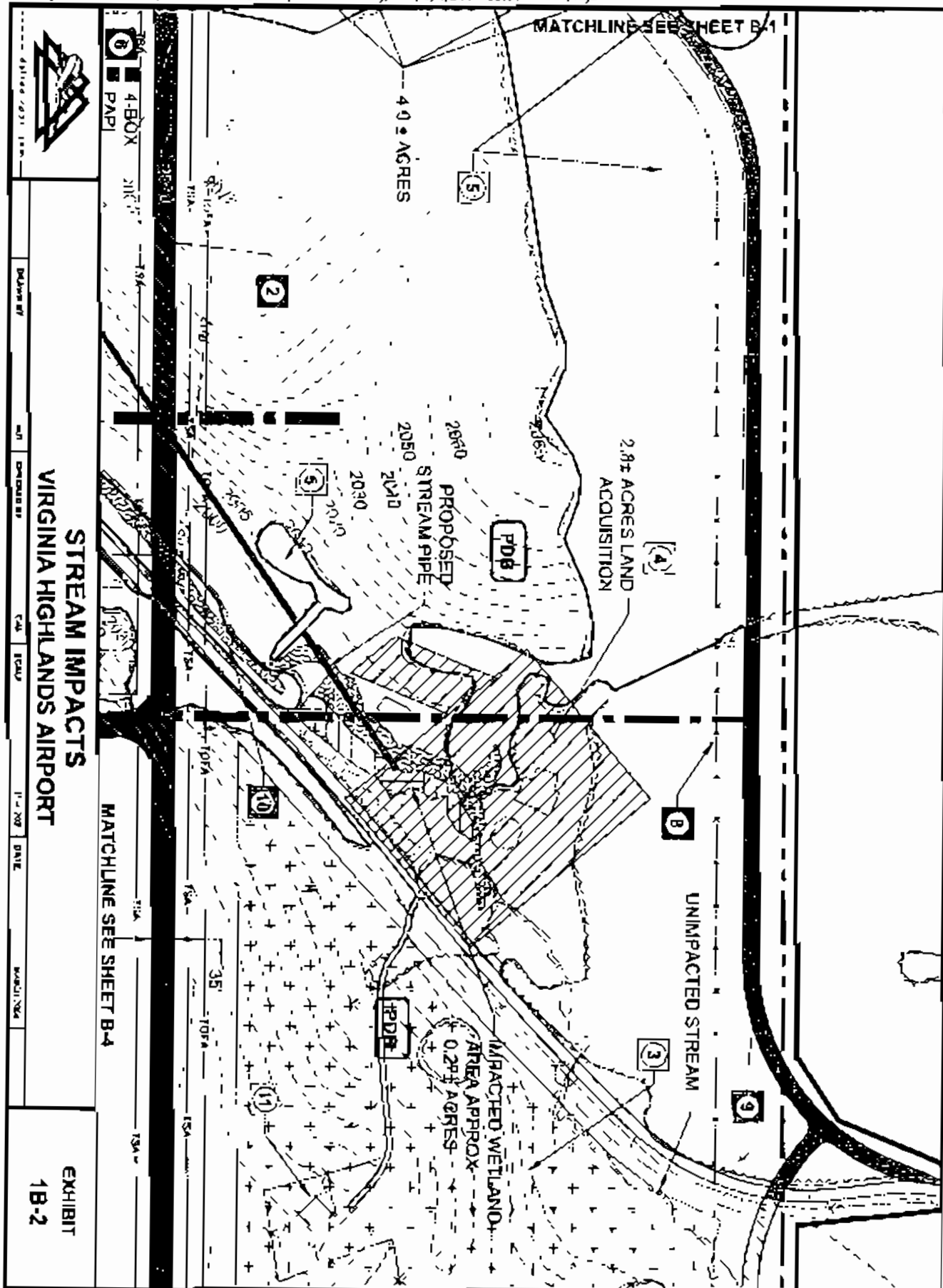
Stream Name	Reach ID	Length of Impact (L <sub>i</sub> ) (feet)	Reach Condition Index (RCI)	Impact Factor (IF)	Compensation Requirement (CR) (L <sub>i</sub> × RCI × IF)
Spring Creek	1	2,495	1.11	1.00	2,769
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
Total L <sub>i</sub>		2,495		Total CR	2,769

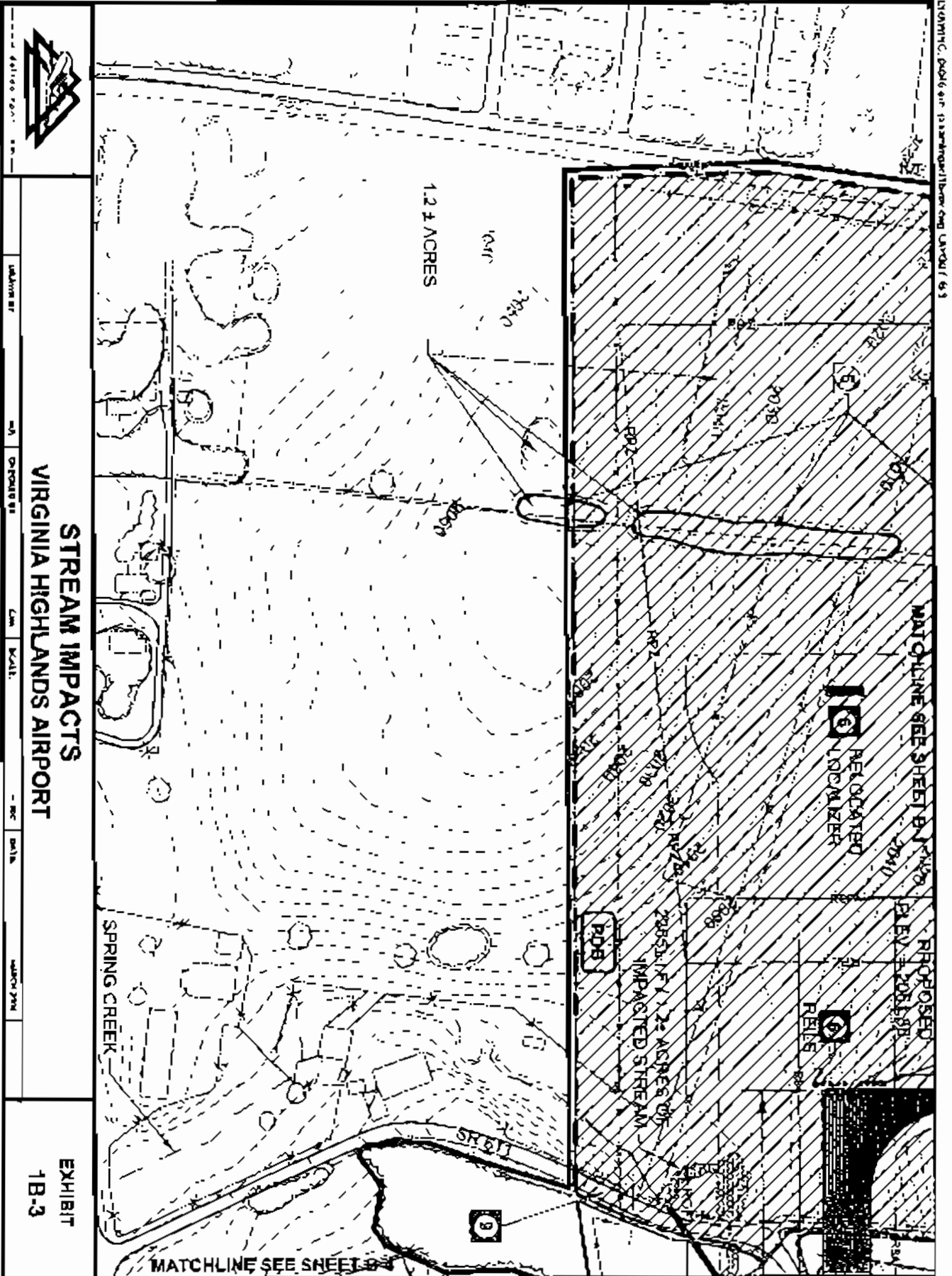
Note: Round all feet & CR's to the nearest whole number

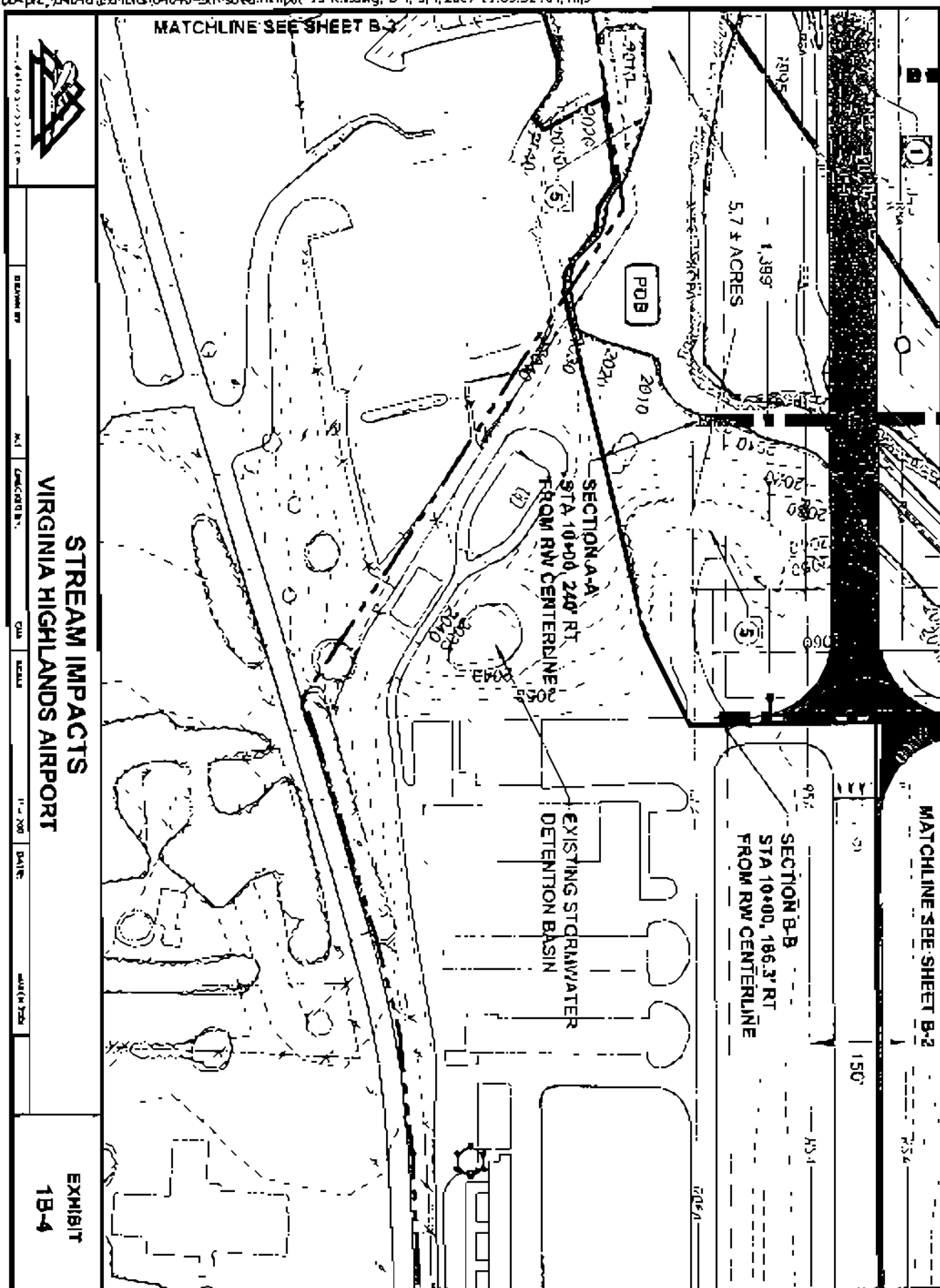


STREAM IMPACTS  
VIRGINIA HIGHLANDS AIRPORT









**Supporting Document for the  
Virginia Highlands Airport Runway Extension  
Revised May 2, 2007**

**1.0 Site Location and Description:** The project site is located at the west end of the Virginia Highlands Airport outside of the town of Abingdon, Virginia. The site is currently owned by the applicant, Virginia Highlands Airport Commission. The proposed impact areas are specifically located on either side of Virginia State Road 611 (Providence Road) approximately 1200 feet north of the intersections of US Highway 11 (Lee Highway) and State Road 611. Access is available from Virginia State Road 611.

The prior use of this land was agriculture in the form of pasture lands. Since Virginia Highlands Airport has acquired the land the fields have been left fallow. The topography on-site can be described as a valley that increases in slope to the north and east. A description of the acreage falls into three broad community types described as follows:

### **1.1 Spring Creek**

A field review of the subject property found that there is a jurisdictional stream on-site. This stream is listed on the US Geological Survey as Spring Creek. This area of Spring Creek is highly degraded due to past agriculture activities. A majority of the riparian buffers have been removed and livestock, in the past, was allowed to traverse the banks and streambed which has resulted in a sloughing effect.

### **1.2 Upland Hardwood Forest**

The forested uplands located in the northwestern edge of the property, consist of plant species dominated by mockernut hickory (*Carya glabra*), shagbark hickory (*Carya ovata*), northern red oak (*Quercus rubra*), white oak (*Quercus alba*), black cherry (*Prunus serotina*), red maple (*Acer rubrum*), and red cedar (*Juniperus virginiana*). Soils in this area are mapped by USDA in the Tate series. This soil type is described as a well drained loam at the surface underlain by a clay loam.



### 1.3 Pasture Lands

The pasture lands make up the remainder of the site. These were frequently mowed and grazed by livestock in the past. Grasses found within these pasture lands are dominated by bermuda grass (*Cynodon dactylon*) and meadow fescue (*Festuca pratensis*). The majority of the soils in this area are also mapped in the Tate series.

**2.0 Project Description:** The proposed project includes improvements necessary to further develop the Virginia Highlands Airport as an ARC-B-II (large) general aviation airport, as well as meet standards established in Advisory Circular (AC) 150/5300-13, *Airport Design* to the greatest extent practicable, and in accordance with FAA guidance. The ARC-B-II (large) general aviation airport will accommodate planes greater than 12,500 lbs. maximum gross weight.

The FAA is required to publish the National Plan of Integrated Airport Systems (NPIAS) as mandated by the Airport and Airways Improvement Act of 1982. The Virginia Highlands Airport was listed as a general aviation (GA) airport in NPIAS and a general aviation regional (GR) airport in the Virginia Air Transportation System Plan (VATSP) during the initiation of this EA. NPIAS is FAA's planning system that is updated every two years and is intended to identify the nation's airport needs over a 10-year planning period, representing a continuous planning effort. VATSP identifies Virginia's airport needs in the most recent update to the state plan which was published in 2003. The 2003 Airport Layout Plan (ALP) determined that the future critical aircraft will be faster and heavier, and therefore recommended development of the airfield as an ARC B-II (large) facility. This FAA approved forecast established the basis for determining and planning the airfield infrastructure and facility requirements necessary to adequately serve the community's current and future needs. In an effort to provide safe facilities to meet the performance requirements of aircraft utilizing the airport in the present and future, the Virginia Highlands Airport Commission is proposing this expansion.

The Virginia Highlands Airport serves as a vital transportation focal point to the

surrounding community, serving air access needs for business and industry providing air freight shipment of parts, medicines, and bank drafts for area businesses. The airport is also home to a U.S. Forest Service aerial fire fighting unit, a Virginia State Police airplane, and a MedEvac helicopter.

The proposed project includes a runway extension of 1,399 feet to serve the existing and future aviation demand of Virginia Highlands Airport, as well as a partial parallel taxiway to serve the extension. A total useable runway length of 5,500 feet is proposed to accommodate large airplanes (>12,500 lbs. maximum gross weight). Associated with the proposed runway extension, visual and electronic aids would be relocated as appropriate. Included with the extension and associated partial parallel taxiway, Runway Protection Zones, Runway Object Free Areas, and Runway Safety Areas will be established.

Also proposed for the project is the development of a T-Hangar, the installation of security fencing, relocation of the Automated Weather Observing System, small cemetery relocation, and demolition of an existing barn on airport property.

To accomplish these tasks, the proposed work will necessitate impacts to federally defined jurisdictional wetlands and other waters of the US for the purpose of providing access for larger planes, expansion of the existing facilities and safe travel for patrons by providing navigational aids and related elements required to meet FAA design standards.

**3.0 Description of Proposed Impacts:** To accomplish the project purpose as described in the following section of this document, the owner and applicant, Virginia Highlands Airport Commission proposes the following activities resulting in impacts to wetland resources.

- 3.1 Fill approximately 0.27 acres of 404 jurisdictional wetlands to lengthen the existing Runway 6**

3.2 Fill approximately 2365 linear feet of Spring Creek a 404 jurisdictional stream also part of the Runway 6 extension. The stream will be relocated via culvert under the new runway

**4.0 Project Purpose and Need:** The purpose and need of the proposed action is for VIAC to provide airfield infrastructure to support the current and projected demand for aviation activity in the Washington County area and other related actions required to meet FAA requirements. The project is needed as the airport is currently restricted to publish airfield capability for only small aircraft (<12,500 lbs. maximum gross weight); however current and projected demand includes large aircraft (>12,500 lbs. maximum gross weight). Forecasts data provided by the AIP update indicate that all aspects of aviation demand at the airport will maintain moderate growth that will support the runway extension. Ongoing development will enable the Virginia Highlands Airport to continue to accommodate the growth in aviation demand and contribute to the economic vitality of the service area. This FAA approved forecast determined that existing and future aviation demand requires an ARC B-II (large) airport. The change from the existing ARC of B-II (small) to B-II (large) would fulfill existing and projected aviation demands, as well as accomplish the facility requirements.

For clarity purposes the project purpose statement has been divided into the basic purpose and overall purpose. This approach is consistent with the evaluation of alternatives required by the 404(b)(1) Guidelines and may assist the COE in conducting their analysis of alternatives. It is clearly recognized that while the COE may consider our stated basic and overall purpose, it must determine these issues without undue deference to our views.

*The overall purpose* of the proposed project is to provide needed airfield infrastructure to support the current and projected demand for aviation activity in the Washington County area.

*The basic purpose* of the proposed project is to place fill material in waters of the U.S., including wetlands, to construct roads, industrial buildings, infrastructure

and parking facilities associated with the proposed airport expansion. It is understood that the *basic purpose* statement is used to determine “water dependency” for alternative analysis purposes. Beyond that, the project purpose, as stated in the *overall purpose* clearly defines the applicant’s intent for this undertaking.

**5.0 Alternative Analysis:** An alternative analysis for the proposed project was conducted to identify reasonable alternatives that meet the purpose and need for the applicant. These alternatives included the extension of Runway 24 and the proposed extension of Runway 6.

An alternative that was considered but not carried forward was an extension to Runway 24. An extension to Runway 24 is undesirable as terrain and development to the east of the airport precludes any further extension. Several businesses, including a portion of Forest Hills Cemetery would need to be relocated, as well as U.S. Route 11, and Emmanuel Baptist Church. It would also bring a significantly greater amount of air traffic over the town of Abingdon at a lower elevation, resulting in noise incompatibility issues. Furthermore, the Virginia Highlands Airport Commission is currently negotiating aviation easement acquisition to the northeast of Runway 24 to remove existing obstructions. An extension of Runway 24 would require a re-evaluation of obstructions and further property interest acquisition. As a result of the above findings this option was eliminated from further consideration.

The proposed runway extension will require similar acreages of acquisition, however the expansion into rural areas where larger tracts are available and the number of residences per acre is much less will decrease total impacts to the surrounding communities. Also noise will be directed into a more rural section of Washington County.

**6.0 Avoidance and Minimization:** The Virginia Highlands Airport Commission has minimized impacts to overall land disturbance by utilizing an existing resource which is the existing runway. As described in the above section an extension of Runway 24 is the

least feasible from a development acquisition and economic standpoint therefore leaving the only feasible option to extend Runway 6 and impact the associated wetlands and stream.

**7.0 Compensatory Mitigation:** The applicant intends to mitigate fully for the proposed impacts to Spring Creek. Due to topographic and overall site constraints, onsite mitigation is not feasible. A compensatory mitigation plan has not been developed at this time, however this will be addressed during the permit process with the full input of all involved state and federal agencies.

**8.0 Threatened and Endangered Species:** Newkirk Environmental, Inc completed a comprehensive Threatened and Endangered Species Assessment for the project site in June 2006. This assessment concluded that the proposed project is not likely to result in adverse impacts to any federally listed threatened and endangered species. A copy of the assessment is included as an addendum to this application.

**9.0 Archaeological and Cultural Resources:** Coastal Carolina Research, Inc completed an archeology survey for the project site in October 2006. A copy of this survey is included as an addendum to this application. Due to findings within this report a Phase II Archaeological Study is being conducted. That information will be forwarded to you once complete.

**10.0 Summary:** Planning and permitting of development projects are dependant upon having the flexibility to implement sound land planning and engineering design principles to create plans, which are often conceptual at the time of permitting. These large projects must include adequate land for development to economically justify the project, reasonable access, construction of utilities and stormwater systems and appropriate location of the various land uses.

Expanding a facility that will service existing clientele and accommodate future growth is sound justification for the proposed runway extension project and the associated development which includes the extension and associated partial parallel taxiway,

### Runway Protection Zones, Runway Object Free Areas, and Runway Safety Areas

The alternatives, from a land use stand point, would have far more negative impacts on the surrounding communities due to the acquisition of additional lands and displacement of additional citizens. This alternative would also significantly increase noise within the heaviest populated areas of Abingdon. By extending Runway 6 the applicant extends the runway into more rural areas of Washington County which decreases the amount of citizens displaced and reduces the noise over highly populated areas.

DEPARTMENT OF ENVIRONMENTAL QUALITY  
WATER QUALITY DIVISION  
PERMIT APPLICATION FEE FORM  
EFFECTIVE JULY 1, 2004

INSTRUCTIONS

Applicants for individual Virginia Pollutant Discharge Elimination System (VPDES), Virginia Pollution Abatement (VPA), Virginia Water Protection (VWP), Surface Water Withdrawal (SWW), and Ground Water Withdrawal (GWW) Permits are required to pay permit application fees, except farming operations engaged in production for market. Fees are also required for registration for coverage under General Permits except for the general permits for sewage treatment systems with discharges of 1,000 gallons per day (GPD) or less and for Corrective Action Plans for leaking underground storage tanks. Except for VWP permits, fees must be paid when applications for permit issuance, reissuance or modification are submitted. Applicants for VWP permits will be notified by the DEQ of the fee due. Applications will be considered incomplete if the proper fee is not paid and will not be processed until the fee is received. (The reissuance fee does not apply to VPDES and VPA permits - see the fee schedule included with this form for details.)

The permit fee schedule is included with this form. Fees for permit issuance or reissuance and for permit modification are included. Once you have determined the fee for the type of application you are submitting, complete this form. The original copy of the form and your check or money order payable to "Treasurer of Virginia" should be mailed to:

Department of Environmental Quality  
Receipts Control  
P.O. Box 1104  
Richmond, VA 23218

A copy of the form and a copy of your check or money order should accompany the permit application. You should retain a copy for your records. Please direct any questions regarding this form or fee payment to the DEQ Office to which you are submitting your application.

APPLICANT NAME: Virginia Highlands Airport Commission SSN/FIN: \_\_\_\_\_

ADDRESS: 1852 Lee Highway DAYTIME PHONE: (276) 628-2909  
Abingdon Va 24212-0631 Area Code

FACILITY/ACTIVITY NAME: Virginia Highlands Airport Runway Extension  
LOCATION: Abingdon

TYPE OF PERMIT APPLIED FOR  
(from Fee Schedule): VWP Individual / Surface Water Impacts

TYPE OF ACTION: X New Issuance \_\_\_\_\_ Reissuance \_\_\_\_\_ Modification

AMOUNT OF FEE SUBMITTED  
(from Fee Schedule): \$2400.00

EXISTING PERMIT NUMBER (if applicable): \_\_\_\_\_

DEQ OFFICE TO WHICH APPLICATION SUBMITTED (check one)

<input type="checkbox"/> Abingdon/SWRO	<input type="checkbox"/> Harrisonburg/VRO	<input type="checkbox"/> Woodbridge/MVRO	<input type="checkbox"/> Lynchburg/SCRO
<input type="checkbox"/> Richmond/PRO	<input type="checkbox"/> Richmond/Headquarters	<input type="checkbox"/> Roanoke/WCRO	<input type="checkbox"/> Virginia Beach/ITRO

FOR DEQ USE ONLY

Date: \_\_\_\_\_  
DC #: \_\_\_\_\_

Original Form and Check - DEQ Receipts Control, Richmond  
Copy of Form and Copy of Check - DEQ Regional Office or Permit  
Program Office

**Colleen M. Angstadt**

**From:** Colleen M. Angstadt  
**Sent:** Friday, May 04, 2007 11:59 AM  
**To:** 'derrick@newkirkenv.com'  
**Subject:** Instructions for accessing and downloading files to the Delta Airport Consultants, Inc FTP Site

Derrick -

The new exhibits have been uploaded to our FTP site for your use. Instructions are below. Please let me know if you need anything further!

Thanks.

To use our ftp site, please use the link below in your Internet Explorer browser

Delta Client FTP Site  
This should take you directly to our site and our client folder

If you see a login screen, then please use the credentials below:  
login: client  
Password: client123

Once you are logged in, you will see a folder called: Virginia Highlands/5-4-07

Your files reside in this folder

**NOTE:** You cannot drag the folder or files within to your computer, please copy and paste files only

Once the file / files have been downloaded to your computer, please do a "reply to all" email so we know you have successfully received your files from Delta.

If you have any questions, please contact.

Will Hamblen - whamblen@deltaairport.com  
Steve Hart - shart@deltaairport.com

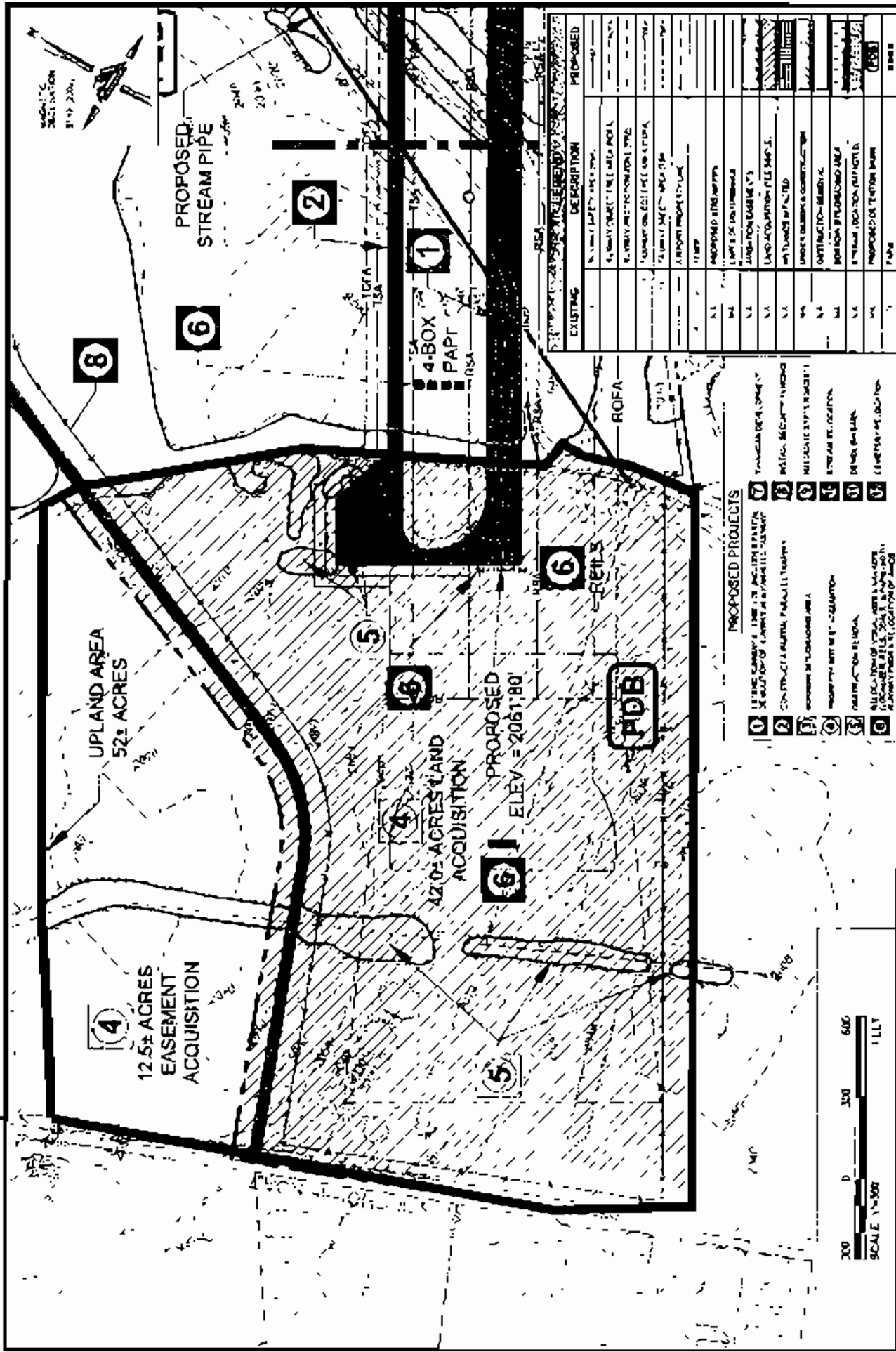
Phone: 804 - 275 - 8301

**Thank you for using the Delta FTP Site!**

Colleen M. Angstadt AICP  
Project Manager  
Delta Airport Consultants, Inc.  
8008 Corporate Center Drive, Ste 330  
Charlotte, NC 28226  
704.521.9101 (ph) / 704.521.9109 (f)  
cangstadt@deltaairport.com

5/4/2007





# UPLAND AREA VIRGINIA HIGHLANDS AIRPORT

EXHIBIT

1D

## STREAM IMPACTS

**EXHIBIT**  
**1B-1**

**PROXY HOLDING**

75A  4-BOX  
FBI

**MATCHLINE SEE SHEET B-4**

## STREAM IMPACTS

**EXHIBIT**  
**1B-2**

447 103/021199 --1-

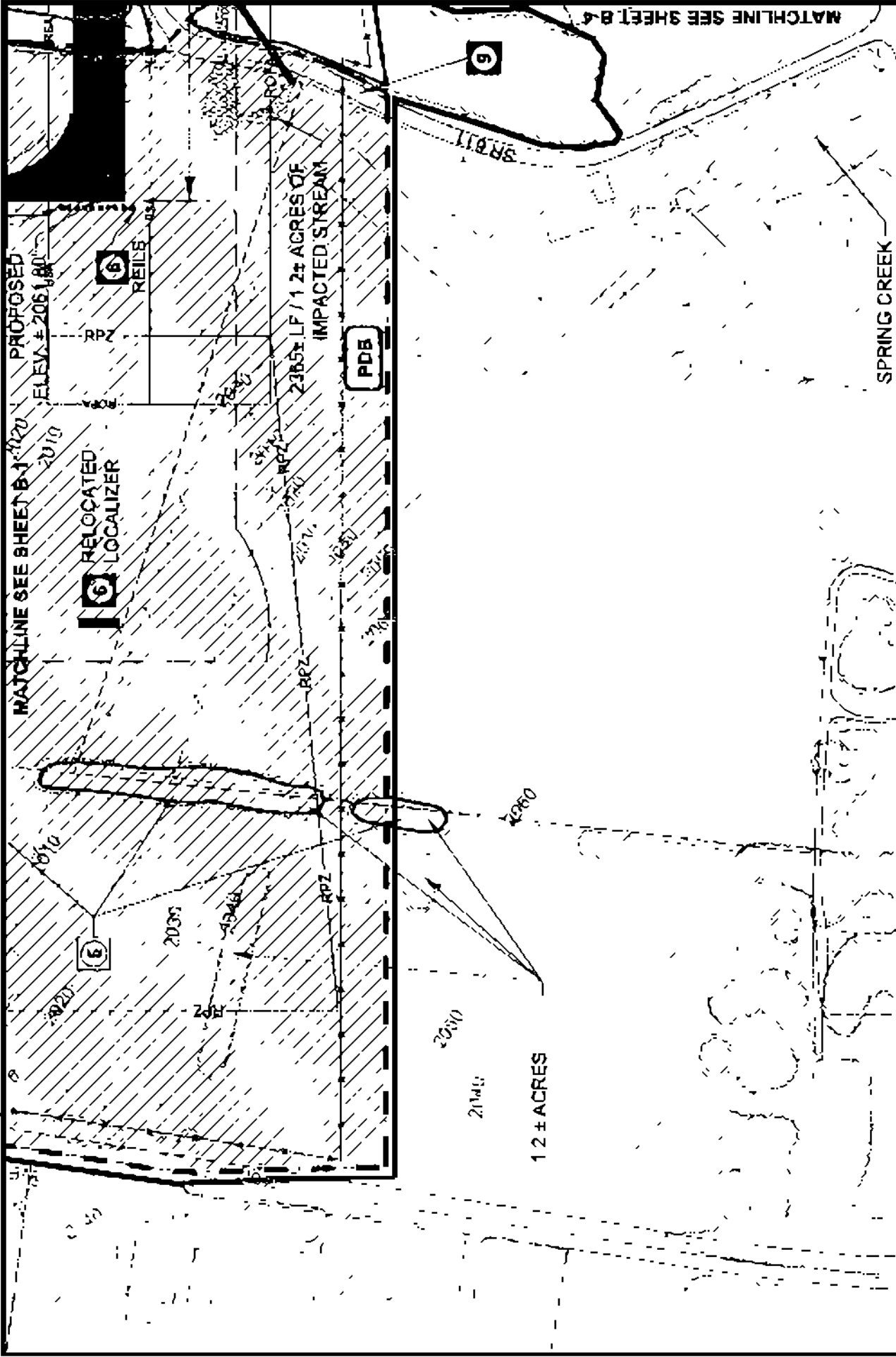
**ADDITIONAL**

[illegible]

ms	ms
----	----

219

**WEEK - DAY**



# STREAM IMPACTS VIRGINIA HIGHLANDS AIRPORT

EXHIBIT  
1B-3

DATE: 10/1/2008

SCALE: 1"=100'

CAD: J. B. B.

1.399' ± ACRES

PDB

SECTION A-A  
STA 10+00, 240' RT  
FROM RW CENTERLINE

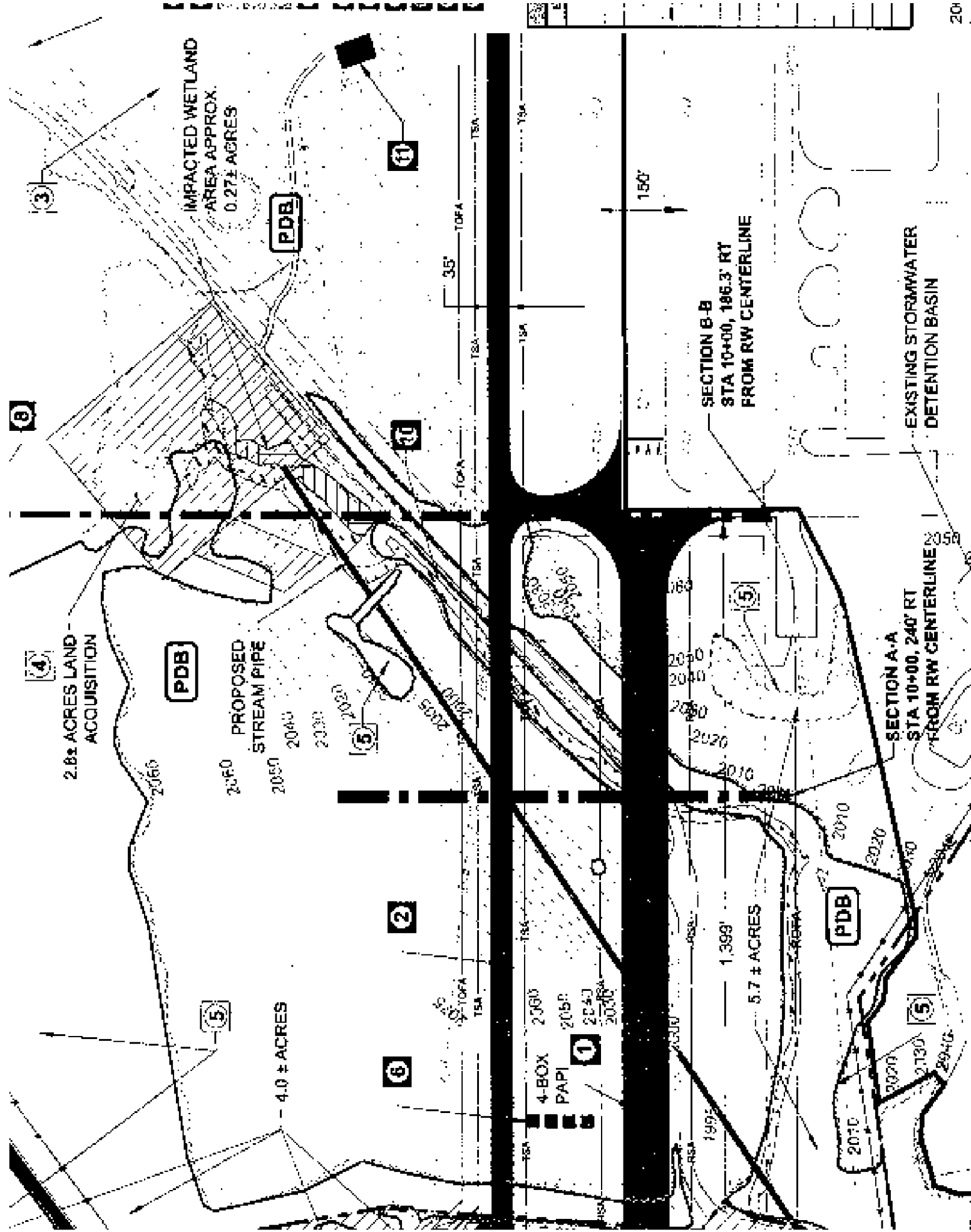
SECTION B-B  
STA 10+00, 186.3' RT  
FROM RW CENTERLINE

EXISTING STORMWATER  
DETENTION BASIN

MATCHLINE SEE SHEET B-3

## STREAM IMPACTS

**EXHIBIT**  
**1B-4**





May 3, 2007

Mr. Randy Owen  
Virginia Marine Resource Commission  
2600 Washington Ave, 3<sup>rd</sup> Floor  
Newport News, VA 23607

**RE: Virginia Highlands Airport Runway Extension  
Washington County, Virginia  
NEI Job #01-1268b2**

Dear Mr. Owen,

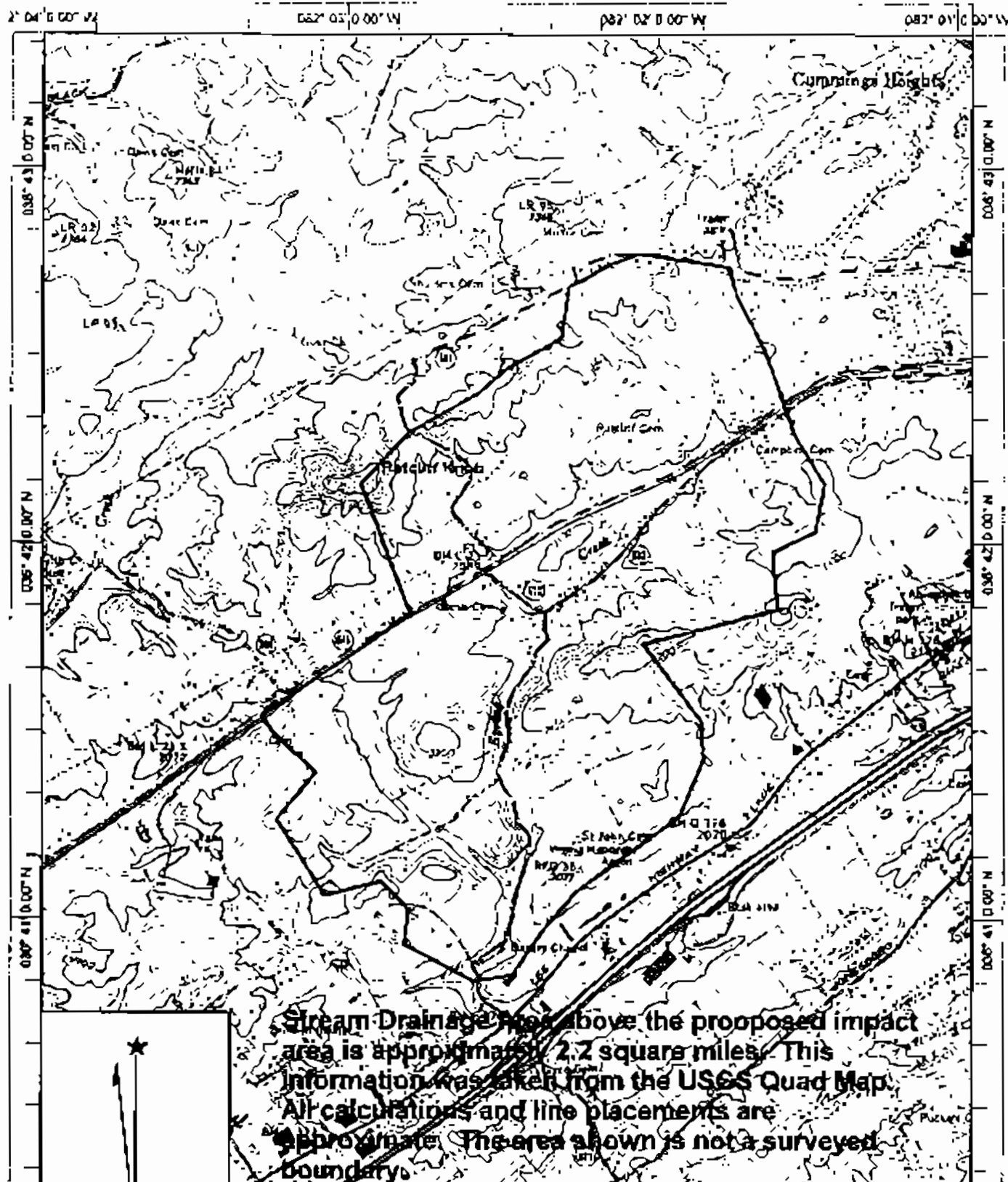
As requested I have attached the Stream Drainage Area Map for the proposed impact area associated with the Virginia Highlands Airport Runway Extension. If you need any additional information please do not hesitate to give me a call.

Sincerely,

M. Derrick Myers  
Newkirk Environmental, Inc.  
Charleston, SC Office

Cc: Colleen Angstadt, Delta Airport Consultants

Enclosures



Virginia Highlands Airport  
Washington County, Virginia

Stream Drainage  
Area Map

Project #: 01-176337  
Date: 04-11-07  
Scale: Not to Scale





# COMMONWEALTH of VIRGINIA

DEPARTMENT OF ENVIRONMENTAL QUALITY  
SOUTHWEST REGIONAL OFFICE

L. Preston Bryant, Jr.  
Secretary of Natural Resources

Mailing Address: P.O. Box 1688, Abingdon, Virginia 24212-1688  
Street Address: 355 Dismore Street, Abingdon, Virginia 24210  
(776) 676-4800 Fax (776) 676-4839  
[www.deq.virginia.gov](http://www.deq.virginia.gov)

April 3, 2006

RECEIVED  
APR 05 2007  
VIRGINIA HIGHLANDS  
AIRPORT COMMISSION

David K. Paylor  
Director

Michael D. Overstreet  
Regional Director

H. Derrick Myers  
Newark Environmental, Inc.  
P.O. Box 746  
Mount Pleasant, SC 29435-0746

RE: Joint Permit Application Number 07-0703, Additional Information and Permit Application Fee Request; Virginia Highlands Airport Commission - Virginia Highlands Airport Runway & Extension; Washington County, Virginia

Dear Mr. Myers:

The Virginia Department of Environmental Quality (DEQ) received a copy of the application for the above-referenced project on March 26, 2007. DEQ has determined that this project qualifies for a Virginia Water Protection (VWP) individual permit in accordance with 9 VAC 25-210 et seq., provided that a complete application is received. However, your application is incomplete, and additional information is required in order for DEQ to continue the permitting process. Please submit the following additional information to my attention at the letterhead address:

1. Section 9 VAC 25-210-80.B.1.i of the regulations requires that either the application submitted to VMRC or the application submitted to DEQ have an original signature signed by the applicant. In order to meet this requirement, please provide an original signature with the resubmitted materials, or provide verification that an original was submitted to VMRC.
2. Section 3.0 of the narrative attached to the application indicates that the proposal will have an impact to two wetland systems (i.e. the 0.27 acres and the 2365 lf of open waters). However, Section 8 of the JPA identifies only a single impact area (Impact site 1). Please segregate the two proposed impact areas and provide dimensions and area estimates for both impact sites independently.
3. Please provide a proposed construction schedule in accordance with Section 9 VAC 25-210-80.B 1.b
4. Please provide the stream drainage area in accordance with the JPA requirements and Section 9 VAC 25-210-80.B 1.k

5. In accordance with 9 VAC 25-210-80.B.1.k.3, please provide the wetland delineation information and a copy of the USACE confirmation with the application materials.
6. The application must include a plan of mitigation for unavoidable impacts to surface waters in accordance with 9 VAC 25-210-80.B.1.k(4). The requirements of this section are very specific and require a detailed description of:
  - a) measures taken during project design and development both to avoid and minimize impacts to surface waters to the maximum extent practicable, and;
  - b) The compensatory mitigation plan for the unavoidable impacts, which include the goals and objectives of the plan, in terms of replacement of functions and values and expressed in acres of each wetland or stream type

Please reference this section of the regulations for the specific information requirements. Copies of the regulations may be found at the DEQ web site at: [www.deq.state.va.us/wetlands/permitfees.html](http://www.deq.state.va.us/wetlands/permitfees.html).

7. The compensation for the impacts from this project shall also include the 130 feet of stream impacts authorized by a previous action under the VWP General Permit Authorization Number WP4-04-1276.
8. Please provide additional plan view and construction detail drawings of the project at a larger scale in order to more accurately depict the proposed project.
9. The total project impacts should address the potential stream and wetland impacts (including permanent and temporary crossings) that result from the construction of the relocated roadways or the excavation of borrow areas to produce the fill material required by the project.
10. In accordance with 9 VAC 25-210-80 B n, provide the appropriate application processing fee. A permit application fee of \$2400.00 is required for the proposed activity. Issuance of the VWP individual permit will not occur until the required permit application fee is deposited by the DEQ Receipts Control department. Checks or money orders should be made payable to the Treasurer of Virginia. Please complete the enclosed Permit Application Fee Form and mail with the designated fee within 30 calendar days of the date of this letter to the following address:

DEQ Receipts Control  
Water Division  
P.O. Box 1104  
Richmond, Virginia 23218

Because the application has been determined to be incomplete, the 120 calendar day processing period for a VWP individual permit will not commence until you provide a complete application. Please be advised that upon receipt of the requested information noted herein, additional information may still be required for DEQ to reach a permit decision.

M Derrick Myers  
Newkirk Environmental, Inc.  
April 3, 2007  
Page 3

You may contact me at (276)676-4816 or mstrent@deg.virginia.gov if you have any questions regarding this request. Thank you for your cooperation in this matter.

Sincerely,



Mark S. Trent  
Environmental Engineer Senior  
Southwest Regional Office

cc: Carolyn Canella, U.S. Army Corps of Engineers  
Randy Owen, Virginia Marine Resources Commission  
Ron Deloney, Virginia Highlands Airport Commission

DEPARTMENT OF ENVIRONMENTAL QUALITY  
WATER QUALITY DIVISION  
PERMIT APPLICATION FEE FORM  
EFFECTIVE JULY 1, 2004

**INSTRUCTIONS**

Applicants for individual Virginia Pollutant Discharge Elimination System (VPDES), Virginia Pollution Abatement (VPA), Virginia Water Protection (VWP), Surface Water Withdrawal (SWW), and Ground Water Withdrawal (GWW) Permits are required to pay permit application fees except farming operations engaged in production for market. Fees are also required for registration for coverage under General Permits except for the general permits for sewage treatment systems with discharges of 1,000 gallons per day (GPD) or less and for Corrective Action Plans for leaking underground storage tanks. Except for VWP permits, fees must be paid when applications for permit issuance, reissuance\* or modification are submitted. Applicants for VWP permits will be notified by the DEQ of the fee due. Applications will be considered incomplete if the proper fee is not paid and will not be processed until the fee is received. (\* - the reissuance fee does not apply to VPDES and VPA permits - see the fee schedule included with this form for details.)

The permit fee schedule is included with this form. Fees for permit issuance or reissuance and for permit modification are included. Once you have determined the fee for the type of application you are submitting, complete this form. The original copy of the form and your check or money order payable to "Treasurer of Virginia" should be mailed to:

Department of Environmental Quality  
Receipts Control  
P.O. Box 1104  
Richmond, VA 23218

A copy of the form and a copy of your check or money order should accompany the permit application. You should retain a copy for your records. Please direct any questions regarding this form or fee payment to the DEQ Office to which you are submitting your application.

APPLICANT NAME: \_\_\_\_\_ SSN/FIN: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ DAYTIME PHONE: (\_\_\_\_) \_\_\_\_\_  
Area Code

FACILITY/ACTIVITY NAME: \_\_\_\_\_

LOCATION: \_\_\_\_\_

TYPE OF PERMIT APPLIED FOR  
(from Fee Schedule): \_\_\_\_\_

TYPE OF ACTION: \_\_\_\_\_ New Issuance \_\_\_\_\_ Reissuance \_\_\_\_\_ Modification

AMOUNT OF FEE SUBMITTED  
(from Fee Schedule): \_\_\_\_\_

EXISTING PERMIT NUMBER (if applicable): \_\_\_\_\_

**DEQ OFFICE TO WHICH APPLICATION SUBMITTED (check one)**

<input type="checkbox"/> Abingdon/SWRO	<input type="checkbox"/> Harrisonburg/VRO	<input type="checkbox"/> Woodbridge/NVRO	<input type="checkbox"/> Lynchburg/SCRO
<input type="checkbox"/> Richmond/PRRO	<input type="checkbox"/> Richmond/HHS/quarters	<input type="checkbox"/> Roanoke/NVCRD	<input type="checkbox"/> Virginia Beach/TRRO

**FOR DEQ USE ONLY**

Date: \_\_\_\_\_  
DC #: \_\_\_\_\_

Original Form and Check - DEQ Receipts Control, Richmond  
Copy of Form and Copy of Check - DEQ Regional Office or Permit  
Program Office

A. **VPOES and VPA Permits.** Applications for issuance of new individual VPOES or VPA permits, and for permits initiated major modifications that occur (and become effective) before the stated permit expiration date (flows listed are facility "design" flows. Land application rates listed are facility "design" rates.) (NOTE: VPOES and VPA permittees pay an Annual Permit Maintenance Fee instead of a registration fee. The permit fee is billed separately by DFC for the Annual Permit Maintenance Fee.)

B. Virginia Water Protection (VWP) Permits. Applications for issuance of new individual and reassurance or major modification of existing individual VWP permits. Only one permit application fee will be assessed per application; for a permit application involving more than one of the operations described below, the governing fee shall be based upon the primary purpose of the proposed activity. (Withdrawal amounts shown are maximum daily withdrawal.)

C Surface Water Withdrawal (SWW) and Ground Water Withdrawal (GWW) Permits. Applications for Issuance of new individual, and individual or mass, modification of existing individual SWW permits or GWW permits.

**D. Registration Statements (VPDES and VPA permits) or Applications (MUP permit(s)) for General Permit Coverage**

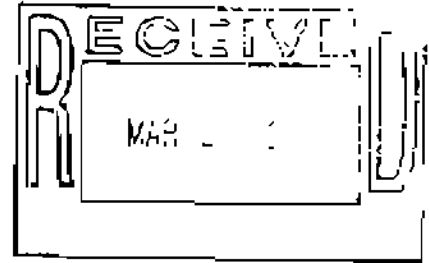
1. Except as specified in 2, 3, 4 and 5 below, the fee for registration for coverage under a general permit is \$600  
2. General VPDES Permit for Domestic Sewage Discharges of Less Than or Equal to 1,000 GPD (3 VAC 25-110) = \$0  
3. General VPDES Permit Regulation for Discharges from Petroleum Contaminated Sites (3 VAC 25-120) = \$0  
4. VPP General Permit:

4. VPDES Storm Water General Permits (except as specified in 3 below)

8 Owners of facilities that are covered under the Industrial Activity (VAT5) and Construction Site (VAT10) storm water general permits that expire on June 30, 2004 and who are reapplying for coverage under the new general permits that are effective on July 1, 2004, must submit a fee of \$600 to comply.



CHARLESTON, SC • BLUFFTON, SC



March 21, 2007

Mr. Randy Owen  
Virginia Marine Resource Commission  
2600 Washington Ave, 3<sup>rd</sup> Floor  
Newport News, VA 23607

**RE: Virginia Highlands Airport Runway Extension  
Washington County, Virginia  
NEI Job #01-1268b2**

Dear Mr. Owen,

Inclosed for your review and use is a joint permit application for impacts to freshwater wetlands associated with the proposed runway extension and further development at Virginia Highlands Airport located adjacent to Lee Highway (US Highway 11) and Virginia State Road 611 in Washington County, Virginia. Included are a Threatened and Endangered Species Assessment, an Archaeological and Cultural Resource Surveys, Stream Assessment Forms, and a Document in Support of the Application for State and Federal Permits. The Virginia Department of Environmental Quality and the US Army Corps of Engineers has been provided a complete copy of the application package for processing of the necessary state and federal permit/certifications. Also available upon request is the Virginia Highlands Airport Environmental Assessment Report.

Please do not hesitate to contact me with any questions or comments you may have concerning this application.

Sincerely,

M. Derrick Myers  
Newkirk Environmental, Inc.  
Charleston, SC Office

cc. Mark Trent, VADEQ  
Carolyn Cannella, USACE  
Colleen Angstadt, Delta Airport Consultants

Enclosures

PLEASE PRINT OR TYPE ALL ANSWERS. If a question does not apply to your project, please print N/A (not applicable) in the space provided. If additional space is needed, attach extra 8 1/2 x 11 inch sheets of paper.

If using JPA as Pre-Construction Notification (PCN), check here: \_\_\_\_\_  
 If using JPA as a DEQ Registration Statement, check here: \_\_\_\_\_

1. PROJECT LOCATION INFORMATION (Attach a copy of a map, such as a USGS topographic map or AOC map showing the site location. Include an arrow indicating the North Direction.)	
Address 1852 Lee Highway	City/County Abingdon / Washington
Subdivision N/A	Lot/Block/Parcel # 124-A-2, 124-A-18, 124-A-2A, 124-A-24D
Name of waterbody(ies) within project boundaries Spring Creek	Tributary(ies) to N/A
Project type (check one) <input type="checkbox"/> Single user (private, non-commercial, residential) <input checked="" type="checkbox"/> Multi-user (community, commercial, industrial, government)	
Latitude and longitude at center of project site: 36 - 40 - 57 / 82 - 02 - 30	
For projects impacting non/tidal wetlands/waters only 8- digit USGS Hydrologic Unit Code (HUC) for your project site (See <a href="http://www.epa.gov/surf/">www.epa.gov/surf/</a> ) 06010102	
Name of your project (Example: Paddy Creek driveway crossing) Virginia Highlands Airport Runway 6 Extension	
Is there an access road to the project? <input checked="" type="checkbox"/> yes <input type="checkbox"/> no. If yes, check all that apply: <input checked="" type="checkbox"/> public <input type="checkbox"/> private <input type="checkbox"/> improved <input type="checkbox"/> unimproved	
How can your site be identified if there is no visible address? Site is located on either side of Virginia State Road 611 at the end of the Virginia Highlands Airport Runway 6	
Provide driving directions to your site, giving distances from the best and nearest visible landmarks or major intersections. From downtown Abingdon take Lee Highway (US Highway 11) south. Take a right just past the Virginia Highlands Airport entrance onto Virginia State Road 611. The site is on either side of Virginia State Road 611 at the end of the Virginia Highlands Airport Runway 6.	
Does your project site cross boundaries of two or more localities (i.e. cities/counties/towns)? <input type="checkbox"/> yes <input checked="" type="checkbox"/> no If so, name those localities:	

FOR AGENCY USE ONLY	
JPA#	Notes

**2. APPLICANT(S), AGENT, PROPERTY OWNER(S), AND CONTRACTOR INFORMATION**

The applicant(s) can either be the property owner(s) or the person/people/company(ies) that intend(s) to undertake the activity.  
The agent is the person or company that is representing the applicant(s).

Applicant(s) Virginia Highlands Airport Commission (c/o Ron Delancy)			Agent (if applicable) Newkirk Environmental Inc. (c/o Derrick Myers)		
Mailing address P O Box 631			Mailing address P O Box 746		
City Abingdon	State VA	Zip Code 24212-0631	City Mount Pleasant	State SC	Zip Code 29435-0746
Phone number w/area code 276-628-2000	Fax 276-628-2693		Phone number w/area code 843-388-6585	Fax 843-388-6580	
Mobile/pager N/A	E-mail N/A		Mobile/pager 843-412-1832	E-mail derrick@newkirkenv.com	

Property owner(s) (if different from applicant) Same as above			Contractor (if known) N/A		
Mailing address Same as above			Mailing address N/A		
City Same as above	State	Zip code	City N/A	State	Zip code
Phone number w/area code Same as above	Fax Same as above		Phone number w/area code N/A	Fax N/A	
Mobile/pager	E-mail		Mobile/pager	E-mail	

**3. DESCRIPTION OF PROJECT, PROJECT PRIMARY AND SECONDARY PURPOSES, INTENDED USE, AND ALTERNATIVES CONSIDERED (Attach additional sheets if necessary)**

- The purpose must include any new development or expansion of an existing land use and/or proposed future use of the site.
- Describe any physical alteration of surface waters.
- Include a description of alternatives considered to avoid or minimize impacts to surface waters, including wetlands, to the maximum extent practicable. Include factors such as, but not limited to, alternative construction technologies, alternative project layout and design, alternative locations, local land use regulations, and existing infrastructure.
- For utility crossings, include both alternative routes and alternative construction methodologies where done.

Attached in Supporting Document



**3. DESCRIPTION OF PROJECT (Continued)**Date of proposed commencement of work (M/D/Y):  
N/ADate of proposed completion of work (M/D/Y):  
N/AAre you submitting this application at the direction of any State, local, or Federal agency? \_\_\_\_yes XnoHas any work commenced or has any portion of the project for which you are seeking a permit been completed?  
\_\_\_\_yes Xno

If you answered "yes" to either question above, give details stating when the work was completed and/or when it commenced, who performed the work, and which agency (if any) directed you to submit this application. In addition, you will need to clearly differentiate between completed work and proposed work on your project drawings.

N/A

Are you aware of any unresolved violations of environmental law or litigation involving the property? \_\_\_\_yes Xno  
(If yes, please explain)**4. LIST ALL PREVIOUS SITE VISITS AND/OR PERMITS RELATED TO THE PROPOSED WORK (including Federal, State, and Local pre-application or coordination or previous permits)**

Agency	Activity	Permit/Project number	Action taken **	If denied, give reason for denial
USACE	Wetland Verification	NAQ-2006-6601	Issued	
USACE	Pre-Application Meeting		Site Visit	
VaDEQ	Pre-Application Meeting		Site Visit	

\*\* Issued, denied, site visit

**5. PROJECT COSTS**Approximate cost of the entire project, including materials and labor \$ N/AApproximate cost of only the portion of the project affecting State waters (below mean low water in tidal areas and below ordinary water level in nontidal areas) \$ N/A



### 8. WETLANDS/WATERS IMPACT INFORMATION

Report each impact on a separate line, even if more than one impact occurs at the same Impact Site Number. If needed, attach additional sheets using an excel or similar format as the table below.

Impact site Number (1, 2, etc.)	Wetland/water impact description*	Wetland impact area (acres)	Cowardin classification of impacted wetland/water (PEM, PSS, PFO, etc.)	Stream/Waters dimensions at impact site (length and width in feet)
1	F,NT,PE,PR	0.27	PEM, RUP	2365 X 10

\* use all that apply: F=fill, EX=excavation, T=tidal, NT=non-tidal, TE=temporary, PE=permanent, PR=perennial, IN=intermittent, SB=subaqueous bottom, IS=hydrologically isolated, V=vegetated, NV=non-vegetated, MC=Mechanized Clearing of FPO

DEQ Classification of impacted resource(s) (mark the boxes next to those that apply)

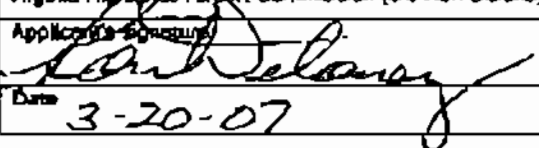

<input type="checkbox"/> Non-tidal waters Class III	<input type="checkbox"/> Mountainous zone waters Class IV	<input checked="" type="checkbox"/> Shallow prairie waters Class V	<input checked="" type="checkbox"/> Natural trout waters Class VI	<input type="checkbox"/> Wetlands Class VII	<input type="checkbox"/> Estuarine Class II
--	--	---	--	--	--

### 9. APPLICANT, AGENT, AND CONTRACTOR CERTIFICATION

**PRIVACY ACT STATEMENT** The Department of the Army permit program is authorized by Section 10 of the Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, and Section 103 of the Marine Protection Research and Sanctuaries Act of 1972. These laws require that individuals obtain permits that authorize structures and work in or affecting navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters prior to undertaking the activity. Information provided in the Joint Permit Application will be used in the permit review process and is a matter of public record once the application is filed. Disclosure of the requested information is voluntary, but it may not be possible to evaluate the permit application or to issue a permit if the information requested is not provided.

I hereby apply for all necessary permits for the activities I have described herein. I agree to allow the duly authorized representatives of any regulatory or advisory agency to enter upon the premises of the project site at reasonable times to inspect and photograph site conditions.

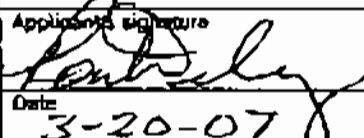
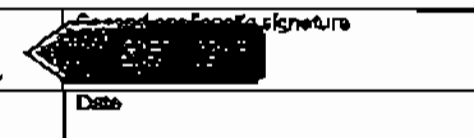
In addition, I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Applicant's name (printed or typed) Virginia Highlands Airport Commission (c/o Ron Delaney)	Second applicant's name (printed or typed) [Redacted]
Applicant's Signature 	Signature 
Date 3-20-07	Date [Redacted]

# 5. CERTIFICATIONS (continued)

## CERTIFICATION OF AUTHORIZATION TO ALLOW AGENTS TO ACT ON APPLICANT'S BEHALF (APPLICABLE)

I, Virginia Highlands Airport Commission hereby certify that I have authorized Newark Environmental, Inc.  
(APPLICANT'S NAME) (AGENT'S NAME)  
to act on my behalf and take all actions necessary to the processing, issuance, and acceptance of this permit and any and all  
standard and special conditions attached. We hereby certify that the information submitted in this application is true and accurate  
to the best of our knowledge.

Applicant's signature 	Second applicant's signature 	Agent's signature _____
Date <u>3-20-07</u>	Date _____	Date _____

## CERTIFICATION OF CONTRACTOR ACKNOWLEDGEMENT (IF APPLICABLE)

I, \_\_\_\_\_, have contracted \_\_\_\_\_  
(APPLICANT'S NAME) (CONTRACTOR'S NAME)  
to perform the work described in this Joint Permit Application, signed and dated \_\_\_\_\_.

We will read and abide by all conditions set forth in all Federal, State, and Local permits as required for this project. We understand that failure to follow the conditions of the permits may constitute a violation of applicable Federal, State, and Local statutes and that we will be liable for any civil and/or criminal penalties imposed by these statutes.

In addition, we agree to make available a copy of any permit to any regulatory representative visiting the project site to ensure permit compliance. If we fail to provide the applicable permit upon request, we understand that the representative will have the option of stopping our operation until it has been determined that we have a properly signed and executed permit and are in full compliance with all of the terms and conditions.

Contractor's name or name of firm (printed/typed)		Contractor's or firm's mailing address	
Contractor's license number	Contractor's signature and title		Date
Applicant's signature		Second applicant's signature	
Date		Date	



END OF GENERAL INFORMATION

The following sections are activity-specific. Fill out only the sections that apply to your particular project.

# 18. FILL IN WETLANDS/WATERS (not associated with backfilled shoreline structures)

Source of material On-site (west side of airfield)

Volume of fill below MHW not available cubic yards  
OHW not available cubic yards

Area of fill in vegetated wetlands \_\_\_\_\_ square feet (tidal) 11,761 square feet (nontidal)

Source and composition of material (percentage sand, silt, clay, rock) Sand and clay

Provide documentation that the fill material is free of toxics or documentation of proper disposal if toxic (i.e. bill of lading from commercial supplier or disposal site)

Explain the purpose of the filling activity and the type of structure to be constructed over the filled area (if any)

See Attached Supporting Document

If the filling activity is occurring in vegetated wetlands, name the receiving waterbody (or the nearest waterbody if work is occurring in a hydrologically isolated wetland) Spring Creek

What is the distance of the given waterbody from the proposed activity? \_\_\_\_\_

Contributing drainage area: N/A square miles

Average stream flow at site N/A cfs

# 19. INTAKE, OUTFALL, AND WATER CONTROL STRUCTURES (INCLUDING ALL PROPOSED WATER WITHDRAWAL ACTIVITIES)

INTAKE(S)	OUTFALL(S)
Type and size of pipe(s) _____	Type and size of pipe(s) _____
Daily rate of withdrawal _____ mgd Velocity of withdrawal _____ fps	Daily rate of discharge _____ mgd
Screen mesh size _____ inches _____ mm _____ other (please specify) _____	

If the discharge will be thermally enhanced, provide the maximum temperature \_\_\_\_\_

Contributing drainage area: \_\_\_\_\_ square miles

Average stream flow at site \_\_\_\_\_ cfs

On the table below, provide the median (not mean) monthly stream flows in cubic feet per second (cfs) at the water intake or dam site (not at the gauge). Median flow is the value at which half of the measurements are above and half of the measurements are below. Median is also sometimes referred to as the "50% exceedance flow". The median flow generally must be calculated from USGS historical data.

Month	Median flow (cfs)	Month	Median flow (cfs)
January		July	
February		August	
March		September	
April		October	
May		November	
June		December	

## For use in waterborne channels classified in the problem of operation.

Instream Habitat Available Cover	Optimal	Suboptimal	Marginal	Poor
	100% cover, all types of plants or animals from top of the reach	Good habitat, some cover is hydraulic structure, all types of plants and animals from top of the reach, some cover is hydraulic structure	Good habitat, some cover is hydraulic structure, all types of plants and animals from top of the reach, some cover is hydraulic structure	Good habitat, some cover is hydraulic structure, all types of plants and animals from top of the reach, some cover is hydraulic structure
Score	1.5	1.2	0.9	0.5

# Stream Impact Assessment Form Page 2

Project #	Project Name	Location	Geographic Zone	HEG	Ditch	Date Performed	Reach Length	Impact Factor
	Virginia Highlands Airport Construction		PLP	00610100	3-19-07	1	3360	1

4. CHANNEL ALTERATION: Stream crossing? (recept, concrete, gabions? or concrete blocks, strengthening of channel, channelization, etc. bank, mow, spot bank, construction, livestock?)

Channel Alteration

Conditional Category				
Negligible	Minor	Moderate	Severe	
Channelization, dredging, alteration, or engineering stream. Channel bank cut or alluvial point bar or key structure.	Less than 25% of the stream reach is disturbed by any of the above activities. The stream is a perennial stream.	25-50% of the stream reach is disturbed by any of the above activities. The stream is a perennial stream.	50-75% of the stream reach is disturbed by any of the above activities. The stream is a perennial stream.	75-100% of the stream reach is disturbed by any of the above activities. The stream is a perennial stream.
SCORE	1.5	1.3	1.1	0.9

REACH CONDITION INDEX and STREAM CONDITION UNITS FOR THIS REACH

NOTE: The CR and RCI should be entered in the CR and RCI boxes. The CR should be entered in the CR box.

THE REACH CONDITION INDEX (RCI) >>	1.1
RCI = Sum of all CRs	
COMPENSATION REQUIREMENT (CR) >>	2636
CR = RCI x LF x IF	

INSERT PHOTOS:

DESCRIBE PROPOSED IMPACT

# Stream Assessment Summary Form (Form 2)

## Unified Stream Methodology for use in Virginia

Project #	Applicant	Date
	Virginia Highlands Airport Commission	3/16/2007
Evaluators	HUC	Locality
Newkirk Environmental, Inc.	60110102.00	

Stream Name	Reach ID	Length of Impact (L) (feet)	Reach Condition Index (RCI)	Impact Factor (IF)	Compensation Requirement (CR) (L x RCI x IF)
Spring Creek	1	2,365	1.11	1.00	2,625
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
Total L		2,365		Total CR	2,625

Note: Round all feet & CR's to the nearest whole number



**1.0 Site Location and Description:** The project site is located at the west end of the Virginia Highlands Airport outside of the town of Abingdon, Virginia. The site is currently owned by the applicant Virginia Highlands Airport Commission. The proposed impact areas are specifically located on either side of Virginia State Road 611 (Providence Road) approximately 1200 feet north of the intersections of US Highway 11 (Lee Highway) and State Road 611. Access is available from Virginia State Road 611

The prior use of this land was agriculture in the form of pasture lands. Since Virginia Highlands Airport has acquired the land the fields have been left fallow. The topography on-site can be described as a valley that increases in slope to the north and east. A description of the acreage falls into three broad community types described as follows:

### **1.1 Spring Creek**

A field review of the subject property found that there is a jurisdictional stream on-site. This stream is listed on the US Geological Survey as Spring Creek. This area of Spring Creek is highly degraded due to past agriculture activities. A majority of the riparian buffers have been removed and livestock, in the past, was allowed to traverse the banks and streambed which has resulted in a sloughing effect.

### **1.2 Upland Hardwood Forest**

The forested uplands, located in the northwestern edge of the property, consist of plant species dominated by mockernut hickory (*Carya glabra*), shagbark hickory (*Carya ovata*), northern red oak (*Quercus rubra*), white oak (*Quercus alba*), black cherry (*Prunus serotina*), red maple (*Acer rubrum*), and red cedar (*Juniperus virginiana*). Soils in this area are mapped by USDA in the Late series. This soil type is described as a well drained loam at the surface underlain by a clay loam.

### **1.3 Pasture Lands**

The pasture lands make up the remainder of the site. These were frequently mowed and grazed by livestock in the past. Grasses found within these pasture lands are dominated by bermuda grass (*Cynodon dactylon*) and meadow fescue (*Festuca pratensis*). The majority of the soils in this area are also mapped in the Tate series.

**2.0 Project Description:** The proposed project includes improvements necessary to further develop the Virginia Highlands Airport as an ARC-B-II (large) general aviation airport, as well as meet standards established in Advisory Circular (AC) 150/5300-13, *Airport Design* to the greatest extent practicable, and in accordance with FAA guidance. The ARC-B-II (large) general aviation airport will accommodate planes greater than 12,500 lbs. maximum gross weight.

The FAA is required to publish the National Plan of Integrated Airport Systems (NPIAS) as mandated by the Airport and Airways Improvement Act of 1982. The Virginia Highlands Airport was listed as a general aviation (GA) airport in NPIAS and a general aviation regional (GR) airport in the Virginia Air Transportation System Plan (VATSP) during the initiation of this EA. NPIAS is FAA's planning system that is updated every two years and is intended to identify the nation's airport needs over a 10-year planning period, representing a continuous planning effort. VATSP identifies Virginia's airport needs in the most recent update to the state plan which was published in 2003. The 2003 Airport Layout Plan (ALP) determined that the future critical aircraft will be faster and heavier, and therefore recommended development of the airfield as an ARC B-II (large) facility. This FAA approved forecast established the basis for determining and planning the airfield infrastructure and facility requirements necessary to adequately serve the community's current and future needs. In an effort to provide safe facilities to meet the performance requirements of aircraft utilizing the airport in the present and future, the Virginia Highlands Airport Commission is proposing this expansion.

The Virginia Highlands Airport serves as a vital transportation focal point to the

surrounding community, serving air access needs for business and industry providing air freight shipment of parts, medicines and bank drafts for area businesses. The airport is also home to a U.S. Forest Service aerial fire fighting unit, a Virginia State Police airplane, and a Medivac helicopter.

The proposed project includes a runway extension of 1,399 feet to serve the existing and future aviation demand of Virginia Highlands Airport, as well as a partial parallel taxiway to serve the extension. A total useable runway length of 5,500 feet is proposed to accommodate large airplanes (>12,500 lbs maximum gross weight). Associated with the proposed runway extension, visual and electronic aids would be relocated as appropriate. Included with the extension and associated partial parallel taxiway, Runway Protection Zones, Runway Object Free Areas, and Runway Safety Areas will be established.

Also proposed for the project is the development of a T-Hangar, the installation of security fencing, relocation of the Automated Weather Observing System, small cemetery relocation, and demolition of an existing barn on airport property

To accomplish these tasks, the proposed work will necessitate impacts to federally defined jurisdictional wetlands and other waters of the US for the purpose of providing access for larger planes, expansion of the existing facilities and safe travel for patrons by providing navigational aids and related elements required to meet FAA design standards.

**3.0 Description of Proposed Impacts:** To accomplish the project purpose as described in the following section of this document, the owner and applicant, Virginia Highlands Airport Commission proposes the following activities resulting in impacts to wetland resources.

**3.1** Will approximately 0.27 acres of 404 jurisdictional wetlands to lengthen the existing Runway 6

**3.2** Fill approximately 2365 linear feet of Spring Creek a 404 jurisdictional stream also part of the Runway 6 extension. The stream will be relocated via culvert under the new runway.

**4.0 Project Purpose:** For clarity purposes, the project purpose statement has been divided into the *basic purpose and overall purpose*. This approach is consistent with the evaluation of alternatives required by the 404(b)(1) Guidelines and may assist the COE in conducting their analysis of alternatives. It is clearly recognized that while the COE may consider our stated *basic and overall purpose*, it must determine these issues without undue deference to our views.

The *overall purpose* of the proposed project is to provide needed airfield infrastructure to support the current and projected demand for aviation activity in the Washington County area. Forecasts data provided by the AIP update indicate that all aspects of aviation demand at the airport will maintain moderate growth that will support the runway extension. Ongoing development will enable the Virginia Highlands Airport to continue to accommodate the growth in aviation demand and contribute to the economic vitality of the service area. The proposed project is required as the airport is currently restricted to publish airfield capability for only small aircraft (<12,500 lbs. maximum gross weight), however current and projected demand includes large aircraft (>12,500 lbs. maximum gross weight). This FAA approved forecast determined that existing and future aviation demand requires an ARC B-II (large) airport. The change from the existing ARC of B-II (small) to B-II (large) would fulfill existing and projected aviation demands, as well as accomplish the facility requirements.

The *basic purpose* of the proposed project is to place fill material in waters of the U.S., including wetlands, to construct roads, industrial buildings, infrastructure and parking facilities associated with the proposed airport expansion. It is understood that the *basic purpose* statement is used to determine "water dependency" for alternative analysis purposes. Beyond that, the project purpose

as stated in the *overall purpose* clearly defines the applicant's intent for this undertaking

**5.0 Alternative Analysis:** An alternative analysis for the proposed project was conducted to identify reasonable alternatives that meet the purpose and need for the applicant. These alternatives included the extension of Runway 24 and the proposed extension of Runway 6.

An alternative that was considered but not carried forward was an extension to Runway 24. An extension to Runway 24 is undesirable as terrain and development to the east of the airport precludes any further extension. Several businesses, including a portion of Forest Hills Cemetery would need to be relocated, as well as U.S. Route 11, and Emmanuel Baptist Church. It would also bring a significantly greater amount of air traffic over the town of Abingdon at a lower elevation, resulting in noise incompatibility issues. Furthermore, the Virginia Highlands Airport Commission is currently negotiating aviation easement acquisition to the northeast of Runway 24 to remove existing obstructions. An extension of Runway 24 would require a re-evaluation of obstructions and further property interest acquisition. As a result of the above findings this option was eliminated from further consideration.

The proposed runway extension will require similar acreages of acquisition, however the expansion into rural areas where larger tracts are available and the number of residences per acre is much less will decrease total impacts to the surrounding communities. Also noise will be directed into a more rural section of Washington County.

**6.0 Avoidance and Minimization:** The Virginia Highlands Airport Commission has minimized impacts to overall land disturbance by utilizing an existing resource which is the existing runway. As described in the above section an extension of Runway 24 is the least feasible from a development, acquisition and economic standpoint therefore leaving the only feasible option to extend Runway 6 and impact the associated wetlands and stream.

**7.0 Compensatory Mitigation:** The applicant intends to mitigate fully for the proposed impacts to Spring Creek. A compensatory mitigation plan has not been developed at this time, however this will be addressed during the permit process with the full input of all involved state and federal agencies.

**8.0 Threatened and Endangered Species:** Newkirk Environmental, Inc completed a comprehensive Threatened and Endangered Species Assessment for the project site in June 2006. This assessment concluded that the proposed project is not likely to result in adverse impacts to any federally listed threatened and endangered species. A copy of the assessment is included as an addendum to this application.

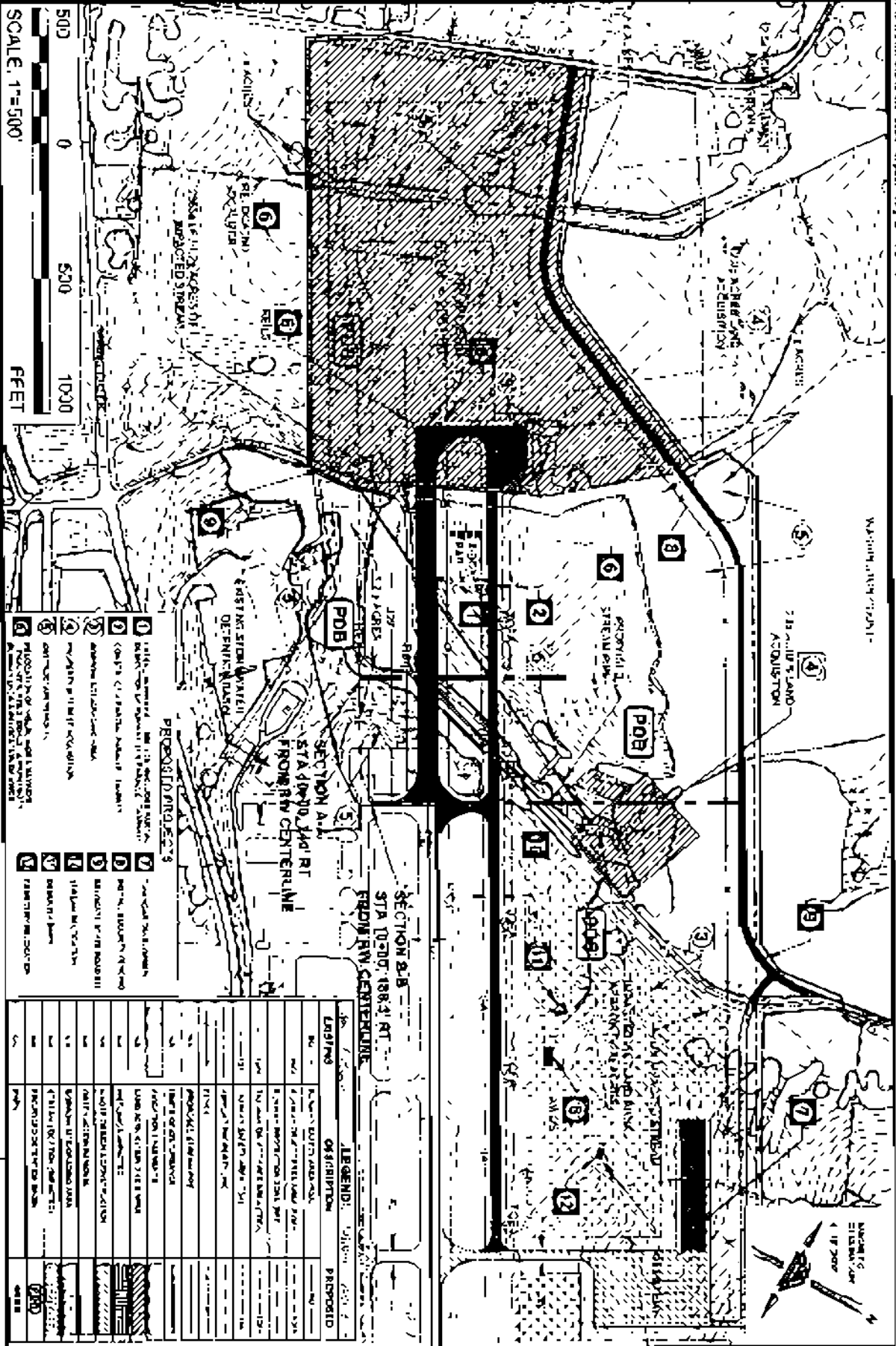
**9.0 Archaeological and Cultural Resources:** Coastal Carolina Research, Inc completed an archeology survey for the project site in October 2006. A copy of this survey is included as an addendum to this application.

**10.0 Summary:** Planning and permitting of development projects are dependant upon having the flexibility to implement sound land planning and engineering design principles to create plans, which are often conceptual at the time of permitting. These large projects must include adequate land for development to economically justify the project, reasonable access, construction of utilities and stormwater systems and appropriate location of the various land uses.

Expanding a facility that will service existing clientele and accommodate future growth is sound justification for the proposed runway extension project and the associated development which includes the extension and associated partial parallel taxiway, Runway Protection Zones, Runway Object Free Areas, and Runway Safety Areas.

The alternatives, from a land use stand point, would have far more negative impacts on the surrounding communities due to the acquisition of additional lands and displacement of additional citizens. This alternative would also significantly increase noise within the heaviest populated areas of Abingdon. By extending Runway 6 the applicant extends the

runway into more rural areas of Washington County which decreases the amount of citizens displaced and reduces the noise over highly populated areas



# STREAM IMPACTS

## VIRGINIA HIGHLANDS AIRPORT

**EXHIBIT**





**CROSS SECTION - SECTION A-A**  
**VIRGINIA HIGHLANDS AIRPORT**

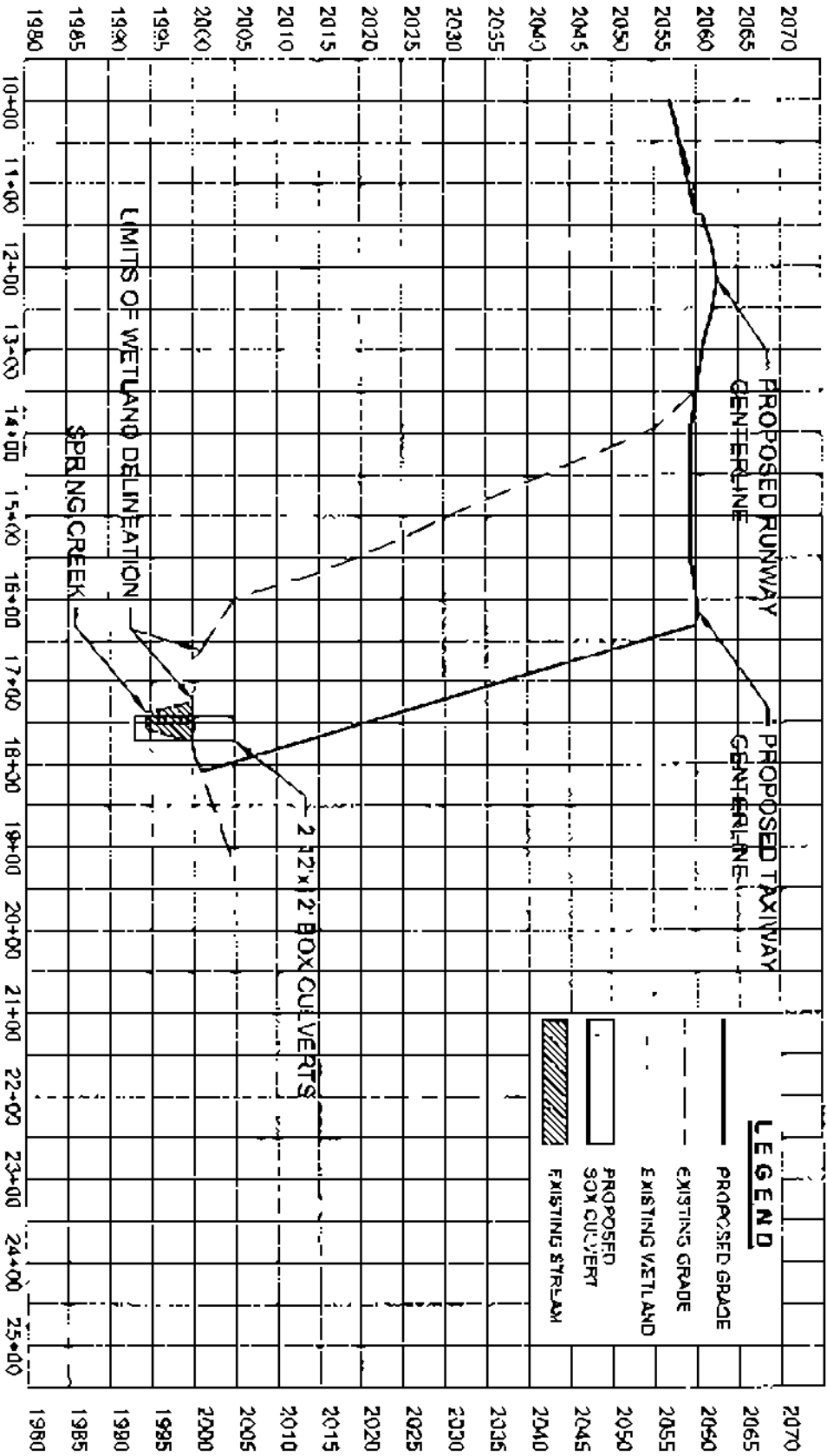
**CROSS SECTION A-A**

**EXHIBIT**



# CROSS SECTION - SECTION B-B VIRGINIA HIGHLANDS AIRPORT

## CROSS SECTION B-B





[illegible]

25. WORTH CHURCH (1:00 PM TO 2:00 PM)



# AIRPORT AERIAL VIRGINIA HIGHLANDS AIRPORT

**EXHIBIT**

45

7-4 69 02 164 102

人権文化センター

19 OCT 2003	ETM
-------------	-----

21234	2007
-------	------

**שלום.**

**BOOK REVIEW**



DEPARTMENT OF THE ARMY  
NORFOLK DISTRICT, CORPS OF ENGINEERS  
FORT NORFOLK, 803 FRONT STREET  
NORFOLK, VIRGINIA 23510-1005

October 31, 2006

Western Virginia Regulatory Section  
(NAO-2006-6601, Spring Creek)

Newkirk Environmental, Inc.  
Attn: Mr. Derrick Myers  
P. O. Box 746  
Mt. Pleasant, SC 29465-0746

Dear Mr. Myers:

This letter is in reference to the delineation completed by your staff on the Virginia Highlands Airport property located in Washington County, Virginia.

The wetlands and stream delineation as shown on the site plan entitled Virginia Highlands Airport Wetlands Survey, prepared by Thompson & Linton of Clintwood, VA, and certified by Eric W. Price, Land Surveyor, on March 7, 2006 is hereby verified as accurate. Our basis for this includes application of the Corps' 1987 Wetland Delineation Manual and the positive indicators of wetland hydrology, hydric soils, and hydrophytic vegetation and the presence of an ordinary high water mark.

Any mechanized landclearing that disturbs the soil surface, such as with a bulldozer and/or root rake, and/or any filling or excavation in the [wetlands and/or streams and/or ditches and/or ponds] on this site may require a permit from the Department of the Army and/or the Virginia Department of Environmental Quality prior to such activities occurring.

If you have any questions, please call Annette Poore at 276-623-5259.

Sincerely,

*Annette Poore*  
(for) Michael A. Schwinn  
Chief, Western Virginia Regulatory Section

# APPENDIX F

## FARMLAND



**DELTA AIRPORT  
CONSULTANTS, INC.**

8008 Corporate Center Drive, Suite 330 • Charlotte, North Carolina 28226  
Phone: (704) 521-9101 • Fax: (704) 521-9109 • [www.deltaairport.com](http://www.deltaairport.com)

## Kathryn E. Stocum

---

**From:** Freyman, Jeannine - Christiansburg, VA [Jeannine.Freyman@va.usda.gov]  
**Sent:** Friday, January 05, 2007 3:10 PM  
**To:** Kathryn E. Stocum  
**Cc:** Colleen M. Angstadt  
**Subject:** AD-1008 for VA Highlands Airport  
**Attachments:** VA\_Highland\_Airport\_AD1006.pdf; Freyman, Jeannine - Christiansburg, VA.vcf

Hello Katie,

Please find attached the AD-1006 form completed by NRCS.

Please call me if you have any questions. I will be happy to discuss this with you. Also I put the remark in the selection box, because I usually ask for the local zoning of the site. This saves me work a lot of times. If you know this site to be zoned other than I have stated on this determination please get back with me. For future reference local zoning takes precedence over FPPA. That is to say if the local government has already stated an area for land use other than agriculture then the FPPA does not apply. However the AD 1008 still has to be completed and reasons again stated for the determination duly noted. I assumed the airport is expanding into agricultural land here.

<<VA\_Highland\_Airport\_AD1006.pdf>>

Jeannine C. Freyman

Soil Resource Specialist

<<Freyman, Jeannine - Christiansburg, VA.vcf>>

1/5/2007

## FARMLAND CONVERSION IMPACT RATING

<b>PART I (To be completed by Federal Agency)</b>		Date Of Land Evaluation Request: 12/15/06			
Name Of Project: Virginia Highlands Airport		Federal Agency Involved: Federal Aviation Administration			
Proposed Land Use: Transportation - Public Airport		County And State: Washington County, Virginia			
<b>PART II (To be completed by NRCS)</b>		Date Request Received By NRCS:			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s): Corn		Fertile Land In Govt. Jurisdiction		Amount Of Farmland As Defined In FPPA	
Name Of Land Evaluation System Used: LESA		Acres: 187,495	%:	Acres: 139,797	%:
Name Of Local Site Assessment System:		Date Land Evaluation Returned By NRCS: 1/5/06			
<b>PART III (To be completed by Federal Agency)</b>		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly		49.0			
C. Total Acres In Site		49.0	0.0	0.0	0.0
<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>					
A. Total Acres Prime And Unique Farmland		0.1			
B. Total Acres Statewide And Local Important Farmland		39.4			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.1			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		80.0			
<b>PART V (To be completed by NRCS) Land Evaluation Criterion</b>					
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		64	0	0	0
<b>PART VI (To be completed by Federal Agency)</b>		Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))					
1. Area In Nonurban Use		8			
2. Perimeter In Nonurban Use		4			
3. Percent Of Site Being Farmed		19			
4. Protection Provided By State And Local Government		20			
5. Distance From Urban Builtup Area		0			
6. Distance To Urban Support Services		0			
7. Size Of Present Farm Unit Compared To Average		10			
8. Creation Of Nonfarmable Farmland		10			
9. Availability Of Farm Support Services		5			
10. On-Farm Investments		8			
11. Effects Of Conversion On Farm Support Services		0			
12. Compatibility With Existing Agricultural Use		0			
TOTAL SITE ASSESSMENT POINTS		160	85	0	0
<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)		100	64	0	0
Total Site Assessment (From Part VI above or a local site assessment)		160	85	0	0
TOTAL POINTS (Total of above 2 lines)		260	149	0	0

Site Selected: \_\_\_\_\_ Date Of Selection: \_\_\_\_\_ Was A Local Site Assessment Used? Yes ☐ No ☒

Reason For Selection: \_\_\_\_\_

This determination is made based on a local agricultural zoning/land use. If this not correct, please contact NRCS - J.Freyman, SRS, NRCS



## **STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM**

Step 1 - Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 - Originator will send copies A, B and C together with maps indicating locations of site(s), to the Natural Resources Conservation Service (NRCS) local field office and retain copy D for their files (Note: NRCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the NRCS State Conservationist in each state)

Step 3 - NRCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland

Step 4 - In cases where farmland covered by the FPPA will be converted by the proposed project, NRCS field offices will complete Parts II, IV and V of the form

Step 5 - NRCS will return copy A and B of the form to the Federal agency involved in the project (Copy C will be retained for NRCS records)

Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form

Step 7 - The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies

## **INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM**

**Part I:** In completing the "County And State" questions list all the local governments that are responsible for local land controls where site(s) are to be evaluated

**Part III:** In completing item B (Total Acres To Be Converted Indirectly), include the following

- 1 Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.
- 2 Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

**Part VI:** Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in § 658.5 (b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will be weighed zero, however, criterion #8 will be weighed a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level may assign relative weights among the 12 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores

**Part VII:** In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160. Example: if the Site Assessment maximum is 200 points, and alternative Site "A" is rated 180 points:

Total points assigned Site A = 180 x 160 = 144 points for Site "A."

Maximum points possible 200



**DELTA AIRPORT  
CONSULTANTS, INC.**

December 15, 2006

Mr. Fred Copenhaver  
Natural Resources Conservation Center  
Abingdon Service Center  
448 Commerce Drive  
Abingdon, Virginia 24211

RE: Farmland Conversion  
Environmental Assessment  
Virginia Highlands Airport  
Abingdon, Virginia  
AIP Project No. 3-51-0001-022  
Delta Project No. VA 04046

Dear Mr. Copenhaver

On behalf of the Virginia Highlands Airport Commission (VHAC), Delta Airport Consultants, Inc. is conducting an Environmental Assessment for the development of the Virginia Highlands Airport. The proposed development will require the fee simple acquisition of approximately 49 acres.

Enclosed for your review are a USGS map of the area, and exhibits of the fee simple land acquisition and prime soils near the airport. I have also enclosed a Farmland Conversion Impact Rating Form (AD-1006) for your review and completion.

If you have any questions or need any further information to process the AD-1006, please do not hesitate to contact me at 704.521.9101 or via e-mail at [angstadt@deltaairport.com](mailto:angstadt@deltaairport.com).

Thank you for your consideration in this matter.

Sincerely,

Colleen M. Angstadt

Enclosures

Cc: Mr. Ron Deloney, Airport Manager

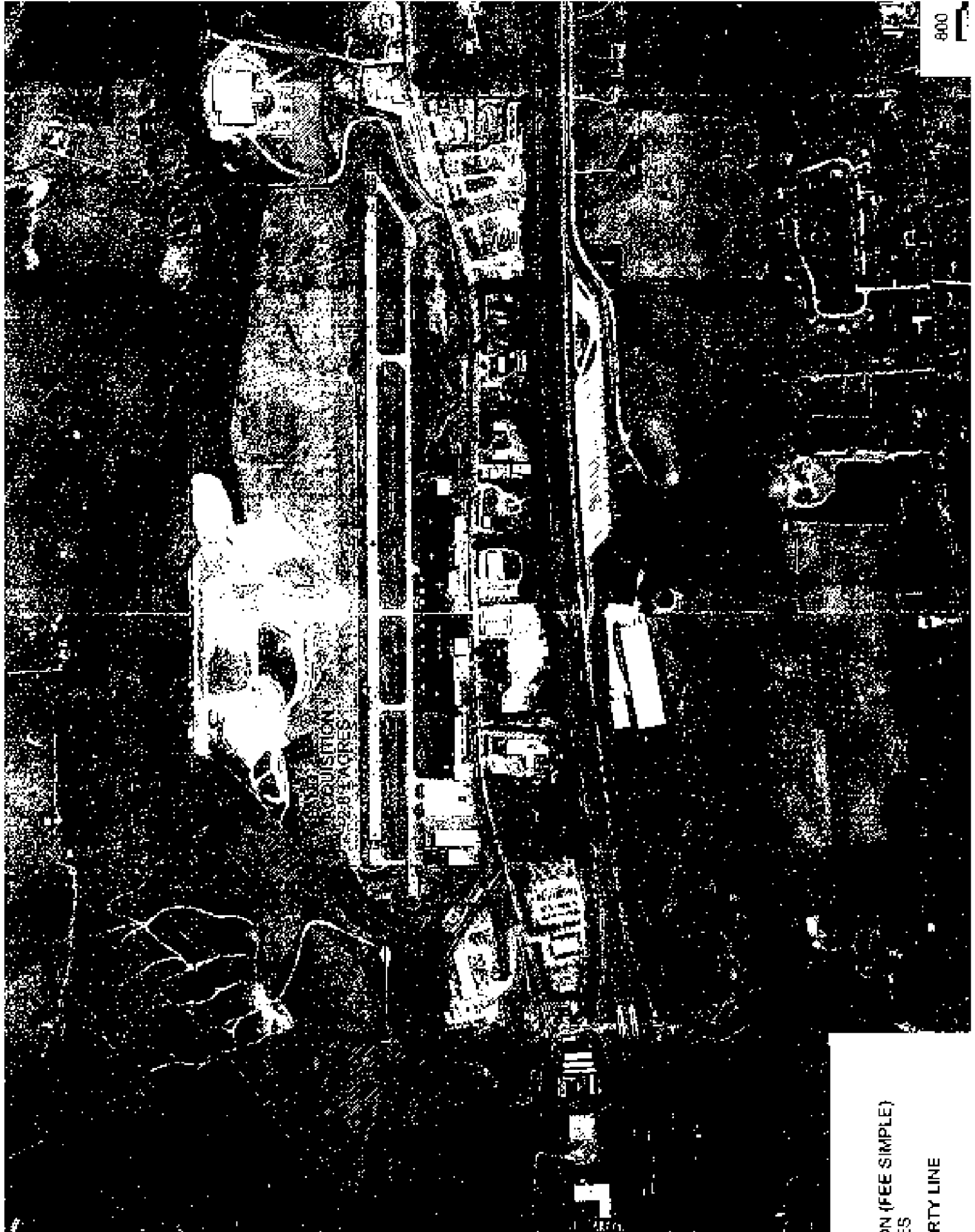
w/enc1

4046LD16

## FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 12/15/06			
Name Of Project Virginia Highlands Airport		Federal Agency Involved Federal Aviation Administration			
Proposed Land Use Transportation - Public Airport		County And State Washington County, Virginia			
PART II (To be completed by NRCS)		Date Request Received By NRCS			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Acres Irrigated	Average Farm Size
Water Crop(s)	Farmable Land In Govt Jurisdiction Acres %			Amount Of Farmland As Defined in FPPA Acres %	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A Total Acres To Be Converted Directly					
B Total Acres To Be Converted Indirectly		49.0			
C Total Acres In Site		49.0	0.0	0.0	0.0
PART IV (To be completed by NRCS) Land Evaluation Information					
A Total Acres Prime And Unique Farmland					
B Total Acres Statewide And Local Important Farmland					
C Percentage Of Farmland In County Or Local Govt Unit To Be Converted					
D Percentage Of Farmland In Govt Jurisdiction With Same Or Higher Relative Value					
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		0	0	0	0
PART VI (To be completed by Federal Agency) See Assessment Criteria (These criteria are explained in 7 CFR 658.51c)		Maximum Points			
1 Area In Nonurban Use	15	9			
2 Perimeter In Nonurban Use	10	4			
3 Percent Of Site Being Farmed	20	19			
4 Protection Provided By State And Local Government	20	20			
5 Distance From Urban Buildup Area	0	0			
6 Distance To Urban Support Services	0	0			
7 Size Of Present Farm Unit Compared To Average	10	10			
8 Creation Of Nonfarmable Farmland	25	10			
9 Availability Of Farm Support Services	5	5			
10 On-Farm Investments	20	8			
11 Effects Of Conversion On Farm Support Services	25	0			
12 Compatibility With Existing Agricultural Use	10	0			
TOTAL SITE ASSESSMENT POINTS	160	85	0	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)		160	85	0	0
TOTAL POINTS (Total of above 2 lines)		260	85	0	0
Site Selected		Date Of Selection			
Reason For Selection		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>			

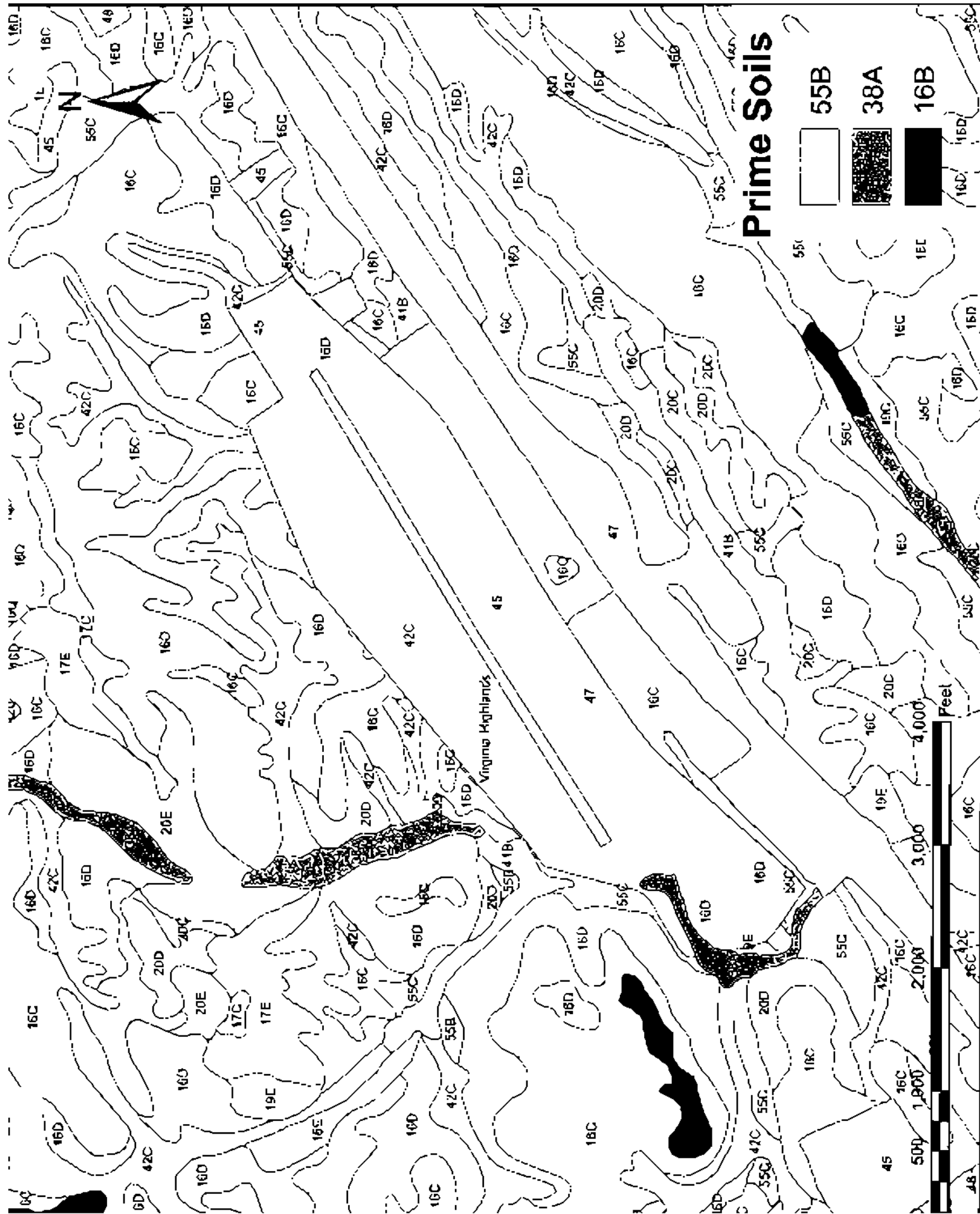




800

IN (FEE SIMPLE)

RTY LINE



# Prime and other important farmlands

Washington County Area and the City of Bristol, Virginia

Map symbol	Map unit name	Farmland classification
1B	Allegheny loam, 2 to 7 percent slopes	All areas are prime farmland
5B	Botsford loam, 2 to 7 percent slopes, rarely flooded	All areas are prime farmland
11B	Ebbing loam, 2 to 7 percent slopes, rarely flooded	All areas are prime farmland
15B	Frederick silt loam, 2 to 7 percent slopes	All areas are prime farmland
24B	Ingleclay loam, 2 to 7 percent slopes, rarely flooded	All areas are prime farmland
29A	Loddell loam, 0 to 3 percent slopes, occasionally flooded	All areas are prime farmland
34B	Monongahela silt loam, 2 to 7 percent slopes	All areas are prime farmland
37B	Shallowater loam, 2 to 7 percent slopes	All areas are prime farmland
38A	Smolan silt loam, 0 to 3 percent slopes, occasionally flooded	All areas are prime farmland
39A	Speedwell loam, 0 to 3 percent slopes, occasionally flooded	All areas are prime farmland
40B	Tate loam, 2 to 7 percent slopes	All areas are prime farmland
44B	Tumbling loam, 2 to 7 percent slopes	All areas are prime farmland
53B	Wheeling loam, 2 to 7 percent slopes, rarely flooded	All areas are prime farmland
54A	Wolfgap fine sandy loam, 0 to 3 percent slopes, occasionally flooded	All areas are prime farmland
55B	Wyrick-Marble complex, 2 to 7 percent slopes	All areas are prime farmland
1C	Allegheny loam, 7 to 15 percent slopes	Farmland of statewide importance
12C	Edneytown loam, 7 to 15 percent slopes	Farmland of statewide importance
12D	Edneytown loam, 15 to 25 percent slopes	Farmland of statewide importance
14B	Ernest silt loam, 2 to 7 percent slopes	Farmland of statewide importance
14C	Ernest silt loam, 7 to 15 percent slopes	Farmland of statewide importance
16C	Frederick silt loam, 7 to 15 percent slopes	Farmland of statewide importance
16D	Frederick silt loam, 15 to 25 percent slopes	Farmland of statewide importance
20C	Hagerstown silt loam, 7 to 15 percent slopes, very rocky	Farmland of statewide importance
20D	Hagerstown silt loam, 15 to 25 percent slopes, very rocky	Farmland of statewide importance
22C	Hagerstown silt loam, level, 7 to 15 percent slopes, very rocky	Farmland of statewide importance
22D	Hagerstown silt loam, level, 15 to 25 percent slopes, very rocky	Farmland of statewide importance
23C	Hayter loam, 7 to 15 percent slopes	Farmland of statewide importance
23D	Hayter loam, 15 to 25 percent slopes	Farmland of statewide importance
34C	Monongahela silt loam, 7 to 15 percent slopes	Farmland of statewide importance
35C	Pigeonroost loam, 7 to 15 percent slopes	Farmland of statewide importance
35D	Pigeonroost loam, 15 to 25 percent slopes	Farmland of statewide importance
37C	Shallowater loam, 7 to 15 percent slopes	Farmland of statewide importance
37D	Shallowater loam, 15 to 25 percent slopes	Farmland of statewide importance
40C	Tate loam, 7 to 15 percent slopes	Farmland of statewide importance
40D	Tate loam, 15 to 25 percent slopes	Farmland of statewide importance
42C	Wimberly-Marble complex, 7 to 15 percent slopes, rarely flooded	Farmland of statewide importance
43B	Tumbling loam, 2 to 7 percent slopes, very bouldery	Farmland of statewide importance
43C	Tumbling loam, 7 to 15 percent slopes, very bouldery	Farmland of statewide importance
43D	Tumbling loam, 15 to 25 percent slopes, very bouldery	Farmland of statewide importance
44C	Tumbling loam, 7 to 15 percent slopes	Farmland of statewide importance
44D	Tumbling loam, 15 to 25 percent slopes	Farmland of statewide importance
51C	Westmoreland silt loam, 7 to 15 percent slopes, rocky	Farmland of statewide importance
51D	Westmoreland silt loam, 15 to 25 percent slopes, rocky	Farmland of statewide importance
55C	Wyrick-Marble complex, 7 to 15 percent slopes	Farmland of statewide importance
55D	Wyrick-Marble complex, 15 to 25 percent slopes	Farmland of statewide importance
33A	Mongle loam, 0 to 3 percent slopes, rarely flooded	Prime farmland if drained

- , u

8-25

11a = 25

### Site Assessment Scoring for the Twelve Factors Used in FPPA

The Site Assessment criteria used in the Farmland Protection Policy Act (FPPA) rule are designed to assess important factors other than the agricultural value of the land when determining which alternative sites should receive the highest level of protection from conversion to non agricultural uses

Twelve factors are used for Site Assessment and ten factors for corridor-type sites. Each factor is listed in an outline form, without detailed definitions or guidelines to follow in the rating process. The purpose of this document is to expand the definitions of use of each of the twelve Site Assessment factors so that all persons can have a clear understanding as to what each factor is intended to evaluate and how points are assigned for given conditions.

In each of the 12 factors a number rating system is used to determine which sites deserve the most protection from conversion to non-farm uses. The higher the number value given to a proposed site, the more protection it will receive. The maximum scores are 10, 15 and 20 points, depending upon the relative importance of each particular question. If a question significantly relates to why a parcel of land should not be converted, the question has a maximum possible protection value of 20, whereas a question which does not have such a significant impact upon whether a site would be converted, would have fewer maximum points possible, for example 10.

The following guidelines should be used in rating the twelve Site Assessment criteria

#### 1. How much land is in non-urban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent	15 points
90-20 percent	14 to 1 points
Less than 20 percent	0 points

This factor is designed to evaluate the extent to which the area within one mile of the proposed site is non-urban area. For purposes of this rule, "non-urban" should include

- Agricultural land (crop-fruit trees, nuts, oilseed)
- Range land
- Forest land
- Golf Courses
- Non paved parks and recreational areas
- Mining sites
- Farm Storage
- Lakes, ponds and other water bodies
- Rural roads, and through roads without houses or buildings
- Open space
- Wetlands
- Fish production
- Pasture or hayland

Urban uses include

- Houses (other than farm houses)
- Apartment buildings
- Commercial buildings
- Industrial buildings
- Paved recreational areas (i.e. tennis courts)
- Streets in areas with 30 structures per 40 acres
- Gas stations



- Equipment, supply stores
- Off-farm storage
- Processing plants
- Shopping malls
- Utilities/Services
- Medical buildings

In rating this factor, an area one-mile from the outer edge of the proposed site should be outlined on a current photo, the areas that are urban should be outlined. For rural houses and other buildings with unknown sizes, use 1 and 1/3 acres per structure. For roads with houses on only one side, use one half of road for urban and one half for non-urban.

The purpose of this rating process is to insure that the most valuable and viable farmlands are protected from development projects sponsored by the Federal Government. With this goal in mind, factor S1 suggests that the more agricultural lands surrounding the parcel boundary in question, the more protection from development this site should receive. Accordingly, a site with a large quantity of non-urban land surrounding it will receive a greater number of points for protection from development. Thus, where more than 90 percent of the area around the proposed site (do not include the proposed site in this assessment) is non-urban, assign 15 points. Where 20 percent or less is non-urban, assign 0 points. Where the area lies between 20 and 90 percent non-urban, assign appropriate points from 14 to 1, as noted below.

Percent Non-Urban Land within 1 mile	Points
90 percent or greater	15
85 to 89 percent	14
80 to 84 percent	13
75 to 79 percent	12
70 to 74 percent	11
65 to 69 percent	10
60 to 64 percent	9
55 to 59 percent	8
50 to 54 percent	7
45 to 49 percent	6
40 to 44 percent	5
35 to 39 percent	4
30 to 34 percent	3
25 to 29 percent	2
21 to 24 percent	1
20 percent or less	0

## 2. How much of the perimeter of the site borders on land in non-urban use?

More than 90 percent	10 points
90 to 20 percent	9 to 1 point(s)
Less than 20 percent	0 points

This factor is designed to evaluate the extent to which the land adjacent to the proposed site is non-urban use. Where factor #1 evaluates the general location of the proposed site, this factor evaluates the immediate perimeter of the site. The definition of urban and non-urban uses in factor #1 should be used for this factor.

In rating the second factor, measure the perimeter of the site that is in non-urban and urban use. Where more than 90 percent of the perimeter is in non-urban use, score this factor 10 points. Where less than 20 percent, assign 0 points. If a road is next to the perimeter, class the area according to the

use on the other side of the road for that area. Use 1 and 1/3 acre per structure if not otherwise known. Where 20 to 90 percent of the perimeter is non-urban, assign points as noted below

Percentage of Perimeter Bordering Land	Points
90 percent or greater	10
82 to 89 percent	9
74 to 81 percent	8
65 to 73 percent	7
56 to 64 percent	6
50 to 55 percent	5
42 to 49 percent	4
34 to 41 percent	3
27 to 33 percent	2
21 to 26 percent	1
20 percent or Less	0

**3. How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last ten years?**

More than 90 percent:	20 points
90 to 20 percent	19 to 1 point(s)
Less than 20 percent	0 points

This factor is designed to evaluate the extent to which the proposed conversion site has been used or managed for agricultural purposes in the past 10 years

Land is being farmed when it is used or managed for food or fiber, to include timber products, fruit, nuts, grapes, grain, forage, oil seed, fish and meat, poultry and dairy products

Land that has been left to grow up to native vegetation without management or harvest will be considered as abandoned and therefore not farmed. The proposed conversion site should be evaluated and rated according to the percent of the site farmed

If more than 90 percent of the site has been farmed 5 of the last 10 years score the site as follows

Percentage of Site Farmed	Points
90 percent or greater	20
85 to 89 percent	19
82 to 84 percent	18
78 to 81 percent	17
74 to 77 percent	16
70 to 73 percent	15
66 to 69 percent	14
62 to 65 percent	13
58 to 61 percent	12
54 to 57 percent	11
50 to 53 percent	10
46 to 49 percent	9
42 to 45 percent	8
38 to 41 percent	7
35 to 37 percent	6
32 to 34 percent	5
29 to 31 percent	4
26 to 28 percent	3

if listed  
42. in farming  
80% of the land is farmed

23 to 25 percent	2
20 to 22 percent percent or Less	1
Less than 20 percent	0

**4. Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?**

Site is protected	20 points
Site is not protected	0 points

This factor is designed to evaluate the extent to which state and local government and private programs have made efforts to protect this site from conversion

**State and local policies and programs to protect farmland include:**

**State Policies and Programs to Protect Farmland**

**1 Tax Relief**

**A Differential Assessment** Agricultural lands are taxed on their agricultural use value rather than at market value. As a result, farmers pay fewer taxes on their land, which helps keep them in business, and therefore helps to insure that the farmland will not be converted to nonagricultural uses

- 1 Preferential Assessment for Property Tax** Landowners with parcels of land used for agriculture are given the privilege of differential assessment
- 2 Deferred Taxation for Property Tax** Landowners are deterred from converting their land to nonfarm uses because if they do so, they must pay back taxes at market value.
- 3 Restrictive Agreement for Property Tax** Landowners who want to receive Differential Assessment must agree to keep their land in - eligible use

**B Income Tax Credits**

**Circuit Breaker Tax Credits** Authorize an eligible owner of farmland to apply some or all of the property taxes on his or her farmland and farm structures as a tax credit against the owner's state income tax

**C Estate and Inheritance Tax Benefits**

**Farm Use Valuation for Death Tax** Exemption of state tax liability to eligible farm estates

**2 "Right to farm" laws**

Prohibits local governments from enacting laws which will place restrictions upon normally accepted farming practices for example, the generation of noise, odor or dust

**3 Agricultural Districting**

Wherein farmers voluntarily organize districts of agricultural land to be legally recognized geographic areas. These farmers receive benefits, such as protection from annexation, in exchange for keeping land within the district for a given number of years

**4 Land Use Controls Agricultural Zoning**

Types of Agricultural Zoning Ordinances include

- A. **Exclusive** In which the agricultural zone is restricted to only farm-related dwellings, with, for example, a minimum of 40 acres per dwelling unit
- B. **Non-Exclusive** In which non-farm dwellings are allowed, but the density remains low, such as 20 acres per dwelling unit

Additional Zoning techniques include

- A. **Sliding Scale** This method looks at zoning according to the total size of the parcel owned. For example, the number of dwelling units per a given number of acres may change from county to county according to the existing land acreage to dwelling unit ratio of surrounding parcels of land within the specific area
- B. **Point System or Numerical Approach** Approaches land use permits on a case by case basis  
  
**LESA** The LESA system (Land Evaluation-Site Assessment) is used as a tool to help assess options for land use on an evaluation of productivity weighed against commitment to urban development
- C. **Conditional Use** Based upon the evaluation on a case by case basis by the Board of Zoning Adjustment. Also may include the method of using special land use permits

#### 5. Development Rights

- A. **Purchase of Development Rights (PDR)** Where development rights are purchased by Government action  
  
**Buffer Zoning Districts** Buffer Zoning Districts are an example of land purchased by Government action. This land is included in zoning ordinances in order to preserve and protect agricultural lands from non-farm land uses encroaching upon them
- B. **Transfer of Development Rights (TDR)** Development rights are transferable for use in other locations designated as receiving areas. TDR is considered a locally based action (not state), because it requires a voluntary decision on the part of the individual landowners

#### 6. Governor's Executive Order: Policy made by the Governor, stating the importance of agriculture, and the preservation of agricultural lands. The Governor orders the state agencies to avoid the unnecessary conversion of important farmland to nonagricultural uses

#### 7. Voluntary State Programs

- A. **California's Program of Restrictive Agreements and Differential Assessments** The California Land Conservation Act of 1985, commonly known as the Williamson Act, allows cities, counties and individual landowners to form agricultural preserves and enter into contracts for 10 or more years to insure that these parcels of land remain strictly for agricultural use. Since 1972 the Act has extended eligibility to recreational and open space lands such as scenic highway corridors, salt ponds and wildlife preserves. These contractually restricted lands may be taxed differentially for their real value. One hundred-acre districts constitute the minimum land size eligible

**Suggestion:** An improved version of the Act would state that if the land is converted after the contract expires, the landowner must pay the difference in the taxes between market value for the land and the agricultural tax value which he or she had been

paying under the Act. This measure would help to insure that farmland would not be converted after the 10 year period ends.

- B. Maryland Agricultural Land Preservation Program. Agricultural landowners within agricultural districts have the opportunity to sell their development rights to the Maryland Land Preservation Foundation under the agreement that these landowners will not subdivide or develop their land for an initial period of five years. After five years the landowner may terminate the agreement with one year notice.

As is stated above under the California Williamson Act, the landowner should pay the back taxes on the property if he or she decides to convert the land after the contract expires, in order to discourage such conversions.

- C. Wisconsin Income Tax Incentive Program. The Wisconsin Farmland Preservation Program of December 1977 encourages local jurisdictions in Wisconsin to adopt agricultural preservation plans or exclusive agricultural district zoning ordinances in exchange for credit against state income tax and exemption from special utility assessment. Eligible candidates include local governments and landowners with at least 35 acres of land per dwelling unit in agricultural use and gross farm profits of at least \$8,000 per year, or \$18,000 over three years.

## 6. Mandatory State Programs

- A. The Environmental Control Act in the state of Vermont was adopted in 1970 by the Vermont State Legislature. The Act established an environmental board with 9 members (appointed by the Governor) to implement a planning process and a permit system to screen most subdivisions and development proposals according to specific criteria stated in the law. The planning process consists of an interim and a final Land Capability and Development Plan, the latter of which acts as a policy plan to control development. The policies are written in order to:
- prevent air and water pollution,
  - protect scenic or natural beauty, historic sites and rare and irreplaceable natural areas, and
  - consider the impacts of growth and reduction of development on areas of primary agricultural soils.
- B. The California State Coastal Commission. In 1975 the Coastal Act was passed to establish a permanent Coastal Commission with permit and planning authority. The purpose of the Coastal Commission was and is to protect the sensitive coastal zone environment and its resources, while accommodating the social and economic needs of the state. The Commission has the power to regulate development in the coastal zones by issuing permits on a case by case basis until local agencies can develop their own coastal plans, which must be certified by the Coastal Commission.
- C. Hawaii's Program of State Zoning. In 1961, the Hawaii State Legislature established Act 187, the Land Use Law, to protect the farmland and the welfare of the local people of Hawaii by planning to avoid "unnecessary urbanization." The Law made all state lands into four districts: agricultural, conservation, rural and urban. The Governor appointed members to a State Land Use Commission, whose duties were to uphold the Law and form the boundaries of the four districts. In addition to state zoning, the Land Use Law introduced a program of Differential Assessment, wherein agricultural landowners paid taxes on their land for its agricultural use value, rather than its market value.
- D. The Oregon Land Use Act of 1973. This act established the Land Conservation and Development Commission (LCDC) to provide statewide planning goals and guidelines.

Under this Act, Oregon cities and counties are each required to draw up a comprehensive plan, consistent with statewide planning goals. Agricultural land preservation is high on the list of state goals to be followed locally.

If the proposed site is subject to or has used one or more of the above farmland protection programs or policies, score the site 20 points. If none of the above policies or programs apply to this site, score 0 points.

**5. How close is the site to an urban built-up area?**

The site is 2 miles or more from an urban built-up area	15 points
The site is more than 1 mile but less than 2 miles from an urban built-up area	10 points
The site is less than 1 mile from, but is not adjacent to an urban built-up area	5 points
The site is adjacent to an urban built-up area	0 points

This factor is designed to evaluate the extent to which the proposed site is located next to an existing urban area. The urban built-up area must be 2500 population. The measurement from the built-up area should be made from the point at which the density is 30 structures per 40 acres and with no open or non-urban land existing between the major built-up areas and this point. Suburbs adjacent to cities or urban built-up areas should be considered as part of that urban area.

For greater accuracy, use the following chart to determine how much protection the site should receive according to its distance from an urban area. See chart below.

Distance From Perimeter of Site to Urban Area	Points
More than 10,560 feet	15
9,880 to 10,559 feet	14
9,160 to 9,859 feet	13
8,480 to 9,159 feet	12
7,760 to 8,459 feet	11
7,080 to 7,759 feet	10
6,360 to 7,059 feet	9
5,680 to 6,359 feet	8
4,960 to 5,659 feet	7
4,280 to 4,959 feet	6
3,560 to 4,259 feet	5
2,860 to 3,559 feet	4
2,160 to 2,859 feet	3
1,460 to 2,159 feet	2
760 to 1,459 feet	1
Less than 760 feet (adjacent)	0

**6. How close is the site to water lines, sewer lines and/or other local facilities and services whose capacities and design would promote nonagricultural use?**

None of the services exist nearer than 3 miles from the site	15 points
Some of the services exist more than one but less than 3 miles from the site	10 points
All of the services exist within 1/2 mile of the site	0 points

This question determines how much infrastructure (water sewer, etc.) is in place which could facilitate nonagricultural development. The fewer facilities in place, the more difficult it is to develop an area. Thus, if a proposed site is further away from these services (more than 3 miles distance away), the site should be awarded the highest number of points (15). As the distance of the parcel of land to services decreases, the number of points awarded declines as well. So, when the site is equal to or further than 1 mile but less than 3 miles away from services, it should be given 10 points. Accordingly, if this distance is 1/2 mile to less than 1 mile, award 5 points, and if the distance from land to services is less than 1/2 mile, award 0 points.

Distance to public facilities should be measured from the perimeter of the parcel in question to the nearest site(s) where necessary facilities are located. If there is more than one distance (i.e. from site to water and from site to sewer), use the average distance (add all distances and then divide by the number of different distances to get the average).

Facilities which could promote nonagricultural use include

- Water lines
- Sewer lines
- Power lines
- Gas lines
- Circulation (roads)
- Fire and police protection
- Schools

7. Is the farm unit(s) containing the site (before the project) as large as the average-size farming unit in the county? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with \$1,000 or more in sales.)

As large or larger	10 points
Below average. Deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more is below average.	9 to 0 points

This factor is designed to determine how much protection the site should receive, according to its size in relation to the average size of farming units within the county. The larger the parcel of land, the more agricultural use value the land possesses, and vice versa. Thus, if the farm unit is as large or larger than the county average, it receives the maximum number of points (10). The smaller the parcel of land compared to the county average, the fewer number of points given. Please see below.

Parcel Size in Relation to Average County Size	Points
Same size or larger than average (100 percent)	10
95 percent of average	9
90 percent of average	8
85 percent of average	7
80 percent of average	6
75 percent of average	5
70 percent of average	4
65 percent of average	3
60 percent of average	2
55 percent of average	1
50 percent or below county average	0

State and local Natural Resources Conservation Service offices will have the average farm size information, provided by the latest available Census of Agriculture data

**8. If this site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?**

Acreage equal to more than 25 percent of acres directly converted by the project	10 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project	9 to 1 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project	0 points

This factor tackles the question of how the proposed development will affect the rest of the land on the farm. The site which deserves the most protection from conversion will receive the greatest number of points, and vice versa. For example, if the project is small, such as an extension on a house, the rest of the agricultural land would remain farmable, and thus a lower number of points is given to the site. Whereas if a large-scale highway is planned, a greater portion of the land (not including the site) will become non-farmable, since access to the farmland will be blocked, and thus, the site should receive the highest number of points (10) as protection from conversion.

**Conversion uses of the Site Which Would Make the Rest of the Land Non-Farmable by Interfering with Land Patterns**

Conversions which make the rest of the property nonfarmable include any development which blocks accessibility to the rest of the site. Examples are highways, railroads, dams or development along the front of a site restricting access to the rest of the property.

The point scoring is as follows:

Amount of Land Not Including the Site Which Will Become Non-Farmable	Points
25 percent or greater	10
23 - 24 percent	9
21 - 22 percent	8
19 - 20 percent	7
17 - 18 percent	6
15 - 16 percent	5
13 - 14 percent	4
11 - 12 percent	3
9 - 10 percent	2
6 - 8 percent	1
5 percent or less	0

**9. Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?**

All required services are available	5 points
Some required services are available	4 to 1 point(s)
No required services are available	0 points

This factor is used to assess whether there are adequate support facilities, activities and industry to keep the farming business in business. The more support facilities available to the agricultural



landowner the more feasible it is for him or her to stay in production. In addition, agricultural support facilities are compatible with farmland. This fact is important, because some land uses are not compatible, for example, development next to farmland can be dangerous to the welfare of the agricultural land, as a result of pressure from the neighbors who often do not appreciate the noise, smells and dust intrinsic to farmland. Thus, when all required agricultural support services are available, the maximum number of points (5) are awarded. When some services are available, 4 to 1 point(s) are awarded, and consequently, when no services are available, no points are given. See below.

Percent of Services Available	Points
100 percent	5
75 to 99 percent	4
50 to 74 percent	3
25 to 49 percent	2
1 to 24 percent	1
No services	0

**10. Does the site have substantial and well-maintained on-farm investments such as barns, other storage buildings, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?**

High amount of on-farm investment	20 points
Moderate amount of on-farm investment	19 to 1 point(s)
No on-farm investments	0 points

This factor assesses the quantity of agricultural facilities in place on the proposed site. If a significant agricultural infrastructure exists, the site should continue to be used for farming, and thus the parcel will receive the highest amount of points towards protection from conversion or development. If there is little on-farm investment, the site will receive comparatively less protection. See below.

Amount of On-farm Investment	Points
As much or more than necessary to maintain production (100 percent)	20
95 to 99 percent	19
90 to 94 percent	18
85 to 89 percent	17
80 to 84 percent	16
75 to 79 percent	15
70 to 74 percent	14
65 to 69 percent	13
60 to 64 percent	12
55 to 59 percent	11
50 to 54 percent	10
45 to 49 percent	9
40 to 44 percent	8
35 to 39 percent	7
30 to 34 percent	6
25 to 29 percent	5
20 to 24 percent	4
15 to 19 percent	3
10 to 14 percent	2
5 to 9 percent	1
0 to 4 percent	0

**11. Would the project at this site, by converting farmland to nonagricultural use, reduce the support for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?**

Substantial reduction in demand for support services if the site is converted	10 points
Some reduction in demand for support services if the site is converted	9 to 1 point(s)
No significant reduction in demand for support services if the site is converted	0 points

This factor determines whether there are other agriculturally related activities, businesses or jobs dependent upon the working of the pre-converted site in order for the others to remain in production. The more people and farming activities relying upon this land, the more protection it should receive from conversion. Thus, if a substantial reduction in demand for support services were to occur as a result of conversions, the proposed site would receive a high score of 10, some reduction in demand would receive 9 to 1 point(s) and no significant reduction in demand would receive no points.

Specific points are outlined as follows:

<b>Amount of Reduction in Support Services if Site is Converted to Nonagricultural Use</b>	<b>Points</b>
Substantial reduction (100 percent)	10
80 to 99 percent	9
60 to 79 percent	8
40 to 59 percent	7
20 to 39 percent	6
10 to 19 percent	5
No significant reduction (0 to 9 percent)	4
	3
	2
	1
	0

**12. Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of the surrounding farmland to nonagricultural use?**

Proposed project is incompatible with existing agricultural use of surrounding farmland	10 points
Proposed project is tolerable of existing agricultural use of surrounding farmland	9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland	0 points

Factor 12 determines whether conversion of the proposed agricultural site will eventually cause the conversion of neighboring farmland as a result of incompatibility of use of the first with the latter. The more incompatible the proposed conversion is with agriculture, the more protection this site receives from conversion. Therefore, if the proposed conversion is incompatible with agriculture, the site receives 10 points. If the project is tolerable with agriculture, it receives 9 to 1 points, and if the proposed conversion is compatible with agriculture, it receives 0 points.

# APPENDIX G

## DUE DILIGENCE HAZARDOUS WASTE EVALUATION



**DELTA AIRPORT  
CONSULTANTS, INC.**

8008 Corporate Center Drive, Suite 330 ♦ Charlotte, North Carolina 28226  
Phone: (704) 521-9101 ♦ Fax: (704) 521-9109 ♦ [www.deltaairport.com](http://www.deltaairport.com)

## **Due Diligence Hazardous Waste Evaluation**

**Virginia Highlands Airport  
Abingdon, Virginia  
AIP Project No. 3-51-0001-022  
Delta Project No. VA 04046  
S&ME Project No. 1054-05-485**



## **Due Diligence Hazardous Waste Evaluation**

**Virginia Highlands Airport  
Abingdon, Virginia  
AIP Project No. 3-51-0001-022  
Delta Project No. VA 04046  
S&ME Project No. 1054-05-485**

### **Prepared For:**

**Delta Airport Consultants, Inc.  
1338 Hundred Oaks Drive  
Suite G  
Charlotte, North Carolina 28217**

**and**

**Virginia Highlands Airport  
Post Office Box 631  
Abingdon, Virginia 24212**

### **Prepared By:**

**S&ME, Inc.  
P.O. Box 1118 TCAS  
Blountville, Tennessee 37617**

**April 20, 2006**





April 20, 2006

Delta Airport Consultants, Inc.  
1338 Hundred Oaks Drive  
Suite G  
Charlotte, North Carolina 28217

and

Virginia Highlands Airport  
Post Office Box 631  
Abingdon, TN 24212

Attention: Mr. David Diehl

and

Mr. Ronald Deloney

Subject: **Report of Due Diligence Hazardous Waste Evaluation**  
Virginia Highlands Airport  
Abingdon, Virginia  
AIP Project No. 3-51-0001-022  
Delta Project No. VA 04046  
S&ME Project No. 1054-05-485

Gentlemen:

S&ME, Inc. (S&ME) has completed a Due Diligence Hazardous Waste Evaluation (DDHWE) of the area considered for the Virginia Highlands Airport expansion located in Abingdon (Washington County), Virginia. The DDHWE was conducted in general accordance with the Airport Environmental Assessment Sub Consultant Agreement dated August 29, 2005 by and between Delta Airport Consultants, Inc. and S&ME, Inc. This report presents our evaluation procedures, findings, and conclusions. You are urged to review the report in its entirety.

S&ME, Inc. appreciates the opportunity to provide these services. If you have any questions, please call

Sincerely

S&ME, Inc.

Wendy S. Polonis  
Staff Geologist

P. Alan Williams, P.E.  
Environmental Services Manager  
VA #14761

WSP:PAW:mcc

S:\1054-05-485\Due Diligence Hazardous Waste Evaluation.doc

## Table of Contents

	<u>Page</u>
<b>1.0 Summary</b>	<b>1</b>
<b>2.0 Introduction</b>	<b>4</b>
2.1 Purpose	4
2.2 Detailed Scope of Services	4
2.3 Significant Assumptions	6
2.4 Limitations and Exceptions	6
2.5 Special Terms and Conditions	7
2.6 User Reliance	7
<b>3.0 Site Description</b>	<b>8</b>
3.1 Location and Legal Description	8
3.2 Site and Vicinity General Characteristics	8
3.3 Current Use of the Property	9
3.4 Descriptions of Structures, Roads, and Other Improvements on Site	9
3.5 Current Uses of the Adjoining Properties	10
<b>4.0 User Provided Information</b>	<b>13</b>
4.1 Title Records	13
4.2 Environmental Liens or Activity and Use Limitations	13
4.3 Specialized Knowledge	14
4.4 Valuation Reduction for Environmental Issues	14
4.5 Owner, Property Manager, and Occupant Information	14
4.6 Reason for Performing Due Diligence Hazardous Waste Evaluation	15
4.7 Other	15
<b>5.0 Records Review</b>	<b>16</b>
5.1 Standard Environmental Records Sources	16
5.2 Additional Environmental Record Sources	22
5.3 Physical Setting Sources	23
5.4 Historical Use Information on Property	24
5.5 Historical Use Information on Adjoining Properties	27

## Table of Contents (cont.)

	<u>Page</u>
<b>6.0 Site Reconnaissance .....</b>	<b>31</b>
6.1 Methodology and Limiting Conditions .....	31
6.2 General Site Setting.....	31
6.2.1 Current Use(s) of the Property .....	32
6.2.2 Past Use(s) of the Property .....	32
6.2.3 Current Uses of Adjoining and Surrounding Properties .....	33
6.2.4 Past Uses of Adjoining and Surrounding Properties.....	33
6.2.5 Geologic, Hydrogeologic, Hydrologic, and Topographic Conditions .....	33
6.2.6 General Description of Roads and Structures.....	34
6.2.7 Potable Water Supply and Sewage Disposal System .....	35
6.3 Exterior Observations.....	35
6.4 Interior Observations.....	37
<b>7.0 Interviews.....</b>	<b>39</b>
7.1 Interview with Owner.....	39
7.2 Interview with Site Manager.....	41
7.3 Interview with Occupants .....	41
7.4 Interview with Local Government Officials .....	41
7.5 Interview with Others .....	42
<b>8.0 Findings.....</b>	<b>43</b>
<b>9.0 Opinion.....</b>	<b>45</b>
<b>10.0 Conclusions.....</b>	<b>50</b>
<b>11.0 Deviations.....</b>	<b>51</b>
<b>12.0 Additional Services .....</b>	<b>52</b>
<b>13.0 References .....</b>	<b>53</b>
<b>14.0 Signatures of Environmental Professionals.....</b>	<b>54</b>
<b>15.0 Qualifications of Environmental Professionals .....</b>	<b>55</b>



## **Table of Contents (Cont.)**

### **16.0 Appendices**

#### **16.1 Figures**

**Figure 1: USGS Site Vicinity Map**

**Figure 2: Aerial Photograph with Approximate Parcel Boundaries**

**Figure 3: Site and Photograph Location Map**

#### **16.2 Historical Research Documentation**

**Tax Map**

**Deed Information**

**Land Parcel Detail and Real Estate Maintenance Review Cards**

**Aerial Photograph (1997)**

**Sanborn Map Search Results**

#### **16.3 Environmental Database Search**

**EDR Radius Map Report**

**EDR Site Reports**

#### **16.4 Site Photographs**

#### **16.5 Regulatory Records Documentation**

#### **16.6 Interview Documentation**

**User Provided Drawings:**

**Sheet 2 of 10 and Sheet 9 of 10**

**Questionnaire for Client/Landowner**

**Interview Logs**

#### **16.7 Contract Between User and S&MF, Inc.**

#### **16.8 Resumes of Environmental Professionals**

## 1.0 Summary

This SUMMARY is presented for the convenience of the reader. However, the report text and appendices must be reviewed in their entirety prior to making decisions regarding this site. S&ME has completed a Due Diligence Hazardous Waste Evaluation (DDHWE) for the subject property. The purpose of this assessment was to determine if there was any apparent evidence of recognized environmental conditions (RECs), including hazardous substances or petroleum products, being present or having impacted the subject site. The Due Diligence Hazardous Waste Evaluation has been prepared to meet a portion of the due diligence requirements for the National Environmental Policy Act (NEPA) Environmental Assessment (EA) that is being conducted for the Virginia Highlands Airport Layout Plan Update project site.

According to information made available to S&ME, the subject site consists of eight parcels located near the Virginia Highlands Airport in Abingdon, Washington County, Virginia. The parcels include tax parcel 123-A-144, 124-A-27, 124-A-2E, 124-A-4, 124-A-8, 124-A-18B, 124-A-29 and 124-A-29A. Details pertaining to the parcels of property are found within the text of this report.

S&ME has performed the Due Diligence Hazardous Waste Evaluation, in conformance with the scope and limitations set forth in the Scope of Services portion of the November 2, 2004 Proposal for Due Diligence Hazardous Waste Evaluation. The following variations are noted from the authorized scope of services. The Fred B. Gent II property was not accessed (Parcels 124-A-29 and 124-A-29A). A right to enter was not granted by the property owner; therefore, the property was not assessed nor was a property owner interview for these two parcels performed as a portion of this assessment. Two parcels comprising the Gent property (tax parcels 124-A-29 and 124-A-29A) have been excluded from the DDHWE. The Abingdon Livestock Exchange property (tax parcel 124-A-4) representative was not interviewed. A reasonable number of messages were left (3) for the representative; however, a return telephone call was not received. Property boundaries for Parcels 123-A-144 and 124-A-4 were not clearly defined in the field. Properties were assessed according to boundaries shown on the Airport Plan, Sheet 2 of 10, dated March 2003. Entry to the structure on Parcel 124-A-21, was not permitted by the owner at the scheduled time, thus interior observations were not possible. No additional limiting conditions were identified for the site reconnaissance.

Public records for the subject property were researched. Site visits were conducted on March 20, 21, and 24, 2006. During the site visit, an environmental professional investigated the subject property for drainage patterns, vegetation patterns, stains, discoloration, surrounding land use, and other visual aspects suggestive of the presence of recognized environmental conditions (RECs). Interviews were conducted with selected representatives of the owner, government officials, and others concerning the subject site.

Based on the data collected during this assessment, ten (10) onsite findings of potential environmental concern were identified. The onsite findings are as follows:

1. Tri State Livestock Market property is a portion of the subject property (Parcel 124-A-4) being assessed in this evaluation. Tri State Livestock Market is a VA Spills facility.
2. Wright Equipment Company, Inc. is a portion of the subject property being assessed in this evaluation (Parcel 124-A-8). Wright Equipment Company, Inc. is a UST and RCRA- SQG facility.
3. Several 5-gallon buckets and 55-gallon drums are located on Parcel 124-A-27.
4. Pole-mounted transformers are located on Parcel 123-A-144, Parcel 124-A-8 and Parcel 124-A-18B.
5. Metal debris was noted on a portion of Parcel 123-A-144.
6. Open container of liquid parts degreaser was located on Parcel 124-A-8.
7. Portable gasoline cans were noted in the outside areas on Parcel 124-A-8.
8. Leaking ASTs were located on Parcel 124-A-8 and Parcel 124-A-18B.
9. Two 55-gallon drums of battery acid with apparent floor staining were located on Parcel 124-A-8.
10. Leaking cases of transmission and hydraulic oil were located on Parcel 124-A-8.

In our opinion, three of the onsite findings of potential environmental concern are considered recognized conditions to the subject property. The rationale for this determination is provided in Section 9.0.

Based on the data collected during this assessment, ten (10) offsite findings of potential environmental concern were identified. The offsite findings are as follows:

1. Virginia Highlands Airport a VA Spills, UST and AST facility. The Airport adjoins all the parcels of property being assessed with the exception of the Johnson parcel of property (Parcel 123-A-144).
2. Blue Ridge Kenworth is an adjoining property to the south of the Virginia Highlands Airport and is a UST facility.
3. Roberts Tire & Recapping, Inc. is an adjoining property to the south of a portion of the subject property and is a UST facility.
4. Abingdon Ready Mix is a FNDIS and UST facility located between ¼ and ½ mile to the northeast of the subject property site.
5. Cherokee Construction Company was identified as a UST facility located as an adjoining property across Lee Highway to the south of a portion of the subject property.
6. South of the Bridge off I-81 at Exit 13 was identified as an ERNS site located approximately ¼ mile to the south of the subject property.
7. The Roadrunner Market #130 was identified as a UST facility located within ¼ mile to the south of a portion of the subject site property.

8. The Wholesale Tobacco Outlet was identified as a VA Spills facility located within ¼ mile to the south of a portion of the subject site property.
9. C&J Body Shop was identified as a RCRA-SQG and FNDIS facility located approximately ¼ mile to the southwest of a portion of the site subject property.
10. Westinghouse Electric Corporation was identified on the FDR database as a FNDIS, RCRA-LQG, RCRA-TSDF, and LTANKS facility located between ¼ and ½ mile to the northwest of a portion of the site subject property.

In our opinion, none of the offsite findings of potential environmental concern are considered recognized environmental conditions to the subject property. The rationale for these determinations is provided in Section 9.0.

This assessment has revealed no evidence of recognized environmental conditions (RECs) or hazardous waste sites in connection with the subject property, except as follows.

1. Leaking ASTs were located on Parcel 124-A-8 and Parcel 124-A-18B.
2. Two 55-gallon drums of battery acid with apparent floor staining were located on Parcel 124-A-8.
3. Leaking cases of transmission and hydraulic oil were located on Parcel 124-A-8.

It is the responsibility of the user of the Due Diligence Hazardous Waste Evaluation to determine the extent of further inquiry.

## 2.0 Introduction

### 2.1 Purpose

This Due Diligence Hazardous Waste Evaluation was prepared for the client, Delta Airport Consultants, Inc. The purpose of this Due Diligence Hazardous Waste Evaluation is to identify, to the extent feasible pursuant to the processes described herein, *recognized environmental conditions* (RECs) in connection with the subject property. The ASTM Standard E 1527-00 defines a REC and for the purposes of this report, S&ME has used the definition set forth in the standard. Recognized environmental conditions are defined by ASTM Standard E 1527-00 as "the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property." The definition of a REC does not include *de minimus* conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of enforcement action if brought to the attention of appropriate governmental agencies.

### 2.2 Detailed Scope of Services

This Due Diligence Hazardous Waste Evaluation was prepared in accordance with provisions set forth in the Sub Consultant Agreement dated August 29, 2005 with reference to Exhibit "B" of Amendment No. Five (5) dated May 11, 2005. Exhibit "B" references the March 9, 2004 letter by Delta Consultants and the November 2, 2004 letter by S&ME, Inc. as the guidelines for the Scope of Services relating to the Due Diligence Hazardous Waste Evaluation. Our Due Diligence Hazardous Waste Evaluation consisted of four (4) primary tasks. Those tasks included:

**Task 1** - A review of reasonably ascertainable and practically reviewable public records for the site and the property adjacent to the project area that may have resulted in a release of hazardous substances or petroleum products was conducted. The review of the public record included:

1. Examination of reasonable ascertainable public records from the U.S. EPA and the Virginia Department of Environmental Quality (VDEQ) for the purpose of identifying recognized environmental conditions, namely the presence of likely presence of hazardous substances or petroleum products under conditions that indicate a release or material threat of a release onto the subject property or into the ground, groundwater or surface water of the property. This examination included practically reviewable state and federal database records with respect to the project area.
2. Review of selected state and/or federal file records for facilities identified in the database records as being located on the project site.
3. Examination of the property chain-of-title back to 1940 (or earlier, if developed in 1940), and a copy of the current deed, if provided by the client or his attorney, to consider whether the name of a past owner may imply site operations that used or stored hazardous substances or petroleum products on the subject property or whether the property's deeds contain mention of an environmental lien.
4. Examination of reasonably ascertainable Sanborn maps, city directories, aerial photographs and topographic maps for evidence of past property usage for the project site that might have included disposal of wastes or other activities involving hazardous substances or petroleum products on the project site.

**Task 2** – Interviews with appropriate local officials and others were conducted to consider any local knowledge of hazardous substances or petroleum products on the subject property or on adjacent properties. In addition, interviews with the current property owners were conducted or attempted in order to assess their knowledge of any hazardous substances or petroleum products on the subject property or on adjacent properties.

**Task 3** A site reconnaissance was performed to observe conditions on the project site and to obtain information relative to the identification of recognized environmental conditions. This reconnaissance was also performed to evaluate any evidence found in our public record review that might indicate activities resulting in hazardous substances or petroleum products being used or deposited on or next to the project area. The site reconnaissance included the following activities:

1. A visual reconnaissance of the site and adjacent properties was performed to observe signs of spills, stressed vegetation, buried waste, underground or aboveground storage tanks, subsidence, transformers, or unusual soil discoloration which may indicate the possible presence of contaminants on the properties. The periphery of the property was viewed and a walk-through of accessible areas of the site interior was conducted.
2. Areas of the site were photographed to document the current use(s) of the project site as well as significant features associated with the property.

**Task 4** - The collected data were evaluated and this report was prepared.

## **2.3 Significant Assumptions**

No significant assumptions were made relative to evaluating data collected for this Due Diligence Hazardous Waste Evaluation

## **2.4 Limitations and Exceptions**

Appropriate inquiry has been conducted in order to identify recognized environmental conditions at the subject site, however, no environmental site assessment can wholly eliminate uncertainty regarding the potential for other unidentified environmental conditions in connection with a property. That is, an appropriate inquiry does not mean an exhaustive assessment of a clean property. Findings are limited to conditions observed at the time of the site reconnaissance and may not represent future conditions. The Fred B. Gent II property was not accessed (Parcels 124-A-29 and 124-A-29A). A right to enter was not granted by the property owner, therefore the

property was not assessed nor was the property owner interviewed for these two parcels. Parcels 124-A-29 and 124-A29A are excluded from the DDHWF. The Abingdon Livestock Exchange property representative was not interviewed. A reasonable number of messages were left (3) for the representative, however, a return telephone call was not received.

Property boundaries for Parcels 123-A-144 and 124-A-4 were not clearly defined in the field. The assessment was performed based on the March 2003 Airport Layout Plan, Sheet 2 of 10 designated boundaries. The residence on the Hairston property was not accessed. No additional limiting conditions were identified for the site reconnaissance.

## **2.5 Special Terms and Conditions**

This report was prepared for the sole use of the client (Delta Airport Consultants, Inc.) in accordance with the S&ME Agreement for Services dated November 2, 2004.

## **2.6 User Reliance**

S&ME's client, Delta Airport Consultants, Inc., may rely on this report. Any use of this report by parties other than the client is expressly subject to the Terms and Conditions contained in the Agreement for Services with S&ME, Inc. (Section 16.7). Other parties' use and reliance on this report shall be deemed parties' consent to and agreement to be bound by S&ME, Inc.'s conditions to the same extent that the client is bound to S&ME, Inc. S&ME, Inc. expressly disclaims any and all liability resulting from reliance on this report not authorized, in writing, by the preparer. Virginia Highlands Airport is authorized to rely on the content, findings, and conclusions of this report in accordance with the terms described, herein.



### **3.0 Site Description**

#### **3.1 Location and Legal Description**

The project site consists of eight properties. The properties are not contiguous and are located both on the eastern and western side of the Virginia Highlands Airport located along Lee Highway in Abingdon, Washington County, Virginia. Tax Parcels 124-A-29 and 124-A-29A are both owned by Fred B. Gent II, however were not assessed during this evaluation. The parcels assessed for this evaluation consists of the following:

Tax Parcel 123-A-144, owned by L.H. Johnson (Living Estate)

Tax Parcel 124-A-27, owned by Irby and Elizabeth P. Sneed

Tax Parcel 124-A-2E, owned by Rufus I, Jr. and JoAnne L. Hairston

Tax Parcel 124-A-4, owned by Abingdon Livestock Exchange, Inc.

Tax Parcel 124-A-8, owned by Highlands Properties, Inc.

Tax Parcel 124-A-18B, owned by Highlands Properties, Inc.

The tax map, land parcel detail sheets and a real estate maintenance review are in Section 16.2

#### **3.2 Site and Vicinity General Characteristics**

The subject property is located in an area characterized by primarily commercial properties intermixed with some residential and agricultural properties. The overall topography varies dependent upon the parcel of property.

Parcel 123-A-144 decreases in topography from the north and south toward the center of the property toward a blue line stream shown on the USGS topographic map. Parcel 124-A-27 is relatively flat in the northern portion of the property and decreases in topography toward the

south. Several sinkholes were noted in the northern portion of this parcel. Parcel 124-A-2E gently slopes from the north-northwest toward the south-southeast. Parcel 124-A-4 slightly decreases in elevation toward both the southeast and southwest. Parcel 124-A-8 gently decreases in elevation toward the south-southeast and the south. Parcel 124-A-18B is relatively flat.

### **3.3 Current Use of the Property**

The portion of Parcel 123-A-144 is currently used as pasture land. Parcel 124-A-27 is used as pasture land and residential property. Parcel 124-A-2E is used as residential property. The portion of Parcel 124-A-4 is used as a parking lot area. Parcel 124-A-8 and Parcel 124-A-18B are both used for a commercial business property.

### **3.4 Descriptions of Structures, Roads, and Other Improvements on Site**

Parcel 123-A-144 is bounded on the west by Westinghouse Road. Residential structures are located on the southern portion of the property; however, it is understood that this portion of the property would not be included in the real estate transaction. Further south is Lee Highway. A shed and barn were viewed on the southern end of the pasture; however, with property boundaries not well defined, the shed and barn were understood to be located off the portion considered the subject property. Access to this property is granted from a gate opening along Westinghouse Road or from a gate located to the north of the residential structures.

Parcel 124-A-27 is accessed from Highway 611. A portion of Spring Creek is located on this portion of the subject site. A brick residential structure is located on the property. A shed is located near the residential structure and a barn is located in the pasture section of the property. The pasture is accessed from a gate opening located to the north of the onsite residential structure.

Parcel 124-A-2E is accessed from Highway 611. A residential structure is located on the property. A portion of Spring Creek is located on the property.

Parcel 124-A-4 is accessed from either Skyking Road or Jerry Lane. The portion of the property included in the future transaction is a parking lot area. The site property is a portion of the current parking lot area and is covered with gravel.

Parcel 124-A-8 is accessed from either Skyking Road or Lee Highway. Skyking Road bounds the property to the east and Lee Highway bounds the property to the south. There are two buildings located on this portion of the site property. Another portion of a commercial building (WECO Rentals) is located on this parcel extending onto Parcel 124-A-18B. The property is predominantly covered with both gravel and asphalt cover.

Parcel 124-A-18B is accessed from the adjoining property (Parcel 124-A-8) or Lee Highway. Lee Highway bounds the property to the south. Jerry Lane winds along the western side of this parcel and wraps around to the north.

### **3.5 Current Uses of the Adjoining Properties**

Descriptions of the properties adjoining the subject property are detailed as follows.

#### **Parcel 123-A-144**

<b>Western Side:</b>	To the west is Westinghouse Road. Further to the west is a trailer park and residential properties. To the west of the northernmost portion of this property are residential structures prior to Westinghouse Road.
<b>Eastern Side:</b>	To the east is pasture land (Parcel 124-A-27).
<b>Southern Side:</b>	To the south is a residential portion of the same tax parcel of property that is not included in the proposed transaction. Further south is Lee Highway.

**Northern Side:** Immediately north of the subject property is pasture land and residential properties.

**Parcel 124-A-27**

**Western Side:** To the west is largely pasture land (Parcel 123-A-144). There is a residential structure located to the west of the northernmost section of this parcel of property.

**Eastern Side:** To the east is vacant property. The property had been recently cut. A portion of Highway 611 is located to the east of the lower southern section of this parcel of property.

**Southern Side:** To the south are residential and pasture land (parcels 124-A-29 and 124-A-29A - the Fred B. Gent II properties).

**Northern Side:** Immediately north of the subject property is pasture land.

**Parcel 124-A-2E**

**Western Side:** To the west is vacant property.

**Eastern Side:** To the east is vacant property and Highway 611.

**Southern Side:** To the south is vacant property.

**Northern Side:** Immediately north is vacant property.

**Parcel 124-A-4**

**Western Side:** To the west is vacant property.

**Eastern Side:** To the east is vacant property.

**Southern Side:** To the south is vacant property. Further south is a commercial property (Wright Equipment - Parcel 124-A-8).

**Northern Side:** Immediately north is the Livestock Exchange building, which is also located on parcel 124-A-4, but not included in this transaction.

**Parcel 124-A-8**

- Western Side:** To the west is commercial property (Parcel 124-A-18B) and Jerry Lane. Further west is the Virginia Highlands Airport.
- Eastern Side:** To the east is Skyking Road. Further across Skyking Road is pasture land and residential properties.
- Southern Side:** To the south across Lee Highway are residential properties and commercial properties.
- Northern Side:** Immediately north of the subject property is vacant property. Further north is the Livestock Exchange property.

**Parcel 124-A-18B**

- Western Side:** To the west is commercial property (parcel 124-A-8). Further west is Skyking Road.
- Eastern Side:** To the east is Jerry Lane. Further east is the Virginia Highlands Airport property.
- Southern Side:** To the south is Lee Highway. Further to the south are commercial properties.
- Northern Side:** Immediately north of the subject property is Jerry Lane, which wraps around from the west and extends to the north of this parcel of property. Further north is the Virginia Highlands Airport property.

## **4.0 User Provided Information**

### **4.1 Title Records**

Title records and historical chain of title were not provided by the client. The subject property appears to be composed of portions of eight non-contiguous parcels of property. Two of the parcels (Parcels 124-A-29 and 124-A-29A) were not accessed and are not included in this evaluation. The subject property consists of portions of Tax Parcels 123-A-144, 124-A-27, 124-A-2E, 124-A-4, 124-A-8 and 124-A-18B in Abingdon, Washington County, Virginia. Copies of the tax map, land parcel detail sheets and the real estate maintenance review are provided in Section 16.2. Tax information indicates the property is owned by:

Parcel 123-A-144	-	Ed H. Johnson (Life Estate)
Parcel 123-A-27	-	Irby and Elizabeth P. Sneed
Parcel 124-A-2E	-	Rufus T., Jr. and JoAnne L. Hairston
Parcel 124-A-4	-	Abingdon Livestock Exchange, Inc.
Parcel 124-A-8	-	Highlands Properties, Inc.
Parcel 124-A-18B	-	Highlands Properties, Inc.

Copies of these documents are included in Section 16.2.

### **4.2 Environmental Liens or Activity and Use Limitations**

S&ME reviewed the deeds of trust obtained from the Washington County Property Assessor's office. The deeds of trust described above were reviewed for any environmental liens related to the subject property.

Stipulations set forth for Parcel 124-A-2F made mention of an easement on the property adjacent to the southern boundary for the septic field lines and septic system that service the property. The remaining property deeds did not document any environmental liens or activity and use limitations related to recognized environmental conditions.

### **4.3 Specialized Knowledge**

The client did not provide any specialized knowledge pertaining to the subject property as related to recognized environmental conditions.

### **4.4 Valuation Reduction for Environmental Issues**

S&ME was not provided any information by the user, to indicate that the site has had any valuation reduction for environmental issues.

### **4.5 Owner, Property Manager, and Occupant Information**

The current property owners for the portion of the properties assessed during this evaluation are:

- Parcel 123-A-144 - E. H. Johnson (Life Estate) (owner representative is Johnny Johnson)
- Parcel 123-A-27 - Irby and Elizabeth P. Sneed
- Parcel 124-A-2E - Rufus J., Jr. and JoAnne L. Hairston
- Parcel 124-A-4 - Abingdon Livestock Exchange, Inc. (owner representative is Rick Burrett)
- Parcel 124-A-8 - Highlands Properties, Inc. (owner representative is Matthew Owens)
- Parcel 124-A-18B - Highlands Properties, Inc. (owner representative is Matthew Owens)

There are no third party property managers. The owners are identical to the occupants.

#### **4.6 Reason for Performing Due Diligence Hazardous Waste Evaluation**

The Due Diligence Hazardous Waste Evaluation (DDHWE) has been prepared to meet a portion of the Environmental Assessment portion of the National Environmental Policy Act (NEPA) being conducted on the project site.

#### **4.7 Other**

Delta Airport Consultants, Inc. provided Property Access Authorization forms for five of the eight parcels of property known as the site property. An Airport Property Map and an Airport Layout Plan was also provided by the client who highlighted the project area.

No other information was made available.



## **5.0 Records Review**

### **5.1 Standard Environmental Records Sources**

S&ME performed a review of the public records to gain insight into past land use and to determine if any regulatory agencies were aware of past or current environmental concerns known or reported in regard to the subject site or adjacent properties.

S&ME reviewed available federal and state environmental records prepared by Environmental Data Resources (EDR) for Abingdon, Virginia. The specific records reviewed in the EDR database search are listed in the table on the following page. The results of the EDR database search are included in Section 16.3.

The Virginia Highlands Airport was identified on the VA Spills, LUST, US1 and AST database files. Two of the properties that comprise the subject property were identified on the EDR database files: Tri-State Livestock Market was identified as a VA Spills database file and Wright Equipment Company, Inc. was identified on the LUST and RCRA-SQG database file. The EDR report records indicated the presence of ten (10) offsite facilities of potential environmental concern within the search parameters detailed in the following table: Roberts Tire & Recapping, Inc., Abingdon Ready Mix, Highlands Airport, Cherokee Construction Company, Blue Ridge Kenworth, South of Bridge off I-81 at Exit 13, Roadrunner Market #130, Wholesale Tobacco Outlet, C&J Body Shop and Westinghouse Electric Corporation. A review of EDR unmapped orphan sites revealed the no additional offsite adjacent facilities. The EPA Envirofacts database did not reveal any additional sites of potential environmental concern as adjacent properties. Site reconnaissance did not reveal any additional sites of potential environmental concern as adjacent properties. The following paragraphs provide pertinent information concerning these facilities as they may relate to potential impact to the subject property.

**Database Records Search from the EDR Report**

<b>Search Parameter</b>	<b>Date of Database</b>	<b>Search Distance (mile)</b>
<u>National Priority List (NPL)</u>	November 29, 2005	1.00
<u>Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)</u>	October 24, 2005	0.50
<u>CERCLIS – No Further Remediation Action Planned (CERCLIS-NFRAP)</u>	October 24, 2005	0.50
<u>RCRA Corrective Actions (CORRACTS)</u>	December 29, 2005	1.00
<u>RCRA non-CORRACTS Permitted Transportation, Storage, and Disposal Facility (RCRIS-TSD)</u>	December 15, 2005	0.50
<u>RCRA Registered Large or Small Quantity Hazardous Waste Generators (RCRIS-LQG / RCRIS-SQG)</u>	December 15, 2005	0.25
<u>Emergency Response Notification System (ERNS)</u>	December 31, 2005	Target Property
<u>Superfund Consent Decrees (CONSENT)</u>	December 14, 2004	1.00
<u>Records of Decision (ROD)</u>	December 7, 2005	1.00
<u>NPL Deletions (Delisted NPL)</u>	November 29, 2005	1.00
<u>Facility Index System (FINDS)</u>	January 9, 2006	Target Property
<u>Hazardous Materials Information Reporting System (HMIRS)</u>	December 31, 2005	Target Property
<u>Toxic Release Inventory System (TRIS)</u>	December 31, 2003	Target Property
<u>Toxic Substance Control Act (TSCA)</u>	December 31, 2002	Target Property
<u>State Hazardous Waste Site (SHWS)</u>	N/A	1.00
<u>Solid Waste Facility/Landfill (SWFLF)</u>	August 10, 2005	0.50
<u>Leaking Underground Storage Tank (LUST)</u>	December 1, 2005	0.50
<u>Underground Storage Tank (UST)</u>	December 5, 2005	0.25
<u>Above Ground Storage Tanks (AST)</u>	December 5, 2005	Target Property
<u>VA Spills</u>	November 28, 2005	0.50

Search Parameter	Date of Database	Search Distance (mile)
LIANKS	December 5, 2005	0.50

### **Virginia Highlands Airport**

The Virginia Highlands Airport is in the process of expanding onto adjoining properties. The Highlands Airport was identified on the EDR database as a VA Spills (Pollution Complaint #: 98-0202), LUST (Facility ID#: 1-018296) and AST (Owner ID#: 26850) facility. According to VDEQ files, a letter dated November 8, 1994 granted Site Closure to the Virginia Highlands Airport for the leaking UST with no additional information or action required. On October 15, 2002, the VDEQ issued a letter to the Virginia Highlands Airport Commission in reference to their compliance inspection on October 10, 2002. One violation was noted during the inspection, which was that delivery of hazardous waste to an authorized facility was not being ensured. On October 29, 2002, the Virginia Highlands Airport Commission responded to the VDEQ providing a solution to the violation found on October 10, 2002. On July 2, 2004, the VDEQ conducted an inspection at the Virginia Highlands Airport and found a sump fuel container in poor condition, and found dead vegetation in a downgradient position from the oil-water separator located on the property. The Virginia Highlands Airport Commission responded to the VDEQ on July 23, 2004, stating that new fuel containers for dumping sumped fuel were located at the airport and that a vendor was engaged to service the oil-water separator as a precautionary measure and to ensure that it was properly working.

### **Tri State Livestock Market**

A portion of the Tri State Livestock Market property is a portion of the subject property (Parcel 124-A-4) being assessed in this evaluation. The Tri State Livestock Market was identified on the EDR database as a VA Spills (Incident Response ID#: 2005-S-0309). According to the EDR Radius report, the material of concern is listed as manure, surface runoff, drainage and soil erosion. Runoff of manure leading to a drainage ditch where standing water was located was

reported to the VDEQ. The VDEQ does not have the governing authority over this type of situation and this case was referred to the Department of Agriculture.

#### **Wright Equipment Company, Inc.**

Wright Equipment Company, Inc. is located on the property owned by Highlands Properties, Inc. (Parcels 124-A-8 and 124-A-18B) and is a portion of the subject property being assessed in this evaluation. Wright Equipment Company, Inc. was identified on the EDR Radius report as a UST1 (Facility ID#: 1-006615) and RCRA-SQG (EPA ID#: VAD023622343). The facility sent a notice to the Department of Waste Management on October 14, 1986 that petroleum naphtha and parts cleaner was used at the facility. According to VDEQ files, seven tanks were registered at the facility and all were removed in approximately 1991. Soil samples were collected from a UST at the facility on October 7, 1991. The samples were submitted to the laboratory for TPH. Samples showed signs of impact. In a letter dated July 29, 1994, VDEQ stated the USTs at the site were considered closed and no further action was required.

#### **Blue Ridge Kenworth**

Blue Ridge Kenworth is an adjoining property to the south of the Virginia Highlands Airport. Blue Ridge Kenworth was identified on the EDR Radius report as a UST1 (Facility ID#: 1-003201) facility. According to the VDEQ files, Blue Ridge Kenworth is also a RCRA-SQG facility. Blue Ridge Kenworth is located as an adjoining property to the south of a portion of the subject property and is a truck sales, parts and service facility. A December 12, 1996 inspection of the facility by the VDEQ found several violations at the facility. The violations were largely bookkeeping infractions and the facility was given 30 days to correct the violations. An October 28, 2004 inspection found violations that were corrected during the inspection. No documentation of spills or releases were noted.

**Roberts Tire & Recapping, Inc.**

Roberts Tire & Recapping, Inc. is an adjoining property to the south of the Virginia Highlands Airport property across Lee Highway. Roberts Tire & Recapping, Inc. was identified on the EDR database as a UST (Facility ID#: 1-003570) facility. According to the VDEQ files, a 10,000-gallon heating oil tank was located at the facility. The estimated time that the tank was last used was in 1996 and the estimated date the tank was closed was August 28, 1997. On November 14, 1997, the VDEQ sent a letter to Roberts Tire & Recapping, Inc. acknowledging the receipt of documentation indicating permanent closure of the UST at the property. According to the VDEQ, the contamination levels did not warrant future assessment at this facility.

**Abingdon Ready Mix**

Abingdon Ready Mix was identified on the EDR as a property located between ¼ and ½ mile to the northeast of the subject property site. Abingdon Ready Mix was identified as a HINDS and UST (Facility ID#: 1-016764) facility. According to VDEQ files, an 8,000-gallon diesel tank was located on the property. Tank removal was filed in 1999 with indications of the removal having been performed ten years prior.

**Cherokee Construction Company**

Cherokee Construction Company was identified on the EDR Radius Report as a UST (Facility ID#: 1-016779) facility. Cherokee Construction Company is located as an adjoining property across Lee Highway to the south of the Virginia Highlands Airport. According to VDEQ files, a VDEQ Memorandum stated that three bare steel tanks were removed from the facility. Sampling was conducted at the time of removal of the tanks. Upon removal of the tanks, an area of saturation was found and a slight odor was noticed. On January 5, 1994, an amended notification form was submitted to the VDEQ. The VDEQ stated that the contamination levels at the site did not warrant further assessment.

### **South of Bridge off I-81 at Exit 13**

The area south of the bridge off of Interstate I-81 at Exit 13 was identified on the EDR Radius Report as an IIRNS site. According to the EDR Facility Detail Report, a tank with unknown substance was found leaking on the banks of the creek, south of the bridge, in 1987.

### **Roadrunner Market #130**

The Roadrunner Market #130 was identified on the EDR database as a UST (Facility ID#, 1-021562) facility. The facility is located within ¼ mile to the south of a portion of the subject site property. According to VDEQ files, the Roadrunner Store #130 has three (3) 6,000-gallon gasoline USTs and one (1) 6,000-gallon diesel UST. A letter dated August 31, 2005 from the VDEQ to Mountain Empire Oil Company referencing Roadrunner Store #130 indicated that the UST compliance field inspected on the facility on August 23, 2005 was approved and the facility was found to be in compliance. No documentation of spills or releases were noted.

### **Wholesale Tobacco Outlet**

The Wholesale Tobacco Outlet was identified on the EDR database as a VA Spills (Incident Response ID#- 2002-S-0091) facility. The facility was reportedly located at 18162 Lee Highway, which is within ¼ mile to the south of a portion of the subject site property. No additional information concerning this incident was located in VDEQ files.

### **C&J Body Shop**

C&J Body Shop was identified on the EDR database as a RCRA-SQG (EPA ID#: VAR000014076) and FINS facility. The site was reportedly located at 18014 Lee Highway, which is located approximately ¼ mile to the southwest of a portion of the site subject property. According to VDEQ files, the waste streams generated are spent non-halogenated solvents and lacquer thinner. The most generated within a month time span is approximately 5 gallons. The waste produced from the facility is taken to the landfill and put in used oil recycling tank. No documentation of spills or releases was noted.

### **Westinghouse Electric Corporation**

Westinghouse Electric Corporation was identified on the EDR database as a FINDS, RCRA-LQG (EPA ID#: VAD000619734), RCRA-LSDF, and LTANKS (Pollution Complaint # 1999-0390) facility. The facility was reportedly located at 18259 Westinghouse Road, which is between ¼ and ½ mile to the northwest of a portion of the site subject property. According to VDEQ files, from approximately 1972 until 1995 the facility operated the Electrical Materials Division which manufactures copper rod, bare copper and insulated copper wire. A Site Characterization Report dated June 25, 1999 indicated that eight ASTs were removed from the facility and two ASTs were left to store diesel fuel to operate the emergency water pumps for the fire system. Soil samples taken from the facility had DRD concentrations below the method detection limits in all of the soil samples. A VDEQ Memorandum referencing the ASTs at the facility indicated that ten ASTs were dismantled and removed. The Memorandum also recommended that the site becomes listed as closed.

A letter dated January 25, 1999 from a consultant representing Westinghouse Electric Corporation to the Environmental Protection Agency (EPA) indicated that a cleanup of two PCB containing capacitors and stained concrete surfaces would be performed at the facility. No additional information concerning this activity was noted in VDEQ files.

## **5.2 Additional Environmental Record Sources**

No additional environmental record sources were researched besides those described in Section 5.1.

### 5.3 Physical Setting Sources

S&ML reviewed the United States Geologic Survey (USGS) topographic map of the subject site and surrounding area for evidence of past development. The Wyndale, Virginia USGS topographic map was reviewed. The Wyndale, Virginia 1991 USGS topographic map depicted the subject property parcels to the north of Lee Highway, Parcels 123-A-144, 124-A-27 and 124-A-2E to the west of Highway 611 and Parcels 124-A-4, 124-A-8 and 124-A-18B to the west of Skyking Road. Parcel 123-A-144 decreases in topography from the north and south toward the center of the property toward a blue line stream shown on the USGS topography map. Parcel 124-A-27 is relatively flat in the northern portion of the property and decreases in topography toward the south. Several sinkholes were noted in the northern portion of this parcel. Parcel 124-A-2E gently slopes from the north-northwest toward the south-southeast. Parcel 124-A-4 slightly decreases in elevation toward both the southeast and southwest. Parcel 124-A-8 gently decreases in elevation toward the south-southeast and the south. Parcel 124-A-18B is relatively flat. The portion of the Wyndale, Virginia 1991 USGS map reviewed is provided in Figure 1, Section 16.1.

The Abingdon area is located within the Valley and Ridge Physiographic Province. The province consists of alternating subparallel ridges and valleys that trend northeast - southwest. The topography in Washington County, Virginia reflects the varying resistance to weathering that the strongly folded and faulted dominantly calcareous rocks possess. The Ordovician and Cambrian rocks that underlie the Valley and Ridge are predominately carbonate, siltstone, shale, and sandstone. Ridges are formed on more resistant sandstones and shales. The valleys are underlain by less resistant limestone, dolomite and shale formations. Published geologic data map the subject property in the Conococheague Formation. The Conococheague Formation is a diverse assemblage of carbonate rocks varying from limestone to dolomite and calcareous sandstone.



## **5.4 Historical Use Information on Property**

S&ME reviewed the United States Geologic Survey (USGS) topographic map of the subject site and surrounding area for evidence of past development. The Wyndale, Virginia USGS topographic map was reviewed. The Wyndale, Virginia 1991 USGS map depicted the parcel that comprise the subject site to the north of Lee Highway, Parcels 124-A-2E, 124-A-27 and 123-A-144 to the west of Highway 611, and Parcels 124-A-4, 124-A-8 and 124-A-18B to the west of Skyking Road.

The 1991 USGS topographic map showed the subject properties as follows:

### **Parcel 124-A-2E**

Two structures appear to be located on this portion of the subject property. One structure was the current residential structure, the other structure was located near the stream and is not currently located on the parcel.

### **Parcel 124-A-27**

There are two structures located on this parcel of property according to the 1991 USGS topographic map. One structure is the residential structure and the other is the barn structure. Several sinkholes were noted on the property in the northern portion. A blue line feature is shown traversing the parcel and meeting with Spring Creek in the southeastern portion of the property. During site reconnaissance, the blue line feature area was not flowing, however, the portion of the creek located on the subject property did have water.

### **Parcel 123-A-144**

The portion of the property that was assessed as part of the subject property did not have standing structures located according to the 1991 USGS topographic map that was viewed. A blue line feature was shown on the map but during site reconnaissance this feature did not contain water.

**Parcel 124-A-4**

This portion of the subject site did not have any structures located upon it according to the 1991 USGS topographic map that was viewed.

**Parcel 124-A-8**

According to the 1991 USGS topographic map, there are two structures located upon this parcel. The one structure located on the eastern portion of the property appears to be the current sales floor building for Wright Equipment. The smaller structure located on the western portion of the property is where the current WECO rental sales floor is located. It appears that a portion of the current Jerry Lane runs through this parcel of property.

**Parcel 124-A-18B**

No structures were noted on this parcel of property. It appears that a portion of the current Jerry Lane is located on this parcel of the subject site property.

The portion of the 1991 Wyndale, Virginia USGS map reviewed is provided in Figure 1, Section 16.1

S&ME located one aerial photograph of the subject property and surrounding area online at the website [www.TerraServer.com](http://www.TerraServer.com). The photograph was dated 1997 and the separate parcels that comprise the subject site were shown as follows:

**Parcel 124-A-2E**

The residential structure is shown as located on this parcel of property.

**Parcel 124-A-27**

The residential structure, barn and the shed are shown on this portion of the subject property.

**Parcel 123-A-144**

The portion of the property that is understood to be the subject property is shown as vacant on the aerial photograph viewed.

**Parcel 124-A-4**

A tractor trailer is shown to be located on this portion of the subject property. An access road is also located on the eastern portion of this parcel of property.

**Parcel 124-A-8**

Two structures are located on this portion of the subject property. Both of the structures appear to be the same as those viewed during site reconnaissance activities on the property.

**Parcel 124-A-18B**

It appears that this portion of the subject property is vacant.

A copy of the 1997 aerial photograph is provided in Section 16.2.

S&ME conducted a search for any available Sanborn fire insurance maps of the subject site and surrounding area. Sanborn maps frequently document historic use during the latter 1800s to mid 1900s. Sanborn map coverage was not available for the subject property. Search documentation is provided in Section 16.2.

No other historical sources were reviewed for information pertaining to the subject property.

## **5.5 Historical Use Information on Adjoining Properties**

Historical use information for adjoining properties was identified while researching historical use of the subject site. S&ME reviewed USGS topographic maps of the surrounding area for evidence of past development. The Wyndale Virginia 1991 USGS topographic map was reviewed. The 1991 USGS topographic map indicated

### **Parcel 124-A-2E**

The area to the north and west are vacant properties. There is a structure located on the property to the south across the blue line unnamed tributary. Highway 611 is located to the east of this parcel of property.

### **Parcel 124-A-27**

Vacant properties are located to the north a portion of the east and to the west of this parcel of property. Several barns are located on the Gent property located to the south. Highway 611 is located to the east of a portion of the property. Further east across Highway 611 is the airport property.

### **Parcel 123-A-144**

Westinghouse Road is located to the west of this parcel of the subject property. Further west is a trailer park. According to the USGS topographic map, the trailer park is shown on this parcel of property, however, it is located to the east across Westinghouse Road. Vacant property is located to the north of this portion of the subject property. To the west is largely vacant pastureland. Residential structures and barn structures are located to the south of this portion of the subject property. The residential structures and barn structures are located on this parcel, however are not included as a portion of this assessment.

**Parcel 124-A-4**

To the north of the portion of the parcel included as the subject property is the current Tri-State Livestock facility. Access roads are located on both the east and west of this portion of the subject property. A small structure is shown on the topographic map to the south of this portion of the subject property.

**Parcel 124-A-8**

Skyking Road borders this property to the east. Further east are residential structures. To the north is a small structure. Lee Highway is shown to the south of this property. Residential structures are shown further south.

**Parcel 124-A-18B**

Jerry Lane extends partially through and to the north of this portion of the subject property. Vacant property is shown to the west of this parcel. To the east is a commercial property. Lee Highway extends to the south of this parcel. Further south is residential properties.

A copy of the 1991 USGS map is included as Figure 1 in Section 16.1.

S&ME located one aerial photograph of the adjoining properties online at the website [www.TerraServer.com](http://www.TerraServer.com). The photograph was dated 1997.

**Parcel 124-A-2E**

Vacant properties appear to be located to the north and the west of this property. A pond and what appears to be a small structure are located to the south. Highway 611 is located to the east. Further east is vacant property.

**Parcel 124-A-27**

The residential structure is located to the east of the northwestern portion of this property. To the east of the southeastern portion of this property is Highway 611. Aside from this to the north, east and west are primarily vacant areas. The property to the south appears to be primarily pastureland with the exception of some structures.

**Portion of Parcel 123-A-144**

A residential property is located to the northwest of this parcel. Pastureland appears to be located to the north and east of this portion of property included in the subject property. Barn structures and residential structures are located to the south of this portion of property. Westinghouse Road is located to the west of this property.

**Portion of Parcel 124-A-4**

A large commercial structure (livestock facility) is located to the north and another smaller structure (Wright Equipment) is located to the southeast of this portion of the parcel of property. Property to the west across Jerry Lane appears vacant and the property to the east across Skyking Road appears vacant. Property directly to the south shows a portion of the current Virginia Highland Airport.

**Parcel 124-A-8**

Skyking Road borders this property to the east. Further east are residential structures. To the north is a small structure. Lee Highway is shown to the south of this property. Residential structures are shown further south.

**Parcel 124-A-18B**

Jerry Lane extends partially through and to the north of this portion of the subject property. Vacant property is shown to the west of this parcel. To the east is a commercial property. Lee Highway extends to the south of this parcel. Further south is residential properties.

A copy of the 1997 aerial photograph is provided in Section 16.2.

No other historical sources were identified that contained information on adjoining properties.

## **6.0 Site Reconnaissance**

### **6.1 Methodology and Limiting Conditions**

S&ME's methodology of appropriate inquiry included a site visit to view the subject site. The reconnaissance visit was conducted on March 20, 21, and 24, 2006. The site reconnaissance consisted of walking the perimeter of the subject site properties and viewing immediately adjacent areas. Representative photographs were taken during site reconnaissance and are provided in Section 16.4 with annotation. Photograph locations are depicted in Figure 2 in Section 16.1.

The Fred B. Gient II properties were not accessed (tax parcels 124-A-29 and 124-A-29A). A right to enter was not granted by the property owner, therefore the properties were not assessed as part of this DDHWE. Property boundaries for Parcels 123-A-144 and 124-A-4 were not clearly defined in the field. The assessment was performed based on the March 2003 Airport Layout Plan, Sheet 2 of 10 designated boundaries. Access to the residence on the Hairston property (Parcel 124-A-25) was not permitted at the scheduled time. No interior observations were made on this parcel. No additional limiting conditions were identified for the site reconnaissance.

### **6.2 General Site Setting**

The general site setting is characterized by primarily commercial properties intermixed with some residential and agricultural properties.



### **6.2.1 Current Use(s) of the Property**

#### **Parcel 124-A-2E**

The property is currently used as a residential property

#### **Parcel 124-A-27**

The property is currently used as residential property and pasture land

#### **Parcel 123-A-144**

The portion under consideration as the subject property is currently used as pasture land

#### **Parcel 124-A-4**

This portion under consideration as the subject property is currently utilized as a parking area.

#### **Parcel 124-A-8**

This parcel of property is currently used as a retail commercial property (Wright Equipment).

#### **Parcel 124-A-18R**

This parcel is currently used as a commercial property that rents equipment (WECO Rentals).

### **6.2.2 Past Use(s) of the Property**

No indicators of past uses of the subject property were evident from the reconnaissance

### **6.2.3 Current Uses of Adjoining and Surrounding Properties**

Current uses of adjoining and surrounding properties include Lee Highway to the south of the subject properties. Highway 611 is located on the western side of the Virginia Highlands Airport. Jerry Lane is located on the eastern side of the Virginia Highlands Airport. Residential and commercial properties are located in the area.

### **6.2.4 Past Uses of Adjoining and Surrounding Properties**

No apparent past uses of the adjoining and surrounding properties are evident.

### **6.2.5 Geologic, Hydrogeologic, Hydrologic, and Topographic Conditions**

Bedrock was noted on each of the portions that comprise the subject property, with the exception of the Parcel 124-A-4 portion. Conditions suggestive of groundwater (i.e. well heads, spring boxes, etc.) were not observed. Surface water bodies are present on some parcels. A portion of Spring Creek was observed on Parcel 124-A-2E and the southeastern portion of Parcel 124-A-27.

Surface water drainage and topography for each parcel is listed below.

#### **Parcel 124-A-2E**

Surface water drainage appears to be to the south and east toward the unnamed tributary to Spring Creek and toward Spring Creek. Topography is mildly sloping.

#### **Parcel 124-A-27**

Surface water drainage on this parcel of property appears to be primarily toward the south and toward the southeast where a portion of Spring Creek is located. Topography is rolling with some sinkhole depressions evident.

**Parcel 123-A-144**

Surface water on the portion of property that is included in this assessment appears to converge in the middle area of the property and ultimately flow toward the east toward Spring Creek. Topography is rolling to sloping.

**Parcel 124-A-4**

Surface water appears to drain toward the south. Topography is mildly sloping.

**Parcel 124-A-8**

Surface water would appear to drain to the south toward Lee Highway. Topography is very mildly sloping.

**Parcel 124-A-18B**

Surface water would appear to drain toward Lee Highway located to the south of this parcel of property. Topography is very mildly sloping.

**6.2.6 General Description of Roads and Structures**

Westinghouse Road borders Parcel 123-A-144 to the west, Highway 611 borders a small portion of the southeast corner of Parcel 124-A-127 and Highway 611 borders Parcel 124-A-2E to the east. The portion of parcel 124-A-4 that is included as part of this assessment is bordered on the east by Skyking Road and on the west by Jerry Lane. Jerry Lane is located to the west of Parcel 124-A-18B and Skyking Road is located to the east of Parcel 124-A-8.

No structures were documented on the portion of Parcels 123-A-144 and 124-A-4 that was being assessed. A residential, barn and shed were located on Parcel 124-A-127. The residence was brick and the shed and barn were wooden structures. Parcel 124-A-2E had a wooden residential structure located upon the property. Two metal building structures were located on

Parcel 124-A-8 One metal structure was located on Parcel 124-A-18B. A portion of the metal structure on Parcel 124-A-18B is located on Parcel 124-A-8.

#### **6.2.7 Potable Water Supply and Sewage Disposal System**

The surrounding area is served with municipal water by the Washington County Service Authority. Sewer is not available to the airport and does not extend to the area.

### **6.3 Exterior Observations**

Site visits for exterior observations were conducted on March 20, 21, and 24, 2006. During the site visit, an environmental professional observed the subject property for drainage patterns, vegetation patterns, stains, discoloration, surrounding land use and other visual aspects suggestive of the presence of recognized environmental conditions (RECs).

#### **Parcel 124-A-26**

The entrance drive that extends to the residential structure from Highway 611 crosses a portion of Spring Creek. Bedrock was noted on the subject property. A large residential structure was located on the subject property. A small garden area was located toward the western portion of the property. No indications of monitoring wells, USTs, soil staining, unusual odors, transformers, solid waste or material storage areas were observed during the site reconnaissance on this portion of the subject property.

#### **Parcel 124-A-27**

Several 5-gallon buckets and 55-gallon drums were located outside the shed located on this portion of the subject property. The buckets were former paint and tar patch buckets. The buckets did not show signs of spillage outside of regular usage. The buckets and drums were currently used as compost receptacles and storage space for gardening supplies (fertilizer, mulch,

etc.). Several sinkhole areas were located on the northern portion of the property. A portion of Spring Creek was located on the southeastern portion of the property.

#### **Parcel 123-A-144**

Pole-mounted transformers were noted along the western boundary of the property along Westinghouse Road. The southern boundary that identified the portion of the property that needed to be assessed was not clearly defined. Assessment of the property was to the north of the standing structures on the property. A culvert was located along the western side of the property that extended under Westinghouse Road. Bedrock was noted on the subject property. Metal debris was noted along the western property boundary near Westinghouse Road.

#### **Parcel 124-A-4**

The portion of this parcel that is part of the subject property is utilized as a parking area. The southern and western boundary have wire fence on the perimeter. Part of the surface area is partly covered with either gravel or asphalt, thus preventing visual observations of the underlying soil conditions.

#### **Parcel 124-A-8**

A retention pond is located on the northern side of the main showroom building structure for Wright Equipment. Several floor drains were noted both on the interior and exterior of the onsite structures. The drains lead to a drainage feature that parallels Lee Highway located to the south of the parcel. Portable gasoline cans were noted in the outside areas where equipment is stored. An open container of a parts degreaser was located in the garage area of the main showroom building structure. Power lines with pole-mounted transformers were noted on the southern portion of the property that borders Lee Highway.

**Parcel 124-A-18B**

A retention pond is located in the southwest portion of this parcel of property near the intersection of Jerry Lane and Lee Highway. Power lines with pole-mounted transformers were noted on the southern portion of the property that borders Lee Highway.

**6.4 Interior Observations**

**Parcel 124-A-2E**

Interior observations of the residential structure were not completed. The property owner did not allow access at the scheduled time.

**Parcel 124-A-27**

The shed and barn were utilized for storage. The barn had an unmarked 55-gallon drum. The house was a brick structure with standard interior for residential usage.

**Parcel 123-A-144**

No structures were present on the portion of the parcel that is considered the subject property. A barn and shed were present on the portion of this tax parcel that was not included as part of the subject property. The barn and shed structure interiors were viewed. An unmarked 55-gallon drum was located within one of the structures.

**Parcel 124-A-4**

No structures were present on the portion of the parcel that is considered the subject property.

**Parcel 124-A-8**

Several ASTs were located in the interior of the main showroom building structure. Signs of leakage were noted on the ASTs observed. Two 55-gallon drums of Battery Acid were located in the back area of the main showroom building structure. Floor staining around the drums was evident during site reconnaissance activities. Large motor oil containers were located in the

garage portion of the main showroom building structure. Several cases of transmission and hydraulic oil were located in the storage facility building. The cases showed signs of leakage.

**Parcel 124-A-18B**

Several ASTs were located within the interior of the building structure. Two of the ASTs viewed showed signs of leakage both on the tank itself and on the ground directly beneath the tanks. Open containers of oil were located in the garage portion of the building. A large container of oil was located in the back portion with apparent signs of leakage.

## **7.0 Interviews**

S&MF conducted interviews and telephone contacts with persons who may have information relative to site history or site conditions. The individuals were interviewed by personal contact or by telephone. Interview logs are included in Section 16.6.

### **7.1 Interview with Owners**

#### **Parcel 124-A-2F**

S&MF interviewed Mrs. JuAnne Hairston via a Questionnaire for Client/Landowner on March 24, 2006. Mrs. Hairston indicated that the property value has not been discounted due to environmental conditions. Mrs. Hairston indicated that the previous land use is unknown. Mrs. Hairston also indicated that the present use of the property was residential. Mrs. Hairston was unaware of any hazardous waste generators, buried wastes, landfills, USTs, or chemical releases onsite or nearby. Mrs. Hairston was unaware of any pending, threatened, or past litigation, administrative proceedings or notices of violation from any governmental entity relevant to hazardous substances or petroleum products in, on, or from the subject property. Mrs. Hairston also indicated that the property did not have fill material present. The owner responses to the questionnaire are included in Section 16.6.

#### **Parcel 124-A-27**

S&MF interviewed Mrs. Elizabeth Snead via a Questionnaire for Client/Landowner on April 11, 2006. Mrs. Snead indicated that the property value has not been discounted due to environmental conditions. Mrs. Snead also indicated that the previous land uses were both residential and farmland. Current land use is residential. Mrs. Snead was unaware of any hazardous waste generators, buried wastes, landfills, USTs, or chemical releases onsite or nearby. Mrs. Snead was unaware of any pending, threatened, or past litigation, administrative proceedings or notices of violation from any governmental entity relevant to hazardous substances or petroleum products.



in, on, or from the subject property. Mrs. Shead also indicated that the property did not have fill material present. The owner responses to the questionnaire are included in Section 16.6.

**Parcel 123-A-144**

S&MF interviewed Mr. Johnny Johnson via a Questionnaire for Client/Landowner on April 11, 2006. Mr. Johnson indicated that the property value has not been discounted due to environmental conditions. Mr. Johnson also indicated that both the previous and present land uses for the portion of the parcel considered the subject property was agricultural. Mr. Johnson was unaware of any hazardous waste generators, buried wastes, landfills, USTs, or chemical releases onsite or nearby. Mr. Johnson was unaware of any pending, threatened, or past litigation, administrative proceedings or notices of violation from any governmental entity relevant to hazardous substances or petroleum products in, on, or from the subject property. Mr. Johnson also indicated that the property did not have fill material present. The owner responses to the questionnaire are included in Section 16.6.

**Parcel 124-A-4**

The owner was not interviewed for this parcel of property. Attempts were made to contact the property owner; however, a response was not received.

**Parcel 124-A-8 and Parcel 124-A-18B**

S&MF interviewed Mr. Matthew Owens via a Questionnaire for Client/Landowner on March 20, 2006. Mr. Owens indicated that the property value has not been discounted due to environmental conditions. Mr. Owens also indicated that both the previous and present land uses on the parcels were equipment sales, rental and repair. Mr. Owens was unaware of any hazardous waste generators, buried wastes, landfills, USTs, or chemical releases onsite or nearby. Mr. Owens was unaware of any pending, threatened, or past litigation, administrative proceedings or notices of violation from any governmental entity relevant to hazardous substances or petroleum products in, on, or from the subject property. Mr. Owens also indicated that he did not know if there was

fill material on the property. The owner responses to the questionnaire are included in Section 16.6.

## **7.2 Interview with Site Manager**

There is no third party site manager for the subject property. A site manager interview was not conducted for this assessment.

## **7.3 Interview with Occupants**

The property owners and occupants are the same. No additional occupant interviews were conducted.

## **7.4 Interview with Local Government Officials**

S&ME personnel contacted Mr. Richard Shortridge with the VDEQ concerning the tanks located at the Westinghouse facility. According to Mr. Shortridge out of the ten tanks that were initially located at the facility, the two remaining for the fire system were unregulated tanks and were removed from the VDEQ database. It is not known whether the tanks were closed or are still in service at the facility.

S&ME contacted Ms. Mary Frazier, manager of the Department of Emergency Management, with the Washington County Fire/Rescue Services concerning emergency or spill responses to the subject site or surrounding area. Ms. Frazier stated that in her knowledge, there have been no responses pertaining to hazardous spills or environmental issues on the subject property or in the immediate vicinity.

## **7.5 Interview with Others**

S&ME personnel contacted the Washington County Service Authority concerning the availability of water and sewer to the subject properties. According to Mr. Doug Kennedy, municipal water is available to the area, however, sewer is not available.

## 8.0 Findings

A finding is a known or suspect environmental condition associated with the property, and which may include recognized environmental conditions, historical recognized environmental conditions, and *de minimis* conditions, among other environmental conditions. Evaluation of information collected during the course of the Due Diligence Hazardous Waste Evaluation, logic, and reasoning are required to develop an opinion of whether a finding currently constitutes a recognized environmental condition for the subject property.

**Onsite Findings:** This Due Diligence Hazardous Waste Evaluation resulted in the identification of ten (10) onsite findings of an environmental nature for the subject site. These findings are:

1. Tri State Livestock Market property is a portion of the subject property (Parcel 124-A-4) being assessed in this evaluation. Tri State Livestock Market is a VA Spills facility.
2. Wright Equipment Company, Inc. is a portion of the subject property being assessed in this evaluation. Wright Equipment Company, Inc. is a LUST and RCRA-SQG facility.
3. Several 5-gallon buckets and 55-gallon drums are located on Parcel 124-A-27.
4. Pole-mounted transformers are located on Parcel 123-A-144, Parcel 124-A-8 and Parcel 124-A-18B.
5. Metal debris was noted on a portion of Parcel 123-A-144.
6. Open container of liquid parts degreaser was located on Parcel 124-A-8.
7. Portable gasoline cans were noted in the outside areas on Parcel 124-A-8.
8. Leaking ASTs were located on Parcel 124-A-8 and Parcel 124-A-18B.
9. Two 55-gallon drums of battery acid with apparent floor staining were located on Parcel 124-A-8.
10. Leaking cases of transmission and hydraulic oil were located on Parcel 124-A-8.

**Offsite Findings:** This Due Diligence Hazardous Waste Evaluation resulted in the identification of ten (10) offsite findings of potential environmental concern for the subject site. The findings are:

1. Virginia Highlands Airport is a VA Spills, LUST, and AST facility. The Airport adjoins all the parcels of property being assessed with the exception of the Johnson parcel of property (Parcel 123-A-144).
2. Blue Ridge Kenworth is an adjoining property to the south of the Virginia Highlands Airport and is a UST facility.
3. Roberts Tire & Recapping Inc. is an adjoining property to the south of a portion of the subject property and is a UST facility.
4. Abingdon Ready Mix is a FNDs and UST facility located between ¼ and ½ mile to the northeast of the subject property site.
5. Cherokee Construction Company was identified as a UST facility located as an adjoining property across Lee Highway to the south of a portion of the subject property.
6. South of the Bridge off I-81 at Exit 13 was identified as an FNDs site located approximately ¼ mile to the south of the subject property.
7. The Roadrunner Market #130 was identified as a UST facility located within ¼ mile to the south of a portion of the subject site property.
8. The Wholesale Tobacco Outlet was identified as a VA Spills facility located within ¼ mile to the south of a portion of the subject site property.
9. C&J Body Shop was identified as a RCRA-SQG and FNDs facility located approximately ¼ mile to the southwest of a portion of the site subject property.
10. Westinghouse Electric Corporation was identified on the EDR database as a FNDs, RCRA-LQG, RCRA-ESDF, and LTANKS facility located between ¼ and ½ mile to the northwest of a portion of the site subject property.

## 9.0 Opinion

**Onsite Findings:** S&ME offers the following opinions concerning the onsite findings of potential environmental concern.

1. Tri State Livestock Market property is a portion of the subject property (Parcel 124-A-4) being assessed in this evaluation. The southern part of the Tri State Livestock Market property is being assessed as a portion of the entire subject property. The Tri State Livestock Market was identified on the EDR database as a VA Spills (Incident Response ID#: 2005-S-0309). According to the EDR Radius report the material of concern is listed as manure, surface runoff, drainage and soil erosion. Runoff of manure leading to a drainage ditch where standing water was located was reported to the VDEQ. The VDEQ does not have the governing authority over this type of situation and this case was referred to the Department of Agriculture. Due to the non-regulatory status with the VDEQ and no documented cases of petroleum or hazardous waste spills, the Tri-State Livestock Market is not considered a recognized environmental condition to the subject property.
2. Wright Equipment Company, Inc. is a portion of the subject property being assessed in this evaluation. Wright Equipment Company, Inc. is a LUST and RCRA- SQG facility. The facility sent a notice to the Department of Waste Management on October 14, 1986 that petroleum naphtha and parts cleaner was used at the facility. According to VDEQ files, seven tanks were registered at the facility and all were removed in approximately 1991. Soil samples were collected from a UST at the facility on October 7, 1991. The samples were submitted to the laboratory for TPTL. Samples showed signs of impact. In a letter dated July 29, 1994 the USTs at the site were considered closed and no further action was required. Based on regulatory status, Wright Equipment Company is not considered a recognized environmental condition to this portion of the subject property.
3. Several 5-gallon buckets and 55-gallon drums are located on Parcel 124-A-27. The buckets and drums located on this property are used for apparent gardening and agricultural uses and do not contain hazardous or petroleum products. Based on the current uses, the buckets and drums are not considered a recognized environmental condition to this portion of the subject property.
4. Pole-mounted transformers are located on Parcel 123-A-144, Parcel 124-A-8 and Parcel 124-A-18B. No evidence of odors or staining was observed on or beneath these transformers. Although information from the owners of the transformers was not obtained, the areas around the transformers did not indicate spills or any releases. Based on visual observations, the pole-mounted transformers located at varied locations on the subject property are not considered a recognized environmental condition to the subject property.

5. Metal debris was noted on a portion of Parcel 123-A-144. The observed debris did not show evidence pertaining to petroleum products or hazardous materials on the subject property. The metal debris appeared to be bent metal sheets from a previous structure. The property has been used for agricultural purposes for several years. Due to the nature of the metal debris and the apparent lack of staining of the underlying soil, the metal debris noted on this portion of the parcel is not considered a recognized environmental condition to the subject property.
6. Open container (5-gallon bucket) of petroleum based liquid was located on Parcel 124-A-8. The bucket of liquid did not have a top on the bucket. There were no apparent signs of spillage on the floor in the immediate area; however, the bucket had obvious signs of previous spillage. It is not known whether the bucket was used to store used liquid or provide fresh product, but based on the single container size, the bucket was considered a *de minimus* condition. Accordingly, a *de minimus* condition is not a recognized environmental condition to the subject property.
7. Portable gasoline cans were noted in the outside areas on Parcel 124-A-8. The gasoline cans were located outside the building in varied locations. The portable cans are used to fill the outside equipment. The portable cans viewed did not appear to show signs of leakage and the ground underneath the cans did not show signs of spillage. Therefore, due to visual observations, the portable gasoline cans located on this portion of the subject property are not considered a recognized environmental condition to the subject property.
8. Leaking ASTs were located on Parcel 124-A-8 and Parcel 124-A-18B. The ASTs viewed on these parcels showed definite signs of leakage and spillage. The ASTs located in the garage area behind the main showroom located on Parcel 124-A-8 showed signs of leakage. The ASTs located in the garage area on Parcel 124-A-18B showed signs of both spillage and leakage. The floor beneath the ASTs on Parcel 124-A-18B showed signs of leakage. Due to the contents of the ASTs and signs that they have spilled and leaked, the ASTs located on Parcels 124-A-8 and 124-A-18B are considered recognized environmental conditions to the subject property.
9. Two 55-gallon drums of battery acid with apparent floor staining were located on Parcel 124-A-8. Acids from batteries were released and caused floor staining. Due to the previous historical presence of the products on this property coupled with the floor staining, this finding is considered a recognized environmental condition for the subject site.

10. Leaking cases of transmission and hydraulic oil were located on Parcel 124-A-8. Some of the boxes that are stored are discolored and show signs that the contents have leaked. The contents are petroleum in nature and are considered a recognized environmental condition to the subject property.

**Offsite Findings: S&ME offers the following opinions concerning the offsite findings of potential environmental concern.**

1. Virginia Highlands Airport is in the process of expanding onto adjoining properties. The Airport adjoins all the parcels of property being assessed with the exception of the Johnson parcel of property (Parcel 123-A-144). The Highlands Airport was identified on the EDR database as a VA Spills (Pollution Complaint #: 98-0202), LUST (Facility ID#: 1-018296) and AST (Owner ID#: 26850) facility. According to VDEQ files, a letter dated November 8, 1994 granted Site Closure to the Virginia Highlands Airport for the leaking LUST with no additional information or action required. On October 15, 2002, the VDEQ issued a letter to the Virginia Highlands Airport Commission in reference to their compliance inspection on October 10, 2002. One violation was noted during the inspection, which was that delivery of hazardous waste to an authorized facility was not being ensured. On October 29, 2002 the Virginia Highlands Airport Commission responded to the VDEQ providing a solution to the violation found on October 10, 2002. On July 2, 2004 the VDEQ conducted an inspection at the Virginia Highlands Airport and found a sump fuel container in poor condition, found dead vegetation in a downgradient position from the oil-water separator located on the property. The Virginia Highlands Airport Commission responded to the VDEQ on July 23, 2004 stating that new fuel containers for dumping sumped fuel were located at the airport and that a vendor provided service to the oil-water separator as a precautionary measure and to ensure that it was properly working. The airport does not pose a risk to the properties that are to be purchased and added to the property currently owned by the Virginia Highlands Airport. Based on regulatory status and preventative corrective actions for the oil-water separator, the Virginia Highlands Airport is not considered a recognized environmental condition to the individual portions of property that comprise the subject property.
2. Blue Ridge Kenworth is an adjoining property to the south of the Virginia Highlands Airport and is a UST and a RCRA-SQG facility. A December 12, 1996 inspection of the facility by the VDEQ found several violations at the facility. The violations were largely bookkeeping infractions and the facility was given 30 days to correct the violations. An October 28, 2004 inspection found violations that were corrected during the inspection. According to VDEQ, a used oil tank was closed in 1986 in the ground. No documentation of releases or spills were noted. Due to regulatory status, this facility is not considered a recognized environmental condition to the subject property.



3. Roberts Tire & Recapping, Inc. is an adjoining property to the south of a portion of the subject property and is a UST facility. According to the VDEQ files, a 10,000-gallon heating oil tank was located at the facility. The estimated time that the tank was last used was in 1996 and the estimated date the tank was closed was August 28, 1997. On November 14, 1997 the VDEQ sent a letter to Roberts Tire & Recapping, Inc. acknowledging the receipt of documentation indicating permanent closure of the UST at the property. According to the VDEQ, the contamination levels did not warrant future assessment at this facility. Due to regulatory status, Roberts Tire & Recapping, Inc. is not considered a recognized environmental condition to the subject property.
4. Abingdon Ready Mix is a FINS and UST facility located between ¼ and ½ mile to the northeast of the subject property site. An 8,000-gallon diesel tank was located on the property. Tank removal was noted in 1999 with indications of it having been removed ten years prior. There was no documentation indicating that contamination had been found during removal. Due to regulatory status and no documentation of contamination at this facility Abingdon Ready Mix is not considered a recognized environmental condition to the subject property.
5. Cherokee Construction Company was identified as a UST facility located as an adjoining property across Lee Highway to the south of a portion of the subject property. According to VDEQ files, a VDEQ Memorandum stated that three bare steel tanks were removed from the facility. Sampling was conducted at the time of removal of the tanks. Upon removal of the tanks an area of saturation was found and a slight odor was noticed. On January 5, 1999, an amended notification form was submitted to the VDEQ. The VDEQ stated that the contamination levels at the site did not warrant further assessment. Due to regulatory status, Cherokee Construction Company is not considered a recognized environmental condition to the subject property.
6. South of the Bridge off I-81 at Exit 13 was identified as an ERNS site located approximately ¼ mile to the south of the subject property. The area south of the bridge off of Interstate I-81 at Exit 13 was identified on the EDR Radius Report as an ERNS site. According to the EDR Facility Detail Report, a tank with unknown substance was found leaking on the banks of the creek, south of the bridge, in 1987. Files were not available at the VDEQ for review. Contamination from a leak near the creek would flow away from the subject parcels of property. Therefore, due to location and length of time since incident occurrence, the area that is located south of the bridge off I-81 at Exit 13 is not considered a recognized environmental condition to the subject property.
7. The Roadrunner Market #130 was identified as a UST facility located within ¼ mile to the south of a portion of the subject site property. According to VDEQ files, the Roadrunner Store #130 has three (3) 6,000-gallon gasoline USTs and one (1) 6,000-gallon diesel UST. A letter dated August 31, 2005 from VDEQ indicated that the UST

compliance field inspection at the facility on August 23, 2005 was approved and the facility was in compliance. Due to regulatory status and no documentation of releases, the Roadrunner Market #130 is not considered a recognized environmental condition to the subject property.

8. The Wholesale Tobacco Outlet was identified as a VA Spills facility located within ¼ mile to the south of a portion of the subject site property. According to the EDR database, the materials that were released were business wastes (cardboard, trash). No files were available for review from the VDEQ. Since hazardous materials and/or petroleum products were not involved in the spill, The Wholesale Tobacco Outlet is not considered a recognized environmental condition to the subject property.
9. C&J Body Shop was identified as a RCRA-SQG and FINDS facility located approximately ¼ mile to the southwest of a portion of the site subject property. According to VDEQ files, the waste streams generated are spent non-halogenated solvents and lacquer thinner. The most generated within a month time span is approximately 5 gallons. The waste produced from the facility is taken to the landfill and put in used oil recycling tank. No documentation of spills or releases were noted in the files reviewed. Based on regulatory status, C&J Body Shop is not considered a recognized environmental condition to the subject property.
10. Westinghouse Electric Corporation was identified on the EDR database as a FINDS, RCRA-LQG, RCRA-TSDF and L/ANKS facility located between ¼ and ½ mile to the northwest of a portion of the site subject property. According to VDEQ files, from approximately 1972 until 1995, the facility operated the Electrical Materials Division which manufactures copper rod, bare copper and insulated copper wire. A Site Characterization Report dated June 25, 1999 indicated that eight ASTs were removed from the facility and two ASTs were left to store diesel fuel to operate the emergency water pumps for the fire system. Soil samples taken from the facility had DRO concentrations below the method detection limits in all of the soil samples. A VDEQ Memorandum referencing the ASTs at the facility indicated that ten ASTs were dismantled and removed. The Memorandum also recommended that the site becomes listed as closed. According to VDEQ personnel, it is not known whether or not two tanks remain at the facility. The tanks were below the standard size that would be required to be regulated. The state would only require notification if a release was documented. Documentation pertaining to a proposed PCB clean-up to the EPA was noted. The area where the PCB cleanup was proposed was within two small areas (less than 15 square feet) and were located on concrete. No additional information concerning this activity was noted in the VDEQ files. Based on regulatory status, Westinghouse Electric Corporation is not considered a recognized environmental condition to the subject property.

## 10.0 Conclusions

S&ME has performed a Due Diligence Hazardous Waste Evaluation of the property that comprises the subject site. The property that comprises the subject site property is located in Abingdon, Virginia. The subject property that was assessed for this report includes Parcel 124-A-2E, Parcel 124-A-27, Parcel 123-A-144, Parcel 124-A-4, Parcel 124-A-8 and Parcel 124-A-18B.

This assessment has revealed no evidence of recognized environmental conditions or hazardous waste sites, except the following:

1. Leaking ASTs were located on Parcel 124-A-8 and Parcel 124-A-18B.
2. Two 55-gallon drums of battery acid with apparent floor staining were located on Parcel 124-A-8.
3. Leaking cases of transmission and hydraulic oil were located on Parcel 124-A-8.

It is the responsibility of the user of the Due Diligence Hazardous Waste Evaluation to determine the extent of further inquiry.

## **11.6 Deviations**

S&ME has performed the Due Diligence Hazardous Waste Evaluation, in conformance with the scope and limitations set forth in the Scope of Services portion of the November 2, 2004 Proposal for Due Diligence Hazardous Waste Evaluation

One deviation is noted: Parcels 124-A-29 and 124-A-29A were excluded from the evaluation since access to the property was not permitted and contact with the owner was not allowed.

No other deviations are noted.

## **12.0 Additional Services**

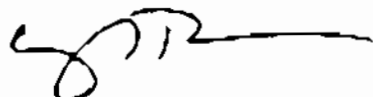
S&ME has performed the Due Diligence Hazardous Waste Evaluation, in conformance with the scope and limitations set forth in the Scope of Services portion of the November 2, 2004 Proposal for Due Diligence Hazardous Waste Evaluation. No additions to this practice are included in this report.

### **13.0 References**

Published reference sources used in connection with this assessment include:

1. USGS 1991 Wyndale, Virginia. U.S. Geological Survey, 7.5' Series (Topographic) 1991.
2. TerraServer.com 1997 aerial photograph

#### 14.0 Signatures of Environmental Professionals



Wendy S. Polonis  
Staff Geologist



P. Alan Williams  
Environmental Services Manager

## **15.0 Qualifications of Environmental Professionals**

Resumes of the environmental professionals conducting the Due Diligence Hazardous Waste Evaluation are included in Section 16.8.



Ron Deloney

Page 2

inspection under the stormwater permit that you have with us. Please respond to this letter with your plan for correction of this situation. If you have any questions, please call me at (276) 676-4847.

Sincerely,

A handwritten signature in black ink, appearing to read "Willard Keene, Jr.", written in a cursive style.

Willard Keene Jr.  
Analytical Chemist SI

Enclosure

cc: Suganthi Anand  
File



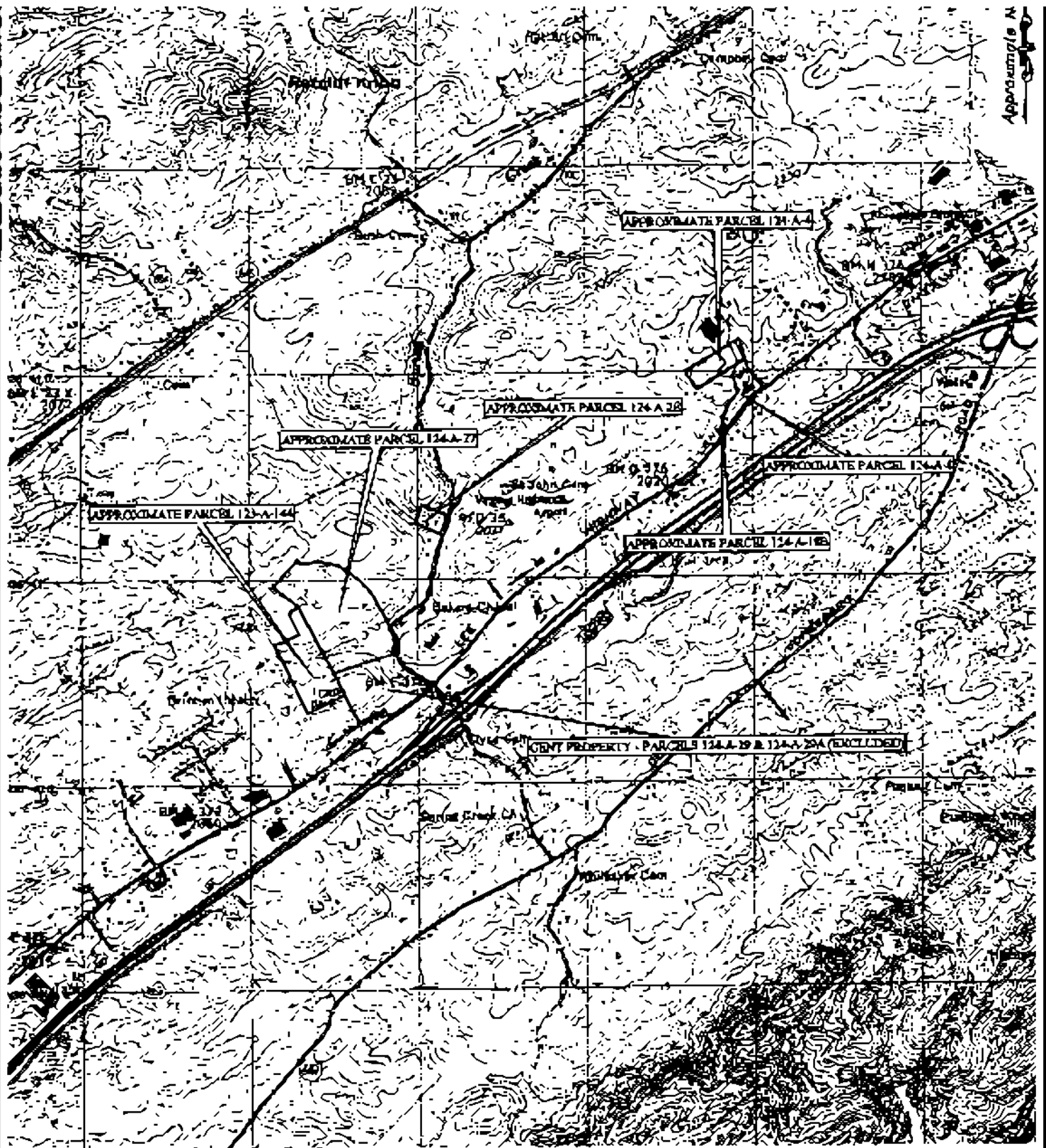
## **16.0 APPENDICES**

## **16.1 FIGURES**

**FIGURE 1: USGS Site Vicinity Map**

**FIGURE 2: Aerial Photograph with Approximate Parcel Boundaries**

**FIGURE 3: Site and Photograph Location Map**



Plan Developed from Wyndale, Virginia Quadrangle U.S.G.S. Topographic Map dated 1991.



PROJECT:  
USGS SITE VICINITY MAP  
VIRGINIA HIGHLANDS AIRPORT  
ABINGDON, VIRGINIA

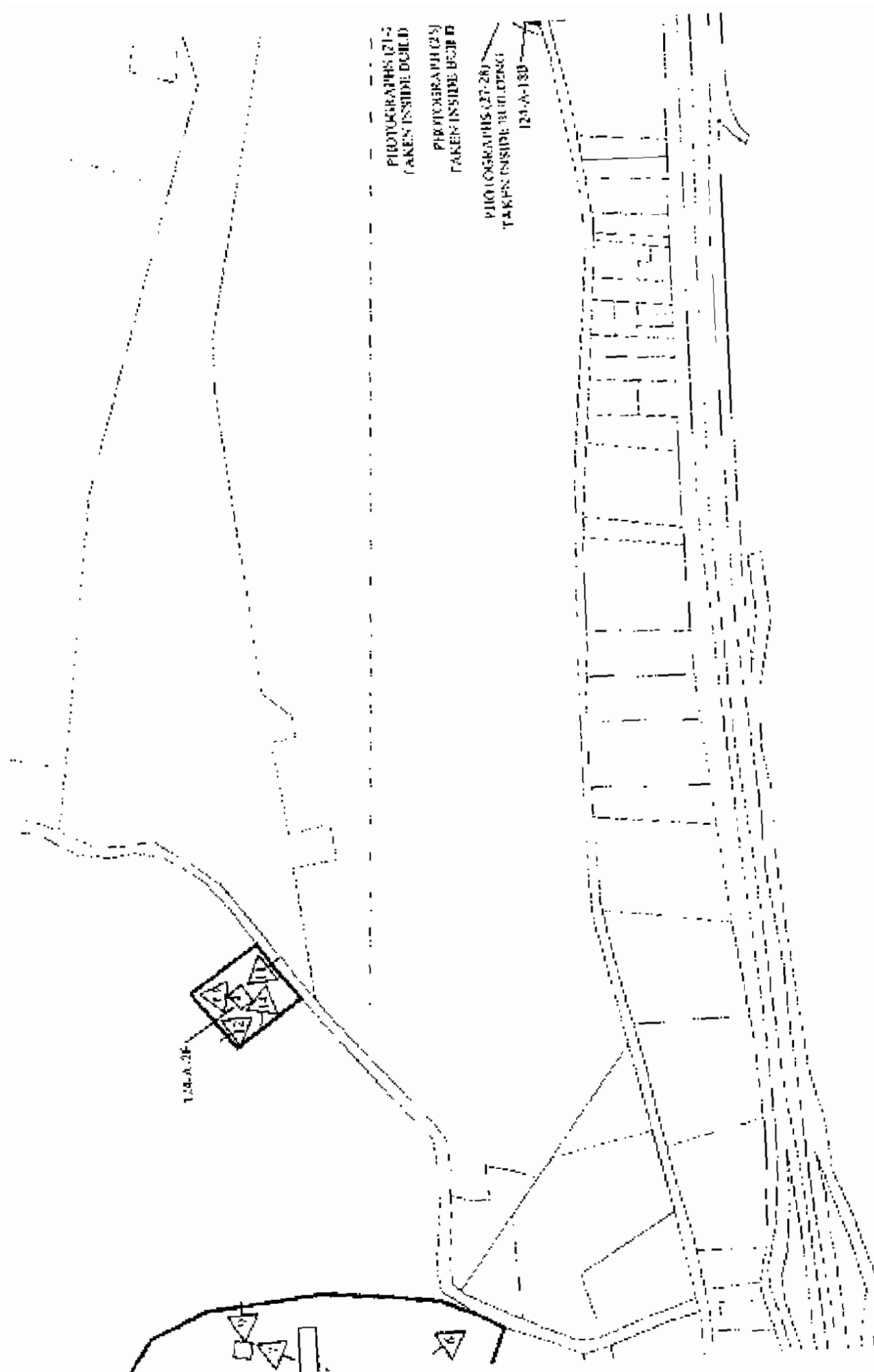
SCALE: 1" = 2000'	PROJECT NUMBER: 1054-05-485
DRAWN BY: D.H.S.	DATE: 4/5/2006
APPROVED BY: W.S.P.	DRAWING NUMBER: FIGURE 1



PROJECT:  
AERIAL PHOTOGRAPH WITH  
APPROXIMATE PARCEL BOUNDARIES  
VIRGINIA HIGHLANDS AIRPORT  
ABINGDON, VIRGINIA

SCALE:  
N.T.S.  
DRAWN BY:  
D.H.S.  
APPROVED BY:  
W.S.P.

PROJECT NUMBER:  
1054-05-485  
DATE:  
4/5/2006  
DRAWING NUMBER:  
FIGURE 2



PHOTOGRAPHS (21-2)  
TAKEN INSIDE BUILD

PHOTOGRAPH (23)  
TAKEN INSIDE BUILD

PHOTOGRAPHS (27-28)  
TAKEN INSIDE BUILDING  
124-A-130

## **16.2 HISTORICAL RESEARCH DOCUMENTATION**

**Tax Map**

**Deed Information**

**Land Parcel Detail and Real Estate Maintenance**

**Review Cards**

**Aerial Photograph (1997)**

**Sanborn Map Search Results**





v0.97

The current theme is County of Washington, Virginia

1.0447506E7, 3432283.8  
Zoom 8032 ft

This instrument prepared by:  
 Penn, Stuart & Balbridge  
 208 East Main Street  
 Abingdon, VA 24210

Pursuant to Section 58.1(D) of Code of Virginia, this Deed of Trust is for a refinance of an existing debt with the same lender, upon which the recording tax has previously been paid. The amount of the original debt is certified to be \$1,010,000.00.

### **DEED OF TRUST**

THIS DEED OF TRUST, made and entered into this 20th day of June, 2003 by

**HIGHLANDS PROPERTIES, INC.**, a Virginia corporation, Grantor, party of the first part, and

**FREDRICK A. ROWLETT**, of Washington County, Virginia, whose business address is 208

East Main Street, Abingdon, Virginia 24210, Trustee, party of the second part.

### **WITNESSETH**

THAT FOR and in consideration of the sum of TEN DOLLARS (\$10.00), cash in hand paid, the receipt of which is hereby acknowledged, and to secure the Note hereinafter mentioned and described, the party of the first part does hereby grant and convey unto the party of the second part, with general warranty of title, the following real estate, to-wit:

### **TRACT I**

All of that certain tract or parcel of land lying and being in the Harrison Magisterial District of Washington County, Virginia, on the north side of U.S. Highway No. 11, and described as follows:

That certain tract or parcel of land containing 1.100 acres, more or less, as more particularly identified and described on that certain plat entitled "Part of Property of Virginia Highlands Airport Commission to be Conveyed to B. Kent Wright, Jr. and Harold Wright", dated April 6, 1988, prepared by Edward C. Holmes, C.L.S., of record in the Circuit Court Clerk's Office of Washington County, Virginia in Deed Book 762, page 338, to which reference is made for a more particular description of the property herein conveyed.

Tax Map #: 124-A-8, 124-A-18A & 124-A-18B

WET000039375

And being the same property conveyed to Highlands Properties, Inc., by the following two (2) deeds: (i) that certain deed dated November 29, 2000 from B. Kent Wright, Jr., and Thada A. Wright, husband and wife, and recorded in the Circuit Court Clerk's Office of Washington County, Virginia on November 30, 2000 as Instrument No. 008863, conveying an undivided one-half (1/2) interest in the property, and (ii) that certain deed dated November 30, 2000 from Charlie R. Jessce and Patsy S. Moore, Co-Executors and Co-Trustees of the Estate of Harold C. Wright, and recorded in the Circuit Clerk's Office of Washington County, Virginia on November 30, 2000 as Instrument No. 008880, conveying the remaining undivided one-half (1/2) interest in the property.

### TRACT II

All of that certain tract or parcel of land lying and being in the Harrison Magisterial District of Washington County, Virginia, on the north side of U.S. Highway No. 11, and described as follows:

Beginning at an iron pin in the north right of way line of U.S. Highway No. 11 which said iron pin is N 42 16 E 442.66 feet from an iron pin in the southeast corner of the Virginia Highlands Airport; thence leaving said highway N 36 46 W 629.8 feet to an iron pin; thence N 59 53 E 433 feet to an iron pin on the west side of a road; thence with the west side of said road, S 18 43 E 269.32 to a stake, S 36 38 E 279.7 feet to an iron pin in the north right of way line of U.S. Highway No. 11; thence with the north right of way line of said U.S. Highway No. 11 on a curve to the right (R-1186 L-279.32 L.C. - S - 4813 W 278.69 feet) 279.32 feet to an iron pin, S 42 16 W 71.31 feet to the beginning, containing 4.89 acres, more or less, all of which is more particularly delineated on a plat made by John W. Hortensine, C.L.S., dated October 10, 1968, and of record in the Clerk's Office of the Circuit Court of Washington County, Virginia in Plat Book 17 at page 82;

LESS AND EXCEPT the following two off conveyances: (i) that certain tract or parcel of land containing 1.103 acres, more or less, conveyed to Virginia Highlands Airport Commission by B. Kent Wright, Jr. and Harold C. Wright, et al by deed dated February 8, 1988, and of record in the Circuit Court Clerk's Office of Washington County, Virginia, in Deed Book 759 at page 850, and (ii) that certain tract or parcel of land containing 1.27 acres, more or less, conveyed to

Virginia Highlands Airport Commission by Highlands Properties, Inc., by deed of exchange dated September 13, 2002 and recorded in the Circuit Court Clerk's Office of Washington County, Virginia on September 13, 2002 as Instrument No. 29228.

And being a portion of the same property conveyed to Highlands Properties, Inc., by the following two deeds, (i) that certain deed dated the 29th day of November, 2000 from B. Kent Wright, Jr., and Thada A. Wright, husband and wife, and recorded in the Circuit Court Clerk's Office of Washington County, Virginia on November 30, 2000 as Instrument No. 08863, conveying an undivided one-half ( $\frac{1}{2}$ ) interest in the property; and (ii) that certain deed dated November 30, 2000 from Charles R. Jesse and Patsy S. Moore, Co-Executors and Co-Trustees of the Estate of Harold C. Wright, and recorded in the Circuit Court Clerk's Office of Washington County, Virginia on November 30, 2000 as Instrument No. 08880, conveying the remaining undivided one-half ( $\frac{1}{2}$ ) interest in the property

#### TRACT III

All of that certain tract or parcel of land lying and being in the Harrison Magisterial District of Washington County, Virginia, on the north side of U.S. Highway No. 11, and described as follows:

That certain tract or parcel of land containing 0.43 acres, more or less, as more particularly identified and described on that certain plat entitled "The Wright Equipment Company Lands", dated December 19, 2001, prepared by L. K. Addison, C.L.S., of record in the Circuit Court Clerk's Office of Washington County, Virginia in Plat Book 41, page 58, to which reference is made for a more particular description of the property herein conveyed;

And being the same property conveyed to Highlands Properties, Inc. by deed of exchange dated September 13, 2002 from Virginia Highlands Airport Commission, and recorded in the Circuit Court Clerk's Office of Washington County, Virginia on September 13, 2002 as Instrument No. 29228

IN TRUST, HOWEVER, to secure the payment to the holder of that certain promissory note, executed by the party of the first part bearing even date herewith, in the amount of NINE HUNDRED NINETY THOUSAND AND NO/100<sup>ths</sup> DOLLARS (\$ 990,000 00 ), which interest thereon is more particularly set-out in said note, and payable to the order of GRUNDY NATIONAL BANK, to whom notices may be sent at Post Office Box 2080, Grundy, Virginia 24614, on Demand.

In the event default is made in the payment of said note, or any part of same, or any insurance premium on the improvements thereon when they become due, or in case any insurance be not effected or renewed when required, or in the event the property is transferred or disposed of without the written consent of Grundy National Bank except as agreed herein, then at the request of the holder of said note, the Trustee, or the one acting hereunder, may proceed to sell the property hereby conveyed at the front door of the Courthouse of Washington County, Virginia, at public auction to the highest bidder, for cash on the day of the sale, after first advertising the time, place and terms of same for not less than once a week for two weeks to be published in a weekly newspaper having general circulation in the County in which the property is located, and one copy of said notice to be posted at the front door of said Courthouse and not less than two (2) other copies to be posted at public places in the vicinity of the land and the sale shall be held no earlier than eight (8) days following the first advertisement nor more than thirty (30) days following the last advertisement. It is agreed that said sale shall be on such date and between such hours as the Trustee, or the one acting hereunder shall designate, and from the proceeds of said sale, after deducting all expenses of such sale, and advances, including any necessary attorneys' fees and a Trustee's commission of five percent (5%) on the gross proceeds of the sale, the Trustee, or the one acting hereunder, shall apply the balance toward the payment

of the principal and interest due on the note hereby secured, and that balance, if any, shall be paid as provided by law.

This Deed of Trust is executed pursuant to § 35-60 of the 1950 Code of Virginia, except as otherwise provided and the following provisions are incorporated by this reference thereto:

EXEMPTIONS ARE WAIVED.

RIGHT OF ANTICIPATION RESERVED.

SUBJECT TO ALL UPON DEFAULT

RENEWAL OR EXTENSIONS PERMITTED.

SUBSTITUTION OF TRUSTEES PERMITTED

INSURANCE REQUIRED: \$990,000.00

If no default be made in payment of said note hereby secured, then at the request and the expense of the party of the first part, the holder of said note will execute a good and sufficient release of this Deed of Trust. The holder of said note may also make partial releases of this Deed of Trust upon such terms as may be agreed upon among the holder of the note and Grantor.

WITNESS the following signatures and seals:

Highlands Properties, Inc.  
By: David R. Hale (SEAL)  
David R. Hale, President

Grandy National Bank  
By: Richard S. Janson (SEAL)  
VICE PRESIDENT (Title)

STATE OF Virginia  
COUNTY OF Buchanan to wit:

The foregoing was signed and acknowledged before me this 22nd day of June, 2003 by  
David R. Hale, President of Highlands Properties Inc., on behalf of the corporation.

My Commission Expires: 12-31-07

Melinda D. Owens  
NOTARY PUBLIC

STATE OF Virginia  
COUNTY OF Buchanan to wit:

The foregoing was signed and acknowledged before me this 22nd day of June, 2003 by  
Brian G. Gorman, Vice Pres. (Title) of Grundy National Bank, on behalf of the  
bank.

My Commission Expires: 12-31-07

Melinda D. Owens  
NOTARY PUBLIC

INSTRUMENT H083039375  
RECORDED IN THE CLERK'S OFFICE OF  
WASHINGTON COUNTY ON  
JULY 15, 2003 AT 02:16PM  
KATHY P. DRAKE, CLERK

BY: [Signature] DC:





... 27/12/2012

under the name of "Field" and dated January 21, 1890, of "Field" in the "Book" of the of Washington County, Virginia. In said "Book" it is stated that, in this matter a large tract of land was taken in violation of the property which occupied the said property as described in the tract of land hereinafter set forth.

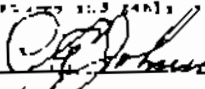
EXHIBIT "A-67" All that certain tract or parcel, of land  
 known as the north side of the Highway, and being a portion of  
 the certain tract of land, which was conveyed to the State  
 by and under the 31st day of February, 1914, as recorded in the  
 Clerk's Office of Washington County, Virginia, in Deed Book 115,  
 at page 305; the land hereby conveyed being all of said tract re-  
 taining after the conveyance of 280 acres thereof by the State  
 and with to R. B. Minter and wife by deed of record in the  
 Clerk's Office in Deed Book 115, at page 311; the land  
 hereby conveyed as so particularly described and described as  
 follows:

[illegible][illegible]

Vol 279 No 163

TO ALL WHOM THESE PRESENTS SHALL COME, I, the Clerk of the County of Washington, do hereby certify that the following signature and seal are

of the County of Washington, State of Virginia.

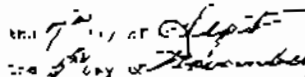
  
Albert L. Hager, Clerk of the County of Washington, State of Virginia.

NOTED BY CLERK OF THE COURT.

NOTED BY CLERK OF THE COURT.

I, Albert L. Hager, a Justice Public in and for the County of Washington, in the State of Virginia, do hereby certify that on the 6th day of January, 1936, at the County Court House, in the County of Washington, State of Virginia, the following parties, to-wit: Albert L. Hager, Clerk of the County of Washington, State of Virginia, and the County of Washington, State of Virginia, have acknowledged the same before me in my hands and presence.

Attest my hand and seal this 6th day of January, 1936.

  
Albert L. Hager, Clerk of the County of Washington, State of Virginia.

Witness my hand and seal this 6th day of January, 1936, at the County Court House, in the County of Washington, State of Virginia, the following parties, to-wit: Albert L. Hager, Clerk of the County of Washington, State of Virginia, and the County of Washington, State of Virginia, have acknowledged the same before me in my hands and presence.

Attest my hand and seal this 6th day of January, 1936.

BOOK 840 PAGE 608

THIS DEED OF GIFT, made and entered into this 31st day of July, 1991, by and between IRBY SNEAD and ELIZABETH P. SNEAD, husband and wife, hereinafter sometimes referred to as Grantors, and IRBY SNEAD and ELIZABETH P. SNEAD, husband and wife, whose address is Route 1, Box 1056, Abingdon, Virginia 24210, hereinafter sometimes referred to as Grantees;

W I T N E S S E T H:

Grantors hereby grant and convey to Grantees as tenants by the entirety with full rights of survivorship, not as tenants in common, with general warranty and English covenants of title, those two (2) certain tracts or parcels of land described as follows:

TRACT NO. 1: Undivided one-third (1/3) interest in and to that certain tract or parcel of land situate in the Town of Abingdon adjoining the Camper land, Waterman land and others, and being known as parcel No. 20 in the Honaker and Bradley farm, described by metes and bounds as follows:

BEGINNING at a point in the middle of White's Mill Road, corner to C. M. Camper; thence N 64 30 E 2310 feet to a point in or near the branch; thence N 44 15 W 342 feet to a stake; thence S 71 W 844.7 feet to a stake near the top of the hill; thence S 64 30 W 1122 feet to the middle of White's Mill Road; thence with the middle of said road S 17 15 E 412 feet to the BEGINNING, containing 19.9 acres, more or less, and being the same as that conveyed unto Irby Snead, one of the Grantors herein, by deed of James Snead and Annie Snead, his wife, dated November 4, 1947, and of record in the Clerk's Office of the Circuit Court of Washington County, Virginia, in Deed Book 241, page 98.

TRACT NO. 2: That certain tract or parcel of land located in the Jackson Magisterial District of Washington County, Virginia, and described as follows:

BEGINNING at a point in the west line of the Spring Creek Road, State Secondary Route No. 611; thence for a division line S 76 25 W 1067.5 feet to an iron pin in the line of Johnson; thence with the line of Johnson, N 26 00 W 690 feet to a post; thence N 59 30 W 509 feet to a post, corner to Fern; thence with the line of Fern, N 43 30 E 739.5 feet to a post; thence with the line of Jones, S 84 30 E 209.4 feet; thence S 89 E 236 feet; thence S 67 10 E 65 feet; thence S 60 15 E 226 feet; thence S 45 15 E 200 feet; thence S 40 00 E 335 feet; thence S 28 15 E 709 feet to a post

BOOK 540 PAGE 609

in the west line of Spring Creek Road No. 611;  
thence S 05° 03' E 54 feet to the BEGINNING,  
containing 15.64 acres, more or less, and being  
the same tract or parcel of land as that  
conveyed unto Grantors by deed of Calvin C.  
Barker and Bernice Barker, his wife, dated  
August 11, 1965, and recorded in said Clerk's  
Office in Deed Book 403, page 416.

WITNESS the following signatures and seals:

*Irby Sneed* (SEAL)  
Irby Sneed

*Elizabeth P. Sneed* (SEAL)  
Elizabeth P. Sneed

STATE OF VIRGINIA

COUNTY OF WASHINGTON

The foregoing Deed of Gift was acknowledged before me  
this 2nd day of June, 1992, by Irby Sneed and Elizabeth P.  
Sneed.



*Angela J. Field*  
Notary Public

My commission expires: June 30, 1993

Virginia: County of Washington: Clerk

In the Clerk's Office of the Court of the County and State aforesaid the 22nd  
day of June, 1992, at 1:00 o'clock, P.M. the foregoing writing was  
presented and admitted to record and together with the certificate of acknowledgment recorded.  
Taxes imposed by § 58.1-602 of the Code have been paid, \$       

Test: *Malcolm H. Hargrett* Deputy Clerk  
*Elizabeth P. Sneed*

THIS DEED, made and entered into this the 11th day of October, 1961, by and between R. C. PRATT and SUSAN BUNDY PRATT, his wife, parties of the first part, and ABINGDON LIVESTOCK EXCHANGE, INC., a Virginia corporation, party of the second part,

W I T N E S S E T H:

That for and in consideration of the sum of Ten Dollars (\$10.00) and other good and valuable consideration, the receipt of which is hereby acknowledged, the parties of the first part do hereby grant, sell, transfer and convey unto the party of the second part, with covenants of general warranty of title, and subject to the provisions hereinafter set forth, those certain tracts or parcels of land, situate, lying and being in the Harrison Magisterial District of Washington County, Virginia, on the northerly side of U.S. Highway No. 11, and about three miles west of the corporate limits of the Town of Abingdon, Virginia, upon which is located a large building locally known as the Tri-State Livestock Market, together with all appurtenances therunto belonging, and subject to conditions of rights of way, and more particularly described as follows in that certain Deed dated the 18th day of May, 1976, between Tri-State Livestock Market, Inc., of the one part and R. C. Pratt of the other part, which said Deed is of record in the Clerk's Office of the Circuit Court of Washington County, Virginia, in Deed Book 551, page 155.

Tract No. I, on which is located Livestock Market Bldg.:

BEGINNING at an iron pin, corner to Virginia Highlands Airport and Jones; thence with the Jones line N 33 28 W 256.29 feet to a stake, N 33 47 W 428.24 feet to a stake, N 34 16 W 69.7 feet to a post, corner to Eggers; thence with the Eggers line, N 57 43 E 466.7 feet to a post, W 58 31 E 564 feet to a post, N 58 38 E 224.3 feet to an iron pin and post on the east side of a 15-foot right of way along the Campbell line, this being the north-east corner of the tract purchased by Louis F. Musser, et al, from Hannah Adkins Hawthorne and others; thence with the east line of said 15-foot right of way S 12 11 W 710.8 feet to a stake, S 17 53 E 617 feet to a post; thence crossing a 40-foot road leading to U.S. No. 11, and with the lines of Wright and Musser, et al, S 59 53 W 884.66 feet to the BEGINNING, containing 19.59 acres, of

which .60 is included in the right of way, leaving a net acreage hereby conveyed of 18.99 acres, all of which is more particularly delineated on a plat made by John W. Hertenstein, C.L.S., dated January 9, 1969, and of record in the Clerk's Office of the Circuit Court of Washington County, Virginia, in Plat Book 12, page 93.

And being the same tract of land described in Deed dated the 18th day of January, 1969, between Louis E. Musser, et al, of the one part, and Tri-State Livestock Market, Inc., of the other part, which said deed is of record in the Clerk's Office of the Circuit Court of Washington County, Virginia, in Deed Book 447, page 138, together with the rights of way and easements therein mentioned and described, and subject to the provisions in said deed with reference to all rights of way, and reference is here made to same for a further and more detailed description thereof.

Tract No. II:

A certain right of way described in Deed dated the 18th day of January, 1969, between Louis E. Musser, et al, of the one part, and Tri-State Livestock Market, Inc., of the other part, which said deed is of record in said Clerk's Office in Deed Book 442, page 454, and described therein as follows:

A right of way 25-feet in width across the .51 acre tract reserved for the life of Hannah Adkins Hawthorne, it being specifically understood that the present right of way across the Hawthorne property is of a lesser width and will remain so until the termination of the life estate of Hannah Adkins Hawthorne, said right of way to be appurtenant to the 18.99 acre tract this day conveyed by the first parties to the second party, the use thereof to be in common with others having like right."

Reference is made to the aforesaid Deed for a further and more particular description of said right of way.

It being the intention of the Grantors herein, by this instrument, to convey to the Grantee herein, the above described boundary of property together with all appurtenances thereunto belonging, and now owned by Grantors and upon which is now being operated, what is locally known as the Tri-State Livestock Market, and this, whether same is included in the above notes and bounds description, together with all appurtenances thereunto belonging or in any manner appertaining.

The property hereby conveyed is the same as that conveyed in the aforesaid deed dated the 18th day of May, 1976, from Tri-State Livestock Market, Inc., to R. E. Pratt.

RESERVATIONS AND EXCEPTIONS

This deed is made subject to all reservations and exceptions with reference to:

1. Right of way mentioned and described in the aforesaid Deed dated 18th day of January, 1969, and of record in the aforesaid Clerk's Office in Deed Book 442, page 494, and to all reservations, exceptions, conditions and limitations as set forth in the aforesaid Deed dated the 18th day of January, 1969, and of record in said Clerk's Office in Deed Book 442, page 738.


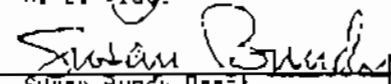
2. With reference to telephone lines, electric power lines and water lines, together with all easements and rights of way of record which may affect title to the real estate hereby conveyed.

3. A certain lease agreement dated March 1, 1981, between H. E. Pratt and Washington County Veterinary Service, Inc. The Grantee herein assumes the provisions to be performed by the Lessor in said lease agreement. The Grantee shall receive all rents from said lease agreement after October 11, 1981.

It is further provided that the Grantee herein shall pay all of the real estate taxes upon the real estate herein described up to October 11, 1981, and thereafter the said Grantee herein shall pay the said real estate taxes.

Grantors shall retain possession of above described property and shall be entitled to all proceeds therefrom until October 11, 1981.

WITNESS the following signatures and seals:

  
H. E. Pratt (SEAL)  
  
Susan Bundy Pratt (SEAL)

STATE OF VIRGINIA

COUNTY OF Russell

The foregoing instrument was acknowledged before me  
this 12<sup>th</sup> day of October, 1981, by H. C. Pratt and Susan Bundy  
Pratt, his wife.

Lillian F. Smith  
Notary Public

My commission expires:  
August 23, 1982

Virginia County of Washington, to-wit:

In the Clerk's Office of the Circuit Court of the County and State  
aforesaid, this 12 day of October 1981, at 11:00 o'clock A.M.,  
the foregoing writing was presented and admitted to record, and together  
with the certificate of acknowledgment recorded. Taxes imposed by  
§ 56-54.1 of the Code have been paid \$ 1.48.

Test: James H. King, Jr. Clerk



BOOK 1080 PAGE 216

This Document Was Prepared By:  
**BOYLING-HEARL & COOK**

A Professional Corporation  
P.O. Box 1806  
Arlington, Virginia 22212  
540-676-2022

2079 THIS DEED is made and entered into on this the 21st day of March, 2000 by and between L & L ENTERPRISES, A LIMITED COMPANY, a Virginia Limited Liability Company, party of the first part as Grantor, and Rufus Thomas HAIRSTON Jr. and JoAnne Lindsey HAIRSTON, husband and wife, as Tenants by the Entireties with the Right of Survivorship as at Common Law, parties of the second part as Grantees.

WITNESSETH

THAT FOR and in consideration of the sum of One Hundred Sixty Five Thousand and No/100 Dollars (\$165,000.00), cash in hand paid, the receipt and sufficiency of which is hereby acknowledged, the parties of the first part do hereby bargain, grant, sell and convey, WITH GENERAL WARRANTY AND ENGLISH COVENANTS OF TITLE, unto the said Rufus Thomas Hairston, Jr. and JoAnne Lindsey Hairston, husband and wife, parties of the second part, as Tenants by the Entireties with the Right of Survivorship as at Common Law, all that certain 2.50 Acre parcel of real estate, together with all improvements thereon and appurtenances thereto belonging, situate and being on the west side of Virginia Secondary Route No 611 (18254 Providence Road) in the Harrison Magisterial District of Washington County, Virginia as the same is shown and described on that certain plat entitled in part "BERNARD R. & LORETTA J. SIMMONS", dated February 15, 1991, which plat is attached to and recorded with that certain Deed of record in the Office of the Clerk of the Circuit Court of Washington County, Virginia in Deed Book 814, Page 397, and

**BOOK 1080 PAGE 217**

upon which plat the property is more particularly bounded and described as follows.

**BEGINNING** at a stake in the westerly side of Virginia Secondary Route No. 611; thence N. 72° 36' 30" W. 362.39 feet to a stake; thence N. 17° 23' 30" E. 300.00 feet to a stake; thence S. 72° 36' 30" E. 362.78 feet to a stake in the westerly side of Virginia Secondary Route No. 611; thence with the westerly side of Virginia Secondary Route No. 611, S. 17° 23' 30" W. 300.00 feet to the point of **BEGINNING**.

There is further granted and conveyed herewith an easement over, across, under and through that certain parcel shown on the aforesaid plat that is adjacent to the southern boundary of the above described property, which easement is for the purpose of installing, maintaining, repairing and replacing septic field lines for the septic system that services the property herein conveyed, which easement area is described on the aforesaid plat as follows:

**BEGINNING** at a point situate N. 72° 36' 30" W. 103.67 feet from the southeast corner of the above conveyed property; thence from said Beginning point S. 9° 57' E. 163.73 feet to a point; thence N. 72° 36' 30" W. 90.00 feet to a point; thence N. 9° 57' W. 163.73 feet to a point on the southern line of the above conveyed real property; thence S. 72° 36' 30" E. 90.00 feet to the point of **BEGINNING**.

**AND BEING**, the same real property conveyed to the Grantor by Deed dated April 1, 1987 and recorded in the aforesaid Clerk's Office in Deed Book 976, Page 105, reference to which is hereby made for a more particular description of the real property hereby conveyed.

This conveyance is expressly subject to and beneficiary of any and all reservations, restrictions and easements of record in the aforesaid Clerk's Office to the extent that the same may lawfully apply to the property hereby conveyed.

It is understood and agreed that the parties of the second part are to have and to hold said property as tenants by the entireties with the right of survivorship in accordance with the provisions of Virginia Code §55-21, as amended.

BOOK 1080 PAGE 218

WITNESS the following signature and seal:

L & L ENTERPRISES, A LIMITED COMPANY

By [Signature]  
John York Lindsay, Authorized Member

COMMONWEALTH of VIRGINIA;  
COUNTY of TAZEWELL; to wit:

The foregoing Deed was acknowledged before me on this the 27<sup>th</sup> day of March, 2009 by John York Lindsay, Member of L & L Enterprises, A Limited Company, a Virginia Limited Liability Company, for and on behalf of said company.

My Commission Expires

12 31 2008

[Signature]  
Notary Public

GRANTEE'S ADDRESS  
18754  
18264 Providence Road  
Arlington Virginia 24210

INSTRUMENT #000002075  
RECORDED IN THE CLERK'S OFFICE OF  
WASHINGTON COUNTY ON  
MARCH 27, 2009 AT 02:15PM  
\$153.00 GRANTOR TAX WAS PAID AS  
REQUIRED BY SEC 58.1-202 OF THE VA. CODE  
STATE: \$2.50 LOCAL: \$2.50

KATHI P. CRANE, CLERK

BY [Signature] (DC)





All insurance policies and renewals shall be as payable to Lender and shall include a standard mortgage clause. Lender shall have the right to have the policies and renewals. If Lender requires, Borrower shall promptly give to Lender all receipts of paid premiums and renewal notices. In the event of loss, Borrower shall give prompt notice to the insurance carrier and Lender. Lender may receive prompt notice of loss if necessary promptly to Borrower.

Unless Lender and Borrower otherwise agree in writing, insurance proceeds shall be applied to redemption or payment of the Property as paid, if the redemption or payment is economically feasible and Lender's security is not impaired. If the redemption or payment is not economically feasible or Lender's security would be impaired, the insurance proceeds shall be applied to the satisfaction of this Security Instrument, whether or not then due, with any amount paid to Borrower. If Borrower abandons the Property, or does not pay the loan within a certain period, Lender may collect the insurance proceeds. Lender may use the proceeds to repair or recover the Property or to pay sums secured by this Security Instrument, whether or not then due. The 30-day period will begin when the notice is given.

Unless Lender and Borrower otherwise agree in writing, any application of proceeds to principal shall not extend or postpone the due date of the monthly payments referred to in paragraphs 1 and 2 or change the amount of the payments. If under paragraph 1 the Property is acquired by Lender, Borrower's right to any insurance policies and proceeds resulting from damage to the Property prior to the acquisition date goes to Lender in the event of the same insured by this Security Instrument immediately prior to the acquisition.

4. Occupancy, Preservation, Maintenance and Protection of the Property: Borrower's Loan Application, Lender shall occupy, establish, and use the Property as Borrower's principal residence within sixty days after the execution of this Security Instrument and shall continue to occupy the Property as Borrower's principal residence for at least one year after the date of occupancy, unless Lender otherwise agrees in writing, which agrees shall not be unreasonably withheld, in which case Lender shall not be deemed to have abandoned the Property. Borrower shall not destroy, damage or impair the Property, allow the Property to deteriorate, or commit waste on the Property. Borrower shall be in default if any forcible action or proceeding, whether civil or criminal, is begun that in Lender's good faith judgment could result in forfeiture of the Property or otherwise materially impair the lien created by this Security Instrument or Lender's security interest. Borrower may use such a default and proceeding as provided in paragraph 18, by causing the action or proceeding to be distributed with a rating that, in Lender's good faith determination, presents no threat to the Borrower's interest in the Property or other material impairment of the lien created by this Security Instrument or Lender's security interest. Borrower shall also be in default if Borrower, during the loan application process, gave materially false or inaccurate information or statements to Lender (or failed to provide Lender with any material information) in connection with the loan evidenced by the Note, including, but not limited to, representing or concealing Borrower's occupancy of the Property as a principal residence. If this Security Instrument is on a leasehold, Borrower shall comply with all the provisions of the lease. If Borrower acquires fee title to the Property, the leasehold and the fee title shall merge unless Lender agrees in the merger in writing.

7. Protection of Lender's Rights in the Property. If a court fails to perform its governmental and official function in this Security Instrument, or if there is a legal proceeding that may significantly affect Lender's rights in the Property (such as a proceeding in bankruptcy, insolvency, reorganization or liquidation or other law or right) and if Lender may be prejudiced by the action, it is necessary to protect Lender's rights in the Property in the Property. Lender's action may include paying any sums secured by a lien which has priority over this Security Instrument, appearing in court, paying reasonable attorney fees and causing all the Property to make repairs. Although Lender may take action under this paragraph 7, Lender does not have to do so.

Any amount disbursed by Lender under this paragraph 7 shall become additional debt of Borrower secured by this Security Instrument. Unless Borrower and Lender agree to other terms of payment, these amounts shall bear interest from the date of disbursement at the Note rate and shall be payable with interest upon notice from Lender to Borrower regarding payment.

8. Mortgage Insurance. If Lender is a mortgage insurance underwriter or is the lender of the loan secured by this Security Instrument, Borrower shall pay the premiums required to maintain the mortgage insurance in effect. If for any reason the mortgage insurance coverage required by Lender lapses or ceases to be in effect, Borrower shall pay the premiums required to obtain mortgage insurance substantially equivalent to the mortgage insurance previously in effect, or a new substantially equivalent policy, or to the mortgage insurance of the mortgage insurance previously in effect, from a different mortgage insurer approved by Lender. If substantially equivalent mortgage insurance coverage is not available, Borrower shall pay to Lender each month a sum equal to one-half of the yearly mortgage insurance premium being paid by Borrower when the mortgage coverage lapsed or ceased to be in effect. Lender will accept and retain these payments as a loan reserve in lieu of mortgage insurance. Loan reserve payments may no longer be required, at the option of Lender, if mortgage insurance coverage for the amount and for the period that Lender requires is provided by an insurer approved by Lender again becomes available and is obtained. Borrower shall pay the premiums required to maintain mortgage insurance in effect, or its substitute loan reserve, and the requirements for mortgage insurance until it is accordance with any written agreement between Borrower and Lender or applicable law.

9. Inspection. Lender or its agent may make reasonable entries upon and inspections of the Property. Lender shall give Borrower notice at the time of or prior to an inspection specifying reasonable cause for the inspection.

Form 1007 AND

10. **Condemnation.** The proceeds of any award or claim for damages, direct or consequential, in connection with any condemnation or other taking of any part of the Property, or for convenience in lieu of condemnation, are hereby assigned and shall be paid to Lender.

In the event of a total taking of the Property, the proceeds shall be applied to the sums secured by this Security Instrument, whether or not due then, with any interest paid to Borrower. In the event of a partial taking of the Property in which the fair market value of the Property immediately before the taking is equal to or greater than the amount of the sums secured by this Security Instrument immediately before the taking, unless Borrower and Lender otherwise agree in writing, the sums secured by this Security Instrument shall be reduced by the amount of the proceeds multiplied by the ratio of the fair market value of the Property immediately before the taking divided by the fair market value of the Property immediately before the taking. Any balance shall be paid to Borrower. In the event of a partial taking of the Property in which the fair market value of the Property immediately before the taking is less than the amount of the sums secured immediately before the taking, unless Borrower and Lender otherwise agree in writing or unless applicable law otherwise provides, the proceeds shall be applied to the sums secured by this Security Instrument whether or not the sums are then due.

If the Property is abandoned by Borrower or is after notice by Lender to Borrower that the mortgagee offers to make an award or file a claim for damages, Borrower fails to respond to Lender within 30 days after the date the notice is given, Lender is authorized to collect and apply the proceeds to its option, either to the payment of or in lieu of the Property or to the sums secured by this Security Instrument, whether or not then due.

Unless Lender and Borrower otherwise agree in writing, any application of proceeds in principal shall not extend in principal the maturity of the monthly payments referred to in paragraphs 1 and 2 or change the amount of such payments.

11. **Borrower Not Released.** Furthermore by Lender Not a Waiver. Payment of the sums due by payment or satisfaction of obligation of the sums secured by this Security Instrument, granted by Lender in any manner or in kind or in kind or in kind, shall not operate to release the liability of the original Borrower or Borrower's successors, assigns, heirs, estate, or assigns, or to release the property or proceeds of the sums secured by this Security Instrument, or to extend time for payment or satisfaction of the sums secured by this Security Instrument, or to release any debt owed by the original Borrower or Borrower's successors, assigns, or assigns. Any release by Lender in connection with any debt owed by the original Borrower or Borrower's successors, assigns, or assigns, shall not be a release of the debt or of the sums secured by this Security Instrument.

12. **Successors and Assigns Bound.** Borrower and Borrower's Successors, Assigns, Heirs, Estate, or Assigns. The covenants and obligations of this Security Instrument shall bind and benefit the successors, assigns, heirs, estate, or assigns of Lender and Borrower, and shall be enforceable by the successors, assigns, heirs, estate, or assigns of Lender and Borrower. Any release by Lender of any debt owed by the original Borrower or Borrower's successors, assigns, or assigns, shall not be a release of the debt or of the sums secured by this Security Instrument. Any release by Lender of any debt owed by the original Borrower or Borrower's successors, assigns, or assigns, shall not be a release of the debt or of the sums secured by this Security Instrument.

13. **Loan Charges.** If the sums secured by this Security Instrument are subject to a law which requires payment of charges, and that law is finally interpreted as such, the interest or other loan charges collected or to be collected in connection with the loan extended by Lender to Borrower shall be increased by the amount necessary to make the charge to the principal amount, and the sum of the charges collected from Borrower when received, permitted loans will be advanced to Borrower. Lender may choose to make a refund by reducing the principal owed under the Note or by making a direct payment to Borrower. If a refund is made, it shall be made as a credit payment without any payment charge under the Note.

14. **Notice.** Any notice to Borrower provided for in this Security Instrument shall be given by delivering a copy by first class mail unless applicable law requires use of another method. The notice shall be directed to the Property Address or any other address known to Lender by notice to Lender. Any notice to Lender shall be given by first class mail to Lender's address as stated in any other address Lender designates by notice to Borrower. Any notice provided for in this Security Instrument shall be deemed to have been given to Borrower or Lender when such is provided in this paragraph.

15. **Conflicting Law, Severability.** This Security Instrument shall be governed by the law and the law of the jurisdiction in which the Property is located. In the event that any provision or clause of this Security Instrument or the Note conflicts with a applicable law, such provision or clause shall be deemed to be severed from this Security Instrument, and the Note shall be deemed to be amended to conform to the applicable law.

16. **Borrower's Copy.** Borrower shall be given one copy of the Note and one copy of this Security Instrument.

17. **Transfer of the Property as a Mortgaged Interest in Borrower.** If all or any part of the Property or any interest in it is sold or transferred to a third party, or if the Property is sold or transferred and Borrower is not a natural person, or if Lender's name is changed, Lender may, at its option, require immediate payment in full of the sums secured by this Security Instrument. However, this option shall not be exercised by Lender if the sale is required by law or is a part of the estate of the original Borrower.

If Lender exercises this option, Lender shall give Borrower notice of acceleration. The notice shall provide

in period of not less than 30 days from the date the notice is furnished or received within which Borrower shall pay all sums secured by this Security Instrument. If Borrower fails to pay such sums prior to the expiration of this period, lender may involve a collector, permitted by this Security Instrument without further notice or demand on Borrower.

18. Borrower's Right to Refinance. If Borrower meets certain conditions, Borrower shall have the right to stop participation of this Security Instrument and to consummate a new first priority mortgage in full satisfaction of all or part of its debt. Other law may specify the immediately enforceable date of the priority mortgage in full payment of all obligations of this Security Instrument, or the date of a judgment enforcing the Security Instrument. Absent change in that law, Borrower (a) may transfer all sums which then would be due under this Security Instrument and the Note as if no acceleration had occurred, (b) may pay default of any other obligations of Borrower only (c) may all expenses incurred in enforcing this Security Instrument, including, but not limited to, reasonable attorney's fees, and (d) may such action of Lender only reasonably require to assure that the lien of this Security Instrument, Lender's rights in the Property and Borrower's obligation to pay the sums secured by this Security Instrument shall continue unimpaired. Upon reimbursement by Borrower, this Security Instrument and the obligations secured hereby shall remain fully effective as if no acceleration had occurred. However, this right to Refinance shall not apply in the case of acceleration under paragraph 17.

19. Note of Note: A change of Loan Servicer. The Note is a partial interest in the MUDS together with this Security Instrument may be sold due to some defect or other good reason to Borrower. A sale may result in a change in the entity known as the "Loan Servicer" who collects monthly payments from the Note and this Security Instrument. There also may be one or more changes of the Loan Servicer entitled to a slice of the Note. If there is a change of the Loan Servicer, Borrower will be given written notice of the change, in accordance with paragraph 11 above and applicable law. This notice will give the name and address of the new Loan Servicer and the address to which payment should be made. The notice will not contain any other information required by applicable law.

20. Hazardous Substances. Property shall not cause or permit the presence, use, disposal, storage or release of any Hazardous Substances in or on the Property. Hazardous shall not include any substance which is anything else on the Property that is in violation of any Environmental Law. The preceding two sentences shall not apply to the presence, use, or storage on the Property of such quantities of Hazardous Substances that are properly recognized in the regulatory or official records of laws and in compliance with the Property.

[illegible][illegible]

שאלה 10: האם יש צורך להגדיר את המושג "מחיר" במסגרת החוק?

[illegible]

If Lender involves the power of sale, Borrower or Trustee shall give to Borrower (and the consent of the parties, if a different person with notice of sale in the number prescribed by applicable law) Trustee shall give public notice of sale by publishing in accordance with applicable law, once a week for three consecutive weeks, in a newspaper having general circulation in the county or city in which any part of the Property lies, and by each additional or any different issue of advertisement, the Trustee deems advisable. Trustee may set the Property on the public sale any after the first advertisement or on any day thereafter, but not later than 30 days following the last advertisement. Notice, without demand on Borrower, shall set the Property on public auction to the highest bidder at the time and place and under the terms designated in the notice of sale in one or more parcels and in any other Trustee determines. Trustee may postpone sale of all or any parcel of the Property by advertising in accordance with applicable law. Lender or its designee may purchase the Property at any sale.



Trustee shall deliver to the purchaser Trustee's deed conveying the property with special warranty of title. The recitals in the Trustee's deed shall be prima facie evidence of the truth of the statements made therein. Trustee shall apply the proceeds of the sale in the following order: (a) to all expenses of the sale, including but not limited to, Trustee's fees of ..... 3% of the gross sale price and reasonable attorneys' fees; (b) to the discharge of all taxes, liens and encumbrances on the property, if any, as provided by applicable law; (c) to all sums secured by this Security Instrument; and (d) any excess to the person or persons legally entitled to it. Trustee shall not be required to take possession of the property prior to the sale thereof or to deliver possession of the property to the purchaser at the sale.

22. Release. Upon payment of all sums secured by this Security Instrument, Lender shall request Trustee to release this Security Instrument and shall payender all notes evidencing debt secured by this Security Instrument to Trustee. Trustee shall release this Security Instrument without charge to Borrower. Borrower shall pay any recordation costs.

23. Mutualities. Trustee Lender, at its option, may think it in more sensitive Virginia and appoint a successor trustee to any future specified borrower. Without involvement of the property, the successor trustee shall succeed to all the title, power and duties conferred upon Trustee herein and by applicable law.

24. Identification of Note. The Note is identified by a certificate on the Note executed by any Notary Public who complies in acknowledgment herein.

25. Additions to this Security Instrument. If any of the covenants are executed by Borrower and recorded together with this Security Instrument, the covenants and agreements of each such rider shall be incorporated into and shall amend and supplement the covenants and agreements of this Security Instrument as if the rider(s) were a part of this Security Instrument. (Check applicable box(es))

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Adjustable Rate Rider    | <input type="checkbox"/> Condominium Rider              | <input type="checkbox"/> 1-4 Family Rider        |
| <input type="checkbox"/> Guaranteed Buydown Rider | <input type="checkbox"/> Planned Unit Development Rider | <input type="checkbox"/> Bi-weekly Payment Rider |
| <input type="checkbox"/> Balloon Rider            | <input type="checkbox"/> Base Import/Export Rider       | <input type="checkbox"/> Second Home Rider       |
| <input type="checkbox"/> Other (specify)          |   |  |

NOTICE: THIS DEED SECURITY INSTRUMENT IS SUBJECT TO CALL, IN FULL OR THE TERMS THEREOF BEING MODIFIED IN THE EVENT OF SALE OR CONVEYANCE OF THE PROPERTY CONVEYED.

BY SIGNING BELOW, Borrower accepts and agrees to the terms and conditions contained in this Security Instrument and hereby certifies executed by Borrower and recorded with it.

*Robert M. Johnston, Jr.*  
Robert M. Johnston, Jr.  
Borrower

(Seal)  
Borrower

*Robert M. Johnston, Jr.*  
Robert M. Johnston, Jr.  
Borrower

Local Security Number 230-50-4463

Sec. & Security Number 230-62-82-6

\_\_\_\_\_  
(Space Below This Line for Recording Data and Acknowledgment)

STATE OF VIRGINIA, HANDBURSTON

County of

The foregoing instrument was acknowledged before me this March 21, 2000 ..  
(Date)

by Robert M. Johnston, Jr. and Robert M. Johnston ..

My Commission expires

12-31-2003

*Robert M. Johnston, Jr.*  
Robert M. Johnston, Jr.  
Notary Public

BOOK 1080 PAGE 225  
BOLLING • HEARL • COOK

SCHEDULE "A" TO DEED OF TRUST

All that certain 2.50 Acre parcel of real estate, together with all improvements thereon and appurtenances thereunto belonging situate and being on the west side of Virginia Secondary Route No. 611 (18254 Providence Road) in the Harrison Magisterial District of Washington County, Virginia as the same is shown and described on that certain plat entitled in part "BERNARD R. & LORETTA J. SIMMONS", dated February 15, 1991, which plat is attached to and recorded with that certain Deed of record in the Office of the Clerk of the Circuit Court of Washington County, Virginia in Deed Book 614, Page 387, and upon which plat the property is more particularly bounded and described as follows:

**BEGINNING** at a stake in the westerly side of Virginia Secondary Route No. 611, thence N 72° 38' 30" W 352.39 feet to a stake, thence N 17° 23' 30" E, 300.00 feet to a stake, thence S. 72° 38' 30" E 262.79 feet to a stake in the westerly side of Virginia Secondary Route No. 611, thence with the westerly side of Virginia Secondary Route No. 611, S. 17° 23' 30" W 300.00 feet to the point of **BEGINNING**

There is further granted and conveyed herewith an easement over, across, under and through that certain parcel shown on the aforesaid plat that is adjacent to the southern boundary of the above described property, which easement is for the purpose of installing, maintaining, repairing and replacing septic field lines for the septic system that services the property herein conveyed, which easement area is described on the aforesaid plat as follows:

**BEGINNING** at a point situate N 72° 36' 30" W 193.87 feet from the southeast corner of the above conveyed property, thence from said Beginning point, S. 9° 57' E, 163.73 feet to a point, thence N 72° 36' 30" W, 60.00 feet to a point, thence N 9° 57' W 163.73 feet to a point in the southern line of the above conveyed real property; thence S. 72° 36' 30" E 90.00 feet to the point of **BEGINNING**

**AND BEING**, the same real property conveyed to the Grantor by Deed dated March 21, 2000 and recorded in the aforesaid Clerk's Office prior to the recordation hereof

INSTRUMENT 0005002050  
RECORDED IN THE CLERK'S OFFICE OF  
WASHINGTON COUNTY ON  
MARCH 22, 2000 AT 02:16PM  
GARY S. CORNE, CLERK

BY:  (DC)

BOOK 628 PAGE 452

THIS DEED, made and entered into this the 1st day of July, 1980, by and between C. C. BARKER and DERNICE A. BARKER, his wife, parties of the first part; and FRED DAILEY GENT, II, party of the second part.

: W I T N E S S E T H :

That for and in consideration of the sum of TWO HUNDRED FIVE THOUSAND DOLLARS (\$205,000.00), paid and to be paid as hereinafter set out, the parties of the first part do hereby grant, bargain, sell and convey unto the party of the second part, with covenants of general warranty of title, that certain tract or parcel of land, together with all improvements thereon and all appurtenances thereto belonging, situate, lying and being in the Harrison Magisterial District of Washington County, Virginia, and more particularly described as follows by plat prepared by John W. Hortonstine, C.L.S., dated June 12, 1980, a copy of which is attached hereto and made a part hereof:

BEGINNING at a point in the center of Virginia Secondary Route No. 611, corner to the northern line of U. S. Highway No. 11; thence with the northern line of U. S. Highway No. 11, S 62 W 750 feet to a point in the line of Hortonstine and White; thence leaving said U. S. Highway No. 11 and with the line of Hortonstine and White in a northwesterly direction 51 feet to a point in the center of old Lee Highway; thence with the center of the old Lee Highway, S 51 30 W 308 feet to a point in the line of Johnson; thence with the line of Johnson, N 26 00 W 1,080 feet to a point in the line of Sneed; thence with the line of Sneed, N 76 25 E 1,037.3 feet to a point in Virginia Secondary Route No. 611; thence with the line of said road, S 05 E 208 feet, more or less, to a point in said road; thence continuing with said road, S 21 15 E 133 feet to a point in the line of Horne; thence with the line of Horne,

42235  
ANDREW P. HUTTON  
ATTORNEY AT LAW  
KINGSTON, VA

BOOK 628 PAGE 453

S 45 W 111 feet to a point; thence continuing with the line of Horne, S 57 20 P 98 feet to a point; thence continuing with the line of Horne, N 69 43 E 98.7 feet to a point in the center of said Virginia Secondary Route No. 611; thence with the center of said road, S 57 E 359.9 feet, more or less, to the point of BEGINNING, containing 23.04 acres, more or less.

However, this is a conveyance by the boundary and not by the acre.

Being a portion of the same real estate conveyed unto C. C. Barker, one of the parties of the first part, in the name of Calvin C. Barker, by St. Anna's Catholic Church of Bristol, Virginia, et al, by deed dated the 10th day of April, 1936, and of record in the Clerk's Office of the Circuit Court of Washington County, Virginia, in Deed Book 139, page 335, and also being the real estate conveyed unto C. C. Barker, one of the parties of the first part, by Troy Viera, et ux, by deed dated the 4th day of January, 1968, and of record in said Clerk's Office in Deed Book 430, page 20.

This conveyance is made subject to a right of way for a water pipe line and certain rights incident thereto granted unto the City of Bristol, Virginia, by the parties of the first part by deed dated the 8th day of September, 1932, and of record in said Clerk's Office in Deed Book 263, page 379, to which reference is here made for a more particular description of same.

This conveyance is further made subject to an easement for a water line, together with all necessary rights of ingress and egress, granted unto James Horne and Lillie Horne by the parties of the first part, by deed dated the 29th day of August, 1978, and of record in said Clerk's Office in Deed Book 395, page 383.

This conveyance is further made subject to a right of way (twelve (12) feet in width and an agreement pertaining to the

ANNE F. HUTTON  
ATTORNEY AT LAW  
BRISTOL VA

old Lee Highway which right of way and agreement are more particularly set forth in deed dated March 1, 1968, and of record in said Clerk's Office in Deed Book 435, page 4, between E. Howard Johnson, et al, and the parties of the first part.

The property herein conveyed, as well as the 1980 tobacco allotment, have been leased unto Duke H. King. The lease for the land excluding the house located upon same expires October 1, 1980. The house has been leased on a month-to-month basis. This conveyance, of course, is made subject to the leases in favor of Duke H. King.

This conveyance is further made subject to all other easements, rights of way, restrictions and conditions of record which may affect title to the property herein conveyed.

The 1980 real estate taxes shall be prorated as of July 1, 1980.

Of the total consideration in the amount of TWO HUNDRED FIVE THOUSAND DOLLARS (\$205,000.00), as heretofore set out, the sum of TWENTY THOUSAND DOLLARS (\$20,000.00) is cash in hand paid, the receipt of which is hereby acknowledged. The remainder of the consideration in the amount of ONE HUNDRED EIGHTY-FIVE THOUSAND DOLLARS (\$185,000.00) is evidenced by one negotiable installment note or even unto herewith in the principal amount of ONE HUNDRED EIGHTY-FIVE THOUSAND DOLLARS (\$185,000.00), executed by Fred Bailey Gent,<sup>II</sup> payable to the order of C. C. Barker and Bernice A. Barker. Said note, or any unpaid portion thereof, bears interest from date at the rate of eight percent (8%) per annum, payable annually and is due and payable in five (5) equal annual consecutive principal installments of THIRTY-SEVEN THOUSAND DOLLARS (\$37,000.00) each, with the first such principal installment being due and payable on the 1st day of July, 1981, and with a like principal installment being due and payable on the 1st day of July of each succeeding year thereafter until said note, with interest, is paid in full. Said note is due and payable at the residence of C. C. Barker and Bernice A. Barker, 713 Bracon

ANNE P. HUTTON  
ATTORNEY AT LAW  
ARLINGTON, VA

BOOK 628 PAGE 455

Drive, Blacksburg, Virginia, or at such other place as the holders thereof may direct. The maker of said note does not have the right to anticipate payment of same, either in whole or in part, prior to January 1, 1982. On and after January 1, 1982, the maker of said note has the right to anticipate payment of same, either in whole or in part, without penalty. Said deferred purchase money is secured by a deed of trust of even date herewith upon the property herein conveyed from Fred Bailey Gent,<sup>II</sup> single, to Anne P Hutton, Trustee, which said deed of trust will be recorded immediately subsequent to the recording of this deed.

WITNESS the following signatures and seals:

C. C. Barker (SEAL)  
C. C. Barker

Bernice A. Barker (SEAL)  
Bernice A. Barker

STATE OF VIRGINIA,  
COUNTY OF WASHINGTON, to-wit:

This foregoing deed was acknowledged before me, this the 1st day of July, 1980, by C. C. Barker and Bernice A. Barker, his wife.

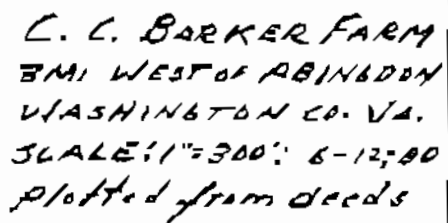
Jessie D. Dutton  
NOTARY PUBLIC

My commission expires March 20, 1984.

M/C  
ANNE P. HUTTON  
WEDNESDAY  
BLACKSBURG VA

Virginia County of Washington to-wit:  
In the Clerk's Office of the Circuit Court of the County and State aforesaid, the 1st day of July, 1980 at 11:10 o'clock P.M. the foregoing writing was presented and admitted to record, and together with the certificate of acknowledgment received, "Taxes imposed by § 58-54.1 of the Code have been paid, \$ 285.20."

Q. Q. A. H.  
Treas.



This Deed Of Trust made this 1st day of July 1980, by and between FRED BAILEY GRANT, II, single and of Washington County, Virginia, hereinafter termed the first party, whether one or more, and ANNE P. MUTTON, Arlington, Virginia, Trustee as hereinafter noted, hereinafter termed the second party, whether one or more,

WITNESSETH:

That the first parties, for and in consideration of one dollar (\$1.00) cash in hand paid, the receipt of which is hereby acknowledged, do hereby grant and convey to the second party, with covenants of general warranty and of freedom from all encumbrances, the following described real property, together with the appurtenances thereto:

That certain tract or parcel of land, together with all improvements thereon and all appurtenances thereto belonging, situated, lying and being in the Harrison Magisterial District of Washington County, Virginia, and more particularly described as follows by plat prepared by John W. Hortonstine, C.L.S., dated June 12, 1980, a copy of which is attached to and made a part of the hereinafter mentioned deed whereby the party of the first part acquired said property:

BEGINNING at a point in the center of Virginia Secondary Route No. 611, corner to the northern line of U. S. Highway No. 11; thence with the northern line of U. S. Highway No. 11, S 62 W 750 feet to a point in the line of Hortonstine and White; thence leaving said U. S. Highway No. 11 and with the line of Hortonstine and White in a northwesterly direction 91 feet to a point in the center of old Lee Highway; thence with the center of the old Lee Highway, S 61 30 W 508 feet to a point in the line of Johnson; thence with the line of Johnson, N 26 00 W 1,080 feet to a point in the line of Sneed; thence with the line of Sneed, N 76 25 E 1,057.5<sup>feet</sup> to a point in Virginia Secondary Route No. 611; thence with the line of said road, S 03 E 208 feet, more or less, to a point in said road; thence continuing with said road, S 21 45 E 155 feet to a point in the line of Horne; thence with the line of Horne,



S 46 W 111 feet to a point; thence continuing with the line of Horne, S 87 20 E 98 feet to a point; thence continuing with the line of Horne, N 69 45 E 98.7 feet to a point in the center of said Virginia Secondary Route No. 611; thence with the center of said road, S 57 E 358.9 feet, more or less, to the point of BEGINNING, containing 23.94 acres, more or less.

Being the same property conveyed unto the party of the first part by C. C. Barker, et ux, by deed dated the 1st day of July, 1980, which said deed is to be recorded in the Clerk's Office of the Circuit Court of Washington County, Virginia, immediately prior to the recordation of this deed of trust.

This conveyance is made subject to a right of way for a water pipe line and certain rights incident thereto granted unto the City of Bristol, Virginia, by C. C. Barker, et ux, by deed dated the 8th day of September, 1952, and of record in said Clerk's Office in Deed Book 263, page 379, to which reference is here made for a more particular description of same.

This conveyance is further made subject to an easement for a water line, together with all necessary rights of ingress and egress, granted unto James Horne and Lillie Horne by C. C. Barker, et ux, by deed dated the 29th day of August, 1978, and of record in said Clerk's Office in Deed Book 585, page 333.

This conveyance is further made subject to a right of way twelve (12) feet in width and an agreement pertaining to the old Lee Highway which right of way and agreement are more particularly set forth in deed dated March 1, 1968, and of record in said Clerk's Office in Deed Book 435, page 4, between E. Howard Johnson, et al, and C. C. Barker, et ux,

The property herein conveyed, as well as the 1980 tobacco allotment, has been leased unto Duke H. King. The lease for the land excluding the house located upon same expires October 1, 1980. The house has been leased on a month-to-month basis. This conveyance, of course, is made subject to the leases in favor of Duke H. King.

This conveyance is further made subject to all other encumbrances.

ENC 628 REG 459

rights of way, restrictions and conditions of record which may affect title to the property herein conveyed.

This is a sale by the boundary and not by the acre.

This is a deferred purchase money deed of trust.

BUT IN TRUST to secure to the holder thereof the due payment of the hereinafter described note..., together with all renewals and extensions thereof, either in whole or in part, and the interest thereon, and also to secure any costs, charges and attorney's fees that may become due upon the said note..., said note... is negotiable, of even date herewith, bearing interest from date at 8%... payable ~~monthly~~ <sup>annually</sup> made by

Fred Bailey Gentry, II ..... payable to  
C. C. Barker and Bernice A. Barker ..... endorsed by  
....., and of the

following principal amounts and maturities respectively:

One installment note in the principal amount of ONE HUNDRED EIGHTY-FIVE THOUSAND DOLLARS (\$185,000.00), and is due and payable in five (5) equal annual consecutive principal installments of THIRTY-SEVEN THOUSAND DOLLARS (\$37,000.00) each, with the first principal installment being due and payable on the 1st day of July, 1981, and with a like principal installment being due and payable on the 1st day of July of each succeeding year thereafter until said note, with interest, is paid in full. Said note is due and payable at the residence of C. C. Barker and Bernice A. Barker, 715 Bronco Drive, Blacksburg, Virginia, or at such other place as the holder thereof may direct.

The maker of this note does not have the right to anticipate payment of same, either in whole or in part, prior to January 1, 1982. On and after January 1, 1982, the maker of this note has the right to anticipate payment of same, either in whole or in part, without penalty.

The first parties hereby covenant, so long as the indebtedness hereby secured, or any part thereof, remains unpaid, to pay all taxes and assessments upon said property when and as the same shall become due, and to keep the improvements upon said property constantly insured in some responsible insurance company approved by the beneficiary hereunder and licensed to do business in Virginia, in at least the amount of \$40,000.00....., with extended coverage, with standard mortgage clause making loss payable to the second party as his interest may appear, and with cancellation clause attached, and to deliver the policy or policies to the second party; and in event of failure of the first parties to pay any such taxes and assessments or to effect and continue such insurance, then the holder of said note..., or any of them, may, if he sees fit, pay such taxes and assessments, and may effect and continue such insurance, and the amounts so paid shall become a part of the principal sum secured by this deed and shall bear interest from the respective dates of such payments, but the holder of said note..., or any of them, shall, by paying such taxes and assessments, and insurance premiums, and by effecting and continuing such insurance, be deemed to have waived his right, hereinafter provided, to declare the entire indebtedness hereby secured to be immediately due and payable upon failure of the first parties to pay such taxes, assessments, and insurance premiums.

In event of default in the due payment of said note, at maturity, or any of them or of any renewals or extensions of same either in whole or in part, or of any installment of principal or interest thereon, or of any taxes, or assessments, or fire insurance premiums upon the property hereinabove described when and as the same, or any of them shall become due, then the entire indebtedness hereby secured shall, at the option of the holder or holders, or any of them, then and there become due and payable anything in the terms of said note to the contrary notwithstanding, and the second party, upon being thereunto requested by the holder or holders or any of them, shall wit the property hereby conveyed

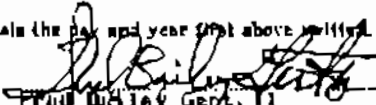
It is agreed that in event of such sale, the same shall be made at public auction at the front door of the Court House at Abingdon, Washington County, Virginia, or upon the premises as the second party may deem best, and the second party before making such sale shall first advertise the time, place and terms thereof in four consecutive weekly issues of some newspaper published in Washington County, Virginia, or having general circulation therein, and such additional advertising, if any, as the second party may see fit, the terms of sale to be cash in hand in full of the purchase price, to be paid at the conclusion of the sale. The second party shall apply the proceeds of sale, first, to defray the expense of executing this trust, including a trustee's commission of 5% of the gross amount of the purchase price, together with the attorney's fee provided for in said note, if due, and it is expressly agreed between the parties hereto that the commission to said trustee shall become due and payable upon the advertisement of the property hereto conveyed, in the event the amount due hereunder shall be paid after the advertisement has begun and before sale is made, the commission to said trustee shall be five per centum of the amount of the debt due as of the date the advertisement is begun; second, to discharge the entire unpaid balance of the indebtedness hereby secured, third, he shall pay the residue of the purchase money to the party or parties entitled thereto as their respective interests may appear. The purchaser at such sale shall not be obligated to see to the distribution of the proceeds.

In event the Trustee herein named shall fail or refuse to act, or shall for any reason become incapable of executing this trust, then the holder of the note hereby secured is hereby authorized to appoint a successor or successors of said Trustee, and the title hereby conveyed to said Trustee shall thereupon vest in such successor or successors. Such appointment shall be in writing and acknowledged before an officer authorized to take acknowledgments of deeds, and shall be duly recorded in the Clerk's Office of the Circuit Court of the county wherein the above described real property is located.

The first parties hereby waive the benefit of homestead and all other exemptions as to the indebtedness hereby secured.

If no default be made in the payment of said indebtedness, then upon the discharge thereof and upon the request of the first parties and at their cost, a marginal release of the lien hereof shall be executed or deed of release made.

Witness the following signatures and seals the day and year first above written.

 (SEAL)  
J. B. Bailey, Trustee

..... (SEAL)

..... (SEAL)

..... (SEAL)

STATE OF VIRGINIA

COUNTY OF WASHINGTON

To-wit:

I, Jarvis Hadden

a Notary Public in and for the

County aforesaid in the State of Virginia, do hereby certify that

FRED RATTLEY GENT, II, single

whose names are signed to the writing above bearing date on the 1st day of

July

1980 have this day acknowledged the same before me in my

County aforesaid.

My commission expires on the 30 day of March, 1984.

Given under my hand this 1st day of July, 1980.

Jarvis Hadden  
Notary Public.

Virginia: County of Washington, to-wit,

In the Clerk's Office of the Circuit Court of the County and State aforesaid, this 1st day of July, 1980, at 12:11 o'clock P.M., the foregoing writing was presented and admitted to record, and together with the certificate of acknowledgment recorded. Taxes imposed by §§ 22-54.1 of the Code have been paid, \$       .

Q. Q. H.  
Clerk

1/2  
C



## Land Parcel Details



Parcel ID: 123-A-144

Owner Name: JOHNSON E H (L E)

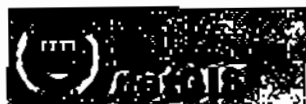
Owner Address: % EDWIN A JOHNSON ESTATE 623 HURT ST ABINGDON VA 24210

Parcel Information		Deed Book Information		Instrument Information	
Acreage	33.04	Deed Book No	779	Instrument No:	0
Land Value	\$ 185300	Deed Book Page	161	Instrument Type:	
Building Value	\$ 1000				
Use Value:	\$ 0				
<b>Pending New Reassessment Values</b>					
Land Value:	\$	Building Value	\$	Total Value	\$
<b>Additional Information</b>					
Magisterial District	HA	Heat Type		Gas	
Plat Book:	0000	Fuel		Electricity:	NO
Plat Page:	0	Air Conditioned:		Terrain	ON
Sale Date:	19930301	Water		Characteristics:	ROLLING/SLOPING
Grantor:		Sewer	NONE	Occupancy Type	VACANT LAND
Number of Parcels In Sale:	0				

**Disclaimer:** The information contained in the Geographic Information System (GIS) is NOT to be construed or used as a "legal description". Map information is believed to be accurate but accuracy is not guaranteed. Any errors or omissions should be reported to the Washington County Geographic Information Systems Office. In no event will Washington County be liable for any damages, including loss of data, lost profits, business interruption, loss of business information or other pecuniary loss that might arise from the use of this map or the information it contains.

{Close this window to return to the netGIS application}

Copyright © Washington County, Virginia  
netGIS was developed by the Washington County Department of Information Technology



## Land Parcel Details



Parcel ID: 124-A-27

Owner Name: SNEAD IRBY &amp; ELIZABETH P

Owner Address: 18428 PROVIDENCE RD ABINGDON VA 24210

Parcel Information		Deed Book Information		Instrument Information	
Acreage:	35.62	Deed Book No:	840	Instrument No:	0
Land Value:	\$ 222900	Deed Book Page:	608	Instrument Type:	
Building Value:	\$ 103700				
Use Value:	\$ 55400				
<b>Pending New Reassessment Values</b>					
Land Value:	\$	Building Value:	\$	Total Value:	\$
<b>Additional Information</b>					
Magisterial District:	HA	Heat Type:	BASEBOARD	Gas:	
Plat Book:	0000	Fuel:	ELECTRIC	Electricity:	YES
Plat Page:	0	Air Conditioned:	NO	Terrain:	
Sale Date:	19920601	Water:	WELL	Characteristics:	ROLLING/SLOPING
Grantor:		Sewer:	SEPTIC	Occupancy Type:	DWELLING
Number of Parcels In Sale:	0				

**Disclaimer:** The information contained in the Geographic Information System (GIS) is NOT to be construed or used as a "legal description". Map information is believed to be accurate but accuracy is not guaranteed. Any errors or omissions should be reported to the Washington County Geographic Information Systems Office. In no event will Washington County be liable for any damages, including loss of data, lost profits, business interruption, loss of business information or other pecuniary loss that might arise from the use of this map or the information it contains.

(Close this window to return to the webGIS application)

Copyright © Washington County, Virginia  
webGIS was developed by the Washington County Department of Information Technology



## Land Parcel Details



Parcel ID: 124-A-2E

Owner Name: HAIRSTON RUFUS T JR &amp; JOANNE L

Owner Address: 18254 PROVIDENCE RD ABINGDON VA 24210

Parcel Information		Deed Book Information		Instrument Information	
Acreage:	2.5	Deed Book No.	1080	Instrument No	0
Land Value	\$ 39000	Deed Book Page	218	Instrument Type	
Building Value:	\$ 155100				
Use Value:	\$ 0				
<b>Pending New Reassessment Values</b>					
Land Value	\$	Building Value	\$	Total Value	\$
<b>Additional Information</b>					
Magisterial District:	HA	Heat Type	HEAT PUMP	Gas	NO
Plat Book:	0000	Fuel:	ELECTRIC	Electricity:	YES
Plat Page:	0	Air Conditioned	YES	Terrain	
Sale Date:	20000327	Water:	SPRING	Characteristics:	ROLLING/SLOPING
Grantor		Sewer		Occupancy Type	DWELLING
Number of Parcels In Sale:	1				

**Disclaimer:** The information contained in the Geographic Information System (GIS) is NOT to be construed or used as a "legal description". Map information is believed to be accurate but accuracy is not guaranteed. Any errors or omissions should be reported to the Washington County Geographic Information Systems Office. In no event will Washington County be liable for any damages, including loss of data, lost profits, business interruption, loss of business information or other pecuniary loss that might arise from the use of this map or the information it contains.

(Close this window to return to the netGIS application)

Copyright © Washington County, Virginia  
netGIS was developed by the Washington County Department of Information Technology





## Land Parcel Details



Parcel ID: 124-A-4

Owner Name: ABINGDON LIVESTOCK EXCHANGE INC

Owner Address: P O BOX 558 ABINGDON VA 24212

Parcel Information		Deed Book Information		Instrument Information	
Acreage:	19.59	Deed Book No.	0849	Instrument No.	0
Land Value:	\$ 206000	Deed Book Page:	360	Instrument Type	
Building Value:	\$ 335000				
Use Value:	\$ 0				
<b>Pending New Reassessment Values</b>					
Land Value	\$	Building Value:	\$	Total Value	\$
<b>Additional Information</b>					
Magisterial District:	HA	Heat Type:	HEAT PUMP	Gas	
Plat Book	0000	Fuel	ELECTRIC	Electricity	YES
Plat Page:	0	Air Conditioned	YES	Terrain:	
Sale Date:	19810101	Water:		Characteristics	ROLLING/SLOPING
Grantor		Sewer	SEPTIC	Occupancy Type:	
Number of Parcels In Sale	0				

**Disclaimer:** The information contained in the Geographic Information System (GIS) is NOT to be construed or used as a "legal description". Map information is believed to be accurate but accuracy is not guaranteed. Any errors or omissions should be reported to the Washington County Geographic Information Systems Office. In no event will Washington County be liable for any damages, including loss of data, lost profits, business interruption, loss of business information or other pecuniary loss that might arise from the use of this map or the information it contains.

(Close this window to return to the netGIS application)

Copyright © Washington County, Virginia  
netGIS was developed by the Washington County Department of Information Technology.

**Acct#** 000007266 **WASHINGTON COUNTY VA** **L-Chg** 12/15/2000  
**Owner/Name Address Adr Chg \*Status \*Dist:** HA **Batch** 003500B  
**HIGHLANDS PROPERTIES INC** **SSN#1:** 000000000 **SSN#2:** 000000000  
**Tenant Name / Property Address**  
**P O BOX 2512**  
**ABINGDON VA** 24212 2512 **00000** **00000**  
**ED2:** CDA:  
**Desc.-1:** PT THE HIGHLANDS **Desc.-2:** PROPERTIES INC LANDS  
**Desc.-3:** ACR 3.73 **Desc.-4:**  
**Map#** 124 **A**  
**GPIN** 124-A-8 **Grantor:**

Land	223800	Acres (2)	373	Assessment	Loans	Mor
Use		Class 4	*Zone	ID#	Code	ACH FG/\$
Impv.	579700	Par. (1)/Cd		Date	00000000	Bill# 12409
Wtn Land		Ty/Rn/Lnd	/	Batch		1st Half 4579.95
Timber		F BkPg	0000	St Excl	00	1st Addtl
Mineral		D BkPg	2000	8863		2nd Half
Tot Value	803500	W BkPg		BI Permt	00000000	2nd Addtl
Total Tax		Instrmt	D 2000	8880 00		Tot. Tax 4579.95
FI=Prompt*		Cons/Date	/ 11302000			Prort Dt 00000000

**F2=Disc. F3=Exit F4=Suppl F11=Transf F24=More Keys**

*Not # 8880*  
*yr. - 2000*

**Acct#** 000043420      **WASHINGTON COUNTY VA**      **L-Chg**  
**Owner/Name Address Adr Cng** .. **\*Status**      **\*Dist:** HA      **Batch**  
**HIGHLANDS PROPERTIES INC.**      **SSN#1:** 000050000      **SSN#2:** 000000000  
**P O BOX 2512**      **Tenant Name / Property Address**  
**ABINGDON VA**      **24212 2512**      **00000**  
**EDZ:**      **CDA:**  
**Desc.-1:** PT THE HIGHLANDS      **Desc.-2:** PROPERTIES INC LANDS  
**Desc.-3:** ACR .43      **Desc.-4:**      **B**  
**Map#** 124      **18**  
**GPIN**      **Grantor:** VIRGINIA HIGHLANDS AIRPORT COMMISSI

Land	25800	Acres (2)	43	Assessment	Loan#	Mor
Use		Class 7 4	*Zone	ID#	Code	ACH FG/\$
Impv.		Par. (1) /cd		Date	00000000	Bill#
Mth Land		Ty/Rn/Lnd	7	Batch		1st Half
Timber		P BkPg		St Excl	00	1st Addtl
Mineral		D BkPg				2nd Half
Tot Value	25800	W BkPg		BI Permt	00000000	2nd Addtl
Total Tax		Instrmt	D 2002	29228 00		Tot. Tax
Fl=Prompt*		Cons/Date		7 09132002		Prort DE 00000000
F2=Disc.		F3=Exit		F4=Suppl	F11=Transf	F24=More Keys

*Not # 29228*  
*Yr. - 2002*

[Send To Printer](#)

[Back To Top](#)

[Change to 11x17 Print Size](#)

[Show Grid Lines](#)

[Change to Portrait](#)

**USGS 6 km W of Abington, Virginia, United States 05 Apr 1998**



0 5 Km

0 2.5 Mi

Image courtesy of the U.S. Geological Survey

© 2004 Microsoft Corporation. [Terms of Use](#) [Privacy Statement](#)



EDR® Environmental  
Data Resources Inc.

"Linking Technology with Tradition"

## Sanborn® Map Report

**Ship To:** Wendy S Poloms

S&ME

2153 Highway 75

Blountville, TN 37617

**Order Date:** 3/7/2006 **Completion Date:** 3/7/2006

**Inquiry #:** 16284812

**P.O. #:** 11172

**Site Name:** Virginia Highlands Airport

**Address:** Route 611

**City/State:** Abingdon, VA 24210

**Cross Streets:**

**Customer Project:** 1054-05-485

1071635LRN 423-323-2101

This document reports that the largest and most complete collection of Sanborn fire insurance maps has been reviewed based on client supplied information, and fire insurance maps depicting the target property at the specified address were not identified.

### NO COVERAGE

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be guaranteed that this Report contains complete information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED IS MADE (INCLUDING, BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR USE OR PURPOSE) BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL OR EXEMPLARY DAMAGES, ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts the Report AS IS. Any values, estimates, findings, environmental risk such as risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be relied upon as providing any facts regarding, or prediction or assessment of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2006 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc. or its affiliates, is prohibited without prior written permission. EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.



"Linking Technology with Tradition"®

## Sanborn® Map Report

**Ship To:** Wendy S. Poloms

S&ME

2153 Highway 75

Blountville, TN 37617

**Order Date:** 3/7/2006 **Completion Date:** 3/7/2006

**Inquiry #:** 1628492 2

**P.O. #:** 11172

**Site Name:** Virginia Highlands Airport

**Address:** Jerry Lane

**City/State:** Abingdon, VA 24210

**Cross Streets:**

**Customer Project:** 1054-05-485

1071635ERN

423-323-2101

This document reports that the largest and most complete collection of Sanborn fire insurance maps has been reviewed based on client supplied information, and fire insurance maps depicting the target property at the specified address were not identified.

### NO COVERAGE

This Report contains certain information obtained from a variety of public and other sources, including, but not limited to, Environmental Data Resources, Inc. It should be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY, EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF CONTRACT OR OTHERWISE, FOR ANY DAMAGES, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report AS IS. Any analysis, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as, e.g., advice.

## **16.3 ENVIRONMENTAL DATABASE SEARCH**

**EDR Radius Map Report  
EDR Site Reports**



**EDR\*** Environmental  
Data Resources Inc

## **The EDR Radius Map™ Report**

**Virginia Highlands Airport  
Route 611  
Abingdon, VA 24210**

**Inquiry Number: 1628481.1s**

**March 08, 2006**

## **The Standard in Environmental Risk Management Information**

**440 Wheelers Farms Road  
Milford, Connecticut 06461**

### **Nationwide Customer Service**

**Telephone: 1-800-352-0050  
Fax: 1-800-231-6802  
Internet: [www.edrnet.com](http://www.edrnet.com)**



## TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
Executive Summary .....	ES1
Overview Map.....	2
Detail Map .....	3
Map Findings Summary.....	4
Map Findings.....	6
Orphan Summary.....	20
EPA Waste Codes.....	EPA-1
Government Records Searched/Data Currency Tracking .....	GR-1

### GEOCHECK ADDENDUM

**GeoCheck - Not Requested**

*Thank you for your business.*  
Please contact EDR at 1-800-352-0050  
with any questions or comments

#### Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2006 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanson and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

## EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

### TARGET PROPERTY INFORMATION

#### ADDRESS

ROUTE 611  
ABINGDON, VA 24210

#### COORDINATES

Latitude (North)	36.652600 - 36° 40' 57.4"
Longitude (West)	82.041900 - 82° 2' 30.8"
Universal Transverse Mercator Zone	17
UTM X (Meters)	408908.2
UTM Y (Meters)	4059968.5
Elevation	1998 ft above sea level

### USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property	36082-F1 WYNDALE, VA
Source	USGS 7.5 min quad index

### TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following government records. For more information on this property see page 6 of the attached EOR Radius Map report.

Site	Database(s)	EPA ID
HIGHLANDS AIRPORT ROUTE 11 ABINGDON VA 24210	VA Spills Close Date 7/13/2004	N/A
VA HIGHLANDS AIRPORT LEE HIGHWAY ABINGDON WASHINGTON (County), VA	VA Spills	N/A
VIRGINIA HIGHLANDS AIRPORT 18521 LEE HWY ABINGDON VA 24210	LUST UST AST LTANKS Facility Status: Closed Facility Status: Closed	N/A

## EXECUTIVE SUMMARY

### DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable") government records either on the target property or within the search radius around the target property for the following databases:

### FEDERAL RECORDS

NPL .. .. .	National Priority List
Proposed NPL .. .	Proposed National Priority List Sites
Deleted NPL .. .	National Priority List Deletions
NPL RECOVERY .. .	Federal Superfund Liens
CERCLIS .. .	Comprehensive Environmental Response Compensation and Liability Information System
CERC-NFRAP .. .	CERCLIS No Further Remedial Action Planned
CORRECTS .. .	Corrective Action Report
RCRA-LQG .. .	Resource Conservation and Recovery Act Information
HMIRS .. .	Hazardous Materials Information Reporting System
US ENG CONTROLS .. .	Engineering Controls Sites List
US INST CONTROL .. .	Sites with Institutional Controls
DOD .. .	Department of Defense Sites
FUDS .. .	Formerly Used Defense Sites
US BROWNFIELDS .. .	A Listing of Brownfields Sites
CONSENT .. .	Superfund (CERCLA) Consent Decrees
ROD .. .	Records Of Decision
UMTRA .. .	Uranium Mill Tailings Sites
ODL .. .	Open Dump Inventory
TRIS .. .	Toxic Chemical Release Inventory System
TSCA .. .	Toxic Substances Control Act
FTTS .. .	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
SSTS .. .	Section 7 Tracking Systems
PADS .. .	PCB Activity Database System
MLTS .. .	Material Licensing Tracking System
MINES .. .	Mines Master Index File
FINDS .. .	Facility Index System/Facility Registry System
RAATS .. .	RCRA Administrative Action Tracking System

### STATE AND LOCAL RECORDS

SHWS .. .	This state does not maintain a SHWS list. See the Federal CERCLIS list and Federal NPL list
SWWLF .. .	Solid Waste Management Facilities
INST CONTROL .. .	Voluntary Remediation Program Database
VA VRP .. .	Voluntary Remediation Program
DRYCLEANERS .. .	Drycleaner List
BROWNFIELDS .. .	Brownfields Site Specific Assessments
ENF .. .	Enforcement Actions Data
CEDS .. .	Comprehensive Environmental Data System

### TRIBAL RECORDS

INDIAN RESERV .. .	Indian Reservations
--------------------	---------------------

### EDR PROPRIETARY RECORDS

Manufactured Gas Plants .. .	EDR Proprietary Manufactured Gas Plants
------------------------------	---

## EXECUTIVE SUMMARY

### SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in **bold italics** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

### FEDERAL RECORDS

**RCRAInfo:** RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-TSDF list, as provided by EDR, and dated 12/15/2005 has revealed that there is 1 RCRA-TSDF site within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b>WESTINGHOUSE ELECTRIC CORPORAT</b>	<b>18259 WESTINGHOUSE ROAD</b>	<b>1/2 - 1 W</b>	<b>10</b>	<b>17</b>

**RCRAInfo:** RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

A review of the RCRA-SQG list as provided by EDR, and dated 12/15/2005 has revealed that there is 1 RCRA-SQG site within approximately 0.75 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b>C &amp; J BODY SHOP</b>	<b>18014 LEE HWY</b>	<b>1/2 - 1 SSW</b>	<b>9</b>	<b>16</b>

## EXECUTIVE SUMMARY

**ERNS:** The Emergency Response Notification System records and stores information on reported releases of oil and hazardous substances. The source of this database is the U.S. EPA.

A review of the ERNS list, as provided by EDR, and dated 12/31/2005 has revealed that there is 1 ERNS site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
SOUTH OF BRIDGE OFF I-81 AT EX	SOUTH OF BRIDGE OFF I-8	1/4 - 1/2 SSE	6	13

### STATE AND LOCAL RECORDS

**LTANKS:** The Leaking Tanks Database contains current Leaking petroleum tanks. The data comes from the Department of Environmental Quality.

A review of the LTANKS list, as provided by EDR, and dated 12/05/2005 has revealed that there is 1 LTANKS site within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b>WESTINGHOUSE ELECTRIC CORPORAT</b> Facility Status: Closed	<b>18259 WESTINGHOUSE ROAD</b>	<b>1/2 - 1 W</b>	<b>10</b>	<b>17</b>

**UST:** The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Environmental Quality's Underground Storage Tank Data Notification Information.

A review of the UST list, as provided by EDR, and dated 12/06/2005 has revealed that there are 3 UST sites within approximately 0.75 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
CHEROKEE CONSTRUCTION COMPANY	18564 LEE HWY	1/4 - 1/2 E	4	12
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
BLUE RIDGE KENWORTH	18285 LEE HWY	1/4 - 1/2 S	5	13
ROADRUNNER MARKET #130	18224 LEE HWY	1/4 - 1/2 SSW	7	13

**SPILLS:** Pollution Complaint Database from The Department of Environmental Quality.

A review of the VA Spills list, as provided by EDR, and dated 06/01/1996 has revealed that there is 1 VA Spills site within approximately 0.5 miles of the target property.

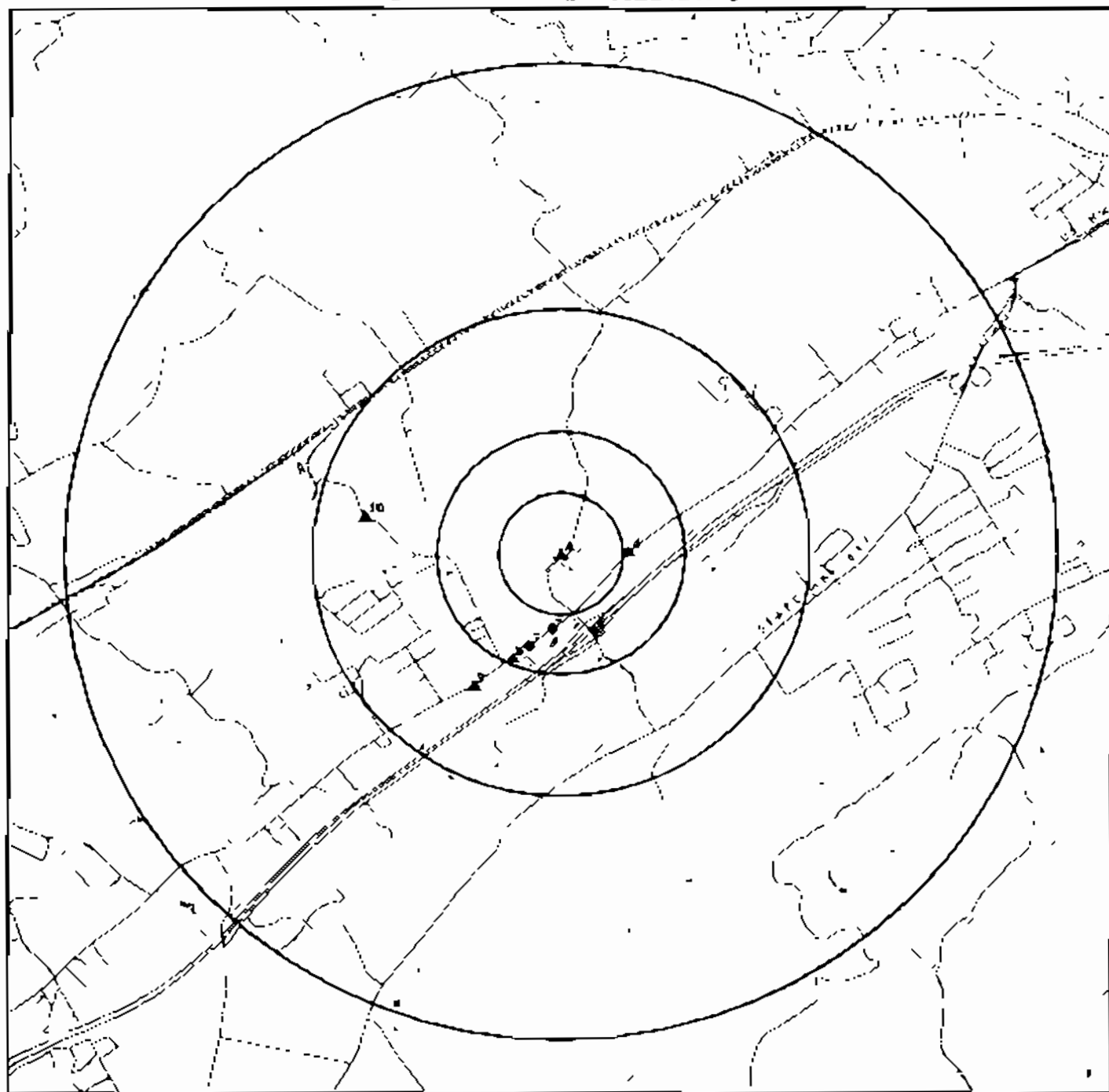
<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
<b>WHOLESALE TOBACCO OUTLET</b> Close Date: 8/27/2001	<b>18162 LEE HWY</b>	<b>1/4 - 1/2 SSW</b>	<b>8</b>	<b>14</b>

## EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

<u>Site Name</u>	<u>Database(s)</u>
TRI TUBE INC.	FTTS
WASHINGTON CTY SAN LANDFILL	CERC-NFRAP
WAMPLERS SUNOCO	LUST
VIRGINIA HIGHLANDS COMMUNITY COLLE	FINDS, LUST, LTANKS
JOHNSTON MEMORIAL HOSPITAL	RCRA-SQG, FINDS, LUST, LTANKS
LEBANON AGRICORP PLANT	LUST, LTANKS
FOOD MART OF ABINGDON	LUST, UST, LTANKS
FOOD MART OF ABINGDON	LUST
FOOD MART OF ABINGDON	LUST
ABINGDON AUTO CLINIC	LUST, UST, LTANKS
MARTHA WASHINGTON INN	LUST
WRIGHT EQUIPMENT STORE	LUST, LTANKS
THOMAS BROTHERS GROCERY	LUST
KISER FURNITURE STORE	LTANKS
QUESENBERY OIL BULK PLANT	LTANKS
EXIT 14 TEXACO CONVENIENCE STORE	LTANKS
HOLDEN RESIDENCE	LTANKS
MARTHA WASHINGTON INN	LTANKS
O'QUINN MARY RESIDENCE	LTANKS
SALYER WELL	LTANKS
PARK AND RIDE SITE RUSSELL ROAD	LTANKS
BUILDERS SUPER MARKET	UST
MARIE MILLER	UST
ALVARADO GROCERY	UST
J&M MARKET	UST
VA HIGHLANDS COMMUNITY COLLEGE	UST
SW VIRGINIA 4H CENTER	UST
KISER FURNITURE	UST
FAA-VOR-GZG	UST
WASHINGTON COUNTY PARK	UST
LEBANON CHEMICAL COMPANY	UST
ABINGDON QUARRY	UST, AST
DIXIE POTTERY	UST
APPALACHIAN EQUIPMENT RENTAL CO	UST
FARMERS MUTUAL	UST
BLEVINS CONSTRUCTION INC	UST
ABINGDON EQUIPMENT COMPANY	UST
WASHINGTON COUNTY SERVICE AUTHORITY	UST
ABINGDON PARKING LOT SERVICE	UST
DEE DEES ONE STOP	UST
WRIGHT EQUIPMENT CO INC	RCRA-SQG, FINDS
BLUE RIDGE KENWORTH INC	RCRA-SQG, FINDS
EMPIRE FORD	RCRA-SQG, FINDS
ABINGDON TOWN OF	RCRA-SQG, FINDS
ABINGDON RADIOLOGY SERVICES, LTD	MLTS

# OVERVIEW MAP - 1628481.1s



- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ▼ Sites at elevations lower than the target property
- ▲ Manufactured Gas Plants
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites

Indian Reservations BIA

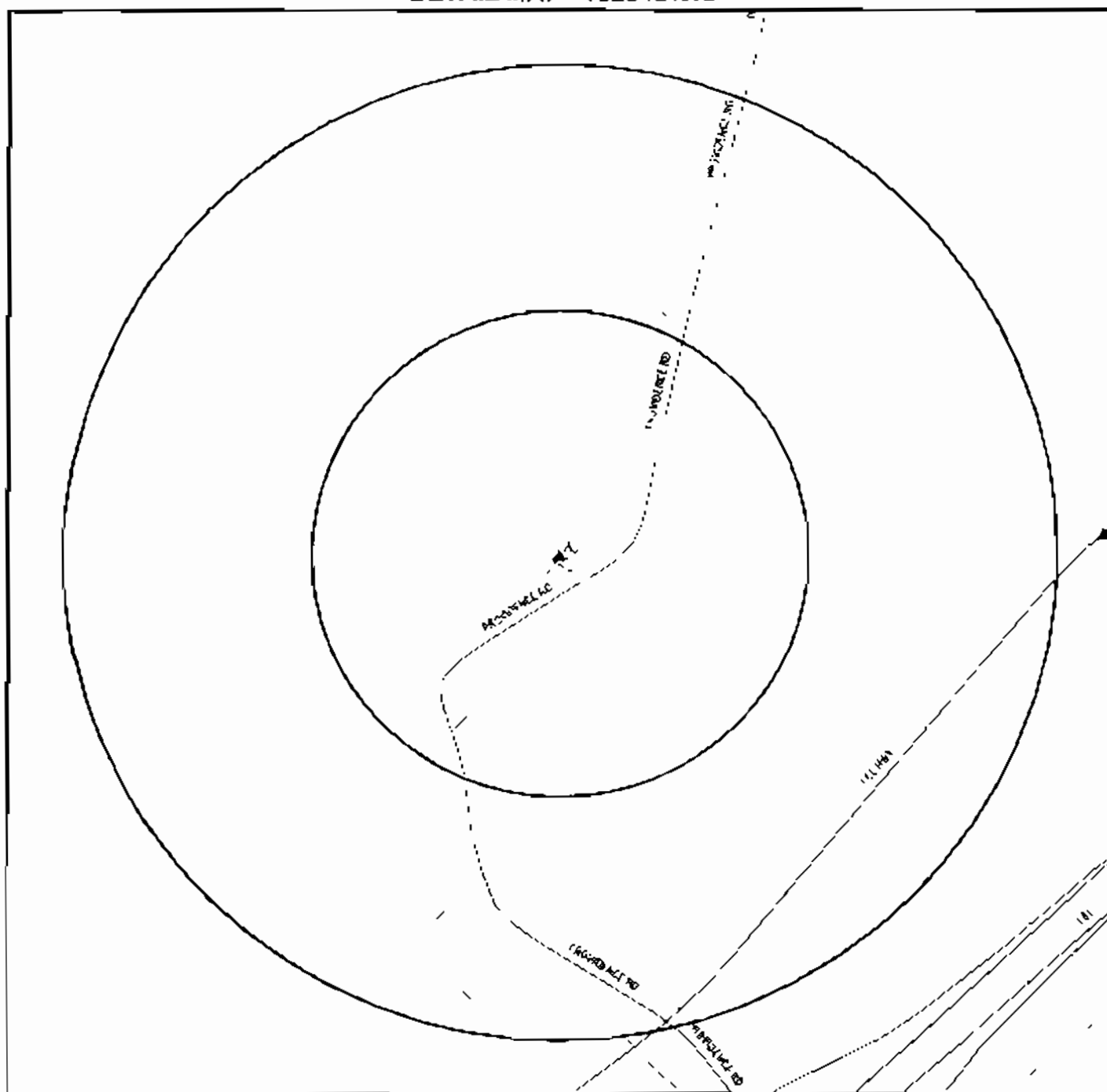
Oil & Gas pipelines

Federal Wetlands

SITE NAME: Virginia Highlands Airport  
 ADDRESS: Route 611  
 Abingdon VA 24210  
 LAT/LONG: 36.6826 / 82.0419

CLIENT: S&ME  
 CONTACT: Wendy S. Polomski  
 INQUIRY #: 1628481.1s  
 DATE: March 08, 2006

# DETAIL MAP - 1628481.1s



- \* Target Property
- A Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- A Manufactured Gas Plants
- I Sensitive Receptors
- National Priority List Sites
- Landfill Sites
- Dept. Defense Sites

Indian Reservations BIA  
Oil & Gas pipelines

SITE NAME: Virginia Highlands Airport  
ADDRESS: Route 811  
Abingdon VA 24210  
LAT/LONG: 36.6826 / 82.0418

CLIENT: SAME  
CONTACT: Wendy S. Polonsky  
INQUIRY #: 1628481.1s  
DATE: March 08, 2006



## MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<b><u>FEDERAL RECORDS</u></b>								
NPL		1.500	0	0	0	0	0	0
Proposed NPL		1.500	0	0	0	0	0	0
Delisted NPL		1.500	0	0	0	0	0	0
NPL RECOVERY		0.500	0	0	0	NR	NR	0
CERCLIS		1.000	0	0	0	0	NR	0
DERC-NFRAP		1.000	0	0	0	0	NR	0
CORRACTS		1.500	0	0	0	0	0	0
RCRA TSD		1.000	0	0	0	1	NR	1
RCRA Lg Quan Gen		0.750	0	0	0	0	NR	0
RCRA Sm Quan Gen		0.750	0	0	0	1	NR	1
ERNS		0.500	0	0	1	NR	NR	1
HMIRS		0.500	0	0	0	NR	NR	0
US ENG CONTROLS		1.000	0	0	0	0	NR	0
US INST CONTROL		1.000	0	0	0	0	NR	0
DOD		1.500	0	0	0	0	0	0
FUDS		1.500	0	0	0	0	0	0
US BROWNFIELDS		1.000	0	0	0	0	NR	0
CONSENT		1.500	0	0	0	0	0	0
ROD		1.500	0	0	0	0	0	0
UMTRA		1.000	0	0	0	0	NR	0
ODI		1.000	0	0	0	0	NR	0
TRIS		0.500	0	0	0	NR	NR	0
TSCA		0.500	0	0	0	NR	NR	0
FTTS		0.500	0	0	0	NR	NR	0
SSTS		0.500	0	0	0	NR	NR	0
PAOS		0.500	0	0	0	NR	NR	0
MLTS		0.500	0	0	0	NR	NR	0
MINES		0.750	0	0	0	0	NR	0
FINDS		0.500	0	0	0	NR	NR	0
RAATS		0.500	0	0	0	NR	NR	0
<b><u>STATE AND LOCAL RECORDS</u></b>								
State Haz. Waste		N/A	N/A	N/A	N/A	N/A	N/A	N/A
State Landfill		1.000	0	0	0	0	NR	0
LUST	X	1.000	0	0	0	0	NR	0
LTANKS	X	1.000	0	0	0	1	NR	1
UST	X	0.750	0	0	3	0	NR	3
AST	X	0.750	0	0	0	0	NR	0
VA Spills	X	0.500	0	0	1	NR	NR	1
INST CONTROL		1.000	0	0	0	0	NR	0
VRP		1.000	0	0	0	0	NR	0
DRYCLEANERS		0.750	0	0	0	0	NR	0
BROWNFIELDS		1.000	0	0	0	0	NR	0
ENF		0.500	0	0	0	NR	NR	0
CEDS		0.500	0	0	0	NR	NR	0
<b><u>TRIBAL RECORDS</u></b>								
INDIAN RESERV		1.500	0	0	0	0	0	0

## MAP FINDINGS SUMMARY

<u>Database</u>	<u>Target Property</u>	<u>Search Distance (Miles)</u>	<u>&lt; 1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>&gt; 1</u>	<u>Total Plotted</u>
<b><u>EDR PROPRIETARY RECORDS</u></b>								
Manufactured Gas Plants		1,500	0	0	0	0	0	0

### NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

N/A = This State does not maintain a SHWS list. See the Federal CERCLIS list

Map ID	MAP FINDINGS		Database(s)	EPA ID Number
Direction				
Distance				
Distance (ft)				
Elevation	Site			
A1	HIGHLANDS AIRPORT		VA Spills	5106904812
Target	ROUTE 11			N/A
Property	ABINGDON, VA 24210			
Actual	Site 1 of 3 in cluster A			
1089 ft	VA SPILL SW			
	Region	SW		
	Pollution Complaint #	Not reported		
	Lat/Long	Not reported		
	Facility Address 2	Not reported		
	Received By	Not reported		
	Receive Date	Not reported		
	Time Received	Not reported		
	Responder Phone	Not reported		
	RP Name	Anonymous		
	RP Address	Not reported		
		Not reported		
	Facility Permit	No		
	Eps ID	Not reported		
	Facility Region	Not reported		
	Contact Phone	Not reported		
	Property Owner Of Site	Not reported		
	Property Owner Phone	Not reported		
	Facility Contact	Ron Delaney		
	Facility Telephone	Not reported		
	Priority	Not reported		
	Incident Type	Not reported		
	Material Amount	Not reported		
	Material Units	Not reported		
	Assistance From Other Agencies	Not reported		
	Other Agency Notified	Not reported		
	Phone Number	Not reported		
	Remedial Status	Not reported		
	Occurrent	Not reported		
	Further Investigation Needed	Not reported		
	Investigate By	Not reported		
	Investigation Date	Not reported		
	Notice Of Violation Required	Not reported		
	Nov Date	Not reported		
	Nov Due Date	Not reported		
	Air Investigation Closed	Not reported		
	Staff Initials	Not reported		
	Water Investigation Closed	Not reported		
	Staff Initials	Not reported		
	Waste Investigation Closed	Not reported		
	Staff Initials	Not reported		
	Other Investigation Closed	Not reported		
	Name Of Responsible Party	Highlands Airport		
	Addr Of Responsible Party	Route 11		
		Abingdon, VA 24210		
	Contact Of Resp Party	Ron Delaney		
	Phone Of Responsible Party	Not reported		
	Owner Name	Highlands Airport		
	Owner Address 1	Route 11		
		Abingdon, VA 24210		
	Owner Contact	Highlands Airport		
	Owner Telephone	Not reported		
	Incident Date	5/27/2004		

Map ID  
 Direction  
 Distance  
 Distance (mi)  
 Elevation

MAP FINDINGS

Database(s)  
 EDR ID Number  
 EPA ID Number

HIGHLANDS AIRPORT (Continued)

S108904812

Incident Type	Not reported
Terrorism	No
Petroleum	No
Solid Waste	Yes
Hazardous Waste	No
Water	No
Air	No
Sewage	No
Fish Kill	No
Material Released	gasoline
Possible Receptors	Not reported
Quantity Released	2
Units	gallons
Amount Quantity	0
Receiving Waters	Not reported
River Basin	Not reported
Topo Maped	Not reported
Inspection Date	Not reported
Call Data	Not reported
Inspector	Keene
Response Due Date	Not reported
Response Received Date	Not reported
Open	No
Date Closed:	7/13/2004
Dr Referred To Air Ctl	Not reported
Air Reg Permit -	Not reported
Dr Referred To Waste	Not reported
EPA ID	Not reported
Dr Referred To Water	Not reported
Water Permit	Not reported
Remediation Date	Not reported
Remediation Ac Number	Not reported
Dr Referred To Enforcement	Not reported
Nov Number	Not reported
Citation	Not reported
OERR Closed	Not reported
OERR Close	Not reported
Site Closed	Not reported
Incident Response Inv	2004-S-0010
Date In	5/27/2004
Time In	Not reported
Reported By -	Not reported
NOV Recd	Not reported
Incident Description	Not reported
Incident Summary	Not reported
Inspection Comments	Not reported
Comments	Not reported
Material Description	Not reported

Map ID  
 Direction  
 Distance  
 Distance (mi)  
 Elevation

# MAP FINDINGS

Date(s)  
 EDR ID Number  
 EPA ID Number

A2  
 Target  
 Property

VA HIGHLANDS AIRPORT  
 LEE HIGHWAY, ABINGDON  
 WASHINGTON (County), VA

VA Spills  
 8106902418  
 N/A

Actual  
 1998 ML

Site 2 of 3 in cluster A

VA SPILL SV

Region	SV
Pollution Complaint #	98-0202
Lat/Long	Not reported
Facility Address 2	Not reported
Received By	EOC
Receive Date	6/1/1998
Time Received	15:45
Response Phone	(540)628-9111
RP Name	Not reported
RP Address	Washington Co. Emergency Services Abingdon, VA
Facility Permit	Not reported
Eps ID	Not reported
Facility Region	SV
Contact Phone	(540)628-9111
Property Owner Of Site	Not reported
Property Owner Phone	Not reported
Facility Contact	Scott Goble
Facility Telephone -	Not reported
Priority	4
Incident Type	Accidental Spill
Material Amount	50
Material Units	gallons
Assistance From Other Agencies	not needed
Other Agency Notified	Not reported
Phone Number	( ) -
Remedial Status	closed
Document	not needed
Further Investigation Needed	completed
Investigate By	Judy Osborne
Investigation Date	6/1/1998
Notice Of Violation Required	No
Nov Date	Not reported
Nov Due Date	Not reported
Air Investigation Closed	Not reported
Staff Initials	Not reported
Water Investigation Closed	6/1/1998
Staff Initials	JHO
Waste Investigation Closed	Not reported
Staff Initials	Not reported
Other Investigation Closed	Not reported
Name Of Responsible Party	Not reported
Addr Of Responsible Party -	Not reported
Contact Of Resp Party	Not reported
Phone Of Responsible Party	Not reported
Owner Name	Not reported
Owner Address 1	Not reported
Owner Contact	Not reported
Owner Telephone	Not reported
Incident Date	6/1/1998

Map ID  
Direction  
Distance  
Distance (ft.)  
Elevation

S&S

# MAP FINDINGS

Database(s)  
EDR ID Number  
EPA ID Number

## VA HIGHLANDS AIRPORT (Continued)

5106902418

Incident Time	1946
Terrorism	Not reported
Ammunition	Not reported
Solid Waste	Not reported
Hazardous Waste	Not reported
Water	Not reported
Air	Not reported
Sludge	Not reported
Fish Kill	Not reported
Material Released	Not reported
Possible Receptors	None
Quantity Released	Not reported
Units	Not reported
Amount Quantity	Not reported
Receiving Waters	Not reported
River Basin	Not reported
Tapa Map	Not reported
Inspection Date	Not reported
Call Date	Not reported
Inspections	Not reported
Response Due Date	Not reported
Response Received Date	Not reported
Open	Not reported
Date Closed:	Not reported
Dr Referred To Air Cim	Not reported
Air Reg Permit -	Not reported
Dr Referred To Waste	Not reported
EPA ID	Not reported
Dr Referred To Water	Not reported
Water Permit	Not reported
Remediation Date	Not reported
Remediation Ac Number	Not reported
Dr Referred To Enforcement	Not reported
Nav Number	Not reported
Other	Not reported
OERR Closed	Not reported
OERR Claim	Not reported
Site Closed -	6/1/1998
Incident Response By	Not reported
Date In	Not reported
Time In	Not reported
Reported By -	Scott Gooble
NOV Recd	Not reported
Incident Description	air crash
Incident Summary	Not reported
Inspection Comments	Not reported
Comments	Local Fire Department responded. Spill was contained. No environmental impact, no state water reached. No assistance requested. Case closed to PRP.
Material Description	gasoline

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

Date/Time(s)  
 EOR ID Number  
 EPA ID Number

A3 VIRGINIA HIGHLANDS AIRPORT  
 Target 18521 LEE HWY  
 Property ABINGDON, VA 24210

LUST  
 UST  
 AST  
 LTANKS

Actual:  
 1999 ft

Site 3 of 3 in cluster A

LUST Region SW

Facility Id	1-018296	PC Number	1991-0753
Release Status	Confirmed	Tank Type	N
Facility Status	Closed	Region	SW
Lat/Long	36.68611 / 82.06381		
Region Code	SWRO		
Facility Code	REL_APTD		
Responsible Person	Q/Q		
Project Type	LUST		
Date Pollution Complaint Recvd:	12/3/1990		
Date Investigation Closed	2/11/1991		
Facility Address 2	18521 Lee Hwy		
Program	RP Lead		
Type Description	NULL		
Regulated Polio Ust	Yes		
Excluded Ust	No		
Deferred Ust	No		
Partially Deferred Ust	No		
Exempt Ust 1	No		
Exempt Ust 2	No		
Small Heat Oil Ust	No		
Regulated Ast Facility	No		
Regulated Ast Facility 2	No		
Tank Type 2	No		

Facility Id	1-018298	PC Number	1995-0109
Release Status	Confirmed	Tank Type	N
Facility Status	Closed	Region	SW
Lat/Long	36.68444 / 82.06388		
Region Code	SWRO		
Facility Code	REL_APTD		
Responsible Person	Q/Q		
Project Type	LUST		
Date Pollution Complaint Recvd:	8/10/1994		
Date Investigation Closed	11/8/1994		
Facility Address 2	18521 Lee Hwy		
Program	RP Lead		
Type Description	NULL		
Regulated Polio Ust	Yes		
Excluded Ust	No		
Deferred Ust	No		
Partially Deferred Ust	No		
Exempt Ust 1	No		
Exempt Ust 2	No		
Small Heat Oil Ust	No		
Regulated Ast Facility	No		
Regulated Ast Facility 2	No		
Tank Type 2	No		

Ltanks

Reported 10-AUG-1994  
 Facility Status - Closed  
 Pollution Complaint # 19850109

Map ID  
Overlaid  
Distance  
Distance (ft)  
Elevation

546

MAP FINDINGS

Database(s)

EOR ID Number  
EPA ID Number

VIRGINIA HIGHLANDS AIRPORT (Continued)

U003673198

Reported 03-DEC-1990  
Facility Status Closed  
Pollution Complaint # 19910753

UST

Facility ID 1016296  
Facility Type Not reported  
Facility Address Not reported  
Federal Regulated Yes  
Owner ID 26850  
Owner Name Not reported  
Owner Address  
Tank Number R1  
Tank Type UST  
Tank Status REM FROM GRD  
AST Status Not reported

Tank Capacity 4000  
Tank Contents KEROSENE  
CEDS Facility ID Not reported  
UST Status Not reported

Facility ID 1018296  
Facility Type Not reported  
Facility Address Not reported  
Federal Regulated Yes  
Owner ID 26850  
Owner Name Not reported  
Owner Address  
Tank Number R2  
Tank Type UST  
Tank Status REM FROM GRD  
AST Status Not reported

Tank Capacity 1000  
Tank Contents GASOLINE  
CEDS Facility ID Not reported  
UST Status Not reported

Facility ID 1018296  
Facility Type Not reported  
Facility Address Not reported  
Federal Regulated Yes  
Owner ID 26850  
Owner Name Not reported  
Owner Address  
Tank Number R4  
Tank Type UST  
Tank Status REM FROM GRD  
AST Status Not reported

Tank Capacity 1000  
Tank Contents DIESEL  
CEDS Facility ID Not reported  
UST Status Not reported

Facility ID 1018296  
Facility Type Not reported  
Facility Address Not reported  
Federal Regulated Yes  
Owner ID 26850  
Owner Name Not reported  
Owner Address  
Tank Number R3  
Tank Type UST  
Tank Status REM FROM GRD  
AST Status Not reported

Tank Capacity 10000  
Tank Contents KEROSENE  
CEDS Facility ID Not reported  
UST Status Not reported

Facility ID 1018296  
Facility Type Not reported  
Facility Address Not reported  
Federal Regulated Yes



Map ID  
Direction  
Distance  
Distance (ft)  
Elevation

# MAP FINDINGS

Database(s)  
EDR ID Number  
EPA ID Number

## VIRGINIA HIGHLANDS AIRPORT (Continued)

U003673105

Owner ID	26850		
Owner Name	Not reported		
Owner Address			
Tank Number	R2	Tank Capacity	6000
Tank Type	UST	Tank Contents	KEROSENE
Tank Status	REM FROM GRD	CEDS Facility ID	Not reported
AST Status	Not reported	UST Status	Not reported

### AST

Owner ID	26850		
Facility ID	1018296		
Facility Type	Not reported		
Fed Regulated	No		
Facility Address	Not reported		
Owner Name	Not reported		
Owner Address			
Tank Number	543341	Tank Capacity	12000
Tank Type	AST	Tank Contents	JET FUEL
Tank Status	CURR IN USE	CEDS Facility ID	Not reported
AST Status	Not reported	UST Status	Not reported

Owner ID	26850		
Facility ID	1018296		
Facility Type	Not reported		
Fed Regulated	No		
Facility Address	Not reported		
Owner Name	Not reported		
Owner Address			
Tank Number	543356	Tank Capacity	12000
Tank Type	AST	Tank Contents	AV GAS
Tank Status	CURR IN USE	CEDS Facility ID	Not reported
AST Status	Not reported	UST Status	Not reported

4  
East  
1/4-1/2  
1443 ft

CHEROKEE CONSTRUCTION COMPANY  
10564 LEE HWY  
ABINGDON, VA 24212

UST U003673047  
N/A

Relative:  
Higher

Actual:  
2039 ft.

### UST

Facility ID	1016779		
Facility Type	Not reported		
Facility Address	Not reported		
Federal Regulated	Yes		
Owner ID	29339		
Owner Name	Not reported		
Owner Address			
Tank Number	R2	Tank Capacity	550
Tank Type	UST	Tank Contents	DIESEL
Tank Status	REM FROM GRD	CEDS Facility ID	Not reported
AST Status	Not reported	UST Status	Not reported

Facility ID	1016779		
Facility Type	Not reported		
Facility Address	Not reported		
Federal Regulated	Yes		
Owner ID	29339		
Owner Name	Not reported		
Owner Address			
Tank Number	R3	Tank Capacity	550

Map ID  
Direction  
Distance  
Distance (ft)  
Elevation

Site

MAP FINDINGS

Database(s)

ECR ID Number  
EPA ID Number

CHEROKEE CONSTRUCTION COMPANY (Continued)

UH003673047

Tank Type	UST	Tank Contents	DIESEL
Tank Status	REM FROM GRD	CEDS Facility ID	Not reported
AST Status	Not reported	UST Status	Not reported
Facility ID	1016779		
Facility Type	Not reported		
Facility Address	Not reported		
Federal Regulated	Yes		
Owner ID	29339		
Owner Name	Not reported		
Owner Address			
Tank Number	R1	Tank Capacity	551
Tank Type	UST	Tank Contents	DIESEL
Tank Status	REM FROM GRD	CEDS Facility ID	Not reported
AST Status	Not reported	UST Status	Not reported

5  
South  
1/4-1/2  
1633 N.

BLUE RIDGE KENWORTH  
18285 LEE HWY  
ABINGDON, VA 24210

UST UH003903078  
N/A

Relative:  
Lower

UST

Facility ID	1003201
Facility Type	Not reported
Facility Address	Not reported
Federal Regulated	Yes
Owner ID	26684
Owner Name	Not reported
Owner Address	
Tank Number	1
Tank Type	UST
Tank Status	CLS IN GRD
AST Status	Not reported

Tank Capacity	Not reported
Tank Contents	USED OIL
CEDS Facility ID	Not reported
UST Status	Not reported

Actual:  
1968 ft.

6  
SSE  
1/4-1/2  
1813 N

SOUTH OF BRIDGE OFF I-81 AT EXIT 13  
SOUTH OF BRIDGE OFF I-81 AT EXIT 13  
CHILHOWEE, VA

ERNS 878914  
N/A

Relative:  
Lower

[Click this hyperlink](#) while viewing on your computer to access additional ERNS detail in the EDR Site Report

Actual:  
1992 ft.

7  
SSW  
1/4-1/2  
2107 ft

ROADRUNNER MARKET #130  
18224 LEE HWY  
ABINGDON, VA 24210

UST UH003673498  
N/A

Relative:  
Lower

UST

Facility ID	1021582
Facility Type	Not reported
Facility Address	Not reported
Federal Regulated	Yes
Owner ID	25416
Owner Name	Not reported

Actual:  
1997 ft.

Map ID  
 Direction  
 Distance  
 Distance (ft)  
 Elevation

Scale

# MAP FINDINGS

Date/Time(s)

EDR ID Number  
 EPA ID Number

## ROADRUNNER MARKET #100 (Continued)

U003573495

Owner Address

Tank Number 1

Tank Type UST

Tank Status CURR IN USE

AST Status Not reported

Tank Capacity 6000

Tank Contents DIESEL

CEDS Facility ID Not reported

UST Status Not reported

Facility ID 1021562

Facility Type Not reported

Facility Address Not reported

Federal Regulated Yes

Owner ID 29416

Owner Name Not reported

Owner Address

Tank Number 4

Tank Type UST

Tank Status CURR IN USE

AST Status Not reported

Tank Capacity 6000

Tank Contents GASOLINE

CEDS Facility ID Not reported

UST Status Not reported

Facility ID 1021562

Facility Type Not reported

Facility Address Not reported

Federal Regulated Yes

Owner ID 29416

Owner Name Not reported

Owner Address

Tank Number 2

Tank Type UST

Tank Status CURR IN USE

AST Status Not reported

Tank Capacity 6000

Tank Contents GASOLINE

CEDS Facility ID Not reported

UST Status Not reported

Facility ID 1021562

Facility Type Not reported

Facility Address Not reported

Federal Regulated Yes

Owner ID 29416

Owner Name Not reported

Owner Address

Tank Number 3

Tank Type UST

Tank Status CURR IN USE

AST Status Not reported

Tank Capacity 6000

Tank Contents GASOLINE

CEDS Facility ID Not reported

UST Status Not reported

8  
 SWW  
 114-1/2  
 2477 ft

WHOLESALE TOBACCO OUTLET  
 16162 LEE HWY.  
 ABINGDON, VA 24210

VA Spills S106901586  
 N/A

Relative:  
 Higher

Actual:  
 2407 ft

VA SPILL SW

Region

Pollution Complaint #

Lat/Long

Facility Address 2

Received By

Receive Date

Time Received

Response Phone

RP Name

RP Address

SW

Not reported

Not reported

Not reported

Not reported

Not reported

Not reported

Not reported

Anonymous

Not reported

Not reported

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Emission Site

# MAP FINDINGS

Database(s)  
 EDR ID Number  
 EPA ID Number

## WHOLESALE TOBACCO OUTLET (Continued)

S106901368

Facility Permit	No
Fips ID	Not reported
Facility Region	Not reported
Contact Phone	Not reported
Property Owner Of Site	Not reported
Property Owner Phone	Not reported
Facility Contact	Mike Patrick
Facility Telephone	540-676-2299
Priority	Not reported
Incident Type	Not reported
Material Amount	Not reported
Material Units	Not reported
Assistance From Other Agencies	Not reported
Other Agency Notified	Not reported
Phone Number	Not reported
Remedial Status	Not reported
Document	Not reported
Further Investigation Needed	Not reported
Investigate By	Not reported
Investigation Date	Not reported
Notice Of Violation Required	Not reported
Nav Date	Not reported
Nav Due Date	Not reported
Air Investigation Closed	Not reported
Soil Initials	Not reported
Water Investigation Closed	Not reported
Soil Initials	Not reported
Waste Investigation Closed	Not reported
Soil Initials	Not reported
Other Investigation Closed	Not reported
Name Of Responsible Party	Mike Patrick
Addr Of Responsible Party	18162 Lee Hwy Abingdon, VA 24210
Contact Of Resu Party	Mike Patrick
Phone Of Responsible Party	540-676-2299
Owner Name	Mike Patrick
Owner Address 1	18162 Lee Hwy Abingdon VA 24210
Owner Contact	Mike Patrick
Owner Telephone	540-676-2299
Incident Date	8/8/2001
Incident Time	10:20
Terroism	No
Petroleum	No
Solid Waste	Yes
Hazardous Waste	No
Water	No
Air	No
Sewage	No
Fish Kill	No
Material Released	business wastes(cardboard trash)
Possible Recaptors	Not reported
Quantity Released	0
Units	Not reported
Amount Quantity	0
Receiving Waters -	Not reported
River Basin	Not reported

Map ID  
 Direction  
 Distance  
 Distance (MI)  
 Elevation

MAP FINDINGS

Database(s)  
 EDR ID Number  
 EPA ID Number

WHOLESALE TOBACCO OUTLET (Continued)

S106901568

Topo Map ID Not reported  
 Inspection Date Not reported  
 Call Date Not reported  
 Inspectors Bowers  
 Response Due Date Not reported  
 Response Received Date Not reported  
 Open No  
 Date Closed: 8/27/2001  
 Dt Referred To Air Ctr Not reported  
 Air Reg Permit Not reported  
 Dt Referred To Waste Not reported  
 EPA ID Not reported  
 Dt Referred To Water Not reported  
 Water Permit Not reported  
 Remediation Date Not reported  
 Remediation Ac number Not reported  
 Dt Referred To Enforcement Not reported  
 Nav Number Not reported  
 Othokuni Not reported  
 OERR Closed Not reported  
 OERR Clnl Not reported  
 SNA Closed Not reported  
 Incident Response In 2002-3-0091  
 Date In 8/5/2001  
 Time In Not reported  
 Reported By Not reported  
 NYW Read Not reported  
 Incident Description Not reported  
 Incident Summary Not reported  
 Inspection Comments Not reported  
 Comments Not reported  
 Material Description Not reported

8 C & J BODDY SHOP  
 55W 18014 LEE HWY  
 1/2-1 ABINGDON, VA 24210  
 3404 ft.

RCRA SQG T001460100  
 FINDS VAR000014678

Relative:  
 Higher

RCRA Info  
 Contact CHARLES KESTER  
 Classification Small Quantity Generator  
 TSD Activites Not reported

Actual:  
 2034 ft

Violation Status Violations exist

Regulation Violated 40 CFR 261.5(g)(3)  
 Area of Violation GENERATOR-GENERAL REQUIREMENTS  
 Date Violation Determined 05/17/1999  
 Actual Date Achieved Compliance 05/02/1999  
 Enforcement Action INSPECTOR FACT FINDING LETTER - Warning letter  
 Enforcement Action Date 05/26/1999  
 Penalty Type Not reported

There are 1 violation record(s) reported at this site

Evaluation Compliance Evaluation Inspection  
 Area of Violation GENERATOR-GENERAL REQUIREMENTS

Date of  
 Compliance  
 19990602

Map ID  
 Direction  
 Distance  
 Distance (ft)  
 Elevation

Site

# MAP FINDINGS

CreateDate(s)

EOR ID Number  
 EPA ID Number

C & J BODY SHOP (Continued)

1001490100

## FINDS

Global Pertinent Environmental Activity Identifier at Site  
 RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

10  
 West  
 1/2-1  
 4241 ft.

WESTINGHOUSE ELECTRIC CORPORATION  
 18259 WESTINGHOUSE ROAD  
 ABINGDON, VA 24210

FINDS  
 RCRA-4,CG  
 RCRA-TSDF  
 LTANKS

1000413130  
 VAD000619734

Relative:  
 Higher

## RCRAInfo

Owner WESTINGHOUSE ELECTRIC CORPORATION  
 (703) 628-9161  
 EPA ID VAD000619734  
 Contact JAMES SUTHERLAND  
 (703) 628-9161

Actual  
 2101 ft.

Classification Large Quantity Generator TSDF  
 TSDF Address Not reported

## BIENNIAL REPORTS

Last Biennial Reporting Year 2003

Waste	Quantity (Lbs)	Waste	Quantity (Lbs)
D001	72439.00	D035	60619.00
F003	60619.00	F006	60619.00

Violation Status Violations exist

Regulation Violated	VHWMR 9 1.G.3
Area of Violation	GENERATOR-GENERAL REQUIREMENTS
Date Violation Determined	01/26/1995
Actual Date Achieved Compliance	03/15/1995
Enforcement Action	WRITTEN INFORMAL
Enforcement Action Date	02/02/1995
Penalty Type	Not reported
Regulation Violated	VHWMR 6.4.E.3.a.(1)
Area of Violation	GENERATOR-GENERAL REQUIREMENTS
Date Violation Determined	01/26/1995
Actual Date Achieved Compliance	03/15/1995
Enforcement Action	WRITTEN INFORMAL
Enforcement Action Date	02/02/1995
Penalty Type	Not reported
Regulation Violated	VHWMR 15 1.G 1.a
Area of Violation	GENERATOR-RECORDKEEPING REQUIREMENTS
Date Violation Determined	01/26/1995
Actual Date Achieved Compliance	02/08/1995
Enforcement Action	WRITTEN INFORMAL
Enforcement Action Date	02/02/1995
Penalty Type	Not reported
Regulation Violated	VHWMR 6.4.E.3.a(2)
Area of Violation	GENERATOR-GENERAL REQUIREMENTS
Date Violation Determined	01/26/1995
Actual Date Achieved Compliance	03/15/1995
Enforcement Action	WRITTEN INFORMAL
Enforcement Action Date	02/02/1995
Penalty Type	Not reported

Map ID  
 Direction  
 Distance  
 Distance (ft.)  
 Elevation Site

MAP FINDINGS

Database(s)  
 CDR ID Number  
 EPA ID Number

WESTINGHOUSE ELECTRIC CORPORATION (Continued)

1000413130

Regulation Violated	VHWMR 6 S.A.1.1
Area of Violation	GENERATOR RECORDKEEPING REQUIREMENTS
Date Violation Determined	01/26/1995
Actual Date Achieved Compliance	02/02/1995
Enforcement Action	WRITTEN INFORMAL
Enforcement Action Date	02/02/1995
Penalty Type	Not reported
Regulation Violated	VHWMR 6 4 E 1 c
Area of Violation	GENERATOR-GENERAL REQUIREMENTS
Date Violation Determined	01/26/1995
Actual Date Achieved Compliance	01/26/1995
Enforcement Action	WRITTEN INFORMAL
Enforcement Action Date	02/02/1995
Penalty Type	Not reported
Regulation Violated	VHWMR 9 8 D 1
Area of Violation	GENERATOR-GENERAL REQUIREMENTS
Date Violation Determined	01/26/1995
Actual Date Achieved Compliance	01/26/1995
Enforcement Action	WRITTEN INFORMAL
Enforcement Action Date	02/02/1995
Penalty Type	Not reported
Regulation Violated	VHWMR 8 4 B.1.b
Area of Violation	GENERATOR-GENERAL REQUIREMENTS
Date Violation Determined	01/26/1995
Actual Date Achieved Compliance	01/26/1995
Enforcement Action	WRITTEN INFORMAL
Enforcement Action Date	02/02/1995
Penalty Type	Not reported
Regulation Violated	Not reported
Area of Violation	GENERATOR-ALL REQUIREMENTS (OVERSIGHT)
Date Violation Determined	07/16/1988
Actual Date Achieved Compliance	07/16/1988
Enforcement Action	FINAL 3008(A) COMPLIANCE ORDER
Enforcement Action Date	06/20/1988
Penalty Type	Proposed Monetary Penalty
Regulation Violated	Not reported
Area of Violation	GENERATOR-ALL REQUIREMENTS (OVERSIGHT)
Date Violation Determined	02/04/1986
Actual Date Achieved Compliance	10/08/1988
Enforcement Action	WRITTEN INFORMAL
Enforcement Action Date	02/04/1986
Penalty Type	Not reported
Regulation Violated	Not reported
Area of Violation	GENERATOR-ALL REQUIREMENTS (OVERSIGHT)
Date Violation Determined	02/04/1986
Actual Date Achieved Compliance	10/08/1988
Enforcement Action	WRITTEN INFORMAL
Enforcement Action Date	02/04/1986
Penalty Type	Not reported

There are 11 violation record(s) reported at this site

Evaluation \_\_\_\_\_ Area of Violation \_\_\_\_\_

Date of  
 Compliance

Map ID  
 Direction  
 Distance  
 Distance (ft)  
 Elevator Site

# MAP FINDINGS

Date(s)  
 EDR ID Number  
 EPA ID Number

## WESTINGHOUSE ELECTRIC CORPORATION (Continued)

1000413130

Compliance Evaluation Inspection

GENERATOR-GENERAL REQUIREMENTS

19950315

GENERATOR-GENERAL REQUIREMENTS

19950315

GENERATOR-GENERAL REQUIREMENTS

19950315

GENERATOR-RECORDKEEPING REQUIREMENTS

19950218

GENERATOR-RECORDKEEPING REQUIREMENTS

19950208

GENERATOR-GENERAL REQUIREMENTS

19950126

GENERATOR-GENERAL REQUIREMENTS

19950126

GENERATOR-GENERAL REQUIREMENTS

19950126

Non-Financial Record Review

GENERATOR-ALL REQUIREMENTS (OVERSIGHT)

19960716

Compliance Evaluation Inspection

GENERATOR-ALL REQUIREMENTS (OVERSIGHT)

19981008

GENERATOR-ALL REQUIREMENTS (OVERSIGHT)

19981008

## FINDS

Other Pertinent Environmental Activity Identified at Site

TOXIC CHEMICAL RELEASE INVENTORY SYSTEM

## Dates

Reported 05-APR-1999

Facility Status Closed

Pollution Complaint # 19990300



CRIPTION SUMMARY

CD	EDR ID	Site Name	For Address	7P	Comments
ABINGDON	U003672061	BUILDERS SUPER MARKET	HWY 19 N	24210	UST
ABINGDON	U003672060	MARIE MILLEQ	ROUTE 19	24210	UST
ABINGDON	U003672062	WALMARTS BLVOCO	ROUTE 19	24210	UST
ABINGDON	U003672063	ALVADO GROCERY	ROUTE 14	24210	UST
ABINGDON	U003672064	J&M MARKET	ROUTE 2	24210	UST
ABINGDON	U003672065	VA HIGHLANDS COMMUNITY COLLEGE	ROUTE 372	24210	UST
ABINGDON	U003672066	VIRGINIA FISH AND COMMUNITY COLLEGE	ROUTE 372	24210	UST
ABINGDON	U003672067	SW VIRGINIA 4H CENTER	ROUTE 4 BOX 21	24210	UST
ABINGDON	U003672068	WRIGHT EQUIPMENT CO INC	ABINGDON BRISTOL INN	24210	UST
ABINGDON	U003672069	KISER FURNITURE	600 BLOCK OF WEST MAIN ST	24210	UST
ABINGDON	U003672070	KISER FURNITURE STORE	600 BLOCK OF WEST MAIN ST	24210	UST
ABINGDON	U003672071	ABINGDON RADIOLOGY SERVICES LTD	P O BOX 918	24210	UST
ABINGDON	U003672072	FAA-VOR-GZG	BRULEY MOUNTAIN	24210	UST
ABINGDON	U003672073	WASHINGTON COUNTY PARK	COUNTRY PARK RD	24210	UST
ABINGDON	U003672074	JOHNSTON MEMORIAL HOSPITAL	351 COURT ST NE	24210	UST
ABINGDON	U003672075	CLUBSEA BERRY OIL BULK PLANT	143 DEADMORE ST	24210	UST
ABINGDON	U003672076	LEBANON CHEMICAL COMPANY	ELM ST	24210	UST
ABINGDON	U003672077	LEBANON AGRICORP PLANT	ELM ST	24210	UST
ABINGDON	U003672078	TRUTUBE INC	14373 ENTERPRISE RD	24210	UST
ABINGDON	U003672079	BLUE RIDGE KENWORTH INC	241 5181	24210	UST
ABINGDON	U003672080	ABINGDON QUARRY	241 5181	24210	UST
ABINGDON	U003672081	EXIT 4 TEXACO CONVENIENCE STORE	ON JONESBOROUGH ROAD AT ITS INTER	24210	UST
ABINGDON	U003672082	EMPIRE FOOD	ON JONESBOROUGH ROAD	24210	UST
ABINGDON	U003672083	FOOD MART OF ABINGDON	182 JONESBOROUGH ROAD	24210	UST
ABINGDON	U003672084	FOOD MART OF ABINGDON	182 JONESBOROUGH ROAD	24210	UST
ABINGDON	U003672085	FOOD MART OF ABINGDON	182 JONESBOROUGH ROAD	24210	UST
ABINGDON	U003672086	DIANE POTTERY	3650 LEE HWY	24210	UST
ABINGDON	U003672087	APPALACHIAN EQUIPMENT RENTAL CO	5320 LEE HWY	24210	UST
ABINGDON	U003672088	MOLDEN RESIDENCE	LOCATED 3.000 NORTH OF THE IN	24210	UST
ABINGDON	U003672089	FARMERS MUTUAL	1/2 MAIN ST	24210	UST
ABINGDON	U003672090	BLEVING CONSTRUCTION INC	801 MAIN STREET	24210	UST
ABINGDON	U003672091	ABINGDON EQUIPMENT COMPANY	580 MAIN STREET	24210	UST
ABINGDON	U003672092	MARTHA WASHINGTON INN	437 MAIN STREET	24210	UST
ABINGDON	U003672093	MARTHA WASHINGTON INN	MAIN STREET	24210	UST
ABINGDON	U003672094	QUINN MARY RESIDENCE	MAIN ST	24210	UST
ABINGDON	U003672095	SALTER WELL	11145 VENDORA RD	24210	UST
ABINGDON	U003672096	PARK AND RICE SITE	1/2 MAIN OF RTE 612 T 265	24210	UST
ABINGDON	U003672097	WRIGHT EQUIPMENT STORE	NKLL	24210	UST
ABINGDON	U003672098	WASHINGTON CITY BAN LANDFILL	P O BOX 1423 R-7	24210	UST
ABINGDON	U003672099	THOMAS BROTHERS GROCERY	5 OF RTE 11 E OF ABINGDON	24210	UST
ABINGDON	U003672100	WASHINGTON COUNTY SERVICE AUTHORITY	23611 OLD SALTWORKS ROAD, RTE	24210	UST
ABINGDON	U003672101	ABINGDON PARKING LOT SERVICE	PARK STREET GARAGE	24210	UST
ABINGDON	U003672102		217 PLEASANT VIEW DRIVE	24210	UST

ORDINANCE SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Deadline(s)
ABINGDON	LC03571660	DEE DELL ONE STOP	14308 PORTERFIELD INY	24210	JST
ABINGDON	1802238033	ABINGDON TOWN OF	PUBLIC WORKS GARAGE	24210	RICHARDSON PAGE

## EPA Waste Codes Addendum

Code	Description
D001	IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKEY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
D035	METHYL ETHYL KETONE
F003	THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL, ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS, AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
F005	THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE, ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

**Number of Days to Update:** Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

### FEDERAL RECORDS

#### **NPL: National Priority List**

**National Priorities List (Superfund):** The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 11/29/05  
Date Data Arrived at EDR: 01/31/06  
Date Made Active in Reports: 02/27/06  
Number of Days to Update: 27

Source: EPA  
Telephone: N/A  
Last EDR Contact: 03/01/06  
Next Scheduled EDR Contact: 05/01/06  
Data Release Frequency: Quarterly

#### **NPL Site Boundaries**

##### **Sources**

EPA's Environmental Photographic Interpretation Center (EPIC)  
Telephone: 202-564-7333

EPA Region 1  
Telephone: 617-418-1143

EPA Region 1  
Telephone: 214-855-6658

EPA Region 3  
Telephone: 215-814-5418

EPA Region 8  
Telephone: 403-317-5774

EPA Region 4  
Telephone: 404-582-6033

#### **Proposed NPL: Proposed National Priority List Sites**

Date of Government Version: 11/29/05  
Date Data Arrived at EDR: 01/31/06  
Date Made Active in Reports: 02/27/06  
Number of Days to Update: 27

Source: EPA  
Telephone: N/A  
Last EDR Contact: 03/01/06  
Next Scheduled EDR Contact: 05/01/06  
Data Release Frequency: Quarterly

#### **DELISTED NPL: National Priority List Deletions**

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 100.425 (e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 11/29/05  
Date Data Arrived at EDR: 01/31/06  
Date Made Active in Reports: 02/27/06  
Number of Days to Update: 27

Source: EPA  
Telephone: N/A  
Last EDR Contact: 03/01/06  
Next Scheduled EDR Contact: 05/01/06  
Data Release Frequency: Quarterly

#### **NPL LIENS: Federal Superfund Liens**

**Federal Superfund Liens:** Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/15/94  
 Date Data Arrived at EDR: 02/02/94  
 Date Made Active in Reports: 03/30/94  
 Number of Days to Update: 56

Source: EPA  
 Telephone: 202-564-4267  
 Last EDR Contact: 03/06/08  
 Next Scheduled EDR Contact: 05/22/08  
 Data Release Frequency: No Update Planned

### CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/24/05  
 Date Data Arrived at EDR: 12/21/05  
 Date Made Active in Reports: 01/10/06  
 Number of Days to Update: 40

Source: EPA  
 Telephone: 703-413-0223  
 Last EDR Contact: 12/21/05  
 Next Scheduled EDR Contact: 03/20/06  
 Data Release Frequency: Quarterly

### CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Date of Government Version: 10/24/05  
 Date Data Arrived at EDR: 12/21/05  
 Date Made Active in Reports: 01/10/06  
 Number of Days to Update: 40

Source: EPA  
 Telephone: 703-413-0223  
 Last EDR Contact: 12/21/05  
 Next Scheduled EDR Contact: 03/20/06  
 Data Release Frequency: Quarterly

### CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/29/05  
 Date Data Arrived at EDR: 01/11/06  
 Date Made Active in Reports: 02/21/06  
 Number of Days to Update: 41

Source: EPA  
 Telephone: 606-424-9348  
 Last EDR Contact: 03/06/06  
 Next Scheduled EDR Contact: 06/05/06  
 Data Release Frequency: Quarterly

### RCRA: Resource Conservation and Recovery Act Information

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

**RCRAinfo** is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAinfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/15/06  
Date Data Arrived at EDR: 12/28/05  
Date Made Active in Reports: 01/30/06  
Number of Days to Update: 33

Source: EPA  
Telephone: 800-424-9346  
Last EDR Contact: 03/01/06  
Next Scheduled EDR Contact: 04/24/06  
Data Release Frequency: Quarterly

### **ERNS: Emergency Response Notification System**

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/05  
Date Data Arrived at EDR: 01/12/06  
Date Made Active in Reports: 02/21/06  
Number of Days to Update: 40

Source: National Response Center, United States Coast Guard  
Telephone: 202-260-2342  
Last EDR Contact: 01/12/06  
Next Scheduled EDR Contact: 04/24/06  
Data Release Frequency: Annually

### **HMIRS: Hazardous Materials Information Reporting System**

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/05  
Date Data Arrived at EDR: 01/18/06  
Date Made Active in Reports: 02/21/06  
Number of Days to Update: 36

Source: U.S. Department of Transportation  
Telephone: 202-366-4555  
Last EDR Contact: 01/18/06  
Next Scheduled EDR Contact: 04/17/06  
Data Release Frequency: Annually

### **US ENG CONTROLS: Engineering Controls Sites List**

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or affect human health.

Date of Government Version: 08/02/05  
Date Data Arrived at EDR: 08/12/05  
Date Made Active in Reports: 10/06/05  
Number of Days to Update: 51

Source: Environmental Protection Agency  
Telephone: 703-603-8867  
Last EDR Contact: 06/06/06  
Next Scheduled EDR Contact: 04/03/06  
Data Release Frequency: Varies

### **US INST CONTROL: Sites with Institutional Controls**

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 01/11/05  
Date Data Arrived at EDR: 02/11/06  
Date Made Active in Reports: 04/06/05  
Number of Days to Update: 54

Source: Environmental Protection Agency  
Telephone: 703-603-8867  
Last EDR Contact: 03/03/06  
Next Scheduled EDR Contact: 04/03/06  
Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have an area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/04  
 Date Data Arrived at EDR: 02/08/05  
 Date Made Active in Reports: 08/04/05  
 Number of Days to Update: 177

Source: USGS  
 Telephone: 703-648-8801  
 Last EDR Contact: 02/06/06  
 Next Scheduled EDR Contact: 02/04/06  
 Data Release Frequency: Semi-Annually

### FUDS: Formerly Used Defense Sites

This listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/05/05  
 Date Data Arrived at EDR: 01/19/06  
 Date Made Active in Reports: 02/21/06  
 Number of Days to Update: 33

Source: U.S. Army Corps of Engineers  
 Telephone: 202-524-4283  
 Last EDR Contact: 01/19/06  
 Next Scheduled EDR Contact: 04/03/06  
 Data Release Frequency: Varies

### US BROWNFIELDS: A Listing of Brownfields Sites

Included in the listing are brownfields properties addressed by Cooperative Agreement Arrangements and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities—especially those without EPA Brownfields Assessment Demonstration Plans—minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients: States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 11/29/05  
 Date Data Arrived at EDR: 12/05/05  
 Date Made Active in Reports: 01/30/06  
 Number of Days to Update: 56

Source: Environmental Protection Agency  
 Telephone: 202-566-2777  
 Last EDR Contact: 11/30/05  
 Next Scheduled EDR Contact: 02/17/06  
 Data Release Frequency: Semi-Annually

### CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/14/04  
 Date Data Arrived at EDR: 02/15/05  
 Date Made Active in Reports: 04/25/05  
 Number of Days to Update: 69

Source: Department of Justice Consent Decree Library  
 Telephone: Varies  
 Last EDR Contact: 01/28/06  
 Next Scheduled EDR Contact: 04/24/06  
 Data Release Frequency: Varies

### ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 12/07/04  
 Date Data Arrived at EDR: 01/06/06  
 Date Made Active in Reports: 02/21/06  
 Number of Days to Update: 45

Source: EPA  
 Telephone: 703-418-0223  
 Last EDR Contact: 01/04/06  
 Next Scheduled EDR Contact: 04/03/06  
 Data Release Frequency: Annually

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### UMTRCA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low, however, in some cases tailings were used as construction materials, where the potential health hazards of the tailings were recognized.

Date of Government Version: 11/04/05  
Date Data Arrived at EDR: 11/24/05  
Date Made Active in Reports: 01/30/06  
Number of Days to Update: 63

Source: Department of Energy  
Telephone: 505-845-0011  
Last EDR Contact: 10/28/05  
Next Scheduled EDR Contact: 12/18/05  
Data Release Frequency: Varies

### ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/85  
Date Data Arrived at EDR: 08/09/04  
Date Made Active in Reports: 09/17/04  
Number of Days to Update: 39

Source: Environmental Protection Agency  
Telephone: 800-424-0346  
Last EDR Contact: 06/09/04  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

### TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System: TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/03  
Date Data Arrived at EDR: 07/13/05  
Date Made Active in Reports: 08/17/05  
Number of Days to Update: 35

Source: EPA  
Telephone: 202-556-0250  
Last EDR Contact: 12/21/05  
Next Scheduled EDR Contact: 03/20/06  
Data Release Frequency: Annually

### TSCA: Toxic Substances Control Act

Toxic Substances Control Act: TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant and

Date of Government Version: 12/31/02  
Date Data Arrived at EDR: 04/27/04  
Date Made Active in Reports: 05/21/04  
Number of Days to Update: 24

Source: EPA  
Telephone: 202-260-5521  
Last EDR Contact: 03/06/06  
Next Scheduled EDR Contact: 04/17/06  
Data Release Frequency: Every 4 Years

**FTTS: FIFRA/TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)**  
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 01/17/06  
Date Data Arrived at EDR: 01/24/06  
Date Made Active in Reports: 02/27/06  
Number of Days to Update: 34

Source: EPA/Office of Prevention, Pesticides and Toxic Substances  
Telephone: 202-556-1667  
Last EDR Contact: 12/20/05  
Next Scheduled EDR Contact: 03/20/06  
Data Release Frequency: Quarterly

**FTTS INSP: FIFRA/TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)**

Date of Government Version: 01/17/06  
Date Data Arrived at EDR: 01/24/06  
Date Made Active in Reports: 02/27/06  
Number of Days to Update: 34

Source: EPA  
Telephone: 202-556-1667  
Last EDR Contact: 12/20/05  
Next Scheduled EDR Contact: 03/20/06  
Data Release Frequency: Quarterly



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### SSFS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 823) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/03	Source: EPA
Date Data Arrived at EDR: 01/03/05	Telephone: 202-564-4203
Date Made Active in Reports: 01/25/05	Last EDR Contact: 03/08/06
Number of Days to Update: 22	Next Scheduled EDR Contact: 04/17/06
	Data Release Frequency: Annually

### PADS: PCB Activity Database System

PCB Activity Database: PADS identifies generators, transporters, commercial users and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 12/27/05	Source: EPA
Date Data Arrived at EDR: 02/08/06	Telephone: 202-564-3887
Date Made Active in Reports: 02/27/06	Last EDR Contact: 02/08/06
Number of Days to Update: 19	Next Scheduled EDR Contact: 05/08/06
	Data Release Frequency: Annually

### MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency EDR contacts the Agency on a quarterly basis.

Date of Government Version: 10/18/05	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 10/31/05	Telephone: 301-415-7169
Date Made Active in Reports: 12/20/05	Last EDR Contact: 02/08/06
Number of Days to Update: 50	Next Scheduled EDR Contact: 04/03/06
	Data Release Frequency: Quarterly

### MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. This data also includes location information.

Date of Government Version: 11/06/05	Source: Department of Labor, Mine Safety and Health Administration
Date Data Arrived at EDR: 12/27/05	Telephone: 303-231-5859
Date Made Active in Reports: 01/30/06	Last EDR Contact: 12/27/05
Number of Days to Update: 34	Next Scheduled EDR Contact: 03/27/06
	Data Release Frequency: Semi-Annually

### FINDS: Facility Index System/Facility Registry System

Facility Index System: FINDS contains both facility information and pointers to other sources that contain more detail. EDR includes the following FINDS databases: In this report: PCS (Permit Compliance System), AIRS (Aesthetic Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 01/08/06	Source: EPA
Date Data Arrived at EDR: 01/16/06	Telephone: N/A
Date Made Active in Reports: 02/21/06	Last EDR Contact: 01/03/06
Number of Days to Update: 36	Next Scheduled EDR Contact: 04/03/06
	Data Release Frequency: Quarterly

### RAATS: RCRA Administrative Action Tracking System

RCRA Administrative Action Tracking System: RAATS contains records based on enforcement actions issued under RCRA pertaining to major violations and includes administrative and civil actions brought by the EPA. For administrative actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/17/05  
 Date Data Arrived at EDR: 07/03/05  
 Date Made Active in Reports: 08/07/05  
 Number of Days to Update: 35

Source: EPA  
 Telephone: 202-564-4104  
 Last EDR Contact: 03/30/06  
 Next Scheduled EDR Contact: 06/05/06  
 Data Release Frequency: No Update Planned

### **BRS: Biennial Reporting System**

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/03  
 Date Data Arrived at EDR: 06/17/05  
 Date Made Active in Reports: 08/04/05  
 Number of Days to Update: 48

Source: EPA/NTIS  
 Telephone: 800-424-9346  
 Last EDR Contact: 09/12/05  
 Next Scheduled EDR Contact: 12/12/05  
 Data Release Frequency: Biennially

### **STATE AND LOCAL RECORDS**

#### **SHWS: This state does not maintain a SHWS list. See the Federal CERCLIS list and Federal NPL list.**

**State Hazardous Waste Sites:** State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not currently be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: N/A  
 Date Data Arrived at EDR: N/A  
 Date Made Active in Reports: N/A  
 Number of Days to Update: N/A

Source: EPA  
 Telephone: 703-413-0223  
 Last EDR Contact: 07/18/05  
 Next Scheduled EDR Contact: 10/17/05  
 Data Release Frequency: N/A

#### **SWFALF: Solid Waste Management Facilities**

**Solid Waste Facilities and Sites:** SWFALF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 08/10/05  
 Date Data Arrived at EDR: 08/12/05  
 Date Made Active in Reports: 08/30/05  
 Number of Days to Update: 18

Source: Department of Environmental Quality  
 Telephone: 804-698-4238  
 Last EDR Contact: 02/07/06  
 Next Scheduled EDR Contact: 04/03/06  
 Data Release Frequency: Quarterly

#### **LUST REG NO: Leaking Underground Storage Tank Tracking Database**

Date of Government Version: 05/18/04  
 Date Data Arrived at EDR: 05/22/04  
 Date Made Active in Reports: 07/09/04  
 Number of Days to Update: 48

Source: Department of Environmental Quality Northern Regional Office  
 Telephone: 703-583-3800  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: No Update Planned

#### **LUST REG SC: Leaking Underground Storage Tanks**

Date of Government Version: 03/31/05  
 Date Data Arrived at EDR: 04/06/05  
 Date Made Active in Reports: 04/27/05  
 Number of Days to Update: 21

Source: Department of Environmental Quality South Central Region  
 Telephone: 434-582-5120  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: Semi-Annually

#### **LUST REG VA: Leaking Underground Storage Tank List**

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/01/01  
 Date Data Arrived at EDR: 08/22/01  
 Date Made Active in Reports: 09/19/01  
 Number of Days to Update: 28

Source: Department of Environmental Quality Valley Regional Office  
 Telephone: 540-574-7800  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: No Update Planned

### LUST REG TD: Leaking Underground Storage Tank Sites

Date of Government Version: 12/31/05  
 Date Data Arrived at EDR: 01/04/06  
 Date Made Active in Reports: 01/31/06  
 Number of Days to Update: 27

Source: Department of Environmental Quality Tidewater Regional Office  
 Telephone: 757-518-2158  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: Quarterly

### LUST REG SW: Leaking Underground Storage Tank Database

Date of Government Version: 12/01/05  
 Date Data Arrived at EDR: 01/06/06  
 Date Made Active in Reports: 01/31/06  
 Number of Days to Update: 75

Source: Department of Environmental Quality Southwest Regional Office  
 Telephone: 504-678-5507  
 Last EDR Contact: 02/10/06  
 Next Scheduled EDR Contact: 05/08/06  
 Data Release Frequency: No Update Planned

### LUST REG PD: Leaking Underground Storage Tank Sites

Date of Government Version: 11/27/05  
 Date Data Arrived at EDR: 11/30/05  
 Date Made Active in Reports: 01/05/06  
 Number of Days to Update: 36

Source: Department of Environmental Quality Piedmont Regional Office  
 Telephone: 804-527-5020  
 Last EDR Contact: 02/27/06  
 Next Scheduled EDR Contact: 05/29/06  
 Data Release Frequency: Quarterly

### LUST REG WC: Leaking Underground Storage Tank List

Date of Government Version: 04/18/05  
 Date Data Arrived at EDR: 04/22/05  
 Date Made Active in Reports: 05/06/05  
 Number of Days to Update: 14

Source: Department of Environmental Quality West Central Regional Office  
 Telephone: 540-562-8700  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: No Update Planned

### LTANKS: Leaking Petroleum Storage Tanks

includes releases of petroleum from underground storage tanks and aboveground storage tanks.

Date of Government Version: 12/05/05  
 Date Data Arrived at EDR: 12/27/05  
 Date Made Active in Reports: 01/31/06  
 Number of Days to Update: 35

Source: Department of Environmental Quality  
 Telephone: 804-698-6260  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: Quarterly

### UST: Registered Petroleum Storage Tanks

Registered Underground Storage Tanks: UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 12/05/05  
 Date Data Arrived at EDR: 12/27/05  
 Date Made Active in Reports: 01/30/06  
 Number of Days to Update: 34

Source: Department of Environmental Quality  
 Telephone: 804-627-5248  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: Semi-Annually

### AST: Registered Petroleum Storage Tanks

Registered Aboveground Storage Tanks

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

<p>Date of Government Version: 12/05/05  Date Data Arrived at EDR: 12/27/05  Date Made Active in Reports: 01/30/06  Number of Days to Update: 34</p>	<p>Source: Department of Environmental Quality  Telephone: 804-688-4317  Last EDR Contact: 12/27/05  Next Scheduled EDR Contact: 03/27/06  Data Release Frequency: Semi-Annually</p>
<p><b>SPILLS: Pollution Complaint Database</b>  Pollution Complaints Database: The pollution reports contained in the PC database include the initial release reporting of Leaking Underground Storage Tanks and all other releases of petroleum to the environment as well as releases in state waters. The database is current through 12/31/93. Since that time, all spill and pollution reporting information has been collected and tracked through the DEQ regional offices.</p>	
<p>Date of Government Version: 06/01/96  Date Data Arrived at EDR: 10/22/96  Date Made Active in Reports: 11/21/96  Number of Days to Update: 30</p>	<p>Source: Department of Environmental Quality  Telephone: 804-527-5203  Last EDR Contact: 08/25/98  Next Scheduled EDR Contact: N/A  Data Release Frequency: No Update Planned</p>
<p><b>SPILLS NO: PAEP Database</b></p>	
<p>Date of Government Version: 08/13/04  Date Data Arrived at EDR: 09/13/04  Date Made Active in Reports: 10/21/04  Number of Days to Update: 38</p>	<p>Source: Department of Environmental Quality, Northern Region  Telephone: 703-583-4864  Last EDR Contact: 12/27/05  Next Scheduled EDR Contact: 03/27/06  Data Release Frequency: No Update Planned</p>
<p><b>SPILLS PD: PREP Database</b></p>	
<p>Date of Government Version: 04/25/02  Date Data Arrived at EDR: 05/01/02  Date Made Active in Reports: 05/31/02  Number of Days to Update: 30</p>	<p>Source: Department of Environmental Quality, Piedmont Region  Telephone: 804-527-5020  Last EDR Contact: 02/27/06  Next Scheduled EDR Contact: 05/29/06  Data Release Frequency: Quarterly</p>
<p><b>SPILLS SW: Reportable Spills</b></p>	
<p>Date of Government Version: 11/28/05  Date Data Arrived at EDR: 12/05/05  Date Made Active in Reports: 01/05/06  Number of Days to Update: 31</p>	<p>Source: Department of Environmental Quality, Southwest Region  Telephone: 276-676-4839  Last EDR Contact: 02/06/06  Next Scheduled EDR Contact: 05/08/06  Data Release Frequency: No Update Planned</p>
<p><b>SPILLS VA: PREP Database</b></p>	
<p>Date of Government Version: 10/13/04  Date Data Arrived at EDR: 11/03/04  Date Made Active in Reports: 12/10/04  Number of Days to Update: 27</p>	<p>Source: Department of Environmental Quality, Valley Regional Office  Telephone: 540-574-7800  Last EDR Contact: 12/27/05  Next Scheduled EDR Contact: 03/27/06  Data Release Frequency: Quarterly</p>
<p><b>SPILLS WC: Prep Database</b></p>	
<p>Date of Government Version: 04/10/05  Date Data Arrived at EDR: 04/11/05  Date Made Active in Reports: 04/27/05  Number of Days to Update: 16</p>	<p>Source: Department of Environmental Quality, West Central Region  Telephone: 540-562-8700  Last EDR Contact: 12/27/05  Next Scheduled EDR Contact: 03/27/06  Data Release Frequency: No Update Planned</p>
<p><b>SPILLS YD: PREP Database</b></p>	

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/28/05  
 Date Data Arrived at EDR: 02/07/05  
 Date Made Active in Reports: 03/03/05  
 Number of Days to Update: 30

Source: Department of Environmental Quality, Tidewater Region  
 Telephone: 757-519-2177  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: Quarterly

### INST CONTROL: Voluntary Remediation Program Database

Sites included in the Voluntary Remediation Program Database that have deed restrictions.

Date of Government Version: 01/06/06  
 Date Data Arrived at EDR: 01/25/06  
 Date Made Active in Reports: 02/22/06  
 Number of Days to Update: 29

Source: Department of Environmental Quality  
 Telephone: 804-698-4228  
 Last EDR Contact: 01/23/06  
 Next Scheduled EDR Contact: 04/24/06  
 Data Release Frequency: Quarterly

### VRP: Voluntary Remediation Program

The Voluntary Cleanup Program encourages owners of elected contaminated sites to take the initiative and conduct voluntary cleanups that meet state environmental standards.

Date of Government Version: 01/06/06  
 Date Data Arrived at EDR: 01/25/06  
 Date Made Active in Reports: 02/22/06  
 Number of Days to Update: 28

Source: Department of Environmental Quality  
 Telephone: 804-698-4228  
 Last EDR Contact: 01/23/06  
 Next Scheduled EDR Contact: 04/24/06  
 Data Release Frequency: Quarterly

### DRYCLEANERS: Drycleaner List

A listing of registered drycleaners.

Date of Government Version: 11/18/05  
 Date Data Arrived at EDR: 11/18/05  
 Date Made Active in Reports: 12/28/05  
 Number of Days to Update: 40

Source: Department of Environmental Quality  
 Telephone: 804-698-4407  
 Last EDR Contact: 09/26/05  
 Next Scheduled EDR Contact: 12/26/05  
 Data Release Frequency: Varies

### BROWNFIELDS: Brownfields Site Specific Assessments

To qualify for Brownfields Assessment, the site must meet the Federal definition of a Brownfields and should have contaminant issues that need to be addressed and a redevelopment plan supported by the local government and community. Virginia's Department of Environmental Quality performs brownfields assessments under a cooperative agreement with the U.S. Environmental Protection Agency at no cost to communities, property owners or prospective purchasers. The assessment is an evaluation of environmental impacts caused by previous site uses similar to a Phase II Environmental Assessment.

Date of Government Version: 05/24/05  
 Date Data Arrived at EDR: 05/31/05  
 Date Made Active in Reports: 06/23/05  
 Number of Days to Update: 23

Source: Department of Environmental Quality  
 Telephone: 804-698-4207  
 Last EDR Contact: 03/06/06  
 Next Scheduled EDR Contact: 05/22/06  
 Data Release Frequency: Varies

### ENFORCEMENT: Enforcement Actions Data

A listing of enforcement actions.

Date of Government Version: 12/31/05  
 Date Data Arrived at EDR: 01/17/06  
 Date Made Active in Reports: 02/22/06  
 Number of Days to Update: 36

Source: Department of Environmental Quality  
 Telephone: 804-698-4031  
 Last EDR Contact: 01/04/06  
 Next Scheduled EDR Contact: 04/03/06  
 Data Release Frequency: Varies

### CEDS: Comprehensive Environmental Data System

Virginia Water Protection Permits: Virginia Pollution Discharge System (point discharge) permits and Virginia Pollution Abatement/No point discharge permits.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/11/05  
 Date Data Arrived at EDR: 01/12/05  
 Date Made Active in Reports: 01/31/05  
 Number of Days to Update: 19

Source: Department of Environmental Quality  
 Telephone: 404-698-4077  
 Last EDR Contact: 01/04/05  
 Next Scheduled EDR Contact: 02/03/06  
 Data Release Frequency: Semi-Annually

## TRIBAL RECORDS

### **INDIAN RESERV** Indian Reservations

This map layer portrays Indian administrative lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/04  
 Date Data Arrived at EDR: 02/08/05  
 Date Made Active in Reports: 08/04/05  
 Number of Days to Update: 177

Source: USGS  
 Telephone: 202-205-3710  
 Last EDR Contact: 02/06/06  
 Next Scheduled EDR Contact: 05/08/06  
 Data Release Frequency: Semi-Annually

## EDR PROPRIETARY RECORDS

### **Manufactured Gas Plants:** EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used waste oil (oil), coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oil) waste containing volatile and non-volatile chemicals, sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from the process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A  
 Date Data Arrived at EDR: N/A  
 Date Made Active in Reports: N/A  
 Number of Days to Update: N/A

Source: EDR, Inc.  
 Telephone: N/A  
 Last EDR Contact: N/A  
 Next Scheduled EDR Contact: N/A  
 Data Release Frequency: No Update Planned

## OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

**Oil/Gas Pipelines:** This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000 Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

### **Electric Power Transmission Line Data**

Source: PennWell Corporation  
 Telephone: (830) 823-6277

This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

**Sensitive Receptors:** There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

### **AHA Hospitals**

Source: American Hospital Association, Inc.  
 Telephone: 312-263-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### **Medical Centers: Provider of Services Listing**

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services

### **Nursing Homes**

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States

### **Public Schools**

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states

### **Private Schools**

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States

### **Daycare Centers: Licensed Facilities**

Source: Department of Social Services

Telephone: 804-692-1900

**Flood Zone Data:** This data, available in select counties across the country, was obtained by EDR in 1998 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

**NWI: National Wetlands Inventory** This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

### **STREET AND ADDRESS INFORMATION**

© 2006 Tele Atlas North America, Inc. All rights reserved. This material is proprietary and the subject of copyright protection and other intellectual property rights owned by or licensed to Tele Atlas North America, Inc. The use of this material is subject to the terms of a license agreement. You will be held liable for any unauthorized copying or disclosure of this material.



**EDR<sup>®</sup>** Environmental  
Data Resources Inc

## **The EDR Radius Map™ Report**

**Virginia Highlands Airport  
Jerry Lane  
Arlington, VA 22210**

**Inquiry Number: 1628492.1s**

**March 07, 2006**

## **The Standard in Environmental Risk Management Information**

**440 Wheelers Farms Road  
Milford, Connecticut 06461**

### **Nationwide Customer Service**

Telephone: 1-800-352-0050  
Fax: 1-800-231-6802  
Internet: [www.edrnet.com](http://www.edrnet.com)



## TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
Executive Summary.....	ES1
Overview Map .....	2
Detail Map.....	3
Map Findings Summary.....	4
Map Findings.....	6
Orphan Summary.....	12
Government Records Searched/Data Currency Tracking.....	GR-1

### GEOCHECK ADDENDUM

**GeoCheck - Not Requested**

*Thank you for your business.*  
Please contact EDR at 1-800-352-0050  
with any questions or comments

#### Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be overlooked from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk costs provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2006 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc. or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

## EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

### TARGET PROPERTY INFORMATION

#### ADDRESS

JERRY LANE  
ABINGDON, VA 24210

#### COORDINATES

Latitude (North):	36.690300 - 36° 41' 25.1"
Longitude (West):	82.025800 - 82° 1' 32.9"
Universal Transverse Mercator Zone:	17
UTM X (Meters):	408355.9
UTM Y (Meters):	4060605.0
Elevation:	2041 ft. above sea level

#### USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property	36082-F1 WYNDALE, VA
Source	USGS 7.5 min quad index

### TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

### DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable") government records either on the target property or within the search radius around the target property for the following databases:

#### FEDERAL RECORDS

NPL.....	..	National Priority List
Proposed NPL	..	Proposed National Priority List Sites
Delisted NPL	..	National Priority List Deletions
NPL RECOVERY	..	Federal Superfund Liens
CERCLIS.....	....	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	..	CERCLIS No Further Remedial Action Planned
CORRACTS	..	Corrective Action Report
RCRA-TSDF	....	Resource Conservation and Recovery Act Information
RCRA-LQG	....	Resource Conservation and Recovery Act Information

## EXECUTIVE SUMMARY

RCRA-SQG .....	Resource Conservation and Recovery Act Information
ERNS .....	Emergency Response Notification System
HMIRS .....	Hazardous Materials Information Reporting System
US ENG CONTROLS .....	Engineering Controls Sites List
US INST CONTROL .....	Sites with Institutional Controls
DOD .....	Department of Defense Sites
FUDS .....	Formerly Used Defense Sites
US BROWNFIELDS .....	A Listing of Brownfields Sites
CONSENT .....	Superfund (CERCLA) Consent Decrees
ROD .....	Records Of Decision
UMTRA .....	Uranium Mill Tailings Sites
ODL .....	Open Dump Inventory
TRIS .....	Toxic Chemical Release Inventory System
TSCA .....	Toxic Substances Control Act
FTTS .....	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
SSTS .....	Section 7 Tracking Systems
PADS .....	PCB Activity Database System
MLTS .....	Material Licensing Tracking System
MINES .....	Mines Master Index File
FINDS .....	Facility Index System/Facility Registry System
RAATS .....	RCRA Administrative Action Tracking System

### STATE AND LOCAL RECORDS

SHWS .....	This state does not maintain a SHWS list. See the Federal CERCLIS list and Federal NPL list
SWF/LF .....	Solid Waste Management Facilities
LUST .....	Leaking Underground Storage Tank Tracking Database
LTANKS .....	Leaking Petroleum Storage Tanks
AST .....	Registered Petroleum Storage Tanks
INST CONTROL .....	Voluntary Remediation Program Database
VA VRP .....	Voluntary Remediation Program
DRYCLEANERS .....	Drycleaner List
BROWNFIELDS .....	Brownfields Site Specific Assessments
ENF .....	Enforcement Actions Data
CEDS .....	Comprehensive Environmental Data System

### TRIBAL RECORDS

INDIAN RESERV .....	Indian Reservations
---------------------	---------------------

### EDR PROPRIETARY RECORDS

Manufactured Gas Plants .....	EDR Proprietary Manufactured Gas Plants
-------------------------------	---

### SURROUNDING SITES SEARCH RESULTS

Surrounding sites were identified

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property. Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in *bold italics* are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

## EXECUTIVE SUMMARY

### STATE AND LOCAL RECORDS

**UST:**The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the Department of Environmental Quality's Underground Storage Tank Data Notification Information.

A review of the UST list, as provided by EDR, and dated 12/05/2005 has revealed that there are 3 UST sites within approximately 0.375 miles of the target property

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
WRIGHT EQUIPMENT COMPANY, INC	P O BOX 1448 R-7	1/8 - 1/4 NE	3	10
ABINGDON READY MIX	19312 LEE HIGHWAY	1/4 - 1/2 NE	4	11
<u>Lower Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
ROBERTS TIRE & RECAPPING, INC	19032 LEE HWY	1/8 - 1/4 SSW	2	9

### **SPILLS:**Pollution Complaint Database from The Department of Environmental Quality

A review of the VA Spills list as provided by EDR, and dated 06/01/1998 has revealed that there is 1 VA Spills site within approximately 0.125 miles of the target property

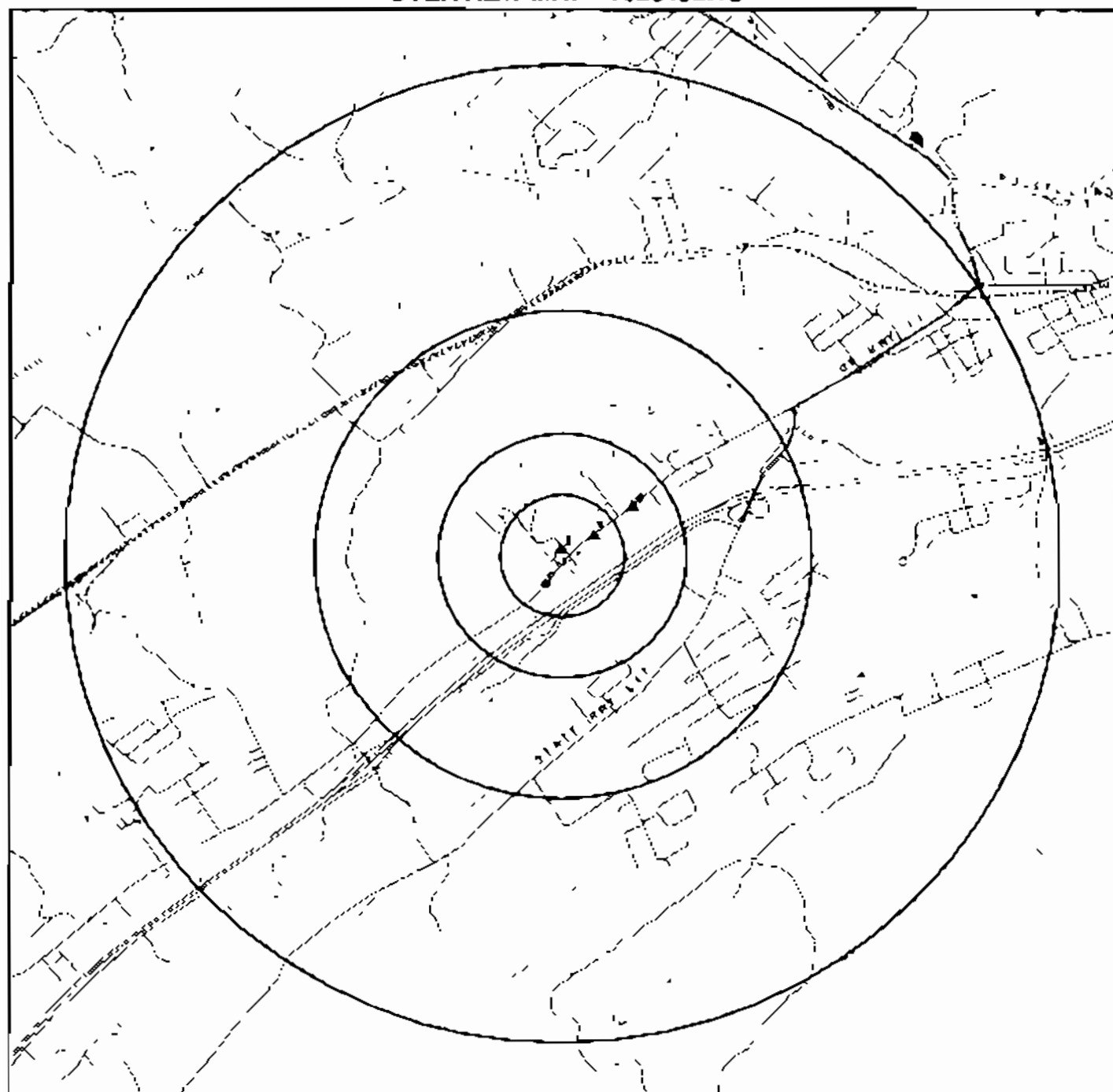
<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Dist / Dir</u>	<u>Map ID</u>	<u>Page</u>
TRI STATE LIVESTOCK MARKET	17500 SKYKING DRIVE	0 - 1/8 N	1	6
Close Date 2/28/2005				
Close Date 2/28/2005				

## EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

Site Name	Database(s)
VIRGINIA METALS, INC	FTTS
GENERAL ENGINEERING CO OF VA	FTTS
HAPCO/AMERICAN FLAGPOLE	FTTS
WASHINGTON CITY SAN LANDFILL	CERC-NFRAP
WAMPLERS SUNOCO	LUST
VIRGINIA HIGHLANDS COMMUNITY COLLE	FINDS, LUST, LTANKS
WASHINGTON COUNTY BUS GARAGE	LUST, LTANKS
PARK AND RIDE SITE - RUSSELL ROAD	LUST
MARTHA WASHINGTON INN	LUST
ABINGDON AUTO CLINIC	LUST, UST, LTANKS
THOMAS BROTHERS GROCERY	LUST
BRANDON'S ONE STOP & DELI	LUST, LTANKS
CAMPBELL FARM	LUST, LTANKS
CROWN AMERICAN PROPERTY	LUST, LTANKS
PRICE (J WILEY) RESIDENCE	LUST, LTANKS
EXIT 14 TEXACO CONVENIENCE STORE	LTANKS
HOLDEN RESIDENCE	LTANKS
SALYER WELL	LTANKS
MINI MART	UST
EARNEST J STATZER	UST
MALCOLM DUTTON	UST
VDF - ABINGDON	UST
VILLAGE MARKET	UST
MARIE MILLER	UST
BUILDERS SUPER MARKET	UST
ALVARADO GROCERY	UST
J&M MARKET	UST
VA HIGHLANDS COMMUNITY COLLEGE	UST
OLD MEADOWVIEW SCHOOL	UST
E & STANLEY SCHOOL	UST
SUPER CHECK	UST
AMOCO OIL CO	UST
APPALACHIAN EQUIPMENT RENTAL CO	UST
DIXIE POTTERY	UST
DEE DEES ONE STOP	UST
OLD TWIN CITY MALL SITE	UST
WRIGHT EQUIPMENT CO INC	RCRA-SQG, FINDS
BLUE RIDGE KENWORTH INC	RCRA-SQG, FINDS
VIRGINIA METALS, INC	FINDS
HIGHLANDS LOG STRUCTURE, INC	VA Spills
HIGHLANDS AIRPORT	VA Spills
371,399 OLD AIRPORT ROAD, HERBICID	VA Spills
VA HIGHLANDS AIRPORT	VA Spills

# OVERVIEW MAP - 1628492.1s



- Target Property
- ▲ Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- ▲ Manufactured Gas Plants
- National Priority List Sites
- Lignite Sites
- Coal Disposal Sites

- Indian Reservations BIA
- ▲ Oil & Gas pipelines
- Federal Wetlands

SITE NAME Virginia Highlands Airport  
 ADDRESS Jerry Lane  
 Abingdon VA 24210  
 LAT/LONG 36.6203 / 82.0258

CLIENT S&ME  
 CONTACT Wendy S. Polomls  
 INQUIRY # 1628492.1s  
 DATE March 07, 2008

Geographic Information Systems © 2008 All Rights Reserved

- Initial Reservoir & GDA  
Oil & Gas pipelines

CLIENT	S&ME
CONTACT	Wendy S Polornis
INQUIRY #	1628402 1s
DATE	March 07, 2006

## MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<b><u>FEDERAL RECORDS</u></b>								
NPL		1 125	0	0	0	0	0	0
Proposed NPL		1 125	0	0	0	0	0	0
Delisted NPL		1 125	0	0	0	0	0	0
NPL RECOVERY		0 125	0	NR	NR	NR	NR	0
CERCLIS		0 625	0	0	0	0	NR	0
CERC-NFRAP		0 625	0	0	0	0	NR	0
CORRFACTS		1 125	0	0	0	0	0	0
RCRA TSD		0 625	0	0	0	0	NR	0
RCRA Lq Quan Gen		0 375	0	0	0	NR	NR	0
RCRA Sm Quan Gen		0 375	0	0	0	NR	NR	0
ERNS		0 125	0	NR	NR	NR	NR	0
HMIRS		0 125	0	NR	NR	NR	NR	0
US ENG CONTROLS		0 625	0	0	0	0	NR	0
US INST CONTROL		0 625	0	0	0	0	NR	0
DOD		1 125	0	0	0	0	0	0
FUDS		1 125	0	0	0	0	0	0
US BROWNFIELDS		0 625	0	0	0	0	NR	0
CONSENT		1 125	0	0	0	0	0	0
ROD		1 125	0	0	0	0	0	0
UMTRA		0 625	0	0	0	0	NR	0
ODI		0 625	0	0	0	0	NR	0
TRIS		0 125	0	NR	NR	NR	NR	0
TSCA		0 125	0	NR	NR	NR	NR	0
FTTS		0 125	0	NR	NR	NR	NR	0
SSTS		0 125	0	NR	NR	NR	NR	0
PADS		0 125	0	NR	NR	NR	NR	0
MLTS		0 125	0	NR	NR	NR	NR	0
MINES		0 375	0	0	0	NR	NR	0
FINDS		0 125	0	NR	NR	NR	NR	0
RAATS		0 125	0	NR	NR	NR	NR	0
<b><u>STATE AND LOCAL RECORDS</u></b>								
State Haz Waste		N/A	N/A	N/A	N/A	N/A	N/A	N/A
State Landfill		0 625	0	0	0	0	NR	0
LUST		0 625	0	0	0	0	NR	0
LTANKS		0 625	0	0	0	0	NR	0
UST		0 375	0	2	1	NR	NR	3
AST		0 375	0	0	0	NR	NR	0
VA Spills		0 125	1	NR	NR	NR	NR	1
INST CONTROL		0 625	0	0	0	0	NR	0
VRP		0 625	0	0	0	0	NR	0
DRYCLEANERS		0 375	0	0	0	NR	NR	0
BROWNFIELDS		0 625	0	0	0	0	NR	0
ENF		0 125	0	NR	NR	NR	NR	0
CEOS		0 125	0	NR	NR	NR	NR	0
<b><u>TRIBAL RECORDS</u></b>								
INDIAN RESERV		1 125	0	0	0	0	0	0



## MAP FINDINGS SUMMARY

<u>Database</u>	<u>Target Property</u>	<u>Search Distance (Miles)</u>	<u>&lt; 1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>&gt; 1</u>	<u>Total Plotted</u>
<b><u>EDR PROPRIETARY RECORDS</u></b>								
Manufactured Gas Plants		1 125	0	0	0	0	0	0

### NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

N/A = This State does not maintain a SHWS list See the Federal CERCLIS list

Vap D  
Direction  
Distance  
Distance (ft)  
Elevation

MAP FINDINGS

Site Database(s) ECR ID Number  
EPA ID Number

1 TRI STATE LIVESTOCK MARKET  
North 17500 SKYKING DRIVE  
< 1/8 ABINGDON, VA 24210  
188 ft.

VA Spills S107433686  
N/A

Relative  
Higher

VA SPILL SV/

Actual  
2007 N.

Angion SV  
Pollution Complaint # Not reported  
Lat/Long Not reported  
Facility Address 2 Not reported  
Received By Not reported  
Receive Date Not reported  
Time Received Not reported  
Response Phone 276-628-1318  
RP Name Mike Flaher  
RP Address Not reported  
Not reported  
Facility Permit No  
Eps ID Not reported  
Facility Region Not reported  
Contact Phone Not reported  
Property Owner Of Site Not reported  
Property Owner Phone Not reported  
Facility Contact Not reported  
Facility Telephone Not reported  
Priority Not reported  
Incident Type Not reported  
Material Amount Not reported  
Material Units Not reported  
Assistance From Other Agencies Not reported  
Other Agency Notified Not reported  
Phone Number Not reported  
Remedial Status Not reported  
Document Not reported  
Further Investigation Needed Not reported  
Investigate By Not reported  
Investigation Date Not reported  
Notice Of Violation Required Not reported  
Nav Date Not reported  
Nav Due Date Not reported  
Air Investigation Closed Not reported  
Staff Initials Not reported  
Water Investigation Closed Not reported  
Staff Initials Not reported  
Waste Investigation Closed Not reported  
Staff Initials Not reported  
Other Investigation Closed Not reported  
Name Of Responsible Party Tri State Livestock  
Addr Of Responsible Party 17500 Skyking Drive  
Abingdon, VA 24210  
Contact Of Resp Party - Not reported  
Phone Of Responsible Party Not reported  
Owner Name Tri State Livestock Market  
Owner Address 1 17500 Skyking Drive  
Abingdon, VA 24210  
Owner Contact Not reported  
Owner Telephone Not reported  
Incident Date 2/15/2005  
Incident Time 2:30

Map ID  
 Direction  
 Distance  
 Distance (ft)  
 Elevation

# MAP FINDINGS

Database(s)  
 EDR ID Number  
 EPA ID Number

## TRI STATE LIVESTOCK MARKET (Continued)

5107435565

Terminis	No
Petroleum	No
Solid Waste	No
Hazardous Waste	No
Water	Yes
Air	No
Sewage	No
Fish Kill	No
Material Released	manure, sunlight runoff, drainage, soil erosion
Possible Receptors	Not reported
Quantity Released	0
Units	Not reported
Amount/Quantity	0
Receiving Waters	Not reported
River Basin	Not reported
Type Mapid	Not reported
Inspection Date	Not reported
Call Date	Not reported
Inspector	C/S/3016
Response Date/Date	Not reported
Response Received Date	Not reported
Open	No
Date Closed	2/28/2005
DI Referred To Air C/M	Not reported
Air Reg Permit	Not reported
DI Referred To Waste	Not reported
EPA ID	Not reported
DI Referred To Water	Not reported
Water Permit	Not reported
Remediation Date	Not reported
Remediation Pt Number	Not reported
DI Referred To Enforcement	Not reported
Nov Number	Not reported
Other	Not reported
OERR Closed	Not reported
OERR Claim	Not reported
Site Closed	Not reported
Incident Response Unit	2005-S-0009
Date In	2/15/2005
Time In	2:30:00 PM
Reported By	Not reported
NOV Recd	Not reported
Incident Description	Not reported
Incident Summary	Not reported
Inspection Comments	Not reported
Comments	Not reported
Material Description	Not reported
Region	SW
Pollution Complaint #	Not reported
Lat/Long	Not reported
Facility Address 1	Not reported
Received By	Not reported
Response Date	Not reported
Time Received	Not reported
Response Phone	278-628-1316
RP Name	Mike Foster

Map ID  
 Direction  
 Distance  
 Distance (IL)  
 Elevation

MAP FINDINGS

Date Date(s)  
 EDR ID Number  
 EPA ID Number

TRI STATE LIVESTOCK MARKET (Continued)

5107435886

RP Address	Not reported
Facility Permit	Not reported
Facility ID	No
Facility Region	Not reported
Contact Person	Not reported
Property Owner Of Site	Not reported
Property Owner Phone	Not reported
Facility Contact	Not reported
Facility Telephone	Not reported
Priority	Not reported
Incident Type	Not reported
Material Amount	Not reported
Material Units	Not reported
Assistance From Other Agencies	Not reported
Other Agency Notified	Not reported
Phone Number	Not reported
Remedial Status	Not reported
Document	Not reported
Further Investigation Needed	Not reported
Investigate By	Not reported
Investigation Date	Not reported
Notice Of Violation Required	Not reported
Now Date	Not reported
Now Due Date	Not reported
Air Investigation Closed	Not reported
Staff Initials	Not reported
Water Investigation Closed	Not reported
Staff Initials	Not reported
Waste Investigation Closed	Not reported
Staff Initials	Not reported
Other Investigation Closed	Not reported
Name Of Responsible Party	Tri State Livestock
Address Of Responsible Party	17500 Skyking Drive Abingdon, VA 24210
Contact Of Resp Party	Not reported
Phone Of Responsible Party	Not reported
Owner Name	Tri State Livestock Market
Owner Address 1 -	17500 Skyking Drive Abingdon, VA 24210
Owner Contact	Not reported
Owner Telephone	Not reported
Incident Date	1/15/2005
Incident Time	2:30
Yarronism	No
Perchloric	No
Solid Waste	No
Hazardous Waste	No
Water	Yes
Air	No
Sewage	No
Fish Kill	No
Material Released	manure, surface runoff, drainage, soil erosion
Possible Receptors	Not reported
Quantity Released	0
Units	Not reported
Amount Quantity	0

Map ID  
 Direction  
 Distance  
 Distance (ft)  
 Elevation

Site

# MAP FINDINGS

Database(s)

EDR ID Number  
 EPA ID Number

## TRI STATE LIVESTOCK MARKET (Continued)

S107436586

Receiving Waters	Not reported
River Basin	Not reported
Town Mapid	Not reported
Inspection Date	Not reported
Cull Date	Not reported
Inspector(s)	(s)None
Response Due Date	Not reported
Response Received Date	Not reported
Open	No
Date Closed:	2/28/2005
Dr. Referred To Air C'm	Not reported
Air Reg Permit	Not reported
Dr. Referred To Wash	Not reported
EPA ID *	Not reported
Dr. Referred To Water	Not reported
Water Permit	Not reported
Remediation Date	Not reported
Remediation Pc Number	Not reported
Dr. Referred To Env/Chem	Not reported
Nav Number	Not reported
Other/Other	Not reported
OERR Closed	Not reported
OERR Claim	Not reported
Site Closed -	Not reported
Incident Response #	2005-S-00331
Date In	2/15/2005
Time In	2:30.00 PM
Reported By	Not reported
NOV Accs -	Not reported
Incident Description	Not reported
Incident Summary	Not reported
Inspection Comments	Not reported
Comments	Not reported
Material Description	Not reported

2  
 SSW  
 1/8-1/4  
 590 ft

ROBERTS TIRE & RECAPPING, INC  
 19032 LEE HWY  
 ARLINGTON, VA 24210

UST U003671805  
 N/A

Relative  
 Lower

UST

Actual:  
 2020 ft.

Facility ID	1903570
Facility Type	Not reported
Facility Address	Not reported
Federal Regulated: No	
Owner ID	30120
Owner Name	Not reported
Owner Address	
Tank Number	R1
Tank Type	UST
Tank Status	REM FROM GRD
AST Status	Not reported

Tank Capacity	11000
Tank Contents	HEATING OIL
CEDS Facility ID	Not reported
US# 5671805	Not reported

Map ID  
Direction  
Distance  
Distance (ft)  
Elevation

MAP FINDINGS

Database(s)  
EPA ID Number

3  
NE  
1/8-1/4  
816 ft

WRIGHT EQUIPMENT COMPANY, INC  
P O BOX 1448 R-7  
ABINGDON, VA 24210

UST  
UD00871990  
N/A

Relative  
Higher

UST

Actual  
2042 ft

Facility ID 1036815  
Facility Type Not reported  
Facility Address Not reported  
Federal Regulated Yes  
Owner ID 36699  
Owner Name Not reported  
Owner Address  
Tank Number R2  
Tank Type UST  
Tank Status REM FROM GRD  
AST Status Not reported

Tank Capacity 1000  
Tank Contents GASOLINE  
CERES Facility ID Not reported  
UST Status Not reported

Facility ID 1006815  
Facility Type Not reported  
Facility Address Not reported  
Federal Regulated Yes  
Owner ID 36699  
Owner Name Not reported  
Owner Address  
Tank Number R4  
Tank Type UST  
Tank Status REM FROM GRD  
AST Status Not reported

Tank Capacity 550  
Tank Contents USED OIL  
CERES Facility ID Not reported  
UST Status Not reported

Facility ID 1006815  
Facility Type Not reported  
Facility Address Not reported  
Federal Regulated Yes  
Owner ID 36699  
Owner Name Not reported  
Owner Address  
Tank Number R7  
Tank Type UST  
Tank Status REM FROM GRD  
AST Status Not reported

Tank Capacity 1000  
Tank Contents KEROSENE  
CERES Facility ID Not reported  
UST Status Not reported

Facility ID 1006815  
Facility Type Not reported  
Facility Address Not reported  
Federal Regulated Yes  
Owner ID 36699  
Owner Name Not reported  
Owner Address  
Tank Number 1  
Tank Type UST  
Tank Status CLS IN GRD  
AST Status Not reported

Tank Capacity Not reported  
Tank Contents DIESEL  
CERES Facility ID Not reported  
UST Status Not reported

Facility ID 1006815  
Facility Type Not reported  
Facility Address Not reported  
Federal Regulated Yes  
Owner ID 36699

Map ID  
 Function  
 Distance  
 Distance (ft.)  
 Elevation

MAP FINDINGS

Database(s)  
 EER ID Number  
 EPA ID Number

WRIGHT EQUIPMENT COMPANY, INC. (Continued)

U000671980

Owner Name: Not reported  
 Owner Address:  
 Tank Number: RG Tank Capacity: 1000  
 Tank Type: UST Tank Contents: DIESEL  
 Tank Status: REM FROM GRD CEDS Facility ID: Not reported  
 AST Status: Not reported UST Status: Not reported

Facility ID: 1000815  
 Facility Type: Not reported  
 Facility Address: Not reported  
 Federal Regulated: Yes  
 Owner ID: 36899  
 Owner Name: Not reported  
 Owner Address:  
 Tank Number: 5 Tank Capacity: Not reported  
 Tank Type: UST Tank Contents: DIESEL  
 Tank Status: CLS IN GRD CEDS Facility ID: Not reported  
 AST Status: Not reported UST Status: Not reported

Facility ID: 1000815  
 Facility Type: Not reported  
 Facility Address: Not reported  
 Federal Regulated: Yes  
 Owner ID: 36899  
 Owner Name: Not reported  
 Owner Address:  
 Tank Number: R1 Tank Capacity: 1000  
 Tank Type: UST Tank Contents: DIESEL  
 Tank Status: REM FROM GRD CEDS Facility ID: Not reported  
 AST Status: Not reported UST Status: Not reported

4  
 NE  
 1/4-1/2  
 1842 ft.

ABINGDON READY MIX  
 19312 LEE HIGHWAY  
 ABINGDON, VA 24210

FINDS 1004807587  
 UST 110001802435

Relative  
 Higher

FINDS

Other Pertinent Environmental Activity Identified at Site:  
 AEROMETRIC INFORMATION RETRIEVAL SYSTEM/AIRS FACILITY SYSTEM  
 VIRGINIA-COMPREHENSIVE ENVIRONMENTAL DATA SYSTEM

Actual:  
 2081 ft

UST

Facility ID: 1016764  
 Facility Type: Not reported  
 Facility Address: Not reported  
 Federal Regulated: Yes  
 Owner ID: 31622  
 Owner Name: Not reported  
 Owner Address:  
 Tank Number: 1 Tank Capacity: 8000  
 Tank Type: UST Tank Contents: DIESEL  
 Tank Status: CURR IN USE CEDS Facility ID: Not reported  
 AST Status: Not reported UST Status: Not reported

CRIMINAL SUMMARY

City	EDR ID	File Name	Stop Address	Zip	Business
ABINGDON	100073428	VINI MART	RTE 150X 548	26211	UST
ABINGDON	510000056	HIGHLANDS LOG STRUCTURE, XC	ROUTE 11	26210	VA 5000
ABINGDON	510000056	HIGHLANDS AIRPORT	ROUTE 1	26210	VA 5000
ABINGDON	100000012	BARRETT J STATZER	RT 11 W	26210	UST
ABINGDON	100000012	MACCORM DUTTON	RT 11	26210	UST
ABINGDON	100000012	VDF ABINGDON	RT 11	26210	UST
ABINGDON	100000012	VDF ABINGDON	RT 11	26210	UST
ABINGDON	100000012	WAMPLER'S SILVOCO	ROUTE 19	26210	UST
ABINGDON	100000012	MARIE MILLER	ROUTE 19	26210	UST
ABINGDON	100000012	BULL DOGS SUPER MARKET	RT 19	26210	UST
ABINGDON	100000012	ALVARADO CROCKERY	RT 19	26210	UST
ABINGDON	100000012	JAM MARKET	RT 19	26210	UST
ABINGDON	100000012	VA HIGHLANDS COMMUNITY COLLEGE	RT 19	26210	UST
ABINGDON	100000012	VIRGINIA HIGHLANDS COMMUNITY COLLEGE	RT 19	26210	UST
ABINGDON	100000012	OLD MEADOWS SCHOOL	RT 19	26210	UST
ABINGDON	100000012	WASHINGTON COUNTY BUS GARAGE	RT 19	26210	UST
ABINGDON	100000012	E B STANLEY SCHOOL	RT 19	26210	UST
ABINGDON	100000012	WRIGHT EQUIPMENT CO INC	RT 19	26210	UST
ABINGDON	100000012	BLUE RIDGE KENWORTH INC	RT 19	26210	UST
ABINGDON	100000012	VIRGINIA METALS INC	RT 19	26210	UST
ABINGDON	100000012	VIRGINIA METALS INC	RT 19	26210	UST
ABINGDON	100000012	GENERAL ENGINEERING CO OF VA	RT 19	26210	UST
ABINGDON	100000012	MAPODIAN AMERICAN FLAGPOLE	RT 19	26210	UST
ABINGDON	100000012	SUPER CHECK	RT 19	26210	UST
ABINGDON	100000012	AMOCO OIL CO	RT 19	26210	UST
ABINGDON	100000012	PARK AND RIDE SITE - RUSSELL ROAD	RT 19	26210	UST
ABINGDON	100000012	EXIT 14 TEXACO CONVENIENCE STORE	RT 19	26210	UST
ABINGDON	100000012	APALACHIAN EQUIPMENT RENTAL CO	RT 19	26210	UST
ABINGDON	100000012	DIXIE POTTERY	RT 19	26210	UST
ABINGDON	100000012	HOLDEN RESIDENCE	RT 19	26210	UST
ABINGDON	100000012	MARTIN WASHNOTON INN	RT 19	26210	UST
ABINGDON	100000012	ABINGDON AUTO CLINIC	RT 19	26210	UST
ABINGDON	100000012	BALVER WELL	RT 19	26210	UST
ABINGDON	100000012	WASHINGTON CITY SANITARY	RT 19	26210	UST
ABINGDON	100000012	THOMAS BROTHERS GROCERY	RT 19	26210	UST
ABINGDON	100000012	BRANDON'S ONE STOP & DELI	RT 19	26210	UST
ABINGDON	100000012	DEE DEE'S DAE STOP	RT 19	26210	UST
ABINGDON	100000012	CAMPBELL FARM	RT 19	26210	UST
ABINGDON	100000012	CROWN AMERICAN PROPERTY	RT 19	26210	UST
ABINGDON	100000012	OLD TWIN CITY MALL SITE	RT 19	26210	UST
ABINGDON	100000012	PRICE 1/2 MILE RESIDENCE	RT 19	26210	UST
ABINGDON	100000012	311 300 OLD AIRPORT ROAD, HERRICK	RT 19	26210	UST
ABINGDON	100000012	VA HIGHLANDS AIRPORT	RT 19	26210	UST



## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

**Number of Days to Update:** Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

### FEDERAL RECORDS

#### NPL: National Priority List

**National Priorities List (Superfund):** The NPL is a subset of CERCLA and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 11/29/05  
Date Data Arrived at EDR: 01/31/06  
Date Made Active in Reports: 02/27/06  
Number of Days to Update: 27

Source: EPA  
Telephone: N/A  
Last EDR Contact: 03/01/06  
Next Scheduled EDR Contact: 05/01/06  
Data Release Frequency: Quarterly

#### NPL Site Boundaries

##### Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)  
Telephone: 702-564-7333

EPA Region 1  
Telephone: 617-918-1143

EPA Region 6  
Telephone: 214-655-8659

EPA Region 3  
Telephone: 215-814-5418

EPA Region 8  
Telephone: 303-312-6774

EPA Region 4  
Telephone: 404-562-8033

#### Proposed NPL: Proposed National Priority List Sites

Date of Government Version: 11/29/05  
Date Data Arrived at EDR: 01/31/06  
Date Made Active in Reports: 02/27/06  
Number of Days to Update: 27

Source: EPA  
Telephone: N/A  
Last EDR Contact: 03/01/06  
Next Scheduled EDR Contact: 05/01/06  
Data Release Frequency: Quarterly

#### DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 360.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 11/29/05  
Date Data Arrived at EDR: 01/31/06  
Date Made Active in Reports: 02/27/06  
Number of Days to Update: 27

Source: EPA  
Telephone: N/A  
Last EDR Contact: 03/01/06  
Next Scheduled EDR Contact: 05/01/06  
Data Release Frequency: Quarterly

#### NPL LIENS: Federal Superfund Liens

**Federal Superfund Liens:** Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version 10/15/94  
 Date Data Arrived at EDR 02/02/96  
 Date Made Active in Reports 02/30/96  
 Number of Days to Update 56

Source EPA  
 Telephone 202-564-4267  
 Last EDR Contact 03/06/96  
 Next Scheduled EDR Contact 05/22/96  
 Data Release Frequency No Update Planned

### CERCLIS- Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version 10/24/05  
 Date Data Arrived at EDR 12/21/05  
 Date Made Active in Reports 01/30/06  
 Number of Days to Update 43

Source EPA  
 Telephone 703-413-0223  
 Last EDR Contact 12/21/05  
 Next Scheduled EDR Contact 03/20/06  
 Data Release Frequency Quarterly

### CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly, without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Date of Government Version 10/24/05  
 Date Data Arrived at EDR 12/21/05  
 Date Made Active in Reports 01/30/06  
 Number of Days to Update 40

Source EPA  
 Telephone 703-413-0223  
 Last EDR Contact 12/21/05  
 Next Scheduled EDR Contact 03/20/06  
 Data Release Frequency Quarterly

### CORRECTS: Corrective Action Report

CORRECTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version 12/29/05  
 Date Data Arrived at EDR 01/11/06  
 Date Made Active in Reports 02/21/06  
 Number of Days to Update 41

Source EPA  
 Telephone 800-424-9346  
 Last EDR Contact 03/06/06  
 Next Scheduled EDR Contact 06/05/06  
 Data Release Frequency Quarterly

### RCRA Resource Conservation and Recovery Act Information

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RCRAInfo is EPA's comprehensive information system providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store or dispose of the waste.

Date of Government Version: 12/25/05	Source: EPA
Date Data Arrived at EDR: 12/28/05	Telephone: 800-424-9346
Date Made Active in Reports: 01/30/06	Last EDR Contact: 02/01/06
Number of Days to Update: 31	Next Scheduled EDR Contact: 04/24/06
	Data Release Frequency: Quarterly

### ERNS: Emergency Response Notification System

Emergency Response Notification System: ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/05	Source: National Response Center, United States Coast Guard
Date Data Arrived at EDR: 01/12/06	Telephone: 202-268-2342
Date Made Active in Reports: 02/21/06	Last EDR Contact: 01/12/06
Number of Days to Update: 40	Next Scheduled EDR Contact: 04/24/06
	Data Release Frequency: Annually

### HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System: HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/05	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 01/16/06	Telephone: 202-365-4556
Date Made Active in Reports: 02/23/06	Last EDR Contact: 01/16/06
Number of Days to Update: 36	Next Scheduled EDR Contact: 04/17/06
	Data Release Frequency: Annually

### US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or affect human health.

Date of Government Version: 08/02/05	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/12/05	Telephone: 703-603-8867
Date Made Active in Reports: 10/06/05	Last EDR Contact: 09/03/06
Number of Days to Update: 55	Next Scheduled EDR Contact: 04/03/06
	Data Release Frequency: Varies

### US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 01/10/05	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/11/05	Telephone: 703-603-8867
Date Made Active in Reports: 04/05/05	Last EDR Contact: 03/07/06
Number of Days to Update: 54	Next Scheduled EDR Contact: 04/03/06
	Data Release Frequency: Varies

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### DOD: Department of Defense Sites

This data set consists of federally owned or administered lands administered by the Department of Defense that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/04  
 Date Data Arrived at EDR: 02/06/05  
 Date Made Active in Reports: 03/04/05  
 Number of Days to Update: 177

Source: USGS  
 Telephone: 703-692-8801  
 Last EDR Contact: 02/06/05  
 Next Scheduled EDR Contact: 05/05/06  
 Data Release Frequency: Semi-Annually

### FUDS: Formerly Used Defense Sites

This listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/05/05  
 Date Data Arrived at EDR: 01/19/06  
 Date Made Active in Reports: 02/21/06  
 Number of Days to Update: 33

Source: U.S. Army Corps of Engineers  
 Telephone: 202-528-4285  
 Last EDR Contact: 01/19/06  
 Next Scheduled EDR Contact: 04/03/06  
 Data Release Frequency: Varies

### US BROWNFIELDS: A Listing of Brownfields Sites

Included in the listing are brownfields properties addressed by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities—especially those without EPA Brownfields Assessment Demonstration Pilots—minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments of brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients—States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 11/29/05  
 Date Data Arrived at EDR: 12/05/05  
 Date Made Active in Reports: 01/30/06  
 Number of Days to Update: 56

Source: Environmental Protection Agency  
 Telephone: 202-566-2777  
 Last EDR Contact: 11/30/05  
 Next Scheduled EDR Contact: 03/13/06  
 Data Release Frequency: Semi-Annually

### CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NFL (Superfund) sites. Enforced periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/14/04  
 Date Data Arrived at EDR: 02/15/05  
 Date Made Active in Reports: 04/25/05  
 Number of Days to Update: 69

Source: Department of Justice, Consent Decree Library  
 Telephone: Varies  
 Last EDR Contact: 01/26/06  
 Next Scheduled EDR Contact: 04/24/06  
 Data Release Frequency: Varies

### ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NFL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 12/07/05  
 Date Data Arrived at EDR: 01/06/06  
 Date Made Active in Reports: 02/21/06  
 Number of Days to Update: 16

Source: EPA  
 Telephone: 703-416-0223  
 Last EDR Contact: 01/04/06  
 Next Scheduled EDR Contact: 04/03/06  
 Data Release Frequency: Annually

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### UMTRA - Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low, however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 11/04/05	Source: Department of Energy
Date Data Arrived at EDR: 11/28/05	Telephone: 505-845-0011
Date Made Active in Reports: 01/30/06	Last EDR Contact: 10/28/05
Number of Days to Update: 63	Next Scheduled EDR Contact: 12/11/05
	Data Release Frequency: Varies

### ODM - Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/05	Source: Environmental Protection Agency
Date Data Arrived at EDR: 06/09/06	Telephone: 800-424-9346
Date Made Active in Reports: 09/17/06	Last EDR Contact: 06/09/06
Number of Days to Update: 39	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

### TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under EPCRA Title III Section 313.

Date of Government Version: 12/31/03	Source: EPA
Date Data Arrived at EDR: 07/13/05	Telephone: 202-566-0250
Date Made Active in Reports: 08/17/06	Last EDR Contact: 12/21/05
Number of Days to Update: 35	Next Scheduled EDR Contact: 03/01/06
	Data Release Frequency: Annually

### TSCA - Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/02	Source: EPA
Date Data Arrived at EDR: 04/27/04	Telephone: 202-219-5521
Date Made Active in Reports: 05/21/04	Last EDR Contact: 03/06/06
Number of Days to Update: 24	Next Scheduled EDR Contact: 04/17/06
	Data Release Frequency: Every 4 Years

### FTTS - FIFRA/TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts this Agency on a quarterly basis.

Date of Government Version: 01/17/06	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 01/24/06	Telephone: 202-566-1667
Date Made Active in Reports: 02/27/06	Last EDR Contact: 12/20/05
Number of Days to Update: 34	Next Scheduled EDR Contact: 03/20/06
	Data Release Frequency: Quarterly

### FTTS INSP - FIFRA/TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Date of Government Version: 01/17/06	Source: EPA
Date Data Arrived at EDR: 01/24/06	Telephone: 202-566-1667
Date Made Active in Reports: 02/27/06	Last EDR Contact: 12/20/05
Number of Days to Update: 34	Next Scheduled EDR Contact: 03/20/06
	Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## SSTS: Section 7 Tracking System

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (42 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/11/03	Source: EPA
Date Data Arrived at EDR: 01/03/05	Telephone: 202-564-4203
Date Made Active in Reports: 01/25/05	Last EDR Contact: 03/06/06
Number of Days to Update: 22	Next Scheduled EDR Contact: 01/17/08
	Data Release Frequency: Annually

## PADS: PCB Activity Database System

PCB Activity Database: PADS identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 12/27/05	Source: EPA
Date Data Arrived at EDR: 02/08/06	Telephone: 202-564-3387
Date Made Active in Reports: 02/27/06	Last EDR Contact: 12/06/06
Number of Days to Update: 19	Next Scheduled EDR Contact: 05/08/06
	Data Release Frequency: Annually

## MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 6,000 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency EDR contacts the Agency on a quarterly basis.

Date of Government Version: 10/18/05	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 10/31/05	Telephone: 301-415-7169
Date Made Active in Reports: 12/20/05	Last EDR Contact: 02/08/06
Number of Days to Update: 50	Next Scheduled EDR Contact: 04/03/06
	Data Release Frequency: Quarterly

## MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 11/08/05	Source: Department of Labor Mine Safety and Health Administration
Date Data Arrived at EDR: 12/27/05	Telephone: 303-231-5858
Date Made Active in Reports: 01/30/06	Last EDR Contact: 12/27/05
Number of Days to Update: 34	Next Scheduled EDR Contact: 03/27/06
	Data Release Frequency: Semi-Annually

## FINDS: Facility Index System/Facility Registry System

Facility Index System: FINDS contains both facility information and pointers to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil and criminal enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 01/09/06	Source: EPA
Date Data Arrived at EDR: 01/16/06	Telephone: N/A
Date Made Active in Reports: 02/21/06	Last EDR Contact: 01/03/06
Number of Days to Update: 38	Next Scheduled EDR Contact: 04/03/06
	Data Release Frequency: Quarterly

## RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System: RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administrative actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/17/95  
 Date Data Arrived at EDR: 07/03/95  
 Date Made Active in Reports: 08/07/95  
 Number of Days to Update: 35

Source: EPA  
 Telephone: 202-564-4104  
 Last EDR Contact: 03/05/06  
 Next Scheduled EDR Contact: 05/05/06  
 Data Release Frequency: No Update Planned

## BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures selected data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/00  
 Date Data Arrived at EDR: 06/17/05  
 Date Made Active in Reports: 06/04/05  
 Number of Days to Update: 48

Source: EPA/NTIS  
 Telephone: 800-424-9315  
 Last EDR Contact: 09/12/05  
 Next Scheduled EDR Contact: 12/12/05  
 Data Release Frequency: Biennially

## STATE AND LOCAL RECORDS

### SHWS: This state does not maintain a SHWS list. See the Federal CERCLIS list and Federal NPL list.

State Hazardous Waste Sites: State hazardous waste sites records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds /state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: N/A  
 Date Data Arrived at EDR: N/A  
 Date Made Active in Reports: N/A  
 Number of Days to Update: N/A

Source: EPA  
 Telephone: 703-613-0273  
 Last EDR Contact: 07/16/05  
 Next Scheduled EDR Contact: 10/17/05  
 Data Release Frequency: N/A

### SWF/LF: Solid Waste Management Facilities

Solid Waste Facilities/Landfill Sites: SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 08/10/06  
 Date Data Arrived at EDR: 08/12/05  
 Date Made Active in Reports: 08/30/05  
 Number of Days to Update: 18

Source: Department of Environmental Quality  
 Telephone: 804-568-4238  
 Last EDR Contact: 02/07/06  
 Next Scheduled EDR Contact: 04/03/06  
 Data Release Frequency: Quarterly

### LUSTR: Leaking Underground Storage Tank Tracking Database

Date of Government Version: 05/18/04  
 Date Data Arrived at EDR: 05/22/04  
 Date Made Active in Reports: 07/08/04  
 Number of Days to Update: 48

Source: Department of Environmental Quality Northern Regional Office  
 Telephone: 703-583-3800  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: No Update Planned

### LUSTR: Leaking Underground Storage Tanks

Date of Government Version: 03/31/05  
 Date Data Arrived at EDR: 04/06/05  
 Date Made Active in Reports: 04/27/05  
 Number of Days to Update: 21

Source: Department of Environmental Quality, South Central Region  
 Telephone: 434-562-5120  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: Semi-Annually

### LUSTR: Leaking Underground Storage Tank List

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/01/01  
 Date Data Arrived at EDR: 08/22/01  
 Date Made Active in Reports: 09/11/01  
 Number of Days to Update: 28

Source: Department of Environmental Quality Valley Regional Office  
 Telephone: 404-574-7600  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: No Update Planned

## LUST REG TD: Leaking Underground Storage Tank Sites

Date of Government Version: 12/31/05  
 Date Data Arrived at EDR: 01/04/06  
 Date Made Active in Reports: 01/13/06  
 Number of Days to Update: 27

Source: Department of Environmental Quality Tidewater Regional Office  
 Telephone: 757-518-2198  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 01/27/06  
 Data Release Frequency: Quarterly

## LUST REG SW: Leaking Underground Storage Tank Database

Date of Government Version: 12/01/05  
 Date Data Arrived at EDR: 01/04/06  
 Date Made Active in Reports: 01/13/06  
 Number of Days to Update: 25

Source: Department of Environmental Quality Southwest Regional Office  
 Telephone: 504-676-3507  
 Last EDR Contact: 02/14/06  
 Next Scheduled EDR Contact: 05/08/06  
 Data Release Frequency: No Update Planned

## LUST REG PD: Leaking Underground Storage Tank Sites

Date of Government Version: 11/28/05  
 Date Data Arrived at EDR: 11/31/05  
 Date Made Active in Reports: 01/05/06  
 Number of Days to Update: 36

Source: Department of Environmental Quality Piedmont Regional Office  
 Telephone: 804-527-5020  
 Last EDR Contact: 01/27/06  
 Next Scheduled EDR Contact: 05/29/06  
 Data Release Frequency: Quarterly

## LUST REG WC: Leaking Underground Storage Tank List

Date of Government Version: 04/18/05  
 Date Data Arrived at EDR: 04/22/05  
 Date Made Active in Reports: 05/06/05  
 Number of Days to Update: 14

Source: Department of Environmental Quality West Central Regional Office  
 Telephone: 540-562-6700  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: No Update Planned

## LTANKS: Leaking Petroleum Storage Tanks

Includes releases of petroleum from underground storage tanks and aboveground storage tanks.

Date of Government Version: 12/05/05  
 Date Data Arrived at EDR: 12/27/05  
 Date Made Active in Reports: 01/31/06  
 Number of Days to Update: 35

Source: Department of Environmental Quality  
 Telephone: 804-698-4259  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: Quarterly

## UST: Registered Petroleum Storage Tanks

Registered Underground Storage Tanks: UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 12/05/05  
 Date Data Arrived at EDR: 12/27/05  
 Date Made Active in Reports: 01/30/06  
 Number of Days to Update: 34

Source: Department of Environmental Quality  
 Telephone: 804-527-5249  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: Semi-Annually

## AST: Registered Petroleum Storage Tanks Registered Aboveground Storage Tanks



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/05/95  
 Date Data Arrived at EDR: 12/27/05  
 Date Made Active in Reports: 01/30/06  
 Number of Days to Update: 34

Source: Department of Environmental Quality  
 Telephone: 804-698-4317  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 02/27/06  
 Data Release Frequency: Semi-Annually

## SPILLS Pollution Complaint Database

Pollution Complaints Database: The pollution reports contained in the PC database include the initial release reporting of Leaking Underground Storage Tanks and all other releases of petroleum to the environment as well as releases to state waters. The database is current through 12/1/93. Since that time, all spill and pollution reporting information has been collected and tracked through the SED regional offices.

Date of Government Version: 08/01/96  
 Date Data Arrived at EDR: 10/22/96  
 Date Made Active in Reports: 11/21/96  
 Number of Days to Update: 30

Source: Department of Environmental Quality  
 Telephone: 804-527-5200  
 Last EDR Contact: 08/25/96  
 Next Scheduled EDR Contact: N/A  
 Data Release Frequency: No Update Planned

## SPILLS NO: PREP Database

Date of Government Version: 09/13/04  
 Date Data Arrived at EDR: 09/13/04  
 Date Made Active in Reports: 10/21/04  
 Number of Days to Update: 38

Source: Department of Environmental Quality, Northern Region  
 Telephone: 703-583-3864  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: No Update Planned

## SPILLS PD: PREP Database

Date of Government Version: 04/25/07  
 Date Data Arrived at EDR: 05/01/02  
 Date Made Active in Reports: 05/31/02  
 Number of Days to Update: 34

Source: Department of Environmental Quality, Piedmont Region  
 Telephone: 804-527-5020  
 Last EDR Contact: 02/27/06  
 Next Scheduled EDR Contact: 05/29/06  
 Data Release Frequency: Quarterly

## SPILLS SW: Reportable Spills

Date of Government Version: 11/28/05  
 Date Data Arrived at EDR: 12/05/05  
 Date Made Active in Reports: 01/05/06  
 Number of Days to Update: 31

Source: Department of Environmental Quality, Southwest Region  
 Telephone: 276-676-4839  
 Last EDR Contact: 02/06/06  
 Next Scheduled EDR Contact: 05/08/06  
 Data Release Frequency: No Update Planned

## SPILLS VA: PREP Database

Date of Government Version: 10/13/04  
 Date Data Arrived at EDR: 11/03/04  
 Date Made Active in Reports: 12/10/04  
 Number of Days to Update: 37

Source: Department of Environmental Quality, Valley Regional Office  
 Telephone: 540-574-7800  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: Quarterly

## SPILLS WC: Prep Database

Date of Government Version: 04/10/06  
 Date Data Arrived at EDR: 04/11/05  
 Date Made Active in Reports: 04/27/05  
 Number of Days to Update: 16

Source: Department of Environmental Quality, West Central Region  
 Telephone: 540-562-5700  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: No Update Planned

## SPILLS TD: PREP Database

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/28/05  
 Date Data Arrived at EDR: 02/01/05  
 Date Made Active in Reports: 03/03/05  
 Number of Days to Update: 30

Source: Department of Environmental Quality, Tidewater Region  
 Telephone: 757-518-2177  
 Last EDR Contact: 12/27/05  
 Next Scheduled EDR Contact: 03/27/06  
 Data Release Frequency: Quarterly

### INST CONTROL: Voluntary Remediation Program Database

Sites included in the Voluntary Remediation Program database that have deed restrictions

Date of Government Version: 01/06/06  
 Date Data Arrived at EDR: 01/25/06  
 Date Made Active in Reports: 02/22/06  
 Number of Days to Update: 28

Source: Department of Environmental Quality  
 Telephone: 804-698-4228  
 Last EDR Contact: 01/23/06  
 Next Scheduled EDR Contact: 04/24/06  
 Data Release Frequency: Quarterly

### VRP: Voluntary Remediation Program

The Voluntary Cleanup Program encourages owners of closed contaminated sites to take the initiative and conduct voluntary cleanups that meet state environmental standards.

Date of Government Version: 01/06/06  
 Date Data Arrived at EDR: 01/25/06  
 Date Made Active in Reports: 02/22/06  
 Number of Days to Update: 28

Source: Department of Environmental Quality  
 Telephone: 804-698-4228  
 Last EDR Contact: 01/23/06  
 Next Scheduled EDR Contact: 04/24/06  
 Data Release Frequency: Quarterly

### DRYCLEANERS: Drycleaners List

A listing of registered drycleaners

Date of Government Version: 11/18/05  
 Date Data Arrived at EDR: 11/18/05  
 Date Made Active in Reports: 12/22/05  
 Number of Days to Update: 40

Source: Department of Environmental Quality  
 Telephone: 804-698-4407  
 Last EDR Contact: 08/28/05  
 Next Scheduled EDR Contact: 12/26/05  
 Data Release Frequency: Varies

### BROWNFIELDS: Brownfields Site Specific Assessments

To qualify for Brownfields Assessment, the site must meet the Federal definition of a Brownfields and should have contamination issues that need to be addressed and a redevelopment plan supported by the local government and community. Virginia's Department of Environmental Quality performs brownfields assessments under a cooperative agreement with the U.S. Environmental Protection Agency at no cost to communities, property owners or prospective purchasers. The assessment is an evaluation of environmental impacts caused by previous site uses similar to a Phase II Environmental Assessment.

Date of Government Version: 05/24/05  
 Date Data Arrived at EDR: 05/31/05  
 Date Made Active in Reports: 06/23/05  
 Number of Days to Update: 23

Source: Department of Environmental Quality  
 Telephone: 804-698-4207  
 Last EDR Contact: 03/06/06  
 Next Scheduled EDR Contact: 05/22/06  
 Data Release Frequency: Varies

### ENFORCEMENT: Enforcement Actions Data

A listing of enforcement actions

Date of Government Version: 12/31/06  
 Date Data Arrived at EDR: 01/17/06  
 Date Made Active in Reports: 02/22/06  
 Number of Days to Update: 35

Source: Department of Environmental Quality  
 Telephone: 804-698-4031  
 Last EDR Contact: 01/04/06  
 Next Scheduled EDR Contact: 04/03/06  
 Data Release Frequency: Varies

### CEDS: Comprehensive Environmental Data System

Virginia Water Pollution Permits, Virginia Pollution Discharge System (point discharge) permits and Virginia Pollution Assessment (no point discharge) permits

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/31/06  
 Date Data Arrived at EDR: 01/12/06  
 Date Made Active in Reports: 01/31/06  
 Number of Days to Update: 0

Source: Department of Environmental Quality  
 Telephone: 834-696-4077  
 Last EDR Contact: 01/04/06  
 Next Scheduled EDR Contact: 04/03/06  
 Data Release Frequency: Semi-Annually

## TRIBAL RECORDS

### INDIAN RESERV

Indian Reservations  
 This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/04  
 Date Data Arrived at EDR: 02/03/05  
 Date Made Active in Reports: 08/04/05  
 Number of Days to Update: 177

Source: USGS  
 Telephone: 202-206-3710  
 Last EDR Contact: 02/06/06  
 Next Scheduled EDR Contact: 05/03/06  
 Data Release Frequency: Semi-Annually

## EDR PROPRIETARY RECORDS

### Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas plants were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used waste oil, town, coal or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (a waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A  
 Date Data Arrived at EDR: N/A  
 Date Made Active in Reports: N/A  
 Number of Days to Update: N/A

Source: EDR Inc.  
 Telephone: N/A  
 Last EDR Contact: N/A  
 Next Scheduled EDR Contact: N/A  
 Data Release Frequency: No Update Planned

## OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

**Oil/Gas Pipelines:** This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

### Electric Power Transmission Line Data

Source: PennWell Corporation  
 Telephone: (800) 623-6277

This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

**Sensitive Receptors:** There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. When the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

### AHA Hospitals

Source: American Hospital Association, Inc.  
 Telephone: 312-280-5111

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### **Medical Centers: Provider of Services Listing**

Source: Centers for Medicare & Medicaid Services

Telephone: 410-766-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services

### **Nursing Homes**

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States

### **Public Schools**

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

### **Private Schools**

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States

### **Daycare Centers: Licensed Facilities**

Source: Department of Social Services

Telephone: 800-692-1900

**Flood Zone Data:** This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

**NWFI: National Wetlands Inventory:** This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

### **STREET AND ADDRESS INFORMATION**

© 2006 Tele Atlas North America, Inc. All rights reserved. This material is proprietary and the subject of copyright protection and other intellectual property rights owned by or licensed to Tele Atlas North America, Inc. The use of this material is subject to the terms of a license agreement. You will be held liable for any unauthorized copying or disclosure of this material.



**EDR<sup>®</sup>** Environmental  
Data Resources Inc

## **EDR Site Report™**

**WRIGHT EQUIPMENT CO INC  
ABINGDON-BRISTOL HWY  
ABINGDON, VA 24210**

**Inquiry Number:**

**April 5, 2006**

**The Standard in  
Environmental Risk  
Management Information**

**440 Wheelers Farms Road  
Milford, Connecticut 06461**

**Nationwide Customer Service**

Telephone: 1-800-352-0050  
Fax: 1-800-231-6802  
Internet: [www.edrnet.com](http://www.edrnet.com)

# TABLE OF CONTENTS

The EDR-Site Report™ is a comprehensive presentation of government filings on a facility identified in a search of over 4 million government records from more than 600 federal, state and local environmental databases. The report is divided into three sections:

**Section 1: Facility Summary . . . . . Page 3**

Summary of facility filings including a review of the following areas: waste management, waste disposal, multi-media issues, and Superfund liability

**Section 2: Facility Detail Reports . . . . . Page 4**

All available detailed information from databases where sites are identified

**Section 3: Databases Searched and Update Information. . . . . Page 6**

Name, source, update dates, contact phone number and description of each of the databases searched for this report.

*Thank you for your business.  
Please contact EDR at 1-800-352-0050  
with any questions or comments.*

## Disclaimer - Copyright and Trademark Notice

This report contains information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE, ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this report "AS IS". Any analyses, estimates, ratings, or risk codes provided in this report are provided for illustrative purposes only, and are not intended to provide risk should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can produce information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2006 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

## SECTION 1: FACILITY SUMMARY

FACILITY	FACILITY 1
<b>AREA</b>	<b>WRIGHT EQUIPMENT CO INC</b> ABINGDON-BRISTOL HWY ABINGDON VA 24213 ECR ID #1000704885 EPA ID#0273022043
<b>WASTE MANAGEMENT</b>	
Facility generates hazardous waste (RCRA)	YES - pl
Facility treats, stores, or disposes of hazardous waste in-site (RCRA/TSDF)	NO
Facility has received Notices of Violations (NOV/VIOL)	NO
Facility has been subject to RCRA administrative actions (RAATS)	NO
Facility has been subject to corrective actions (CORRECTS)	NO
Facility handles PCBs (PCBS)	NO
Facility uses radioactive materials (MLTSI)	NO
Facility manages registered aboveground storage tanks (AST)	NO
Facility manages registered underground storage tanks (UST)	NO
Facility has reported leaking underground storage tank incidents (LIST)	NO
Facility has reported emergency releases to the soil (ERNS)	NO
Facility has reported hazardous material incidents to DCT (HMAS)	NO
<b>WASTE DISPOSAL</b>	
Facility is a Superfund Site (NPL)	NO
Facility has a known or suspected abandoned, inactive, or uncontrolled hazardous waste site (CERCLIS)	NO
Facility has reported Superfund Liability (LCMS)	NO
Facility is listed as a solid hazardous waste site (SIHWS)	NO
Facility has disposed of solid waste on-site (SWFUF)	NO
<b>MULTIMEDIA</b>	
Facility uses toxic chemicals and has notified EPA under EPCRA Title I Section 3.3 (TRIS)	NO
Facility produces pesticides and has notified EPA under Section 7 of FIFRA (SPTS)	NO
Facility manufactures or imports toxic chemicals on the TSCA list (TSCA)	NO
Facility had inspections under FIFRA, TSCA, or EPCRA (ETTS)	NO
Facility is listed in EPA's Index system (FINDS)	YES - pl
Facility is listed in a county/local unique database (LOCAL)	NO
<b>POTENTIAL SUPERFUND LIABILITY</b>	
Facility has a list of potentially responsible parties (PRP)	NO
<b>TOTAL (YES)</b>	2

## SECTION 2: FACILITY DETAIL REPORTS

### WASTE MANAGEMENT

Facility generates hazardous waste

DATABASE: Resource Conservation and Recovery Information (RCRAInfo)

WRIGHT EQUIPMENT CO INC  
ABINGDON-BRISTOL HWY  
ABINGDON VA 24210  
EOR ID #1000234885

Facility Name	WRIGHT EQUIPMENT CO INC ABINGDON-BRISTOL HWY ABINGDON, VA 24210
Mailing Address	PO BOX 1448 ABINGDON VA 24210
Contact	LORRIE HELTON (703) 628-5126
EPA ID:	VAD02JG22343
Classification	Small Quantity Generator
Description	Handler - generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time, or - generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time
Legal Status	Private
Owner	WRIGHT HAROLD OWNER STREET OWNEERCITY AK 99555 5321 (215) 366 1212



## SECTION 2: FACILITY DETAIL REPORTS

Continued

### MULTIMEDIA

Facility is listed in EPA's Index system

**DATABASE:** Facility Index System (FINDS)

WRIGHT EQUIPMENT CO INC  
ABINGDON-BRISTOL HWY  
ABINGDON, VA 24210  
EIR ID #1000234865

This site is listed in the Federal FINDS database. The FINDS database may contain references to records from government databases included elsewhere in the report. Please note: The FINDS database may also contain references to out of date records formerly associated with the site.

Registry ID 110006181760

Facility Name WRIGHT EQUIPMENT CO INC

Facility Address ABINGDON-BRISTOL HWY

ABINGDON, VA 24210

Facility County WASHINGTON

Facility EPA Region 03

US Fed Gov Facility No

Indian Tribal Land No

Alternative Facility Names

Not reported

EPA Records Indicate Facility Is Listed In

RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

Supplemental Interest

Not reported

Facility SIC Codes

Not reported

Facility NAICS Codes

Not reported

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

To maintain currency of the following federal, state and local databases, EDR contacts the appropriate government agency on a monthly or quarterly basis as required.

**Elapsed ASTM days:** Provides confirmation that this report meets or exceeds the 90-day updating requirement of the ASTM standard.

### WASTE MANAGEMENT

#### RCRIS: Resource Conservation and Recovery Act Information

Source: EPA

Telephone: 800-424-6346

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator or off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDs treat, store, or dispose of the waste.

Date of Government Version: 11/21/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/01/2006

Date of Next Scheduled Update: 04/24/2006

#### BRS: Biennial Reporting System

Source: EPA/NTIS

Telephone: 800-424-6346

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQGs) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2003

Database Release Frequency: Biennially

Date of Last EDR Contact: 03/17/2006

Date of Next Scheduled Update: 06/12/2008

#### RAATS: RCRA Administrative Action Tracking System

Source: EPA

Telephone: 202-564-4104

RCRA Administrative Action Tracking System (RAATS) contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administrative actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of this database for historical records. It was necessary to terminate RAATS access to a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995

Database Release Frequency: No Update Planned

Date of Last EDR Contact: 03/06/2006

Date of Next Scheduled Update: 06/05/2006

#### CORRECTS: Corrective Action Report

Source: EPA

Telephone: 800-424-6346

CORRECTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/28/2005

Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/06/2006

Date of Next Scheduled Update: 06/05/2006

#### PADS: PCB Activity Database System

Source: EPA

Telephone: 202-564-3847

PCB Activity Database (PADS) identifies generators, transporters, commercial buyers and/or brokers and disposers of PCBs who are required to notify the EPA of such activities.

Date of Government Version: 12/27/2005

Database Release Frequency: Annually

Date of Last EDR Contact: 02/08/2006

Date of Next Scheduled Update: 05/08/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued

### MLTS: Material Licensing Tracking System

Source: Nuclear Regulatory Commission

Telephone: 301-415-7169

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts this Agency on a quarterly basis.

Date of Government Version: 02/10/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 04/03/2006

Date of Next Scheduled Update: 07/03/2006

### VA AST: Registered Petroleum Storage Tanks

Source: Department of Environmental Quality

Telephone: 804-698-4317

Registered Aboveground Storage Tanks

Date of Government Version: 12/05/2005

Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 03/29/2006

Date of Next Scheduled Update: 06/28/2006

### VA UST: Registered Petroleum Storage Tanks

Source: Department of Environmental Quality

Telephone: 804-527-5249

Registers Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 12/05/2005

Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 03/29/2006

Date of Next Scheduled Update: 06/28/2006

### ERNS: Emergency Response Notification System

Source: National Response Center, United States Coast Guard

Telephone: 202-261-7342

Emergency Response Notification System. ERNS records and allows information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2005

Database Release Frequency: Annually

Date of Last EDR Contact: 01/12/2006

Date of Next Scheduled Update: 04/17/2006

### HMIRS: Hazardous Materials Information Reporting System

Source: U.S. Department of Transportation

Telephone: 202-368-4555

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/2005

Database Release Frequency: Annually

Date of Last EDR Contact: 01/16/2006

Date of Next Scheduled Update: 04/17/2006

## WASTE DISPOSAL

### NPL: National Priority List

Source: EPA

Telephone: Not reported

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 02/24/2006

Date Made Active at EDR: 03/31/2006

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 03/01/2006

Elapsed ASTM Days: 30

Date of Last EDR Contact: 03/11/2006

### PROPOSED NPL: Proposed National Priority List Sites

Source: EPA

Telephone: Not reported

Date of Government Version: 02/24/2006

Date Made Active at EDR: 03/31/2006

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 03/01/2006

Elapsed ASTM Days: 30

Date of Last EDR Contact: 03/11/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

,Continued

### DELISTED NPL National Priority List Deletions

Source: EPA

Telephone: Not reported

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425 (a) sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 02/24/2006

Date Made Active at EDR: 03/31/2006

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 03/01/2006

Elapsed ASTM Days: 30

Date of Last EDR Contact: 03/01/2006

### CERCLIS: Comprehensive Environmental Response, Compensation and Liability Information System

Source: EPA

Telephone: 703-413-0223

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/24/2005

Date Made Active at EDR: 01/30/2006

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 12/21/2005

Elapsed ASTM Days: 40

Date of Last EDR Contact: 01/21/2006

### CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Source: EPA

Telephone: 703-413-0223

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Date of Government Version: 10/24/2005

Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/21/2006

Date of Next Scheduled Update: 06/19/2006

### NPL LIENS: Federal Superfund Liens

Source: EPA

Telephone: 202-564-4267

Federal Superfund Liens: Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991

Date Made Active at EDR: 03/30/1994

Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 02/02/1994

Elapsed ASTM Days: 56

Date of Last EDR Contact: 03/06/2006

### VA SHWS: This state does not maintain a SHWS list. See the Federal CERCLIS list and Federal NPL list.

Source: EPA

Telephone: 703-413-0223

State Hazardous Waste Sites: State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version:

Database Release Frequency: No Update Planned

Date of Last EDR Contact: 07/18/2005

Date of Next Scheduled Update: 10/17/2005

### VA SWF/LF: Solid Waste Management Facilities

Source: Department of Environmental Quality

Telephone: 804-698-4238

Solid Waste Facilities/Landfill Sites: SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 02/01/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 04/03/2006

Date of Next Scheduled Update: 07/03/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued

### MULTIMEDIA

#### TRIS: Toxic Chemical Release Inventory System

Source: EPA

Telephone: 202-566-0250

Toxic Release Inventory System: TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2003

Database Release Frequency: Annually

Date of Last EDR Contact: 03/21/2006

Date of Next Scheduled Update: 06/19/2006

#### SET6: Section 7 Tracking Systems

Source: EPA

Telephone: 202-564-4203

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat 879) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2003

Database Release Frequency: Annually

Date of Last EDR Contact: 03/06/2006

Date of Next Scheduled Update: 04/17/2006

#### TSCA: Toxic Substances Control Act

Source: EPA

Telephone: 202-260-6521

Toxic Substances Control Act: TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant size.

Date of Government Version: 12/31/2002

Database Release Frequency: N/A

Date of Last EDR Contact: 03/06/2006

Date of Next Scheduled Update: 04/17/2006

#### FTTS: FIFRA/TSCA Tracking System: FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA/Office of Prevention, Pesticides and Toxic Substances

Telephone: 202-566-1167

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency, Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 01/17/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/20/2006

Date of Next Scheduled Update: 06/13/2006

#### FTTS INSP: FIFRA/TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA

Telephone: 202-566-1167

Date of Government Version: 01/17/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/20/2006

Date of Next Scheduled Update: 06/13/2006

#### ENG CONTROLS: Engineering Controls Sites List

Source: Environmental Protection Agency

Telephone: 703-603-8867

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or affect human health.

Date of Government Version: 08/02/2005

Database Release Frequency: Varies

Date of Last EDR Contact: 03/03/2006

Date of Next Scheduled Update: 07/03/2006

#### INST CONTROL: Sites with Institutional Controls

Source: Environmental Protection Agency

Telephone: 703-603-8867

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 01/10/2005

Database Release Frequency: Varies

Date of Last EDR Contact: 03/03/2006

Date of Next Scheduled Update: 07/03/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued...

### **FINDS** Facility Index System/Facility Registry System

Source: EPA

Telephone: Not reported

Facility Index System: FINDS contains both facility information and pointers to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aeronautic Information Retrieval System) DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FLIRS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PAOS (PCB Activity Data System)

Date of Government Version: 01/01/2006  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 04/03/2006  
Date of Next Scheduled Update: 07/03/2006

### **VA ENFORCEMENT** Enforcement Actions Data

Source: Department of Environmental Quality

Telephone: 804-698-4031

A listing of enforcement actions

Date of Government Version: 12/31/2005  
Database Release Frequency: Varies

Date of Last EDR Contact: 04/03/2006  
Date of Next Scheduled Update: 07/03/2006

### **VA LTANKS** Leaking Petroleum Storage Tanks

Source: Department of Environmental Quality

Telephone: 804-698-4289

Includes releases of petroleum from underground storage tanks and aboveground storage tanks

Date of Government Version: 12/05/2005  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/29/2006  
Date of Next Scheduled Update: 06/28/2006

### **VA DRY CLEAN** Drycleaner List

Source: Department of Environmental Quality

Telephone: 804-698-4407

A listing of registered drycleaners

Date of Government Version: 11/18/2005  
Database Release Frequency: Varies

Date of Last EDR Contact: 03/27/2006  
Date of Next Scheduled Update: 06/28/2006

### **VA BROWNFIELDS** Brownfields Site Specific Assessments

Source: Department of Environmental Quality

Telephone: 804-698-4207

To qualify for Brownfields Assessment, the site must meet the Federal definition of a Brownfield, and should have contamination issues that need to be addressed and a redevelopment plan supported by the local government and community. Virginia's Department of Environmental Quality performs brownfields assessments under a cooperative agreement with the U.S. Environmental Protection Agency at no cost to communities, property owners or prospective purchasers. The assessment is an evaluation of environmental impacts caused by previous site uses similar to a Phase II Environmental Assessment.

Date of Government Version: 05/24/2005  
Database Release Frequency: Varies

Date of Last EDR Contact: 03/31/2006  
Date of Next Scheduled Update: 06/22/2006

### **VA INST CONTROL** Voluntary Remediation Program Database

Source: Department of Environmental Quality

Telephone: 804-698-4226

Sites included in the Voluntary Remediation Program database that have deed restrictions

Date of Government Version: 01/06/2006  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/23/2006  
Date of Next Scheduled Update: 04/24/2006

### **VA SPILLS** Pollution Complaint Database

Source: Department of Environmental Quality

Telephone: 804-527-5200

Pollution Complaints Database: The pollution reports contained in the PC database include the initial release reporting of Leaking Underground Storage Tanks and all other releases of petroleum to the environment as well as releases to state waters. The database is current through 12/1/93. Since that time, all spill and pollution reporting information has been collected and tracked through the DEQ regional offices.

Date of Government Version: 06/01/1993  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 09/26/1994  
Date of Next Scheduled Update:

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued

### VA VRP: Voluntary Remediation Program

Source: Department of Environmental Quality

Telephone: 804-648-4226

The Voluntary Cleanup Program encourages owners of selected contaminated sites to take the initiative and conduct voluntary cleanups that meet state environmental standards.

Date of Government Version: 01/06/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/23/2006

Date of Next Scheduled Update: 04/24/2006

### VA CEDS: Comprehensive Environmental Data System

Source: Department of Environmental Quality

Telephone: 804-698-4077

Virginia Water Protection Permits, Virginia Pollution Discharge System (point discharge) permits and Virginia Pollution Abatement (no point discharge) permits

Date of Government Version: 01/11/2008

Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 04/03/2006

Date of Next Scheduled Update: 07/03/2006

### VA NO LUST: Leaking Underground Storage Tank Tracking Database

Source: Department of Environmental Quality Northern Regional Office

Telephone: 703-583-3800

Date of Government Version: 05/18/2004

Database Release Frequency: No Update Planned

Date of Last EDR Contact: 03/27/2006

Date of Next Scheduled Update: 08/28/2006

### VA PD LUST: Leaking Underground Storage Tank Sites

Source: Department of Environmental Quality Piedmont Regional Office

Telephone: 804-527-5000

Date of Government Version: 02/28/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 02/27/2006

Date of Next Scheduled Update: 05/29/2006

### VA SW LUST: Leaking Underground Storage Tank Database

Source: Department of Environmental Quality Southwest Regional Office

Telephone: 504-676-5517

Date of Government Version: 12/01/2005

Database Release Frequency: No Update Planned

Date of Last EDR Contact: 02/10/2006

Date of Next Scheduled Update: 05/28/2006

### VA TD LUST: Leaking Underground Storage Tank Sites

Source: Department of Environmental Quality Tidewater Regional Office

Telephone: 757-518-2188

Date of Government Version: 12/31/2005

Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/27/2006

Date of Next Scheduled Update: 06/26/2006

### VA VA LUST: Leaking Underground Storage Tank List

Source: Department of Environmental Quality Valley Regional Office

Telephone: 540-574-7800

Date of Government Version: 08/01/2001

Database Release Frequency: No Update Planned

Date of Last EDR Contact: 03/27/2006

Date of Next Scheduled Update: 06/26/2006

### VA WC LUST: Leaking Underground Storage Tank List

Source: Department of Environmental Quality West Central Regional Office

Telephone: 540-562-8700

Date of Government Version: 04/18/2006

Database Release Frequency: No Update Planned

Date of Last EDR Contact: 03/27/2006

Date of Next Scheduled Update: 06/28/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

.. Continued. .

### POTENTIAL SUPERFUND LIABILITY

PRP: Potentially Responsible Parties

Source: EPA

Telephone: 202-564-6064

A listing of verified Potentially Responsible Parties

Date of Government Version: 01/10/2006

Database Refresh Frequency: Quarterly

Date of Last EIR Contact: 01/02/2006

Date of Next Scheduled Update: 04/03/2006





**EDR® Environmental  
Data Resources Inc**

## **EDR Site Report™**

**WRIGHT EQUIPMENT STORE  
P O BOX 1448 R-7  
ABINGDON, VA 24210**

**Inquiry Number:**

**April 5, 2006**

### **The Standard in Environmental Risk Management Information**

**440 Wheelers Farms Road  
Milford, Connecticut 06461**

#### **Nationwide Customer Service**

**Telephone: 1-800-352-0060  
Fax: 1-800-231-6802  
Internet: [www.edrnet.com](http://www.edrnet.com)**

# TABLE OF CONTENTS

The EDR-Site Report<sup>(1)</sup> is a comprehensive presentation of government filings on a facility identified in a search of over 4 million government records from more than 600 federal, state and local environmental databases. The report is divided into three sections:

<b>Section 1: Facility Summary</b> . . . . .	<b>Page 3</b>
Summary of facility filings including a review of the following areas: waste management, waste disposal, multi-media issues, and Superfund liability	
<b>Section 2: Facility Detail Reports</b> . . . . .	<b>Page 4</b>
All available detailed information from databases where sites are identified	
<b>Section 3: Databases Searched and Update Information</b> . . . . .	<b>Page 6</b>
Name, source, update dates, contact phone number and description of each of the databases searched for this report	

*Thank you for your business.*  
Please contact EDR at 1-800-352-0050  
with any questions or comments

## Disclaimer - Copyright and Trademark Notice

This report contains information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this report "AS IS". Any analyses, estimates, ratings or risk codes provided in this report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as, providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can produce information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2005 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc. or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Maps) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

## SECTION 1: FACILITY SUMMARY

FACILITY	FACILITY 1
AREA	WRIGHT EQUIPMENT STORE P O BOX 1448 R-7 ABINGDON VA 24210 EDR ID #S106168174
<b>WASTE MANAGEMENT</b> Facility generates hazardous waste (HCRA)	NO
Facility treats, stores, or disposes of hazardous waste on-site (RCRA/TSDF)	NO
Facility has received Notices of Violations (NOVA/NOI)	NO
Facility has been subject to RCRA administrative actions (RAATS)	NO
Facility has been subject to corrective actions (CORRECTS)	NO
Facility handles PCBs (PABS)	NO
Facility uses radioactive materials (MLTS)	NO
Facility manages registered aboveground storage tanks (AST)	NO
Facility manages regulated underground storage tanks (UST)	NO
Facility has reported leaking underground storage tank incidents (LUST)	YES - ps
Facility has reported emergency releases to the soil (eHRS)	NO
Facility has reported hazardous material incidents to DOT (HMRS)	NO
<b>WASTE DISPOSAL</b> Facility is a Superfund Site (NPL)	NO
Facility has a known or suspect abandoned, inactive or uncontrolled hazardous waste site (CERCLIS)	NO
Facility has a reported Superfund Lien on EIL/ENS)	NO
Facility is listed as a solid hazardous waste site (SL/WS)	NO
Facility has disposed of solid waste on-site (SW/SLF)	NO
<b>MULTIMEDIA</b> Facility uses toxic chemicals and has notified EPA under SARA Title III, Section 313 (TRIS)	NO
Facility produces pesticides and has notified EPA under Section 7 of FIFRA (SSTS)	NO
Facility manufactures or imports toxic chemicals on the "30CA list" (TSCA)	NO
Facility has exemptions under FIFRA TSCA or EPCRA (FTTS)	NO
Facility is listed in EPA's Index system (FINOS)	NO
Facility is listed in a geographical unique database (LOCAL)	YES - ps
<b>POTENTIAL SUPERFUND LIABILITY</b> Facility has a list of potentially responsible parties (PRPs)	NO
<b>TOTAL (YES)</b>	2

## SECTION 2: FACILITY DETAIL REPORTS

### WASTE MANAGEMENT

Facility has reported leaking underground storage tank incidents

**DATABASE:** Leaking Petroleum Storage Tank Database (LUST)

WRIGHT EQUIPMENT STORE  
P O BOX 1448 R-7  
ABINGDON VA 24210  
EDR ID #S106168174

LUST Region SW			
Facility Id	1-006615	PC Number	1982 1000
Release Status	Confirmed	Tank Type	N
Facility Status	Closed	Region:	SW
Lat/Long	36.69111 - 82.02556		
Region Code	SWRO		
Facility Code	REL_RPTD		
Responsible Person	O/O		
Project Type	LUST		
Date Pollution Complaint Recvd	11/22/1991		
Date Investigation Closed	7/29/1994		
Facility Address 2 -	P O Box 1448 R-7		
Program	RP Lead		
Type Description	NULL		
Regulated Petro List	Yes		
Excluded List	No		
Deferred List -	No		
Partially Deferred List	No		
Exempt List 1	No		
Exempt List 2	No		
Small Heat Oil List	No		
Regulated Asl Facility	No		
Regulated Asl Facility 2	No		
Tank Type 2	No		

## SECTION 2: FACILITY DETAIL REPORTS

Continued

### MULTIMEDIA

Facility is listed in a county/local unique database

**DATABASE:** State/County (LOCAL)

WRIGHT EQUIPMENT STORE  
P O BOX 1448 R.7  
ABINGDON VA 24210  
EDR ID #S106158174

Database: VA LTANKS

Links

Reported	22-NOV-1991
Facility Status	Closed
Pollution Complaint #	19921000

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

To maintain currency of the following federal, state and local databases, EDR contacts the appropriate government agency on a monthly or quarterly basis as required.

**Elapsed ASTM days:** Provides confirmation that this report meets or exceeds the 90-day updating requirement of the ASTM standard.

### WASTE MANAGEMENT

#### RCRAIS: Resource Conservation and Recovery Act Information

Source: EPA

Telephone: 800-424-9348

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 02/21/2006  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/01/2006  
Date of Next Scheduled Update: 04/21/2006

#### BRS: Biennial Reporting System

Source: EPA/NTIS

Telephone: 800-424-9348

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2003  
Database Release Frequency: Biennially

Date of Last EDR Contact: 03/17/2006  
Date of Next Scheduled Update: 06/12/2006

#### RAATS: RCRA Administrative Action Tracking System

Source: EPA

Telephone: 202-564-4104

RCRA Administrative Action Tracking System (RAATS) contains records based on enforcement actions issued under RCRA pertaining to major violations and includes administrative and civil actions brought by the EPA. For administrative actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 03/06/2006  
Date of Next Scheduled Update: 06/05/2006

#### CORRACTS: Corrective Action Report

Source: EPA

Telephone: 800-424-9348

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/28/2005  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/28/2006  
Date of Next Scheduled Update: 06/05/2006

#### PADS: PCB Activity Database System

Source: EPA

Telephone: 202-564-3887

PCB Activity Database (PADS) identifies generators, transporters, commercial storers and/or brokers and disposers of PCBs who are required to notify the EPA of such activities.

Date of Government Version: 12/27/2005  
Database Release Frequency: Annually

Date of Last EDR Contact: 02/06/2006  
Date of Next Scheduled Update: 05/06/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

.Continued...

### MLTS- National Licensing Tracking System

Source: Nuclear Regulatory Commission

Telephone: 301-415-7159

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 6,900 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 02/02/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 04/03/2006

Date of Next Scheduled Update: 07/03/2006

### VA AST: Registered Petroleum Storage Tanks

Source: Department of Environmental Quality

Telephone: 804-698-4317

Registered Aboveground Storage Tanks

Date of Government Version: 12/06/2005

Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 03/28/2006

Date of Next Scheduled Update: 06/28/2006

### VA UST: Registered Petroleum Storage Tanks

Source: Department of Environmental Quality

Telephone: 804-527-5249

Registered Underground Storage Tanks: UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 12/05/2005

Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 03/28/2006

Date of Next Scheduled Update: 06/28/2006

### ERNS- Emergency Response Notification System

Source: National Response Center United States Coast Guard

Telephone: 712-260-2342

Emergency Response Notification System: ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2005

Database Release Frequency: Annually

Date of Last EDR Contact: 01/12/2006

Date of Next Scheduled Update: 04/12/2006

### HMIRS- Hazardous Materials Information Reporting System

Source: U.S. Department of Transportation

Telephone: 202-366-4545

Hazardous Materials Incident Report System: HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/2005

Database Release Frequency: Annually

Date of Last EDR Contact: 01/16/2006

Date of Next Scheduled Update: 04/17/2006

## WASTE DISPOSAL

### NPL- National Priority List

Source: EPA

Telephone: Not reported

National Priorities List (Superfund): The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 02/24/2006

Date Made Active at EDR: 03/31/2006

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 03/01/2006

Elapsed ASTM Days: 30

Date of Last EDR Contact: 03/01/2006

### PROPOSED NPL- Proposed National Priority List Sites

Source: EPA

Telephone: Not reported

Date of Government Version: 02/24/2006

Date Made Active at EDR: 03/31/2006

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 03/01/2006

Elapsed ASTM Days: 30

Date of Last EDR Contact: 03/01/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued...

### DELISTED NPL: National Priority List Deletions

Source: EPA  
Telephone: Not reported

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.415.(c) sites may be deleted from the NPL when no further response is appropriate.

Date of Government Version: 02/24/2006  
Date Made Active at EDR: 03/31/2006  
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 03/31/2006  
Elapsed ASTM Days: 30  
Date of Last EDR Contact: 03/01/2006

### CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

Source: EPA  
Telephone: 703-413-0223

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/24/2005  
Date Made Active at EDR: 31/30/2006  
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 12/21/2005  
Elapsed ASTM Days: 40  
Date of Last EDR Contact: 03/21/2006

### CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Source: EPA  
Telephone: 703-413-0223

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where following an initial investigation no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to fit the unimpaired barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Date of Government Version: 10/24/2005  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/21/2006  
Date of Next Scheduled Update: 10/19/2006

### NPL LIENS: Federal Superfund Liens

Source: EPA  
Telephone: 202-564-4217

Federal Superfund Liens: Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1994  
Date Made Active at EDR: 03/30/1994  
Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 12/02/1994  
Elapsed ASTM Days: 56  
Date of Last EDR Contact: 03/06/2006

### VA SHWVS: This state does not maintain a SHWVS list. See the Federal CERCLIS list and Federal NPL list

Source: EPA  
Telephone: 703-413-0223

State Hazardous Waste Sites: State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version:  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 07/18/2005  
Date of Next Scheduled Update: 10/17/2005

### VA SWWFLF: Solid Waste Management Facilities

Source: Department of Environmental Quality  
Telephone: 804-698-4238

Solid Waste Facilities/Landfill Sites: SWWFLF type records typically contain inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4014 criteria for solid waste facilities or disposal sites.

Date of Government Version: 02/01/2006  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 04/10/2006  
Date of Next Scheduled Update: 07/03/2006



## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued ..

### MULTIMEDIA

#### TRIS: Toxic Chemical Release Inventory System

Source: EPA

Telephone: 202-566-0250

Toxic Release Inventory System (TRIS) identifies facilities which release toxic chemicals to the air, water, and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2003

Database Release Frequency: Annually

Date of Last EDR Contact: 03/21/2006

Date of Next Scheduled Update: 05/19/2006

#### STIS: Section 7 Tracking Systems

Source: EPA

Telephone: 202-564-4233

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 529) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2003

Database Release Frequency: Annually

Date of Last EDR Contact: 03/06/2006

Date of Next Scheduled Update: 04/17/2006

#### TSCA: Toxic Substances Control Act

Source: EPA

Telephone: 202-263-5521

Toxic Substances Control Act (TSCA) identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2002

Database Release Frequency: N/A

Date of Last EDR Contact: 03/06/2006

Date of Next Scheduled Update: 04/17/2006

#### FTTS: FIFRA/TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA/Office of Prevention, Pesticides and Toxic Substances

Telephone: 202-566-1667

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA, and EPCRA (Emergency Planning and Community Right-to-Know Act) to maintain currency. EDR contacts the Agency on a quarterly basis.

Date of Government Version: 03/17/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/20/2006

Date of Next Scheduled Update: 06/19/2006

#### FTTS INSP: FIFRA/TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA

Telephone: 202-566-1667

Date of Government Version: 01/17/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/20/2006

Date of Next Scheduled Update: 08/19/2006

#### ENG CONTROLS: Engineering Controls Sites List

Source: Environmental Protection Agency

Telephone: 703-603-8867

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, bulking foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or affect human health.

Date of Government Version: 08/02/2005

Database Release Frequency: Varies

Date of Last EDR Contact: 03/03/2006

Date of Next Scheduled Update: 07/03/2006

#### INST CONTROL: Sites with Institutional Controls

Source: Environmental Protection Agency

Telephone: 703-603-8867

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 01/10/2005

Database Release Frequency: Varies

Date of Last EDR Contact: 03/03/2006

Date of Next Scheduled Update: 07/03/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued..

### **FINOS: Facility Index System/Facility Registry System**

Source: EPA

Telephone: Not reported

Facility Index System: FINOS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINOS databases in this report: PCS (Permit Compliance System); AIRS (Aerospace Information Retrieval System); DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); FURS (Federal Underground Injection Control); C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes); FFIS (Federal Facilities Information System); STATE (State Environmental Laws and Statutes); and PADS (PCB Activity Data System)

Date of Government Version: 01/05/2006  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/03/2006  
Date of Next Scheduled Update: 07/03/2006

### **VA ENFORCEMENT: Enforcement Actions Data**

Source: Department of Environmental Quality

Telephone: 804-698-4031

A listing of enforcement actions

Date of Government Version: 12/31/2005  
Database Release Frequency: Varies

Date of Last EDR Contact: 04/03/2006  
Date of Next Scheduled Update: 07/03/2006

### **VA LTANKS: Leaking Petroleum Storage Tanks**

Source: Department of Environmental Quality

Telephone: 804-698-4269

Includes releases of petroleum from underground storage tanks and aboveground storage tanks

Date of Government Version: 12/05/2005  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/29/2006  
Date of Next Scheduled Update: 06/29/2006

### **VA DRY CLEAN: Drycleaner List**

Source: Department of Environmental Quality

Telephone: 804-698-4407

A listing of registered drycleaners

Date of Government Version: 11/18/2005  
Database Release Frequency: Varies

Date of Last EDR Contact: 03/27/2006  
Date of Next Scheduled Update: 06/29/2006

### **VA BROWNFIELDS: Brownfields Site Specific Assessments**

Source: Department of Environmental Quality

Telephone: 804-698-4207

To qualify for Brownfields Assessment, the site must meet the Federal definition of a Brownfields and should have contaminant issues that need to be addressed and a redevelopment plan supported by the local government and community. Virginia's Department of Environmental Quality performs brownfields assessments under a cooperative agreement with the U.S. Environmental Protection Agency at no cost to communities, property owners or prospective purchasers. The assessment is an evaluation of environmental impacts caused by previous site uses similar to a Phase I Environmental Assessment.

Date of Government Version: 05/24/2005  
Database Release Frequency: Varies

Date of Last EDR Contact: 03/31/2006  
Date of Next Scheduled Update: 06/22/2006

### **VA INST CONTROL: Voluntary Remediation Program Database**

Source: Department of Environmental Quality

Telephone: 804-698-4278

Sites included in the Voluntary Remediation Program database that have deed restrictions

Date of Government Version: 01/06/2006  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/23/2006  
Date of Next Scheduled Update: 04/24/2006

### **VA SPILLS: Pollution Complaint Database**

Source: Department of Environmental Quality

Telephone: 804-527-5200

Pollution Complaints Database: The pollution reports contained in the PC database include the initial release reporting of Leaking Underground Storage Tanks and all other releases of petroleum to the environment as well as releases to state waters. This database is current through 12/1/93. Since that time, all spill and pollution reporting information has been collected and tracked through the DEQ regional offices.

Date of Government Version: 06/01/1996  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 09/25/1996  
Date of Next Scheduled Update:

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued

### VA VRP: Voluntary Remediation Program

Source: Department of Environmental Quality  
Telephone: 804-698-4228

The Voluntary Cleanup Program encourages owners of elected contaminated sites to take the initiative and conduct voluntary cleanups that meet state environmental standards.

Date of Government Version: 01/06/2006  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/23/2006  
Date of Next Scheduled Update: 04/24/2006

### VA CEDS: Comprehensive Environmental Data System

Source: Department of Environmental Quality  
Telephone: 804-698-4077

Virginia Water Protection Permits, Virginia Pollution Discharge System (point discharge) permits and Virginia Pollution Abatement (no point discharge) permits

Date of Government Version: 01/11/2008  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 04/03/2006  
Date of Next Scheduled Update: 07/03/2006

### VA NLUST: Leaking Underground Storage Tank Tracking Database

Source: Department of Environmental Quality Northern Regional Office  
Telephone: 703-563-3800

Date of Government Version: 05/18/2004  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 03/27/2006  
Date of Next Scheduled Update: 08/28/2006

### VA PLUST: Leaking Underground Storage Tank Sites

Source: Department of Environmental Quality Piedmont Regional Office  
Telephone: 804-527-5023

Date of Government Version: 02/28/2006  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 02/27/2006  
Date of Next Scheduled Update: 05/29/2006

### VA SWLUST: Leaking Underground Storage Tank Database

Source: Department of Environmental Quality Southwest Regional Office  
Telephone: 504-678-5617

Date of Government Version: 12/31/2005  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 02/10/2006  
Date of Next Scheduled Update: 05/08/2006

### VA TDLUST: Leaking Underground Storage Tank Sites

Source: Department of Environmental Quality Tidewater Regional Office  
Telephone: 757-518-2118

Date of Government Version: 12/31/2005  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/27/2006  
Date of Next Scheduled Update: 06/26/2006

### VA VALUST: Leaking Underground Storage Tank List

Source: Department of Environmental Quality Valley Regional Office  
Telephone: 540-574-7830

Date of Government Version: 08/01/2001  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 03/27/2006  
Date of Next Scheduled Update: 06/26/2006

### VA WCLUST: Leaking Underground Storage Tank List

Source: Department of Environmental Quality West Central Regional Office  
Telephone: 540-562-8700

Date of Government Version: 08/18/2005  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 03/27/2006  
Date of Next Scheduled Update: 08/28/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued

### POTENTIAL SUPERFUND LIABILITY

PRP: Potentially Responsible Parties

Source: EPA

Telephone: 202-564-6064

Listing of Verified Potentially Responsible Parties

Date of Government Version: 01/10/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/30/2006

Date of Next Scheduled Update: 04/03/2006



**EDR** Environmental  
Data Resources Inc

## **EDR Site Report™**

**WRIGHT EQUIPMENT CO INC  
ABINGDON-BRISTOL HWY  
ABINGDON, VA 24210**

**Inquiry Number:**

**April 5, 2006**

### **The Standard in Environmental Risk Management Information**

**440 Wheelers Farms Road  
Milford, Connecticut 06461**

#### **Nationwide Customer Service**

**Telephone: 1-800-352-0050  
Fax. 1-800-231-6802  
Internet. [www.edmet.com](http://www.edmet.com)**

# TABLE OF CONTENTS

The EDR-Site Report™ is a comprehensive presentation of government filings on a facility identified in a search of over 4 million government records from more than 600 federal, state and local environmental databases. The report is divided into three sections:

**Section 1: Facility Summary . . . . . Page 3**

Summary of facility filings including a review of the following areas: waste management, waste disposal, multi-media issues, and Superfund liability.

**Section 2: Facility Detail Reports . . . . . Page 4**

All available detailed information from databases where sites are identified

**Section 3: Databases Searched and Update Information . . . . . Page 6**

Name, source, update dates, contact phone number and description of each of the databases searched for this report.

*Thank you for your business.  
Please contact EDR at 1-800-352-0050  
with any questions or comments.*

## Disclaimer - Copyright and Trademark Notices

This report contains information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this report "AS IS". Any analysis, estimates, ratings, or risk codes provided in this report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can produce information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2006 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc. or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

## SECTION 1: FACILITY SUMMARY

FACILITY	FACILITY 1
<b>AREA</b>	<b>WRIGHT EQUIPMENT CO INC</b> 4810 GORDON BRISTOL HWY ARLINGTON VA 22210 EDR ID #1000234851 EPA #VAD003022343
<b>WASTE MANAGEMENT</b> Facility generates hazardous waste (RCRA)	YES - pl
Facility treats, stores, or disposes of hazardous waste on-site (RCRA/TSD)	NO
Facility has received notices of violations (RCRA/VOL)	NO
Facility has been subject to RCRA administrative actions (RCRA/IS)	NO
Facility has been subject to corrective actions (CONTRACTS)	NO
Facility handles PCBs (PACB)	NO
Facility uses radioactive materials (MLTS)	NO
Facility manages regulated aboveground storage tanks (AST)	NO
Facility manages regulated underground storage tanks (UST)	NO
Facility has reported leaking underground storage tank incidents (LUST)	NO
Facility has reported emergency releases to the soil (ERHS)	NO
Facility has reported hazardous material incidents to DOD (HMIRS)	NO
<b>WASTE DISPOSAL</b> Facility is a Superfund Site (NPL)	NO
Facility has a known or suspected abandoned, inactive or uncontrolled hazardous waste site (CERCLA)	NO
Facility has a reported Superfund Lien on it (LIENS)	NO
Facility is listed as a state hazardous waste unit (SHWS)	NO
Facility has treatment of solid waste on-site (SWFALP)	NO
<b>MULTIMEDIA</b> Facility uses toxic chemicals and has notified EPA under Superfund III, Section 313 (TKS)	NO
Facility produces pesticides and has notified EPA under Section 7 of FIFRA (PSTS)	NO
Facility manufactures or imports toxic chemicals under TSCA law (TSCA)	NO
Facility has inspections under FIFRA, TSCA or LRCRA (FTTS)	NO
Facility is listed in EPA's index system (FINDS)	YES - pl
Facility is listed in a county/local unique database (LOCAL)	NO
<b>POTENTIAL SUPERFUND LIABILITY</b> Facility has a list of potentially responsible parties (PRP)	NO
<b>TOTAL (YES)</b>	2

## SECTION 2: FACILITY DETAIL REPORTS

### WASTE MANAGEMENT

Facility generates hazardous waste

**DATABASE:** Resource Conservation and Recovery Information (RCRAInfo)

WRIGHT EQUIPMENT CO INC  
ABINGDON-BRISTOL HWY  
ABINGDON VA 24210  
EDR ID #1000234885

Facility Name	WRIGHT EQUIPMENT CO INC ABINGDON-BRISTOL HWY ABINGDON VA 24210
Mailing Address	PO BOX 1446 ABINGDON VA 24210
Contact:	LORRAIE MELTON (703) 626-5126
EPA-ID	VA0023622313
Classification	Small Quantity Generator
Description	Handler - generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time, or - generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time
Legal Status	Private
Owner	WRIGHT HAROLD OWNER STREET OWNERS CITY, AK 91555 - 5121 (215) 565-1212



## SECTION 2: FACILITY DETAIL REPORTS

,Continued

### MULTIMEDIA

Facility is listed in EPA's Index system

**DATABASE: Facility Index System (FINDS)**

WRIGHT EQUIPMENT CO INC  
ABINGDON-BRISTOL HWY  
ABINGDON, VA 24210  
EPA ID #1000234885

This site is listed in the Federal FINDS database. The FINDS database may contain references to records from government databases included elsewhere in the report. Please note: The FINDS database may also contain references to out of date records formerly associated with the site.

Registry ID #10008181760

Facility Name WRIGHT EQUIPMENT CO INC

Facility Address ABINGDON-BRISTOL HWY

ABINGDON, VA 24210

Facility County WASHINGTON

Facility EPA Region 03

US Fed Gov Facility No

Ind on Tribal Land No

Alternative Facility Names

Not reported

EPA Records Indicate Facility Is Listed in

RESOURCE CONSERVATION AND RECOVERY ACT INFORMATION SYSTEM

Supplemental Interest

Not reported

Facility SIC Codes

Not reported

Facility NAICS Codes

Not reported

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

To maintain currency of the following federal, state and local databases, EDR contacts the appropriate government agency on a monthly or quarterly basis as required.

**Elapsed ASTM days:** Provides confirmation that this report meets or exceeds the 90-day updating requirement of the ASTM standard.

### WASTE MANAGEMENT

#### ACRIS: Resource Conservation and Recovery Act Information

Source: EPA  
Telephone: 800-424-9346

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRAIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator or off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 02/21/2006  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/01/2006  
Date of Next Scheduled Update: 04/24/2006

#### BRS: Biennial Reporting System

Source: EPA/NTIS  
Telephone: 800-424-9346

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQGs) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2003  
Database Release Frequency: Biennially

Date of Last EDR Contact: 03/17/2006  
Date of Next Scheduled Update: 06/12/2006

#### RAATS: RCRA Administrative Action Tracking System

Source: EPA  
Telephone: 202-564-4104

RCRA Administrative Action Tracking System (RAATS) contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administrative actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 03/06/2006  
Date of Next Scheduled Update: 06/05/2006

#### CORRACTS: Corrective Action Report

Source: EPA  
Telephone: 800-424-9346

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/29/2005  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/08/2006  
Date of Next Scheduled Update: 05/05/2006

#### PADS: PCB Activity Database System

Source: EPA  
Telephone: 202-564-5887

PCB Activity Database (PADS) identifies generators, transporters, commercial storers and/or brokers and disposers of PCBs who are required to notify the EPA of such activities.

Date of Government Version: 12/27/2005  
Database Release Frequency: Annually

Date of Last EDR Contact: 02/08/2006  
Date of Next Scheduled Update: 05/08/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

, Continued

### MLTS: Material Licensing Tracking System

Source: Nuclear Regulatory Commission

Telephone: 301-415-7189

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contains the Agency on a quarterly basis.

Date of Government Version: 02/10/2006

Database Release Frequency: Annually

Date of Last EDR Contact: 04/03/2006

Date of Next Scheduled Update: 07/03/2006

### VA AST: Registered Petroleum Storage Tanks

Source: Department of Environmental Quality

Telephone: 804-608-4317

Registered Aboveground Storage Tanks

Date of Government Version: 12/05/2005

Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 03/29/2006

Date of Next Scheduled Update: 06/28/2006

### VA UST: Registered Petroleum Storage Tanks

Source: Department of Environmental Quality

Telephone: 804-527-5249

Registered Underground Storage Tanks: UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 12/05/2005

Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 03/29/2006

Date of Next Scheduled Update: 06/28/2006

### ERNS: Emergency Response Notification System

Source: National Response Center, United States Coast Guard

Telephone: 202-260-2342

Emergency Response Notification System: ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2005

Database Release Frequency: Annually

Date of Last EDR Contact: 01/12/2006

Date of Next Scheduled Update: 04/24/2006

### HMIRS: Hazardous Materials Information Reporting System

Source: U.S. Department of Transportation

Telephone: 202-366-4555

Hazardous Materials Incident Report System: HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/2005

Database Release Frequency: Annually

Date of Last EDR Contact: 01/16/2006

Date of Next Scheduled Update: 04/17/2006

## WASTE DISPOSAL

### NPL: National Priority List

Source: EPA

Telephone: Not reported

National Priorities List (Superfund): The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries provided by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 02/24/2006

Date Made Active at EDR: 03/31/2006

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 03/01/2006

Elapsed ASTM Days: 30

Date of Last EDR Contact: 03/01/2006

### PROPOSED NPL: Proposed National Priority List Sites

Source: EPA

Telephone: Not reported

Date of Government Version: 02/24/2006

Date Made Active at EDR: 03/31/2006

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 03/01/2006

Elapsed ASTM Days: 30

Date of Last EDR Contact: 03/01/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued

### DELISTED NPL: National Priority List Deletions

Source: EPA

Telephone: Not reported

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e) sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 02/24/2006

Date Made Active at EDR: 03/31/2006

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 03/01/2006

Elapsed ASTM Days: 30

Date of Last EDR Contact: 03/31/2006

### CERCLIS: Comprehensive Environmental Response Compensation, and Liability Information System

Source: EPA

Telephone: 703-413-0223

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response Compensation and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/24/2005

Date Made Active at EDR: 01/30/2006

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 12/21/2005

Elapsed ASTM Days: 40

Date of Last EDR Contact: 03/21/2006

### CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Source: EPA

Telephone: 703-413-0223

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Date of Government Version: 10/24/2005

Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/21/2006

Date of Next Scheduled Update: 06/19/2006

### NPL LIENS: Federal Superfund Liens

Source: EPA

Telephone: 202-564-4267

Federal Superfund Liens. Under the authority granted the USFPA by the Comprehensive Environmental Response Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991

Date Made Active at EDR: 03/30/1994

Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 02/02/1994

Elapsed ASTM Days: 55

Date of Last EDR Contact: 03/06/2006

### VA SHWS: This state does not maintain a SHWS list. See the Federal CERCLIS list and Federal NPL list.

Source: EPA

Telephone: 703-413-0223

State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version:

Database Release Frequency: No Update Planned

Date of Last EDR Contact: 07/18/2005

Date of Next Scheduled Update: 11/17/2005

### VA SWF/LF: Solid Waste Management Facilities

Source: Department of Environmental Quality

Telephone: 804-698-4238

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 02/11/2005

Database Release Frequency: Quarterly

Date of Last EDR Contact: 04/03/2006

Date of Next Scheduled Update: 07/03/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued...

### MULTIMEDIA

#### TRIS: Toxic Chemical Release Inventory System

Source: EPA

Telephone: 202-566-0250

Toxic Release Inventory System: TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2003

Database Release Frequency: Annually

Date of Last EDR Contact: 03/21/2006

Date of Next Scheduled Update: 06/13/2006

#### STS: Section 7 Tracking Systems

Source: EPA

Telephone: 202-564-4203

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2003

Database Release Frequency: Annually

Date of Last EDR Contact: 03/06/2006

Date of Next Scheduled Update: 04/17/2006

#### TSCA: Toxic Substances Control Act

Source: EPA

Telephone: 202-260-4521

Toxic Substances Control Act: TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2002

Database Release Frequency: N/A

Date of Last EDR Contact: 03/06/2006

Date of Next Scheduled Update: 04/17/2006

#### FTTS: FIFRA/TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA/Office of Prevention, Pesticides and Toxic Substances

Telephone: 202-568-1687

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 01/17/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/23/2006

Date of Next Scheduled Update: 06/19/2006

#### FTTS IMSP: FIFRA/TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA

Telephone: 202-566-1627

Date of Government Version: 01/17/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/20/2006

Date of Next Scheduled Update: 06/19/2006

#### ENG CONTROLS: Engineering Controls Sites List

Source: Environmental Protection Agency

Telephone: 703-603-8867

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or affect human health.

Date of Government Version: 08/02/2005

Database Release Frequency: Varies

Date of Last EDR Contact: 03/03/2006

Date of Next Scheduled Update: 07/03/2006

#### INST CONTROL: Sites with Institutional Controls

Source: Environmental Protection Agency

Telephone: 703-603-8867

A listing of sites with institutional controls in place. Institutional controls include administrative measures such as groundwater use restrictions, construction restrictions, property use restrictions and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 01/19/2005

Database Release Frequency: Varies

Date of Last EDR Contact: 03/03/2006

Date of Next Scheduled Update: 07/03/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued

### **FINDS** Facility Index System/Facility Registry System

Source: EPA

Telephone: Not reported

Facility Index System: FINDS contains both facility information and pointers to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aircraft Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes) and PADS (PCB Activity Data System).

Date of Government Version: 01/09/2008  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 04/03/2006  
Date of Next Scheduled Update: 07/03/2006

### **VA ENFORCEMENT** Enforcement Actions Data

Source: Department of Environmental Quality

Telephone: 804-698-4031

A listing of enforcement actions

Date of Government Version: 12/31/2005  
Database Release Frequency: Varies

Date of Last EDR Contact: 04/03/2006  
Date of Next Scheduled Update: 07/03/2006

### **VA LTANKS** Leaking Petroleum Storage Tanks

Source: Department of Environmental Quality

Telephone: 804-698-4266

Includes releases of petroleum from underground storage tanks and aboveground storage tanks

Date of Government Version: 12/31/2005  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/29/2006  
Date of Next Scheduled Update: 06/28/2006

### **VA DRY CLEAN** Drycleaner List

Source: Department of Environmental Quality

Telephone: 804-698-4407

A listing of registered drycleaners

Date of Government Version: 11/18/2006  
Database Release Frequency: Varies

Date of Last EDR Contact: 03/27/2006  
Date of Next Scheduled Update: 06/26/2006

### **VA BROWNFIELDS** Brownfields Site Specific Assessments

Source: Department of Environmental Quality

Telephone: 804-698-4207

To qualify for Brownfields Assessment, the site must meet the Federal definition of a Brownfields and should have contaminant issues that need to be addressed and a redevelopment plan supported by the local government and community. Virginia's Department of Environmental Quality performs brownfields assessments under a cooperative agreement with the U.S. Environmental Protection Agency at no cost to communities, property owners or prospective purchasers. The assessment is an evaluation of environmental impacts caused by previous site uses, similar to a Phase II Environmental Assessment.

Date of Government Version: 05/24/2006  
Database Release Frequency: Varies

Date of Last EDR Contact: 03/31/2006  
Date of Next Scheduled Update: 05/22/2006

### **VA INST CONTROL** Voluntary Remediation Program Database

Source: Department of Environmental Quality

Telephone: 804-698-4228

Sites included in the Voluntary Remediation Program database that have deed restrictions

Date of Government Version: 01/06/2006  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/23/2006  
Date of Next Scheduled Update: 04/24/2006

### **VA SPILLS** Pollution Complaints Database

Source: Department of Environmental Quality

Telephone: 804-527-5200

Pollution Complaints Database: The pollution reports contained in the PC database include the initial release reporting of Leaking Underground Storage Tanks and all other releases of petroleum to the environment as well as releases to state waters. The database is current through 12/1/93. Since that time, all spill and pollution reporting information has been collected and tracked through the DEQ regional offices.

Date of Government Version: 06/01/1996  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 09/25/1996  
Date of Next Scheduled Update:

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued

### VA VRA: Voluntary Remediation Program

Source: Department of Environmental Quality

Telephone: 804-698-4228

The Voluntary Cleanup Program encourages owners of selected contaminated sites to take the initiative and conduct voluntary cleanups that meet state environmental standards.

Date of Government Version: 01/06/2006  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/23/2006  
Date of Next Scheduled Update: 04/24/2006

### VA CEDS: Comprehensive Environmental Data System

Source: Department of Environmental Quality

Telephone: 804-698-4077

Virginia Water Protection Permits, Virginia Pollution Discharge System (point discharge) permits and Virginia Pollution Abatement (no point discharge) permits

Date of Government Version: 01/11/2006  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 04/03/2006  
Date of Next Scheduled Update: 07/03/2006

### VA NO LUST: Leaking Underground Storage Tank Tracking Database

Source: Department of Environmental Quality Northern Regional Office

Telephone: 703-563-3600

Date of Government Version: 05/16/2004  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 03/27/2006  
Date of Next Scheduled Update: 06/26/2006

### VA PD LUST: Leaking Underground Storage Tank Sites

Source: Department of Environmental Quality Piedmont Regional Office

Telephone: 804-527-5020

Date of Government Version: 02/28/2006  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 02/27/2006  
Date of Next Scheduled Update: 05/28/2006

### VA SW LUST: Leaking Underground Storage Tank Database

Source: Department of Environmental Quality Southwest Regional Office

Telephone: 504-676-5507

Date of Government Version: 12/01/2005  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 02/10/2006  
Date of Next Scheduled Update: 05/08/2006

### VA TD LUST: Leaking Underground Storage Tank Sites

Source: Department of Environmental Quality Tidewater Regional Office

Telephone: 757-518-2198

Date of Government Version: 12/31/2005  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/27/2006  
Date of Next Scheduled Update: 06/26/2006

### VA VA LUST: Leaking Underground Storage Tank List

Source: Department of Environmental Quality Valley Regional Office

Telephone: 540-574-7800

Date of Government Version: 08/01/2001  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 03/27/2006  
Date of Next Scheduled Update: 06/26/2006

### VA WC LUST: Leaking Underground Storage Tank List

Source: Department of Environmental Quality West Central Regional Office

Telephone: 540-562-6700

Date of Government Version: 04/18/2005  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 03/27/2006  
Date of Next Scheduled Update: 06/26/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued

### POTENTIAL SUPERFUND LIABILITY

PRP: Potentially Responsible Parties

Source: EPA

Telephone: 202-564-6064

A listing of verified Potentially Responsible Parties

Date of Government Version: 01/10/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/30/2006

Date of Next Scheduled Update: 04/03/2006





**EDR° Environmental  
Data Resources Inc**

## **EDR Site Report™**

**SOUTH OF BRIDGE OFF I-81 AT EXIT  
SOUTH OF BRIDGE OFF I-81 AT EXIT 13  
CHILHOWEE, VA**

**Inquiry Number:**

**March 15, 2006**

**The Standard in  
Environmental Risk  
Management Information**

**440 Wheelers Farms Road  
Milford, Connecticut 06461**

**Nationwide Customer Service**

**Telephone: 1-800-352-0050**

**Fax: 1-800-231-6802**

**Internet: [www.edrnet.com](http://www.edrnet.com)**

# TABLE OF CONTENTS

The EDR-Site Report™ is a comprehensive presentation of government filings on a facility identified in a search of over 4 million government records from more than 600 federal, state and local environmental databases. The report is divided into three sections.

**Section 1 Facility Summary . . . . . Page 3**

Summary of facility filings including a review of the following areas: waste management, waste disposal, multi-media issues, and Superfund liability.

**Section 2: Facility Detail Reports . . . . . Page 4**

All available detailed information from databases where sites are identified.

**Section 3. Databases Searched and Update Information. . . . . Page 5**

Name, source, update dates, contact phone number and description of each of the databases searched for this report.

*Thank you for your business.  
Please contact EDR at 1-800-352-0050  
with any questions or comments.*

## Disclaimer - Copyright and Trademark Notice

This report contains information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT. Purchaser accepts this report "AS IS". Any analyses, estimates, ratings or risk codes provided in this report are provided for illustrative purposes only and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can produce information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2006 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc. or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

## SECTION 1: FACILITY SUMMARY

FACILITY	FACILITY 1
<b>AREA</b>	<b>SOUTH OF BRIDGE OFF I-81 AT EXIT 13 SOUTH OF BRIDGE OFF I-81 AT EXIT 13 CHILMARK, VA EDR ID #976014</b>
<b>WASTE MANAGEMENT</b> Facility generates hazardous waste (RCRA)	NO
Facility treats, stores, or disposes of hazardous waste on-site (RCRA/TSDF)	NO
Facility has received Notices of Violations (NOV/AA/XX/L)	NO
Facility has been subject to RCRA administrative actions (RAATS)	NO
Facility has been subject to corrective actions (CORRACTS)	NO
Facility handles PCBs (PAUSE)	NO
Facility uses radioactive materials (RLTS)	NO
Facility manages registered aboveground storage tanks (AST)	NO
Facility manages registered underground storage tanks (UST)	NO
Facility has reported leaking underground storage tank incidents (LUST)	NO
Facility has reported emergency releases to the soil (ERHVS)	YES - p4
Facility has reported hazardous material incidents to DOT (HMIRS)	NO
<b>WASTE DISPOSAL</b> Facility is a Superfund Site (NPL)	NO
Facility has a known or suspected abandoned inactive or uncontrolled hazardous waste site (QLHCLIS)	NO
Facility has a reported Superfund Lien on it (LSEINS)	NO
Facility is listed as a solid hazardous waste site (SEHWB)	NO
Facility has disposed of solid waste on-site (SWW,US)	NO
<b>MULTIMEDIA</b> Facility uses lead, chromium, and has notified EPA under SARA Title III, Section 313 (TRIS)	NO
Facility produces pesticides and has notified EPA under Section 7 of FIFRA (SSES)	NO
Facility manufactured or imported toxic chemicals on the TSCA list (TSCA)	NO
Facility has inspections under FIFRA, TSCA or EPCRA (F7T9)	NO
Facility is listed in EPA's index system (FUNDOS)	NO
Facility is listed in a county/local unique database (LOCAL)	NO
<b>POTENTIAL SUPERFUND LIABILITY</b> Facility has a list of potentially responsible parties PRP	NO
<b>TOTAL (YES)</b>	1

## SECTION 2: FACILITY DETAIL REPORTS

### WASTE MANAGEMENT

Facility has reported emergency releases to the soil

**DATABASE:** Emergency Response Notification System (ERNS)

SOUTH OF BRIDGE OFF I-81 AT EXIT 13  
SOUTH OF BRIDGE OFF I-81 AT EXIT 13  
CHILHOWEE, VA  
EDR ID #876914

Site ID	876914		
Site Location	SOUTH OF BRIDGE OFF I-81 AT EXIT 13 CHILHOWEE, VA SMITH County		
Report No.	07493	EPA Region	03
Spill Date	06/19/1987	Spill Time	00:00
Medium Desc.	Water	Damage/Ami	Yes / \$0.00
Evacuation	Yes	Injured	None
Fatalities	None	Notes	MIDDLE FORK (TO SOUTH HOLSTON LAKE)
Disch Org	Not reported		
Disch Add	Not reported		
Disch City	Not reported		
Disch ST	Not reported		
Disch Zip	Not reported		
Disch County	Not reported		
C.D. Unit	Not reported		
Cause	Not reported		

Spilled Material	Total Qty	In Water	Under	Cap	Qty
UNKNOWN MATERIAL (POSSIBLY OIL)	0.00 UNK	0.00 UNK	Not reported	Not reported	0.00 lbs

Description:	LARGE (SEVL THOUSAND GALLON) TANK LEAKING ON THE BANKS OF THE CREEK
Location	SOUTH OF BRIDGE OFF I-81 AT EXIT 13
Action	NONE
Comments	Not reported

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

To maintain currency of the following federal, state and local databases, EDR contacts the appropriate government agency on a monthly or quarterly basis as required.

**Elapsed ASTM days:** Provides confirmation that this report meets or exceeds the 90-day updating requirement of the ASTM standard.

### WASTE MANAGEMENT

#### RCRIS: Resource Conservation and Recovery Act Information

Source: EPA  
Telephone: 800-424-6346

RCRAInfo is EPA's comprehensive information system providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/15/2005  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/01/2006  
Date of Next Scheduled Update: 04/24/2006

#### BRS: Biennial Reporting System

Source: EPA/NTIS  
Telephone: 800-424-9046

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQGs) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2003  
Database Release Frequency: Biennially

Date of Last EDR Contact: 09/12/2005  
Date of Next Scheduled Update: 12/12/2005

#### RAATS: RCRA Administrative Action Tracking System

Source: EPA  
Telephone: 202-564-4104

RCRA Administrative Action Tracking System (RAATS) contains records based on enforcement actions issued under RCRA pertaining to major violations and includes administrative and civil actions brought by the EPA. For administrative actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a restructure in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 03/06/2006  
Date of Next Scheduled Update: 06/05/2006

#### CORRACTS: Corrective Action Report

Source: EPA  
Telephone: 800-424-9346

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/29/2006  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 03/05/2006  
Date of Next Scheduled Update: 06/05/2006

#### PADS: PCB Activity Database System

Source: EPA  
Telephone: 202-564-3887

PCB Activity Database (PADS) identifies generators, transporters, commercial storers and/or handlers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 12/27/2005  
Database Release Frequency: Annually

Date of Last EDR Contact: 02/06/2006  
Date of Next Scheduled Update: 05/06/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued..

### MLTS: Material Licensing Tracking System

Source: Nuclear Regulatory Commission

Telephone: 301-415-7189

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 6,103 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 10/18/2005

Database Release Frequency: Quarterly

Date of Last EDR Contact: 02/03/2006

Date of Next Scheduled Update: 04/03/2006

### VA AST: Registered Petroleum Storage Tanks

Source: Department of Environmental Quality

Telephone: 804-698-4317

Registered Aboveground Storage Tanks

Date of Government Version: 12/05/2005

Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/27/2005

Date of Next Scheduled Update: 03/27/2006

### VA UST: Registered Petroleum Storage Tanks

Source: Department of Environmental Quality

Telephone: 804-527-5249

Registered Underground Storage Tanks: UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 12/05/2005

Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/27/2005

Date of Next Scheduled Update: 03/27/2006

### ERNS: Emergency Response Notification System

Source: National Response Center, United States Coast Guard

Telephone: 202-260-2342

Emergency Response Notification System: ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/2005

Database Release Frequency: Annually

Date of Last EDR Contact: 01/12/2006

Date of Next Scheduled Update: 04/24/2006

### HMIRS: Hazardous Materials Information Reporting System

Source: U.S. Department of Transportation

Telephone: 202-366-1555

Hazardous Materials Incident Report System: HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 12/31/2005

Database Release Frequency: Annually

Date of Last EDR Contact: 01/18/2006

Date of Next Scheduled Update: 04/17/2006

## WASTE DISPOSAL

### NPL: National Priority List

Source: EPA

Telephone: Not reported

National Priorities List (Superfund): The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 11/29/2005

Date Made Active at EDR: 02/27/2006

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 01/31/2006

Elapsed ASTM Days: 27

Date of Last EDR Contact: 03/01/2006

### PROPOSED NPL: Proposed National Priority List Sites

Source: EPA

Telephone: Not reported

Date of Government Version: 11/29/2005

Date Made Active at EDR: 02/27/2006

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 01/31/2006

Elapsed ASTM Days: 27

Date of Last EDR Contact: 03/01/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued.

### DELISTED NPL: National Priority List Deletions

Source: EPA

Telephone: Not reported

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425 (a), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 11/28/2005

Date Made Active at EDR: 02/27/2006

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 01/31/2006

Elapsed ASTM Days: 27

Date of Last EDR Contact: 03/01/2006

### CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

Source: EPA

Telephone: 703-413-0223

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies, and private persons pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/24/2005

Date Made Active at EDR: 01/30/2006

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 12/21/2005

Elapsed ASTM Days: 40

Date of Last EDR Contact: 12/21/2005

### CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Source: EPA

Telephone: 703-413-0223

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found; contamination was removed quickly without the need for the site to be placed on the NPL; or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Date of Government Version: 10/24/2005

Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/21/2005

Date of Next Scheduled Update: 03/20/2006

### NPL LIENS: Federal Superfund Liens

Source: EPA

Telephone: 202-554-4267

Federal Superfund Liens: Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991

Date Made Active at EDR: 03/20/1994

Database Release Frequency: No Update Planned

Date of Data Arrival at EDR: 02/02/1994

Elapsed ASTM Days: 56

Date of Last EDR Contact: 03/06/2006

### VA SHW/S: This state does not maintain a SHW/S list. See the Federal CERCLIS list and Federal NPL list.

Source: EPA

Telephone: 703-413-0223

State Hazardous Waste Sites: State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version:

Database Release Frequency: No Update Planned

Date of Last EDR Contact: 07/18/2005

Date of Next Scheduled Update: 10/17/2005

### VA SWF/LF: Solid Waste Management Facilities

Source: Department of Environmental Quality

Telephone: 804-698-4238

Solid Waste Facilities/Landfill Sites: SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 1004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 02/01/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 02/07/2006

Date of Next Scheduled Update: 04/03/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued.

### MULTIMEDIA

#### TRIS: Toxic Chemical Release Inventory System

Source: EPA

Telephone: 202-566-0250

Toxic Release Inventory System: TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2003

Database Release Frequency: Annually

Date of Last EDR Contact: 12/21/2005

Date of Next Scheduled Update: 03/20/2006

#### STS: Section 7 Tracking System

Source: EPA

Telephone: 202-564-4233

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2003

Database Release Frequency: Annually

Date of Last EDR Contact: 03/06/2006

Date of Next Scheduled Update: 04/17/2006

#### TSCA: Toxic Substances Control Act

Source: EPA

Telephone: 202-260-5521

Toxic Substances Control Act: TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2002

Database Release Frequency: N/A

Date of Last EDR Contact: 03/06/2006

Date of Next Scheduled Update: 04/17/2006

#### FTTS: FIFRA/TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA/Office of Prevention Pesticides and Toxic Substances

Telephone: 202-566-1667

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 01/17/2005

Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/20/2005

Date of Next Scheduled Update: 03/20/2006

#### FTTS INSP: FIFRA/TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA

Telephone: 202-566-1667

Date of Government Version: 01/17/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/20/2005

Date of Next Scheduled Update: 03/20/2006

#### ENG CONTROLS: Engineering Controls Sites List

Source: Environmental Protection Agency

Telephone: 703-603-8867

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, bulking, foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or affect human health.

Date of Government Version: 06/02/2005

Database Release Frequency: Varies

Date of Last EDR Contact: 03/03/2006

Date of Next Scheduled Update: 04/03/2006

#### INST CONTROL: Sites with Institutional Controls

Source: Environmental Protection Agency

Telephone: 703-603-8867

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 01/10/2005

Database Release Frequency: Varies

Date of Last EDR Contact: 03/03/2006

Date of Next Scheduled Update: 04/03/2006



## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued

### **FINDS: Facility Index System/Facility Registry System**

Source: EPA

Telephone: Not reported

Facility Index System: FINDS contains both facility information and pointers to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 03/08/2005

Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/03/2006

Date of Next Scheduled Update: 04/03/2006

### **VA ENFORCEMENT: Enforcement Actions Data**

Source: Department of Environmental Quality

Telephone: 804-698-4031

A listing of enforcement actions

Date of Government Version: 12/31/2005

Database Release Frequency: Varies

Date of Last EDR Contact: 01/04/2006

Date of Next Scheduled Update: 04/03/2006

### **VA LTANKS: Leaking Petroleum Storage Tanks**

Source: Department of Environmental Quality

Telephone: 804-698-4269

Includes releases of petroleum from underground storage tanks and aboveground storage tanks

Date of Government Version: 12/05/2005

Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/27/2005

Date of Next Scheduled Update: 03/27/2006

### **VA DRY CLEAN: Drycleaner List**

Source: Department of Environmental Quality

Telephone: 804-698-4407

A listing of registered drycleaners

Date of Government Version: 11/16/2005

Database Release Frequency: Varies

Date of Last EDR Contact: 06/26/2005

Date of Next Scheduled Update: 12/15/2005

### **VA BROWNFIELDS: Brownfields Site Specific Assessments**

Source: Department of Environmental Quality

Telephone: 804-698-4207

To qualify for Brownfields Assessment, the site must meet the Federal definition of a Brownfield and should have contaminant issues that need to be addressed and a redevelopment plan supported by the local government and community. Virginia's Department of Environmental Quality performs brownfields assessments under a cooperative agreement with the U.S. Environmental Protection Agency at no cost to communities, property owners or prospective purchasers. The assessment is an evaluation of environmental impacts caused by previous site uses similar to a Phase II Environmental Assessment.

Date of Government Version: 05/24/2005

Database Release Frequency: Varies

Date of Last EDR Contact: 03/06/2006

Date of Next Scheduled Update: 05/22/2006

### **VA INST CONTROL: Voluntary Remediation Program Database**

Source: Department of Environmental Quality

Telephone: 804-698-4228

Sites included in the Voluntary Remediation Program database that have closed facilities

Date of Government Version: 01/06/2006

Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/23/2006

Date of Next Scheduled Update: 04/24/2006

### **VA SPILLS: Pollution Complaint Database**

Source: Department of Environmental Quality

Telephone: 804-527-5200

Pollution Complaints Database: The pollution reports contained in the PC database include the initial release reporting of Leaking Underground Storage Tanks and all other releases of petroleum to the environment as well as releases to state waters. The database is current through 12/1/93. Since that time, all spill and pollution reporting information has been collected and tracked through the DEQ regional offices.

Date of Government Version: 06/11/1996

Database Release Frequency: No Update Planned

Date of Last EDR Contact: 09/25/1996

Date of Next Scheduled Update:

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

Continued

### VA VRP: Voluntary Remediation Program

Source: Department of Environmental Quality  
Telephone: 804-698-4228

The Voluntary Cleanup Program encourages owners of elected contaminated sites to take the initiative and conduct voluntary cleanups that meet state environmental standards.

Date of Government Version: 01/06/2006  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/23/2006  
Date of Next Scheduled Update: 04/24/2006

### VA CEDS: Comprehensive Environmental Data System

Source: Department of Environmental Quality  
Telephone: 804-698-4077

Virginia Water Pollution Permits, Virginia Pollution Discharge System (point discharge) permits and Virginia Pollution Abatement (no point discharge) permits

Date of Government Version: 01/17/2006  
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 01/04/2006  
Date of Next Scheduled Update: 04/03/2006

### VA NDLUST: Leaking Underground Storage Tank Tracking Database

Source: Department of Environmental Quality Northern Regional Office  
Telephone: 703-567-3800

Date of Government Version: 05/18/2004  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 12/27/2005  
Date of Next Scheduled Update: 03/27/2006

### VA PDLUST: Leaking Underground Storage Tank Sites

Source: Department of Environmental Quality Piedmont Regional Office  
Telephone: 804-527-5020

Date of Government Version: 02/28/2006  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 02/27/2006  
Date of Next Scheduled Update: 05/29/2006

### VA SWLUST: Leaking Underground Storage Tank Database

Source: Department of Environmental Quality Southwest Regional Office  
Telephone: 504-578-5507

Date of Government Version: 12/01/2005  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 02/10/2006  
Date of Next Scheduled Update: 02/08/2006

### VA TDLUST: Leaking Underground Storage Tank Sites

Source: Department of Environmental Quality Tidewater Regional Office  
Telephone: 757-518-2198

Date of Government Version: 12/31/2005  
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/27/2005  
Date of Next Scheduled Update: 03/27/2006

### VA VALUST: Leaking Underground Storage Tank List

Source: Department of Environmental Quality Valley Regional Office  
Telephone: 540-574-7800

Date of Government Version: 08/01/2001  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 12/27/2005  
Date of Next Scheduled Update: 03/27/2006

### VA WCLUST: Leaking Underground Storage Tank List

Source: Department of Environmental Quality West Central Regional Office  
Telephone: 540-562-6700

Date of Government Version: 04/18/2005  
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 12/27/2005  
Date of Next Scheduled Update: 03/27/2006

## SECTION 3: DATABASES SEARCHED AND UPDATE DATES

.. Continued

### POTENTIAL SUPERFUND LIABILITY

PRP: Potentially Responsible Parties

Source: EPA

Telephone: 202-564-6064

A listing of verified Potentially Responsible Parties

Date of Government Version: 01/10/2008

Database Release Frequency: Quarterly

Date of Last EDR Control: 01/30/2008

Date of Next Scheduled Update: 04/03/2008

## **16.4 SITE PHOTOGRAPHS**

## REPRESENTATIVE PHOTOGRAPHS

**PROJECT NO.:** 1054-05-485  
**CAMERA MAKE:** Sony DSC-S40  
**PHOTOGRAPHER:** Wendy S. Polomis

**PROJECT NAME:** Due Diligence Hazardous Waste Evaluation  
**LOCATION:** VA Highlands Airport, Bristol, VA  
**DATE TAKEN:** March 20, 21 and 24, 2006



Parcel 123-A-144

PHOTOGRAPH NO. 01

**COMMENTS:** Photograph depicts the view across the property toward the north



Parcel 123-A-144

PHOTOGRAPH NO. 02

**COMMENTS:** Photograph depicts a pole mounted transformer located along the western boundary of the subject property

## REPRESENTATIVE PHOTOGRAPHS

**PROJECT NO.:** 1054-05-485  
**CAMERA MAKE:** Sony DSC-S40  
**PHOTOGRAPHER:** Wendy S. Polontis

**PROJECT NAME:** Due Diligence Hazardous Waste Evaluation  
**LOCATION:** VA Highlands Airport, Bristol, VA  
**DATE TAKEN:** March 20, 21 and 24, 2006

Parcel 124-A-27

PHOTOGRAPH NO 05

**COMMENTS** Photograph depicts the view toward the south. Gent property in the distance



Parcel 124-A-27

PHOTOGRAPH NO 06

**COMMENTS:** Photograph depicts a portion of Spring Creek that is located on the subject property



## REPRESENTATIVE PHOTOGRAPHS

**PROJECT NO.:** I054-05-485  
**CAMERA MAKE:** Sony DSC-S40  
**PHOTOGRAPHER:** Wendy S. Polomis

**PROJECT NAME:** Due Diligence Hazardous Waste Evaluation  
**LOCATION:** VA Highlands Airport, Bristol, VA  
**DATE TAKEN:** March 20, 21 and 24, 2006



Parcel 124-A-27

PHOTOGRAPH NO. 07

**COMMENTS:** Photograph depicts 55-gallon drums that are used for compost.



Parcel 124-A-27

PHOTOGRAPH NO. 08

**COMMENTS** Photograph depicts an unlabeled 55-gallon drum located in the barn.

## REPRESENTATIVE PHOTOGRAPHS

**PROJECT NO.:** 1054-05-485  
**CAMERA MAKE:** Sony DSC-S40  
**PHOTOGRAPHER:** Wendy S. Polonis

**PROJECT NAME:** Due Diligence Hazardous Waste Evaluation  
**LOCATION:** VA Highlands Airport, Bristol, VA  
**DATE TAKEN:** March 20, 21 and 24, 2006

### Parcel 124-A-27

#### PHOTOGRAPH NO 09

**COMMENTS** Photograph depicts several 5-gallon buckets currently used for storage of gardening supplies.



### Parcel 124-A-27

#### PHOTOGRAPH NO 10

**COMMENTS** Photograph depicts inside the barn structure





## REPRESENTATIVE PHOTOGRAPHS

PROJECT NO.: 1054-05-485  
CAMERA MAKE: Sony DSC-S40  
PHOTOGRAPHER: Wendy S. Polonis

PROJECT NAME: Due Diligence Hazardous Waste Evaluation  
LOCATION: VA Highlands Airport, Bristol, VA  
DATE TAKEN: March 20, 21 and 24, 2006

### Parcel 124-A-2E

#### PHOTOGRAPH NO. 11

COMMENTS      Photograph depicts the onsite residential structure.



### Parcel 124-A-2E

#### PHOTOGRAPH NO. 12

COMMENTS      Photograph depicts the view toward the south. Highway 611 is in the background.



## REPRESENTATIVE PHOTOGRAPHS

**PROJECT NO.:** 1054-05-485  
**CAMERA MAKE:** Sony DSC-S40  
**PHOTOGRAPHER:** Wendy S. Polomis

**PROJECT NAME:** Due Diligence Hazardous Waste Evaluation  
**LOCATION:** VA Highlands Airport, Bristol, VA  
**DATE TAKEN:** March 20, 21 and 24, 2006



Parcel 124-A-2E

PHOTOGRAPH NO 13

COMMENTS: Photograph depicts the view toward the north



Parcel 124-A-2E

PHOTOGRAPH NO 14

COMMENTS: Photograph depicts the property toward the east.

## REPRESENTATIVE PHOTOGRAPHS

**PROJECT NO.:** 1054-05-485  
**CAMERA MAKE:** Sony DSC-S40  
**PHOTOGRAPHER:** Wendy S. Polomis

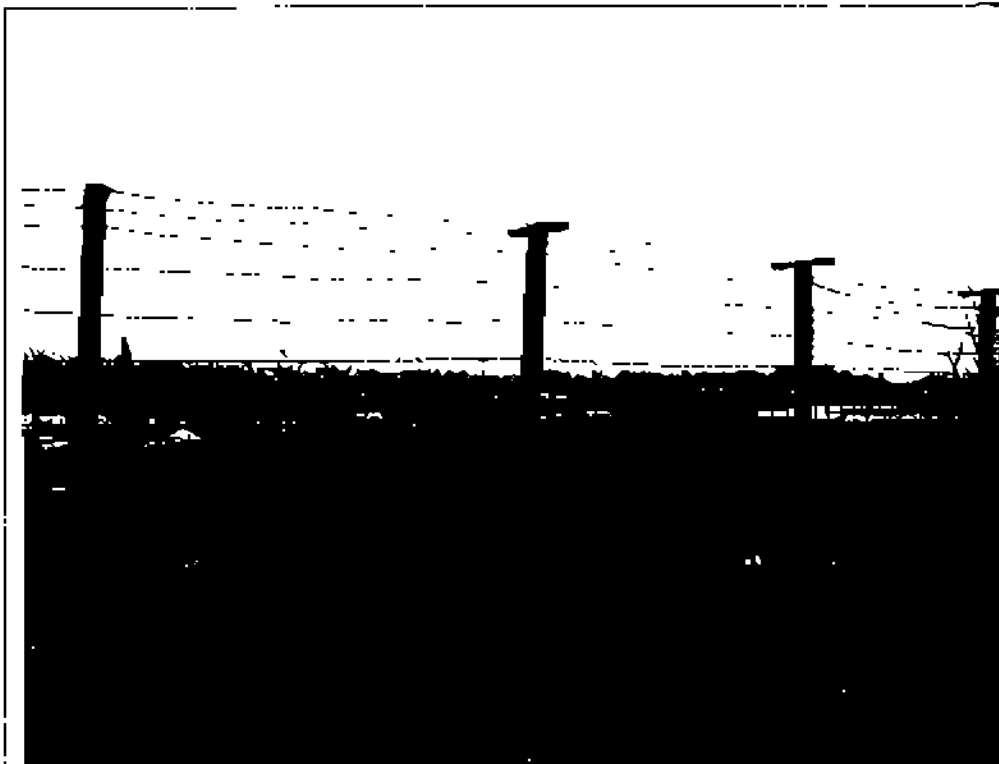
**PROJECT NAME:** Due Diligence Hazardous Waste Evaluation  
**LOCATION:** VA Highlands Airport, Bristol, VA  
**DATE TAKEN:** March 20, 21 and 24, 2006



Parcel 124-A-4

PHOTOGRAPH NO. 15

**COMMENTS:** Photograph depicts the livestock exchange building to the north



Parcel 124-A-4

PHOTOGRAPH NO. 16

**COMMENTS:** Photograph depicts the view to the south toward the airport

## REPRESENTATIVE PHOTOGRAPHS

**PROJECT NO.:** 1054-05-485  
**CAMERA MAKE:** Sony DSC-S40  
**PHOTOGRAPHER:** Wendy S. Polomis

**PROJECT NAME:** Due Diligence Hazardous Waste Evaluation  
**LOCATION:** VA Highlands Airport, Bristol, VA  
**DATE TAKEN:** March 20, 21 and 24, 2006

### Parcel 124-A-4

#### PHOTOGRAPH NO 17

**COMMENTS:** Photograph depicts the view to the west across the parking area.

### Parcel 124-A-4

#### PHOTOGRAPH NO 18

**COMMENTS:** Photograph depicts the view toward the west

## REPRESENTATIVE PHOTOGRAPHS

**PROJECT NO.:** 1054-05-485  
**CAMERA MAKE:** Sony DSC-S40  
**PHOTOGRAPHER:** Wendy S. Polonis

**PROJECT NAME:** Due Diligence Hazardous Waste Evaluation  
**LOCATION:** VA Highlands Airport, Bristol, VA  
**DATE TAKEN:** March 20, 21 and 24, 2006

### Parcel 124-A-8

#### PHOTOGRAPH NO. 19

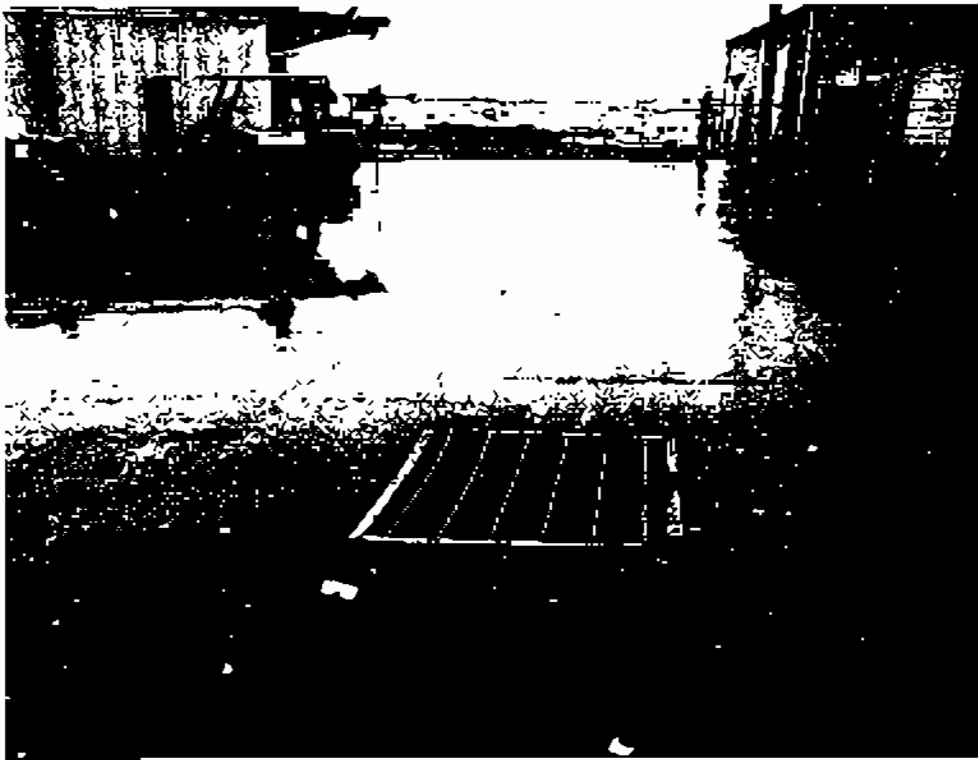
**COMMENTS:** Picture depicts the Wright Equipment main sales building



### Parcel 124-A-8

#### PHOTOGRAPH NO. 20

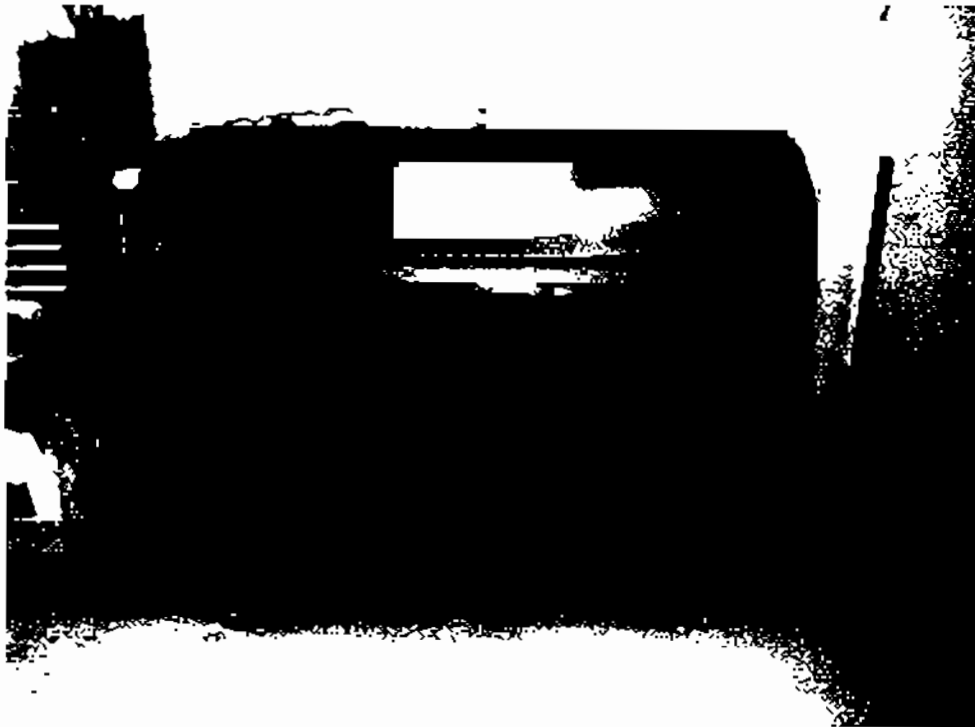
**COMMENTS:** Drainage feature located on the subject property. Several of these features are located on the property and all drain toward Lee Highway to drainage ditch.



## REPRESENTATIVE PHOTOGRAPHS

PROJECT NO.: 1054-05-485  
CAMERA MAKE: Sony DSC-S40  
PHOTOGRAPHER: Wendy S. Polomis

PROJECT NAME: Due Diligence Hazardous Waste Evaluation  
LOCATION: VA Highlands Airport, Bristol, VA  
DATE TAKEN: March 20, 21 and 24, 2006



Parcel 124-A-8

PHOTOGRAPH NO. 21

COMMENTS: AST located in the service department area. Note the apparent signs of spillage.



Parcel 124-A-8

PHOTOGRAPH NO. 22

COMMENTS: Photograph depicts 55-gallon drums of battery fluid, acid. Note the staining on the floor.

## REPRESENTATIVE PHOTOGRAPHS

PROJECT NO.: 1054-05-485  
CAMERA MAKE: Sony DSC-S40  
PHOTOGRAPHER: Wendy S. Polonis

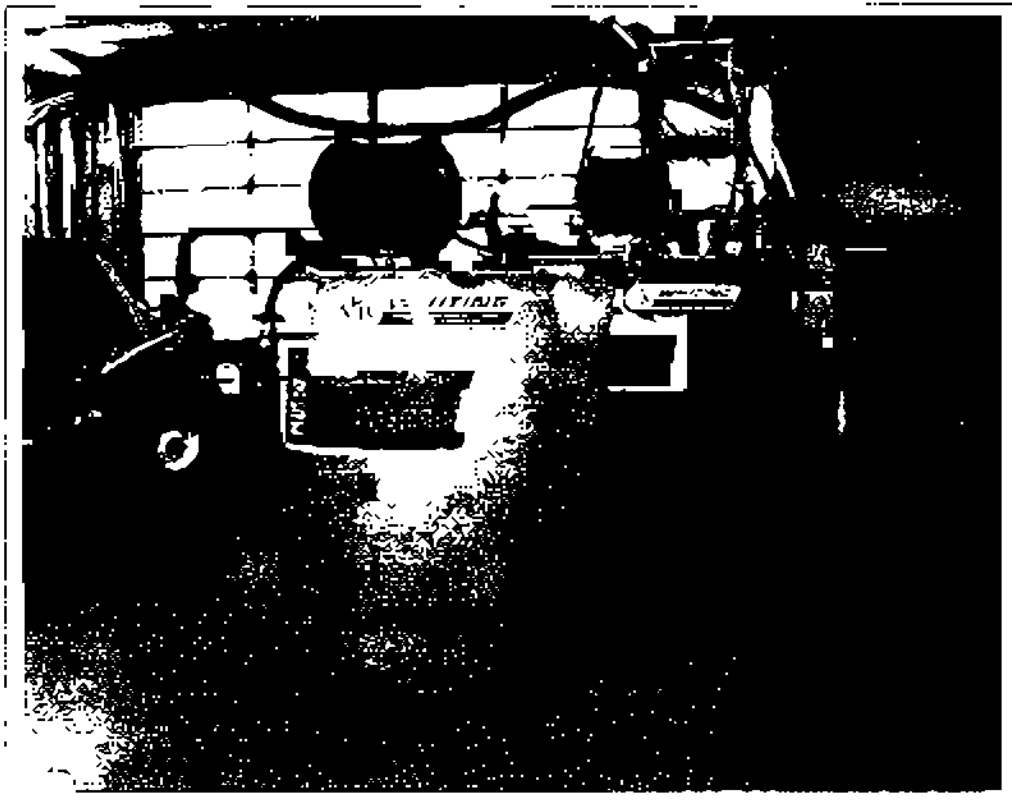
PROJECT NAME: Due Diligence Hazardous Waste Evaluation  
LOCATION: VA Highlands Airport, Bristol, VA  
DATE TAKEN: March 20, 21 and 24, 2006



Parcel 124-A-8

PHOTOGRAPH NO. 23

COMMENTS AST located in the service area in main building. Note the signs of spillage on the AST.



Parcel 124-A-8

PHOTOGRAPH NO. 24

COMMENTS Photograph depicts containers of motor oil located in the service area of the subject property

## REPRESENTATIVE PHOTOGRAPHS

**PROJECT NO.:** 1054-05-485  
**CAMERA MAKE:** Sony DSC-S40  
**PHOTOGRAPHER:** Wendy S. Polomis

**PROJECT NAME:** Due Diligence Hazardous Waste Evaluation  
**LOCATION:** VA Highlands Airport, Bristol, VA  
**DATE TAKEN:** March 20, 21 and 24, 2006



Parcel 124-A-8

PHOTOGRAPH NO. 25

**COMMENTS:** Photograph depicts the storage room. Note the staining on the floor and the apparent leaks on the storage boxes.



Parcel 124-A-18B

PHOTOGRAPH NO. 26

**COMMENTS:** View toward southwest across Parcel 124-A-8 looking toward Lee Highway.



## REPRESENTATIVE PHOTOGRAPHS

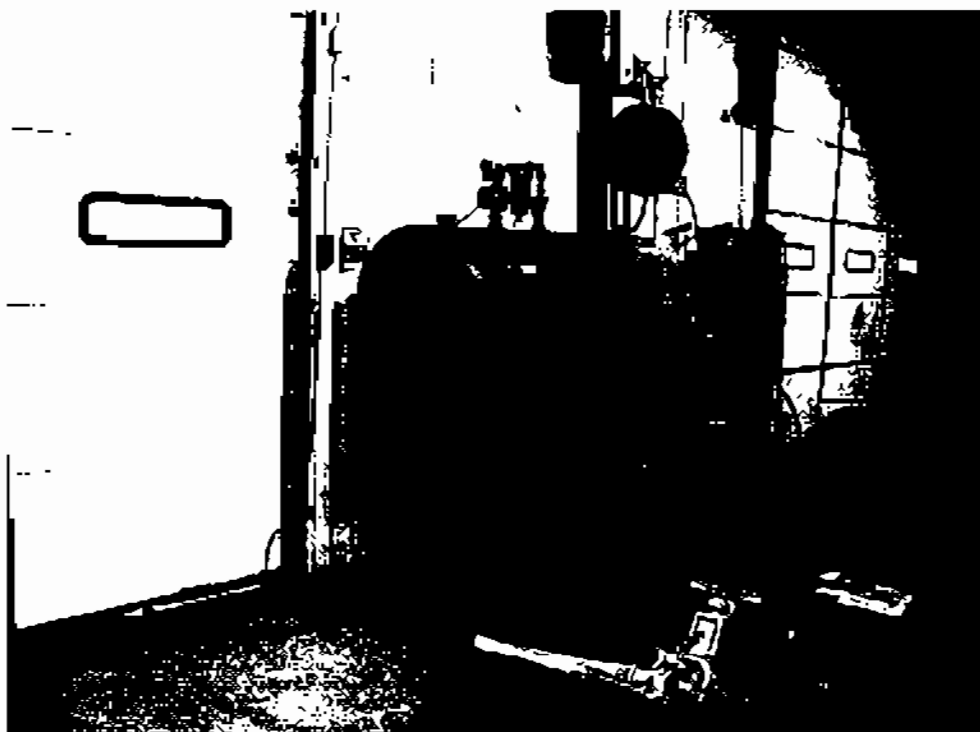
**PROJECT NO.:** 1054-05-485  
**CAMERA MAKE:** Sony DSC-S40  
**PHOTOGRAPHER:** Wendy S. Polomis

**PROJECT NAME:** Due Diligence Hazardous Waste Evaluation  
**LOCATION:** VA Highlands Airport, Bristol, VA  
**DATE TAKEN:** March 20, 21 and 24, 2006

Parcel 124-A-18B

PHOTOGRAPH NO. 27

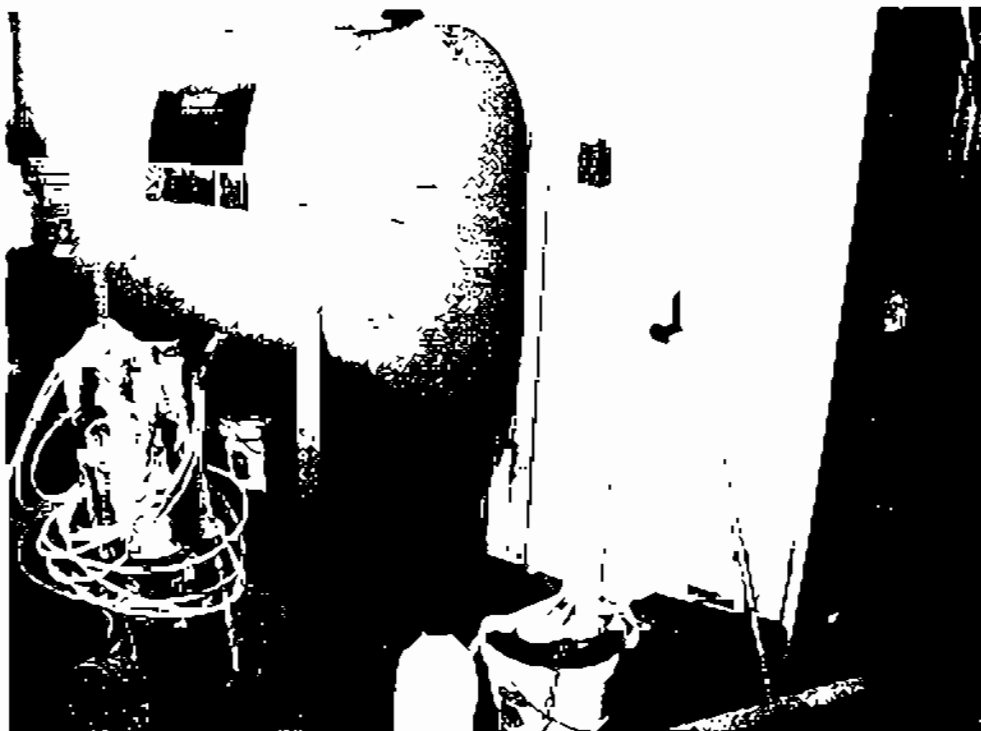
**COMMENTS** Photograph depicts an AST located in the garage area. Note the apparent leaking on the top and side of the AST.



Parcel 124-A-18B

PHOTOGRAPH NO. 28

**COMMENTS** Photograph depicts an AST located in the garage area. Note the spillage on the floor and the addition of an absorbent.



## **16.5 REGULATORY RECORDS DOCUMENTATION**

# COMMONWEALTH OF VIRGINIA

Department of Health

Division of Health

Certified Mail  
Return Receipt Requested

Virginia State Board of Health

Re: Westinghouse Electric Corporation  
VAD000619774

## Consent Order

### SECTION A: Findings

1. Westinghouse Electric Corporation (herein after called the Company) is the owner and operator of a business in Abingdon, Virginia for which a "Notification of Hazardous Waste Activity" was filed with the U.S. Environmental Protection Agency (EPA) August 15, 1980 declaring that the Company is a generator and treater/storer/disposer of hazardous waste listed or identified under Title 40, Code of Federal Regulations (CFR), Part 261.
2. The Company filed "Part A" of an application for a permit to treat/store/dispose of hazardous waste December 5, 1980 with the EPA. In the application the Company proposed to store hazardous waste in drums (S01) and tanks (S02).
3. On July 16, 1982, the EPA granted the Company "interim status" for the storage of hazardous waste classified as U001 in drums (S01) and tanks (S02) as per the application.
4. On September 12, 1984, the Company submitted a closure plan for the storage facility to the State Health Commissioner as required under Section 9.07 of the Virginia Hazardous Waste Management Regulations (VHWMR). Public notice of the receipt of this closure plan and intent to terminate interim status was published on October 9, 1984, with the public comment period extending until November 9, 1984. The Bureau approved the Company's closure plan on November 26, 1984.
5. On May 20, 1985, the Company requested an extension for closure activities which would be completed by July 30, 1985. The closure certifications from the Company and a registered professional engineer, as required under Section 9.07 of the VHWMR, would be provided by August 31, 1985.

6. By letter dated November 29, 1984, the Bureau provided the Company with the "Notice of Termination of Interim Status" executed by the Commissioner on November 28, 1984.

7. On February 4, 1986, the Company was inspected by personnel of the Commonwealth of Virginia, Department of Health, Bureau of Hazardous Waste Management (hereinafter called the Bureau). At that time the inspectors discussed the activities related to the closure of the drum and tank storage areas, including the failure to submit certification of closure by both the Company and a registered professional engineer by August 31, 1985, in violation of Section 9.07 of the VMHMR.

8. On February 18, 1986, the Bureau received a closure certification from the Company.

9. On April 25, 1986, the Bureau received the required closure certification from a registered professional engineer.

#### SECTION B: Authority

1. In accordance with Section 3006(c) of the Resource Conservation and Recovery Act, the Commonwealth of Virginia was granted interim authorization for Phase I and Phase II Components A and B and final authorization to operate its hazardous waste program in lieu of the Federal hazardous waste program as published in the Federal Register on November 3, 1981, August 17, 1983, and December 18, 1984, respectively.

2. The State Board of Health is assigned responsibility for general supervision and control of hazardous waste management activities under Section 32.1-179 of the Code of Virginia (1950), as amended. This responsibility specifically includes the promulgation of regulations. Section 32.1-180 of the Code requires that no person treat, store, dispose, or transport hazardous waste without a permit from the Commissioner.

3. The State Board of Health has promulgated regulations controlling the generation and management of hazardous wastes entitled, "Commonwealth of Virginia, State Board of Health, Hazardous Waste Management Regulations". These regulations became effective May 21, 1981, with subsequent amendments effective October 1, 1981, December 1, 1982, July 1, 1983, November 1, 1983, September 20, 1984, October 1, 1984, and April 1, 1986.

4. Section 2.4 of the Virginia Hazardous Waste Management Regulations (VHWMR) requires all persons who generate, transport, treat, store, or dispose of hazardous waste to comply with the provisions of these regulations.

5. Section 32.1-26 and 32.1-27 of the Code of Virginia (1950), as amended, authorize the Board of Health to issue orders directing compliance with any provision of law or regulation of the Board. Orders of the Board are enforceable pursuant to Sections 32.1-27 and 32.1-166 of the Code.

6. The State Health Commissioner is the chief executive officer of the Virginia Department of Health and the principal agent of the State Board of Health. The Commissioner is empowered to act with the authority of the Board when it is not in session.

#### SECTION C: Order

As a result of an informal conference between agents of the parties, the parties enter into this Consent Order after due consideration. It is the intent of the Department of Health that laws and regulations of this Commonwealth be most expeditiously served and the public health and welfare be protected by entering into this order. It is the intent of the Company to demonstrate its desire to fully comply with the laws and regulations and to avoid civil litigation between the parties.

Accordingly, it is ordered that:

1. The Company shall immediately take actions to ensure that the following will be available for review by Bureau inspectors: 1) copies of all manifests, 2) inspection logs, 3) documentation of personnel training, and 4) all other records required under Section 9.4 of the VHWMR.

2. Within 30 days after execution of this Order by the Commissioner, the Company shall deliver to the Bureau a check in the amount of \$1,000 payable to the Treasurer of Virginia. This amount shall be in voluntary settlement of infractions noted herein.

#### SECTION D: Stipulations

1. For the purpose of this proceeding, the Company admits the jurisdictional allegations contained herein. By its consent to the entry of this Order the Company does not admit to any violation of law, rule or regulation.

NOTICE OF TERMINATION OF INTERIM STATUS

Name and Address of Applicant:

Westinghouse Electric Corporation  
Westinghouse Building  
Gateway Center  
Pittsburgh, PA 15222


Name and Address of Facility:

Westinghouse Electric Corporation  
P.O. Box 869  
Route 2, Highway 11  
Abingdon, VA 24210

EPA I.D. Number: VAD000619734


Description of Facility and Action: The above facility has, since November 19, 1980, operated a hazardous waste management facility subject to regulations promulgated under the Resource Conservation and Recovery Act. This facility qualified for interim status for container storage and tank storage, which is conferred by the Act and allows a facility to operate until final disposition of its permit application. By letter of September 7, 1984, the facility indicated that it would not be submitting the permit application. The Bureau published a notice of termination of interim status and provided the opportunity for hearing. The public comment period began on October 9, 1984 and ended on November 9, 1984. During that period, no comments or requests for hearing were received.

The action finalized by this notice is the termination of interim status for this facility by authority of Section 11.00 of the Virginia Hazardous Waste Management Regulations (VHWMR). Upon termination of interim status, the facility is prohibited from operating as a hazardous waste management facility. This final decision does not relieve the owner or operator of its responsibility for closure of its facility in accordance with Section 9.07 of the VHWMR.

  
William F. Gilley, P.E., Director  
Division of Solid and Hazardous  
Waste Management

Date

11/24/84

  
James B. Kenley, M.D.  
State Health Commissioner

**Westinghouse  
Electric Corporation**

11 Stanton Street  
Pittsburgh, Pennsylvania 15222-1384

September 16, 1997

**CERTIFIED MAIL/RETURN  
RECEIPT REQUESTED**

Ms. Claire Bullard  
Virginia Department of Environmental Quality  
Department of Waste Management  
PO Box 10009  
Richmond, Virginia 23219

Re: Deactivation of Abingdon, Virginia EPA ID Number VAD 000 619 734

Ms. Ballard,

Pursuant to my conversation with you today, enclosed is the revised EPA Form 8700-12 - Notification of Regulated Waste Activity Form, for the Westinghouse Electric Corporation facility located at 18259 Westinghouse Road, Abingdon, Virginia 24210.

Please deactivate the EPA Identification Number for this facility. This plant has ceased all hazardous waste generation operations and the property is currently up for sale.

If you have any questions, please call me at 412.642.2404.

Sincerely,

*Sandra L. Danner*

Sandra L. Danner  
Manager, Environmental  
Compliance Programs

enclosure

**RECEIVED**

January 25, 1999  
Project No 98265.10

JAN 29 1999

RECEIVED

Mr. W. Michael McCabe  
Regional Administrator  
USEPA Region III  
1650 Arch Street  
Philadelphia, PA 19103-2029

EPA, REGION III  
OFFICE OF REGIONAL ADMINISTRATOR

JUL 28 1999

DEQ-SWRO

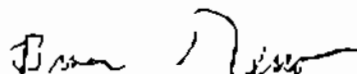
**RE: NOTIFICATION OF PLANNED PCB CLEANUP AND DISPOSAL  
FORMER WESTINGHOUSE ELECTRICAL MATERIALS DIVISION  
ABINGDON, VIRGINIA**

Dear Mr. McCabe:

In accordance with 40 CFR 761.61, Cummings/Riter Consultants, Inc., on behalf of CBS Corporation, is hereby providing 30-day advance notice to the U.S. Environmental Protection Agency of intent to perform a self-implementing PCB cleanup and disposal. The cleanup is being performed on two capacitors with PCB insulation and two stained concrete surfaces in close proximity to these capacitors. One stain covers an area of approximately 15 square feet on a concrete floor. The other stain covers an area of about three square feet on a concrete wall. The capacitors are cylindrically shaped and measure approximately 10 inches in diameter and 18 inches in length. The stained concrete will be characterized in accordance with 40 CFR 761.265, and cleaned using methods described in 40 CFR 761.79. Post-cleanup concrete sampling will follow 40 CFR 761.265. The capacitors and removed concrete will be placed in U.S. Department of Transportation-approved containers for transport to a Toxic Substances Control Act-permitted disposal facility. Disposal will be performance-based.

Characterization data will be forwarded prior to cleanup upon receipt from the analytical laboratory. The proposed cleaning methodology will accompany the characterization data. If you have any questions with regard to this notification, please call me at (412) 373-5240.

Respectfully submitted,  
*Cummings/Riter Consultants, Inc.*



Bruce Geno  
Project Supervisor

KJB/BG/dmw

cc: Mr. Dean Reed (CBS Corporation)  
Ms. Linda Kelley (CBS Corporation)  
Ms. Aquanetta Dickens (USEPA) - 3WC33



June 25, 1999  
Project No. 98265.10/03

RECEIVED

JUN 29 1999  
MRD  
DEQ-SWRO

Mr. Michael R. Dovel, CPG  
Commonwealth of Virginia  
Department of Environmental Quality  
Post Office Box 1688  
155 Deudmore Street  
Abingdon, VA 24212

RE: **SITE CHARACTERIZATION REPORT - PC# 99-0390**  
**FORMER ELECTRICAL MATERIALS DIVISION - ABINGDON, VIRGINIA**

Dear Mr. Dovel:

Cummings/Riter Consultants, Inc. (Cummings/Riter), on behalf of CBS Corporation (CBS), has prepared this Site Characterization Report to summarize the findings of recent soil investigation activities at the former Westinghouse Electrical Materials Division Facility in Abingdon, Virginia (PC# 99-0390). These activities were performed to facilitate closure of two dismantled and removed aboveground storage tanks (ASTs) currently registered with Virginia Department of Environmental Quality (VADEQ). This report includes a brief background of the project, a summary of field activities, an evaluation of the analytical results, an assessment of risk, and conclusions regarding remedial action.

#### **BACKGROUND**

The site is located on approximately 225 acres in a semi-rural, hilly area of western Virginia (Figure 1). The manufacturing building and offices occupy approximately 75,000 square feet under roof. From 1972 to 1995, Westinghouse Electric Corporation operated its Electrical Materials Division at the facility, manufacturing copper rod, bare copper, and insulated copper wire.

Eight of ten ASTs currently registered with the VADEQ were dismantled and removed in 1995, upon termination of facility operations. The two remaining ASTs are used to store diesel fuel to operate emergency water pumps for the fire system (AST-4 and AST-5). VADEQ Form 7540-AST for permanent closure of six of the eight dismantled and removed ASTs have been submitted to the VADEQ (AST-1, AST-2, AST-3, AST-9080, AST-9081, and AST-9083). Sampling performed for this investigation is related to closure of the other two dismantled and removed ASTs (AST-6 and AST-7).

On March 29, 1999, Cummings/Riter personnel sampled soil at two locations (identified on Figure 2 as AST-1 and AST-2) to facilitate permanent closure of AST-6 and AST-7. One sample

of sandy gravel fill was collected from zero to six inches beneath the concrete at each of the two former AST locations. The samples were analyzed for total petroleum hydrocarbons (TPH) following U.S. Environmental Protection Agency Method 418.1. Laboratory analysis detected TPH concentrations in samples AST-1 and AST-2 of 3,500 and 10,000 milligrams per kilogram (mg/kg), respectively. Based on the sample results, additional site characterization was deemed necessary to investigate the suspected petroleum release. An Activity Authorization Form (AAF) for the proposed site characterization was submitted to the VADEFQ on April 19, 1999, and approved on June 4, 1999.

#### **SUMMARY OF FIELD ACTIVITIES**

Cummings/Riter performed the soil sampling for site characterization activities described in the AAF on June 10, 1999. A total of six soil borings (SB-1 through SB-6) were each completed to a depth of 17 feet below ground surface (bgs) and logged by a qualified Cummings/Riter geologist. Boring logs are included as Attachment A. The borings were advanced using 3/4-inch, inside diameter, hollow-stem augers. The soil samples were obtained utilizing a two-inch, outside diameter, split-spoon barrel driven with an automatic hammer. At each boring, soil samples were collected from four different depth intervals: 1 to 3 feet, 5 to 7 feet, 10 to 12 feet, and 15 to 17 feet. Soil samples and drill cuttings were screened with a photoionization detector (PID) for volatile organic compounds. PID readings are indicated on the boring logs. After each individual boring was completed, all associated drilling equipment was decontaminated prior to initiation of a new boring. Decontamination methods included a Liquinox® wash and a rinse with a pressurized steam washer. After completion, each boring was backfilled with its original drill cuttings. Each borehole was then finished at the surface with approximately one foot of concrete.

Each soil sample consisted of a four-ounce jar and two Encore® soil samplers filled with soil. The samples were sealed, labeled, and immediately packed in ice for shipment to the analytical laboratory. The samples were analyzed for Diesel Range Organics (DRO) using the Wisconsin Modified method. A rinsate sample was also collected and analyzed for DRO. The purpose of the rinsate was to verify field decontamination procedures.

The DRO analysis was completed as a screening process to determine whether or not additional analysis (polynuclear aromatic hydrocarbons (PAH) and benzene, toluene, ethylbenzene, and xylenes (BTEX)) would be required. If DRO concentrations were detected, the sample with the highest concentration of DRO in each borehole would be analyzed for PAHs and BTEX.

#### **EVALUATION OF ANALYTICAL RESULTS**

Laboratory analysis was performed by Raytheon Engineers and Constructors of Boothwyn, Pennsylvania. Analytical results are included as Attachment B. The method detection limit range for DRO analysis was 5 to 10 mg/kg (dry). Concentrations of DRO were below method detection limits in all of the soil samples. Therefore, as per the AAF Project Procedures, the PAH and BTEX analyses were not performed.

#### ASSESSMENT OF RISK

The results of the IDRO analyses have been used to perform a qualitative risk evaluation of the soil. Section 5.3.2.2 of the VADFC *Storage Tank Program Technical Manual* indicates that an assessment of risks to human and environmental receptors should be conducted as part of the site characterization. This section provides a qualitative analysis of the potential risks posed to both human and ecological receptors. The analysis begins with a description of the exposure setting and potential contaminant migration pathways.

The 225-acre Westinghouse Electrical Materials Division Facility is located in a semi-rural area of Virginia (see Figure 1). The land uses in the vicinity of the site are both residential and agricultural. The current and anticipated future land use of the Westinghouse facility in Abingdon, Virginia is industrial. In addition, the area of the suspected release (former locations of AST-6 and AS1-7) is covered with concrete as part of a parking lot and truck access area. According to Mr. Carl Chapman, facility maintenance supervisor, the truck access was originally covered with asphalt, but the asphalt did not satisfactorily withstand the truck traffic and was overlapped with concrete.

The Washington County Service Authority (WCSA) was contacted to determine if any of the nearby residents use privately owned groundwater wells for potable purposes. Ms. Nellie Moretz (WCSA) responded to our request for this information and indicated that the residents along Westinghouse Road (south of the site) all use municipal water. In addition, Ms. Moretz noted that all of the residents in Oak Hill Drive Estates (west of the site) are served by WCSA.

According to facility records, AS1-6 and AST-7 were used to store diesel fuel. The precise composition of any diesel fuel depends on a number of factors, including the type of crude oil used and the individual refining operation. However, in general, the composition of diesel fuel consists primarily of semivolatile organics and aliphatics (C-8 through C-21). The most mobile fraction of petroleum products, namely the volatile organics (benzene, toluene, and ethylbenzene), is found in negligible concentrations in diesel fuel. According to boring logs (Attachment A) between five to ten feet below ground surface bgs the soil consists primarily of medium to stiff clay. The hydraulic conductivity of this type of material ranges from  $10^{-3}$  to  $10^{-4}$  meters per day (Freeze and Cherry, 1979). The boring logs also indicate that the PID readings consistently decreased with increasing depth, with substantially higher PID readings at the surface. There are some doubts that the PID readings at the surface are solely attributable to diesel fuel since some volatile emissions may have resulted from drilling through residual asphalt just below the concrete. Regardless, the PID subsurface readings, analytical results (non-detects), the anticipated low hydraulic conductivity of the subsurface soils, and the reduced potential for infiltration due to the existing concrete cover, support the contention that diesel fuel constituents are not likely to leach to any appreciable extent to the underlying groundwater.

It is not anticipated that either the current or future industrial workers at the site would have routine contact with the localized impacted surface soils in the suspected release area. Because of the low volatile fraction of diesel fuel and isolation of the potentially impacted soil by the

Mr. Michael R. Dovel, CPG

June 25, 1999

Page 4

concrete cover, there does not appear to be a health concern with regards to either ambient or indoor air exposures. The only other concern is the potential migration of diesel constituents to the underlying groundwater and potential migration to local groundwater users or discharge to a local surface water body. Because of the arguments previously presented in this analysis, the potential exposure pathways associated with leaching to groundwater are considered incomplete. With regards to potential ecological receptors there were no sensitive or high-value habitats (e.g., wetlands, non-intermittent streams, or lakes) evident in proximity to the former locations of AST-6 and AST-7. The USGS topographic map does show an unnamed stream approximately 1,000 feet from the former ASTs on the opposite side of the facility building. The vegetation at the site consists primarily of low-lying bushes and grass. As a result, there are no compelling reasons to suspect that ecological receptors would be adversely impacted by the on site suspected release, especially considering that the release area is covered with concrete.

#### SUMMARY AND CONCLUSIONS

Based on the results of the site characterization and risk evaluation, CBS recommends permanent closure of AST-6 and AST-7, in subsequent Case No. PC# 99-0390. VADEQ Forms 7540-AST for permanent closure of AST-6 and AST-7 were submitted to the Southwest Regional Office of the VADEQ on April 19, 1999.

If you have any questions with regard to the enclosed information or require additional clarification, please do not hesitate to call me at (412) 373-5240.

Respectfully submitted,  
*Cummings/Riter Consultants, Inc.*

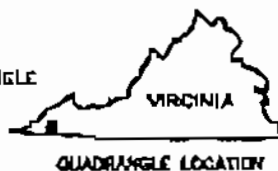
 For

Bruce Genn  
Project Supervisor

SJT/BG/yrp  
Enclosures

pc: Mr. Dean Reed - CBS Corporation (w/enclosure)

USGS 7.5-MINUTE TOPOGRAPHIC QUADRANGLE  
WYNDLE, VIRGINIA, DATED 1980  
PHOTOREVISED 1981  
SCALE 1"=2000'



FORMER WESTINGHOUSE  
ELECTRICAL MATERIALS DIVISION  
ABINGDON, VIRGINIA

PREPARED FOR  
CBS CORPORATION  
PITTSBURGH, PENNSYLVANIA

**CUMMINGS  
RITER  
CONSULTANTS INC.**

**DRAWING NUMBER**  
**98265A4**

**DRAWN BY:** M.J. Volentine

DATE: 6-24-99



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF ENVIRONMENTAL QUALITY

James S. Gilmore, III  
Governor

Street Address: 355 Deadwater Street, Abingdon, Virginia 24210

Mailing Address: P O Box 1688, Abingdon, Virginia 24212

Fax (540) 676-4899

<http://www.deq.state.va.us>

July 13, 1999

Dennis H. Treacy  
Director

Michael D. Overstreet  
Regional Director  
(540) 676-4800

John Paul Woodley, Jr.  
Secretary of Natural Resources

Mr. Dean Reed  
Sr. Project Engineer  
CBS Corporation  
11 Starwix Street, Room 371  
Pittsburgh, Pennsylvania 15222

Re: Pollution Complaint No. (PC No.) 99-0390 Investigation Closure for Former Westinghouse Facility  
Facility ID No. 1-032008

Dear Mr. Reed:

Thank you for providing the Site Characterization Report for the above-referenced site to the Department of Environmental Quality (DEQ). The report was received on 29 June 1999 from Cummings Rutter Consultants, Inc.

Based upon the information you have provided regarding current site conditions, the Department believes that contamination levels at this site do not warrant further corrective action. Should future environmental problems occur, which the DEQ determines are related to this release, additional investigation and corrective action may be required in accordance with State Law.

Virginia Law prohibits the payment of corrective action and third party liability reimbursement claims which are filed more than two years after DEQ closes a case. All claims for this release must be received by DEQ no later than 13 July 2001 in order to be eligible for reimbursement.

If you have any questions regarding this matter, please contact our Geologist Supervisor, Michael R. Dovel, CPG at (540) 676-4838.

Sincerely,

Dallas R. Sizemore  
Regional Compliance Manager

DRS/MRD/md  
cc Mr. Bruce Genn - CRC (via FAX)  
Mr. James Brown - Abingdon, VA  
DGM  
case file

# MEMORANDUM

## Department of Environmental Quality


Tel (276) 576-4600  
Southwest Regional Office

356 Goodmore Steel  
P. O. Box 1688

Fax (276) 676-4898  
Abingdon, Virginia 24210-1688

**SUBJECT:** Above Ground Storage Tank Closures for CBS/Westinghouse Facility in Abingdon, VA  
(FAC ID #1-032008)

**TO:** Dan Manweiler

**FROM:** Michael R. Dovel, CPG 

**DATE:** September 5, 2003

**COPIES:** Stewart Phipps; Case File, MRD File

I have reviewed the Compliance File for the above-referenced site. Ten ASTs were dismantled and removed in 1995 upon the termination of operations at the facility. Forms 7540 were submitted for eight of the ten tanks. A Pollution Complaint Investigation was issued for the remaining (Nos. 6 & 7) tanks. This was assigned the PC Number 99-0390.

The Site Characterization Report for this investigation adequately addressed the releases associated with these tanks, and the Pollution Complaint Investigation was closed on 13 July 1999. A search of CEDS/Remediation does not reveal any information for the ASTs. Since all of the tanks have been removed, and the two leaking tanks have been addressed by the PC SCR, I recommend listing this site as closed.

Facility Name: **Westinghouse Electric Corp. (Westinghouse)**

Facility Address: **1000 Westinghouse Blvd., Pittsburgh, PA 15219**

Facility Phone: **(412) 326-1000**

Facility Fax: **(412) 326-1000**

Facility Email: **Westinghouse@westinghouse.com**

Facility Website: **www.westinghouse.com**

Facility Type: **Manufacturing**

Facility Status: **Active**

Facility Registration Date: **06/11/2014**

Facility Registration Status: **Complete**

Facility Name	Facility Address	Facility Phone	Facility Fax	Facility Email	Facility Website	Facility Type	Facility Status	Facility Registration Date	Facility Registration Status
Westinghouse Electric Corp. (Westinghouse)	1000 Westinghouse Blvd., Pittsburgh, PA 15219	(412) 326-1000	(412) 326-1000	Westinghouse@westinghouse.com	www.westinghouse.com	Manufacturing	Active	06/11/2014	Complete
Westinghouse Electric Corp. (Westinghouse)	1000 Westinghouse Blvd., Pittsburgh, PA 15219	(412) 326-1000	(412) 326-1000	Westinghouse@westinghouse.com	www.westinghouse.com	Manufacturing	Active	06/11/2014	Complete
Westinghouse Electric Corp. (Westinghouse)	1000 Westinghouse Blvd., Pittsburgh, PA 15219	(412) 326-1000	(412) 326-1000	Westinghouse@westinghouse.com	www.westinghouse.com	Manufacturing	Active	06/11/2014	Complete
Westinghouse Electric Corp. (Westinghouse)	1000 Westinghouse Blvd., Pittsburgh, PA 15219	(412) 326-1000	(412) 326-1000	Westinghouse@westinghouse.com	www.westinghouse.com	Manufacturing	Active	06/11/2014	Complete
Westinghouse Electric Corp. (Westinghouse)	1000 Westinghouse Blvd., Pittsburgh, PA 15219	(412) 326-1000	(412) 326-1000	Westinghouse@westinghouse.com	www.westinghouse.com	Manufacturing	Active	06/11/2014	Complete



VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY  
ENVIRONMENTAL POLLUTION REPORT

IR 2005-S-0331

Assigned To: J. Osborne			Air <input type="checkbox"/> Water <input checked="" type="checkbox"/> Solid Waste <input type="checkbox"/> Haz Waste <input type="checkbox"/> Remediation <input type="checkbox"/> Fish Kill <input type="checkbox"/>		
Call Rec'd By: Bobby Doss, DEQ Staff			Date: 2-15-05		Time: 14:30
Reported By: Mike Fisher			Phone: 276-628-1316		
Address: 19304 Lee Highway					
City: Abingdon			State: VA		Zip: 24210
Responsible Party: Tri State Livestock Market			Phone: 276-628-2685		
Address: 17500 Skyline Drive					
City: Abingdon			State: VA		Zip: 24210
Site Name: Animal Manure, Surface Runoff, Erosion, Stagnant Water in ditch			Facility ID:		
Site Address/Location: Tri State Livestock Market			Phone: 276-628-2685		
			Map Name:		
			Map No.:		
City/County: Washington					
Contact on Scene:			Phone:		
Property Owner:			Phone:		
Description of Incident			Date: 2-15-05		Time: 14:30
<p>Reported that manure was dumped in piles on a field, runoff into a drainage ditch which would flow into a stream. Stagnant water was standing in a ditch along side Highway 11 and near Wright Equipment. Also reported of soil erosion at the site. I discussed the site with Mr. Fisher and explained to him that we would investigate the situation but the Department of Agriculture and Washington County would probably have the Regulatory power and enforcement concerning these matters. I immediately left the office and went to the site. I observed the piles of manure and droppings on an open field. I also observed a barren bank where there was evidence of erosion. I also observed where so bedding and manure had been placed and water was ponding in this area. DEQ does not have regulatory power or enforcement concerning these situation.</p> <p>The manure storage and land application is regulated by the Department of Agriculture. The drainage in the ditches, surface runoff and erosion is regulated by the local government. I contacted the Glenn Martin with the Department of Agriculture to investigate the site and informed Mr. Fisher to contact the local government for surface runoff, drainage, and soil erosion. I also gave Mr. Fisher telephone number for the Department of Agriculture and encouraged him to contact Glenn Martin also.</p>					
Site Visit: 2-15-05			Phone Call: _____		Date: _____
Action Taken:			See Memo' Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
I met with Glenn Martin on 2-16-05, drove him to the site and pointed out my findings. We did not meet with the owner. Mr. Martin was to contact Mr. Fisher and obtain further information. DEQ has referred this complaint to the Department of Agriculture. DEQ does not have the authority to regulate manure, drainage, surface runoff or the soil erosion.					
Possible Receptors/Affected Water Body: drainage ditch					
Amount of Material/Units: unknown					
Description of Materials: manure, surface runoff, drainage, soil erosion					
Referral/Notification of Local Gov't Administrator (Name/Agency)-required for imminent threat: Phone: Department of Agriculture					
Processed by / Date: 2-28-05 Judith M. Osborne <i>J. Osborne</i>					



COMMONWEALTH of VIRGINIA  
DEPARTMENT OF ENVIRONMENTAL QUALITY

Southwest Regional Office  
15429 Ementary Drive  
Post Office Box 888  
Abingdon, Virginia 24212  
(703) 675-5507  
FAX (703) 676-3584

Peter W. Schmidt  
Director

Michael D. Overstreet  
Regional Director

November 8, 1994

Ms. Dixie McVey  
Virginia Highlands Airport Commission  
Post Office Box 631  
Abingdon, Virginia 24210

Re: SITE CLOSURE Leaking UST Site @ Virginia Highlands  
Airport, 18521 Lee Highway, Abingdon,  
Washington County, VA 24210  
PC #95-0109 - FAC ID #1-018296

Dear Ms. McVey:

Staff of the Southwest Regional Office (SWRO) has reviewed the Initial Abatement Measures/Site Characterization Report, and tank closure documents, prepared by RUST Environment and Infrastructure of Glen Allen, Virginia, for the above-referenced facility. As a result of this review, this investigation is considered to be closed.

The tank closure documentation is complete, and no additional information or action is required. The site status has been changed in our Regional Office UST Closure Data Base.

The laboratory analyses of the stockpiled soil indicate the soil meets the criteria for clean fill as defined by the Department of Waste Management, and may be used for fill by the local building contractor as proposed in the report.

Please be advised that should environmental problems develop in the area of this facility, additional testing and corrective action may be required in accordance with applicable State and Federal Underground Storage Tank Regulations.



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF ENVIRONMENTAL QUALITY

W. Tayloe Murphy, Jr.  
Secretary of Natural Resources

Street Address 355 Deadmore Street, Abingdon, Virginia 24210  
Mailing Address P.O. Box 1688, Abingdon, Virginia 24212-1688  
Fax (276) 676-4899  
www.deq.state.va.us

Robert C. Burnley  
Director

Michael D. Overstreet  
Regional Director  
(276) 676-4800

October 15, 2002

Ron Deloney  
Virginia Highlands Airport Commission  
P.O. Box 631  
Abingdon, Virginia 24212

Compliance Report: EPA ID# None  
Inspected: October 10, 2002

Dear Mr. Deloney:

The Virginia Department of Environmental Quality, Southwest Regional Office would like to thank you for your staff's cooperation during the compliance inspection conducted at the above facility. During the inspection, the site was evaluated for compliance with the Virginia Hazardous Waste Management Regulations as set forth at 9 VAC 20-60-12 *et seq.* (the "Regulations"). The Regulations at 9 VAC 20-60-124, 260-266, -268, -270, -273 and -279 adopt by reference certain provisions of Title 40 of the Code of Federal Regulations ("CFR"). Citations made herein will be to the relevant sections of the CFR which are incorporated by reference into the Regulations. Checklists completed during the inspection are enclosed. Violations are noted with an asterisk and are listed below:

1. The facility failed to ensure delivery of its hazardous waste to an authorized facility as required by 40 CFR 261.5 (g)(3)

Please advise this office within 10 calendar days if any information noted in the letter is incorrect, if you have taken appropriate action to meet compliance, or if there is other information that the Department should consider regarding these violations.

Please be advised that this notice is not an agency proceeding or determination which may be considered a case decision under the Administrative Process Act (Va. Code §§9-6.14.1, *et seq.*). It does advise you that facts stated in the report could provide a basis for civil proceedings for non-compliance under Va. Code §§10.1-1402.19 and 10.1-1455, or other pertinent section of the Virginia Code, should DEQ take or seek actions authorized by law.



# Virginia Highlands Airport Commission

18521 Lee Highway

P.O. Box 631

ABINGDON, VIRGINIA 24212-0631

540-628-2909

29 October 2002



FACSIMILE  
540-628-2693

RECEIVED  
OCT 31 2002  
DEQ-SWRO

Mr. Willard Keene, Jr.  
Department of Environmental Quality  
P.O. Box 1688  
Abingdon, VA 24212

RE: Compliance Inspection of 10 October 2002

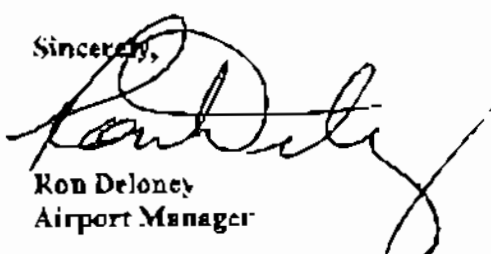
Dear Mr. Keene:

Per your 15 October 2002 letter, we understand that the Virginia Highlands Airport "failed to ensure delivery of it's hazardous waste to an authorized facility as required by 40 CFR 261.5 (g)(3) and that we are required to provide a response on how we intend to manage waste gasoline within 20 days. We submit the following:

1. We will submit letters to airport tenants requesting they return sumped fuel to the aircraft's fuel tanks if the sample is clean and clear.
2. We will provide containers for disposing of sumped fuel if the samples are not adequate to return to the aircraft's fuel tanks. The containers will be checked weekly and the sumped fuel will be transported to an authorized location for disposal.

We trust the above action meets the requirements of 40 CFR 261.5 (g)(3). Please call if you have any questions.

Sincerely,

  
Ron Deloney  
Airport Manager

cc: VHAC Members

w/enc1

RECEIVED

JUL 07 2004

950 Maiden Street  
Abingdon, VA. 24210

DEQ-SWRO

July 3, 2004

Environmental Quality Dept.  
355 Deadmore St.  
Abingdon, VA 24210

Dear Mr. Willard Keene

At the Virginia Highlands Airport Commission meeting of June 14, 2004, I was appalled to learn that you felt that 60% of anonymous calls were fraudulent and were made by individuals that had "an ax to grind" (see attached minutes from the airport managers report June 14, 2004). Pilots come from all walks of life and most have a tremendous concern for the environment, and above average knowledge of the dangers of chemical spills, misuse and mishandling of fuel.

Three containers for contaminated sumped fuel were finally put out on June 3rd, 2004, however the location of these containers are not known to transient or local aircraft operators. From my understanding, in October of 2002, your office advised Mr. Delony that containers should be provided and airport users informed of the necessity to use of these. It saddens me to know that you, representing the Environmental Quality Dept. and the airport manager are in agreement that fuel spills and dumping contaminated sumped fuel on the tarmac are minor discrepancies and only need be addressed if someone reports the issue.

I encourage you to reconsider your attitude toward aviation fuel.

Sincerely,

  
Susan Van Fleet

CC: Congressman Boucher



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF ENVIRONMENTAL QUALITY

W. Taylor Murphy, Jr.  
Secretary of Natural Resources

Street Address: 355 Deadmore Street, Abingdon, Virginia 24210  
Mailing Address: P.O. Box 1688, Abingdon, Virginia 24212-1688  
Fax: (276) 676-4899  
www.deq.state.va.us

Robert G. Burnley  
Director

Michael D. Overstreet  
Regional Director  
(276) 676-4800

July 12, 2004

Ron Deloney  
Virginia Highlands Airport Commission  
P.O. Box 631  
Abingdon, Virginia 24212

Compliance Report, EPA ID# None  
Inspected: July 2, 2004

Dear Mr. Deloney:

The Virginia Department of Environmental Quality, Southwest Regional Office would like to thank you for your cooperation during the compliance inspection conducted at the above facility. During the inspection, the site was evaluated for compliance with the Virginia Hazardous Waste Management Regulations as set forth at 9 VAC 20-60-12 *et seq.* (the "Regulations"). The Regulations at 9 VAC 20-60-124, 260-266, -268, -270, -273 and -279 adopt by reference certain provisions of Title 40 of the Code of Federal Regulations ("CFR"). Citations made herein will be to the relevant section of the CFR which are incorporated by reference into the Regulations. Checklists completed during the inspection are enclosed.

The container used to collect aircraft sump fuel was observed to be in poor condition. You stated during the inspection that you would replace the damaged container and add additional containers at other areas at the airport to facilitate proper waste fuel collection.

During my inspection, I also observed dead vegetation downgradient from the oil water separator. Dead vegetation is an indication of a failure of the oil water separator to protect downstream water quality. This is the type of situation that should be address and correction noted in you log for self-



# Virginia Highlands Airport Commission

18521 Lee Highway  
P. O. Box 631  
ABINGDON, VIRGINIA 24212-0631



276-628-2900

23 July 2004

RECEIVED

JUL 26 2004

FACSIMILE:  
276-628-2893

DEC 5 2004

Mr. Willard Keene, Jr.  
Department of Environmental Quality  
P.O. Box 1688  
Abingdon, VA 24212


RE: DEQ Compliance Inspection of July 2, 2004

Dear Mr. Keene:

Thank you for your assistance and advice during your compliance inspection on July 2, 2004. Per your recommendations, we have effected the following:

1. We have provided three new fuel containers for dumping sumped fuel during aircraft preflights. One is located on the Northeast corner of the terminal building, one is located on the Southwest corner of the terminal building, and one is located next the old terminal building.
2. We have had our water-oil separator at our fuel farm checked and cleaned by Safety-Kleen Systems, 317 Industrial Park Rd., Piney Flats, TN 37686. The technician who checked the contents informed us that there were less than 2% pollutants within the separator. We had them pump the contents for disposal and we are scheduled for annual inspections by Safety-Kleen. Additionally, although we have never had a spill at our fuel farm over the last 7 years, we have purchased a spill kit from Safety-Kleen as a precaution.
3. As you know, the Virginia Highlands Airport has plans for major expansion projects at the airport, which will require an extensive environmental assessment. We look forward to working with you in this effort.
4. We trust the above action meets the requirements of the Department of Environmental Quality. Please feel free to visit the Virginia Highlands Airport at any time to inspect our compliance procedures and assist us in maintaining an environmentally sound program.

Sincerely,



Ron Delaney  
Airport Manager

cc: VIHAC Members



those the States of Illinois, New Jersey, and  
Massachusetts

RECEIVED

# GENERATOR USED OIL CERTIFICATION/INDEMNIFICATION

## Generator Information

Date 7-23-01

DEC-SWFO

Safety-Kleen  
Company

NEW

S-K Customer No

317 Industrial Park Rd

27464

S-K Oil Services Sales Rep

Address

3021-01

S-K Branch No

Pin, Fla

FL

32666

City

State

Zip

## Used Oil Certification (check appropriate box)

- ☒ Used oils generated at this facility originate only from automotive sources. Automotive sources include, but are not limited to, commercial service service stations, oil change stations, and truck / automobile fleet maintenance.
- ☐ Used oils generated at this facility may include oils from sources other than automotive including, but not limited to, industrial lubricating oils, cutting oils or gear oils.

## Hazardous Waste Certification (check appropriate box)

- ☐ This facility generates less than 100 kg of other hazardous wastes in a calendar month (approximately 27 gallons) and is classified as a CESQG.
- ☐ This facility generates between 100 kg and 1000 kg of other hazardous wastes in a calendar month (approximately 27 to 270 gallons) and is classified as a SQG.
- ☐ This facility generates more than 1000 kg of other hazardous wastes in a calendar month (approximately 270 gallons), and is classified as a LQG.

## Waste Segregation Certification (check if applicable)

- ☐ This facility has available on-site the equipment / services necessary to properly segregate all waste streams generated at the facility, and ensure that RCRA hazardous wastes are not mixed into the used oils.

### Total Chlorine Analysis

### Automotive Oil:

Chlorine, \_\_\_\_\_ < 1000 ppm

\_\_\_\_\_ > 1000 ppm

(If > 1000 ppm, a sample must be sent to the Tech Center for reburial)

### Industrial Oil:

Date of Freshment \_\_\_\_\_

Approval \_\_\_\_\_

Chlorine Test

(must be performed at the time of each service to ensure the oil matches the freshment analysis)

☒ Analysis Not Required

Automotive Oil Only / CESQG

☐ Automotive Oil Only, and  
segregates the oil from  
all hazardous wastes

☐ Analysis Required

(Complete information at right)

Generator hereby certifies that the information provided above is true and correct. Generator also certifies that the used oils supplied to Safety-Kleen or its subsidiary will not be mixed, combined, or otherwise blended in any quantity with materials containing polychlorinated biphenyls (PCBs), halogenated solvents, or any other material defined as hazardous waste under 40 CFR Part 261 or applicable State regulations. Generator agrees to indemnify and hold Safety-Kleen or its subsidiary harmless for any damages, costs, attorneys and experts fees, arising out of or in any way related to a breach of any of the above certifications by Generator.

By: Walter H. George  
(Print Customer's Name)

(Signature)

(Title)



SAFETY-KLEEN Services, Inc.  
1301 Gervais Street, Suite 300  
Columbia, South Carolina 29201





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF ENVIRONMENTAL QUALITY

James S. Gilmore, III  
Governor

*Street Address:* 355 Deadmore Street, Abingdon, Virginia 24210

*Mailing Address:* P. O. Box 1688, Abingdon, Virginia 24212

Fax (540) 676-4890

<http://www.deq.state.va.us>

John Paul Woodley, Jr.  
Secretary of Natural Resources

Dennis H. Treacy  
Director

Michael D. Overstreet  
Regional Director  
(540) 676-4800

May 27, 1999

Mr. C.W. Johnson  
Cherokee Construction Co.  
P.O. Box 1387  
Abingdon, Virginia 24212

Re: Petroleum Storage Tank Amended Notification Form for Permanent Tank Closure(s) at Cherokee Construction Co.  
Facility Identification (FAC ID No ). 1-016779

Dear Mr. Johnson:

Thank you for providing your amended notification form and supporting information documenting the permanent closure of your tank(s) at the above referenced facility to the Department of Environmental Quality (DEQ) on January 5, 1999.

Based upon the information you have provided regarding current site conditions, the DEQ believes that contamination levels at this site do not warrant further assessment. Should future environmental problems occur, which the DEQ determines are related to this site, additional investigation and corrective action may be required in accordance with State Law.

If you have any questions regarding this matter, please contact me at (540) 676-4872.

Sincerely,

William D. Fields  
Compliance Specialist

WDF/vam  
pc: file

<Abingdon\mcr\016779.doc>

# Cherokee Construction Tank Pull

This map illustrates the Cherokee Construction Tank Pull area. It features a network of roads, including local roads, major connectors, and interstate/limited access highways. Key locations marked include Cherokee Construction, Virginia Highlands, and various other sites. The map also shows trails, rest areas with facilities, and utility/pipes. A legend in the bottom right corner defines the symbols used. The map is dated Mon Dec 07 09:08 1998, with a scale of 1:31,260 (at center) and a 2000 Feet scale bar. A 1000 Meters scale bar is also provided.

Map 14.00  
Mon Dec 07 09:08 1998  
Scale 1:31,260 (at center)  
2000 Feet  
1000 Meters

Legend:

- Local Road
- Major Connector
- Trail
- Interstate/Limited Access
- US Highway
- Rest Area with facilities
- Utility/Pipe

90 DeLorme, Super Atlas USA

90 DeLancey, Susan Allen (USA)

# MEMORANDUM

Department of Environmental Quality

Southwest Regional Office

P. O. Box 1688

Abingdon, VA 24212

---

**SUBJECT:** Cherokee Construction tank removal.

**TO:** Dan Manweiler

**FROM:** Vincent Maiden

**DATE:** December 8, 1998

**COPIES:** File, Max B. Atwood

The author visited Cherokee Construction on December 3, 1998. The site is located on Rt. 11 just south of Abingdon, VA (see attached map). This can be found on the Abingdon Quadrangle map at the latitude/longitude of 36 41' 08"N and 82 01' 54"W. The site had three underground storage tanks (USTs). Three bare steel tanks (550 gallon, 1000 gallon, 2000 gallon) were removed from the tank ground. The tanks were buried in an orangish brown clay soil that is underlain by a limestone or dolomite. The clay soil was very moist and was mixed with gravels at the time of inspection. It appears that during wet weather the tank pit area is likely fed by the groundwater or drainage from above the pit location. Mr. C.W. Johnson, tank owner, indicated in a previous meeting that the water would run out from underneath the pump island when it had rained a lot.

Upon arrival on site I met with Mr. Danny Hall who removed the tanks. He informed me that the tanks had been pumped out by Necessary Oil and proper closure procedures were being followed. He informed me that the Washington County Building Official, Mr. William Cole, had been on site. At the instruction of Mr. Cole they took two samples from beneath each tank to be analyzed. These sample then were taken to a lab in Bristol to be tested for contamination. Mr. Hall also informed the author that as soon as the sample results came back that an installation of three 500 gallon fiberglass tanks was planned. At this point Mr. Hall told the author that they were free to look around all that they wished.

The author then proceeded to inspect the site for possible signs of contamination. Upon examining the pit and soil stockpile there was very little petroleum staining in the soils. There was a faint petroleum odor in some of the soil examined. The odor detected in the soil was that of old diesel fuel. The author then looked at the 550 gallon diesel tank sitting near the pit. The clay soil and gravels stuck to the side of the tank appeared to be saturated with old diesel fuel. The inspector could not find a hole in the tank at the saturated area, but there could have been a small hole in the tank. At this time the other two tank were checked for integrity. These tanks appeared to be solid with no obvious holes.

At this time the author went to talk to Mr. C.W. Johnson who is the owner of Cherokee Construction and the tanks at the site. The author went over the closure requirements with Mr. Johnson and assisted him with filling out the 7530-1 form to complete closure. Mr. Johnson appeared to have all necessary closure information except for tank manifest of disposal and the lab results on the soil samples. Mr. Johnson indicated that he would construct a letter to indicate that the tanks would be left on the Cherokee

Page No. 2  
December 8, 1998

Construction property at this time. He then informed the author that as soon as the sample results came back that he would submit the closure and install the new tank system as planned. Mr. Johnson then asked questions on registering the new tank system. The author answered his questions regarding registration and what to fill out on the 7530-1 form. Also Mr. Johnson was provided with a with a blank copy of the 7530-1 form.

The author then went back and took photographs of the tanks removed, tank pit, soil stockpile, and new tanks that are to be installed. There were approximately ten pictures taken of the site. Several of these have been attached to this memo to give an indication of what was seen on site.



# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF ENVIRONMENTAL QUALITY

Street address: 355 Deadhorse Street, Abingdon, Virginia 24210

Mailing address: P.O. Box 1688, Abingdon, Virginia 24212

Fax (540) 676-4899

<http://www.deq.state.va.us>

George Allen  
Governor

Rocky Norton Delpop  
Secretary of Natural Resources

Thomas L. Hopkins  
Director

Michael D. Overstreet  
Southwest Regional Director  
(540) 676-4800

November 14, 1997

Mr. Wallace Roberts  
Roberts Tire & Recapping, Inc.  
19032 Lee Hwy.  
Abingdon, Virginia 24210

Re: Petroleum Storage Tank Amended Notification Form for Permanent Tank Closure at Roberts Tire & Recapping, Inc.

Facility Identification (FAC ID No.): 1-003570

Dear Mr. Roberts:

Thank you for providing your amended notification form and supporting information documenting the permanent closure of your tank at the above referenced facility to the Department of Environmental Quality (DEQ).

Based upon the information you have provided regarding current site conditions, the DEQ believes that contamination levels at this site do not warrant further assessment. Should future environmental problems occur, which the DEQ determines are related to this site, additional investigation and corrective action may be required in accordance with State Law.

If you have any questions regarding this matter, please contact me at (540) 676-4878.

Sincerely,

Chad A. Quesenberry  
Compliance Specialist

CAQ/caq  
pc. file



# COMMONWEALTH of VIRGINIA

W. Taylor Murphy, Jr.  
Secretary of Natural Resources

## DEPARTMENT OF ENVIRONMENTAL QUALITY

Street Address: 355 Deadmore Street, Abingdon, Virginia 24210  
Mailing Address: P.O. Box 1688, Abingdon, Virginia 24212-1688  
Fax: (276) 676-4899  
www.deq.virginia.gov

Robert C. Burnley  
Director

Michael D. Overstreet  
Regional Director  
(276) 676-4800

August 31, 2005

Mr. Lee Stanley  
Mountain Empire Oil Company  
P. O. Box 5948  
Johnson City, Tennessee 37603

Re: Underground Storage Tank (UST) Facility Compliance Inspection for Roadrunner Store #130  
Facility Identification (FAC ID No.) 1-021562

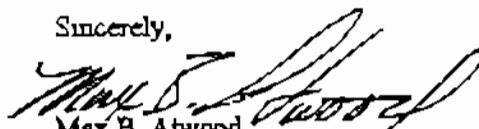
Dear Mr. Stanley:

Thank you for assisting the Virginia Department of Environmental Quality's (DEQ's) Southwest Regional Office staff to complete an UST compliance field inspection at the above referenced facility on August 23, 2005. We received your submittal on August 25, 2005.

The inspection, along with supporting information, has been reviewed and approved. All necessary items at this facility are found to be in compliance with the UST Regulations governing leak detection, corrosion protection, and spill/overfill prevention at this time.

If you have any questions or need additional information, please contact me at (276) 676-4875.

Sincerely,

  
Max B. Atwood  
Inspector Senior

MBA/niba

Enclosures

pc: Michael R. Dovel, SWRO  
Dan Manweiler, SWRO

<021562c.msp ed>

January 1994

# DEPARTMENT OF ENVIRONMENTAL QUALITY WASTE DIVISION

## SURVEY SHEET FOR INSPECTION OF HAZARDOUS WASTE FACILITIES

NAME of FACILITY: Five Ridge Kennelworth

ADDRESS: P.O. Box 2227  
Abingdon, VA 24210

EPA ID NUMBER: VAD 081193732

FACILITY  
REPRESENTATIVE: Glenn Webb / Gary Barker

TITLE: Division mgr. / Service mgr.

TELEPHONE NUMBER: (540) 628-2103

INSPECTOR'S NAME: Willard Kene

TITLE: Analytical Chemist Sr.

DATE of INSPECTION: 12/12/95

1. What is the business activity of the firm? (i.e., furniture mfg., metal plating, recycling, etc.)  
TRUCK Sales - Parts & Service
2. Give a brief description of the waste stream(s) [by chemical name, if possible] and hazardous waste code(s) generated by the firm.  
PETROLEUM WASTES AC39, AC01, AC04, AC08  
PRINT WASTE F003, F005  
PAINT WITH FILTERS AC08  
SPRACHLORALDEHYDE AC03

3. List the highest amounts of hazardous waste ever generated in any month of the calendar year and the greatest amount ever accumulated at the site of each type of waste generated.

Waste Code	Amount Generated	Amount Accumulated
_____	<u>614 lbs</u>	<u>120 lbs</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

4. Does the facility ever generate greater than:  
1 kg. of acutely toxic waste (P listed waste or  
F020-F023 and F026-F027)?

YES ☒ NO

100 kg of clean-up from a spill of P listed waste  
or F020-F023 and F026-F027 waste?

YES ☒ NO

If yes, then the facility is a large quantity generator.

5. How is the waste presently being handled? Where is it sent?  
(List all transporters and facilities, or on-site treatment performed).

SAFETY Klean corp TRAN ID 98490802 TXD IND 98777655  
TXD SC0 0779954202 TXD TXD 077603371  
JB HUNT TRAN AA0981502551

6. Does the facility generate any hazardous waste  
that is excluded from regulation? If yes,  
list the waste and the basis for exclusion.

YES ☒ NO

7. Does the facility:

☒ Generate

Market

☒ Burn

used oil that is burned for energy recovery? Underline or circle  
all that are applicable. (If the facility markets or burns  
used oil, fill out the Used Oil Checklist.)

YES NO

Does the generator of used oil to be burned for energy recovery  
(other than a Conditionally Exempt Small Quantity Generator) mix  
the used oil with hazardous waste? If YES, then fill out  
the Used Oil Checklist.



8. Does the facility generate any hazardous waste that is reclaimed to recover economically feasible amounts of gold, silver, platinum, palladium, iridium, osmium, rhodium, ruthenium, or any combination of these? YES NO

If Yes, list the waste, where it is sent, and complete the Metals Recovery Checklist.

\_\_\_\_\_

\_\_\_\_\_

9. Does the facility generate, transport, store, collect or reclaim spent lead-acid batteries? If yes, Underline or circle all that are applicable. If the facility stores batteries before reclaiming them, complete the Metals Recovery Checklist. YES NO

10. Based on the above, the facility is a:

- a. conditionally exempt small quantity generator
- b. small quantity generator
- c. generator
- d. permitted or interim status TSD
- e. unpermitted TSD (explain in comments section)
- f. transporter
- g. other: please explain \_\_\_\_\_

[Underline or Circle All That Are Applicable]

11. Check accumulation times and quantities for the three types of generators. If the times or quantities are exceeded, then the facility is moved up to the next category. Complete the appropriate checklist(s).

A conditionally exempt small quantity generator can accumulate for an indefinite period of time until he has accumulated 1000 kg (approx. 5-55-gallon drums) of non-acute hazardous waste, at which time the accumulation time (180 days or 270 days) for small quantity generators begin.

Small quantity generators can accumulate hazardous waste for up to 180 days or 270 days if the disposal site is over 200 miles away (in containers and tanks only). However, if at any time over 6000 kgs of waste is accumulated, then the small quantity generator becomes a generator, or an unauthorized facility, as applicable.

12. List each container and tank accumulation area. Specify the number and capacity of each tank and container. [Note: Include any satellite accumulation areas. Verify that only 55 gallons of any particular hazardous waste code (or one quart of acutely toxic waste) is at that area.]

	Location	Number of Containers	Number of Tanks	Capacity
Satellite ACC	GEN. Shop	4	—	2x 30 gal 1x 5 gal 1x 15
	POINT SHOP	1	—	15 gal
	FRAME Shop	1	—	30 gal
	_____	_____	_____	_____
	_____	_____	_____	_____
	_____	_____	_____	_____
	_____	_____	_____	_____
	_____	_____	_____	_____
	_____	_____	_____	_____

13. Comments:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

14. Waste Management Flow Diagram:

(On this page sketch a brief, but detailed, flow diagram that includes how and where the waste is generated, the steps through a treatment system (if any), the steps through storage including satellite accumulation areas. Do this for each waste stream including excluded hazardous waste. Include any wastewater treatment facilities at the company, and verify the type of units included in the system, and any hazardous waste streams going to WWT.)

PARTS WASHES → serviced by SAFETY-Kleen (TRANSPORTER → TSD)

PAINT WASTE → SATELLITE ACCUMULATION → Normally picked up by SAFETY-Kleen directly FROM SATELLITE ACC. on today schedule. → SAFETY KLEEN TRANSPORTER & TSD



COMMONWEALTH of VIRGINIA  
DEPARTMENT OF ENVIRONMENTAL QUALITY

Peter W. Schmitt  
Director

Southwest Regional Office  
P.O. Box 1688  
355 Deadmore Street  
Abingdon, Virginia 24212-1688  
(540) 676-4810  
FAX # (540) 676-4899

Michael D. Overstreet  
Regional Director

December 12, 1995

Glenn Webb  
Blue Ridge Kenworth Inc.  
P.O. Box 2227  
Abingdon, Virginia 24210

Compliance Report

EPA ID# VAD081193732  
Inspected December 12, 1995

Dear Mr. Webb:

The Virginia Department of Environmental Quality, Southwest Regional Office would like to thank you for your cooperation during the compliance inspection conducted at the above referenced facility on December 12, 1995. During the inspection, the site was evaluated for compliance with Virginia Hazardous Waste Management Regulations (VR 672-10-1), and the Virginia Waste Management Act (1950 Code of Virginia, as amended, §§101-1400, et seq.)

Based on observations, responses, and documents obtained during the inspection, and information obtained subsequent to the inspection, the Department has information which indicate that violations of the Virginia Waste Management Act (VWMA) and/or the Virginia Hazardous Waste Management Regulations (VHWMR), have occurred at the above-referenced facility. The violation(s) are indicated on the enclosed Compliance checklist by an asterisk and are listed below. These items were discussed with site representatives during the inspection.

1. The facility failed to make arrangements with the local police, fire and emergency response teams such that they are familiar with the layout of the site, the properties of the hazardous waste handled at the site, and normal working areas, required by VHWMR §9.2.F.1 a.
2. The facility failed to make arrangements with the local hospital so that the hospital is familiar with the properties of the hazardous wastes handled and the types of injuries or illnesses which could result from fires, explosions, or releases, required by VHWMR § 6.4 E.4.d
3. The facility failed to make arrangements with Commonwealth emergency response teams and emergency response contractors, required by VHWMR § 9.2.F.1.c.
4. The name and telephone number of the emergency coordinator was not posted next to the facility telephone, required by VHWMR 6.4 F.4 c (2)(a). This violation was corrected during

Mr. Glenn Webb  
December 12, 1995  
Page 2

the inspection.

5. The facility failed to post the location of the fire extinguishers next to the telephone, required by VHWMR 6.4 E.4 c.(2)(b). This violation was corrected during the inspection.
6. The facility failed to analyze it's used oil which is burned for energy recovery to determine if the oil meets specification, required by VHWMR 13.4 E.4.a.
7. The facility failed to keep copies of used oil analysis for at least three years, required by VHWMR 13.4 E.5.
8. The facility failed to retain copies of the Land Disposal Restriction Forms for at least five years as required by the VHWMR § 15.1 G.1.a.
9. The facility failed to keep a container in the satellite accumulation area closed except as necessary to add or remove waste as required by VHWMR § 6.4 E.3 a.(1). This violation was corrected during the inspection.

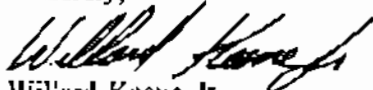
Please advise this office within 10 calendar days if any information noted in this is incorrect, if you have taken appropriate action to meet compliance, or if there is other information that the Department should consider regarding these violations.

Please be advised that this notice is not an agency proceeding or determination which may be considered a case decision under the Administrative Process Act (Va. Code §§9-614.1, et seq.). It does advise you that facts stated in the letter could provide a basis for civil proceedings for non-compliance under Va. Code §§10.1-1402.19 and 10.1-1455, or other pertinent section of the Virginia Code, should DEQ take or seek actions authorized by law.

State law requires that you promptly correct any violations that may exist at the site. Please take appropriate action to correct any violations, as noted, and provide documentation of the corrective measures within 30 calendar days of the date of this letter. If the violations cannot be corrected within 30 days, please indicate when they will be corrected and provide a timetable of events towards achieving compliance.

If you have any questions, please call me at (540) 676-4847.

Sincerely,



Willard Keene Jr.  
Analytical Chemist Sr.

cc: Dallas Sizemore  
Clare Slaughter



# COMMONWEALTH of VIRGINIA

W. Taylor Murphy, Jr.  
Secretary of Natural Resources

## DEPARTMENT OF ENVIRONMENTAL QUALITY

Street Address: 353 Deadmore Street, Abingdon, Virginia 24210

Mailing Address: P.O. Box 1688, Abingdon, Virginia 24212-1688

Fax (276) 676-4899

[www.deq.state.va.us](http://www.deq.state.va.us)

November 23, 2004

Robert G. Burnley  
Director

Michael D. Overstreet  
Regional Director  
(276) 676-4800

Gary Barker  
World Wide Equipment, Inc  
P.O. Box 2227  
Abingdon, Virginia 24210

Compliance Report: EPA ID# VAD081193732  
Inspected: October 28, 2004

Dear Mr. Barker,

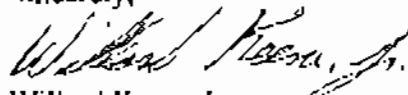
The Virginia Department of Environmental Quality, Southwest Regional Office would like to thank you for your cooperation during the compliance inspection conducted at the above facility. During the inspection the site was evaluated for compliance with the Virginia Hazardous Waste Management Regulations as set forth at 9 VAC 20-60-12 *et seq.* (the "Regulations"). The Regulations at 9 VAC 20-60-124, 260-266, -268, -270, -273 and -279 adopt by reference certain provisions of Title 40 of the Code of Federal Regulations ("CFR"). Citations made herein will be to the relevant section of the CFR which are incorporated by reference into the Regulations. Checklists completed during the inspection are enclosed. Areas of concern are listed below

1. The facility failed to label containers of hazardous waste with the words "Hazardous Waste" or other words identifying the contents of the container as required by 40 CFR 262.34(c)(1)(i). This was corrected during the inspection.
2. The facility failed to post the name and telephone number of the emergency coordinator next to the telephone as required by 40 CFR 262.34(d)(5)(ii)(A). This was corrected during the inspection.
3. The facility failed to post the location of fire extinguishers and spill control material next to the telephone as required by 40 CFR 262.34(d)(5)(ii)(B). This was corrected during the inspection.
4. The facility failed to retain copies of manifests for at least 3 years as required by 40 CFR 262.40(a) and (c) as referenced by 262.44(a). This has been corrected.

5. The facility failed to label the used oil tank with the words used oil as required by 40 CFR 279.22 (c)(1). This was corrected during the inspection.

During the inspection, we discussed the facilities arrangements with local police, fire, emergency response and the local hospital. These arrangements should be updated periodically and anytime there are any changes at the facility. If you have any questions, please call me at (276) 676-4847.

Sincerely,



Willard Keene Jr.  
Analytical Chemist Sr.

c' Suganthi Anand  
File

WRIGHT EQUIPMENT CO., INC.  
P.O. BOX 1448  
ABINGDON, VA 24210

TO: Department Of Waste Management

Please Note The Following:

This is our installation's first notification and we have had no prior experience with this type of procedure.

The enclosed form has been filled out to the best of our ability.

The materials which are in use by our company are as follows:

Petroleum naphtha UN1255

Parts Cleaner

Sincerely,

Lorrie E. Helton  
For Wright Equipment Co., Inc.

Enclosure

(703) 628-5126



sent to EPA 10/14/86  
ACL



## ENVIRONMENTAL MONITORING, INCORPORATED

CONSULTING CHEMISTS ▲ ANALYTICAL LABORATORIES

PO BOX 1477 ▲ COEBURN, VIRGINIA 24230 ▲ 703/395-3667

WRIGHT EQUIPMENT COMPANY  
PO BOX 1448  
ABINGDON, VA. 24210

REPORT DATE: 10/11/91  
PRO: 283.1  
SITE ID: AS LISTED  
DATE COLLECTED: 10/07/91  
COLLECTED BY: DAVID PORTER  
ANALYZED BY: EMI

SAMPLE IDENTIFICATION	TOTAL PETROLEUM HYDROCARBONS
1. UNDER PUMPLINE	1980 PPM
2. BOTTOM SOUTHEAST	620 PPM
3. BOTTOM SOUTHWEST	13 PPM
4. BOTTOM NORTHEAST	1004 PPM
5. BOTTOM NORTHWEST	90 PPM
6. WALL-SIDE EAST	45 PPM
7. WALL-SIDE SOUTH	13 PPM
8. WALL-SIDE SOUTHWEST	19 PPM
9. WALL-SIDE NORTHWEST	32 PPM
10. WALL-SIDE NORTH	70 PPM
11. SP-#1 COMPOSITE (A-E)	985 PPM
12. SP-#2 COMPOSITE (A-E)	45 PPM

MATRIX: SOIL  
STANDARD: 101%  
SPIKE: 91%  
DUPLICATE: 71%

I certify the above results were obtained by using accepted analytical procedures as prescribed in 418.1 and are correct to the best of my knowledge and belief.

*M L Brooks*  
M. L. Brooks, Chemist





ENVIRONMENTAL  
MONITORING  
INCORPORATED

ATTACHMENT A  
PROFESSIONAL SERVICES

P O Box 1477  
Alt Rt 58  
Coeburn, Virginia 24230  
(703)395-3661/3675

Project No.

Project Name

Description

Drawn By

Scale

SHEET No

283.1

WRIGHT EQUIPMENT CO

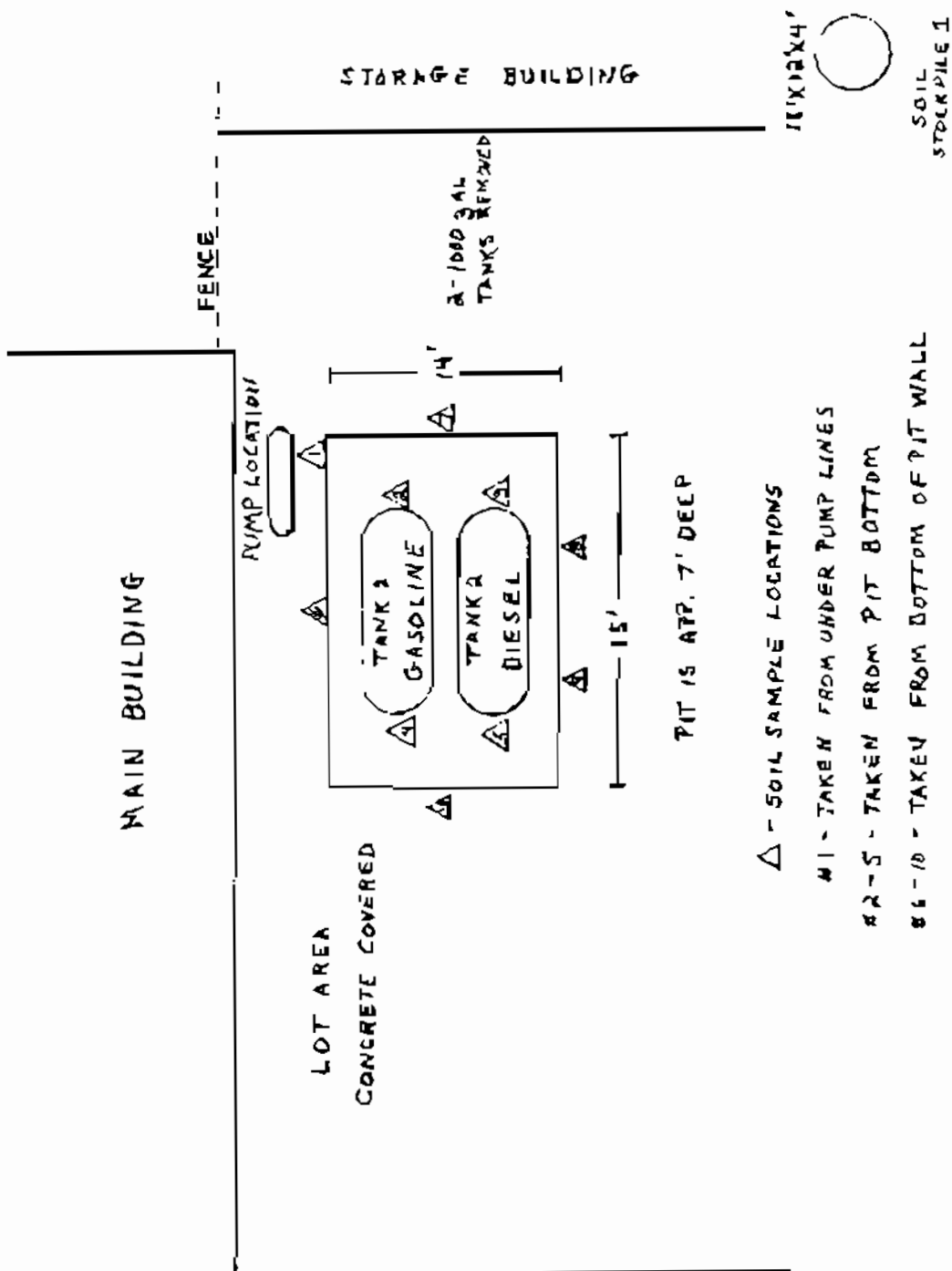
UST CLOSURE

FACTORY 15000015  
PCM 92-1000

NOT TO SCALE

1 OF 1  
12/01

HIGHWAY 11 → SOUTH



△ - SOIL SAMPLE LOCATIONS

#1 - TAKEN FROM UNDER PUMP LINES

#2 - TAKEN FROM PIT BOTTOM

#3 - TAKEN FROM BOTTOM OF PIT WALL

Wright Equipment Co. Inc.  
P.O. Box 1448  
Abingdon, Virginia 24210

(703) 628-5126 Fax (703) 628-9231

March 20, 1992

Commonwealth Of Virginia  
State Water Control Board  
Southwest Regional Office  
P.O. Box 888  
Abingdon, Virginia 24210

Attention: Ms. Terri Brown

Dear Ms. Brown,

RECEIVED	
VWCB-SWRO	
MAR 20 1992	
By _____	To <u>OGM</u> / <u>TLB</u>
_____	
_____	

92-1000

We are in receipt of your letter dated March 6, 1992 concerning the UST (PC#92.1000) removal from our property.

In paragraph two of same, we sold to Virginia Highlands Airport Commission the property mentioned on February 8, 1988.

We have been in contact with the Environmental Monitoring Inc. to finish the paperwork as necessary on the first two UST removed and address. we will meet with them to address plans for removal of the remaining UST.

I trust this reply covers the points you addressed to us in your letter.

Sincerely,



Harold C. Wright  
President  
Wright Equipment Co. Inc.



FILE COPY

COMMONWEALTH of VIRGINIA  
DEPARTMENT OF ENVIRONMENTAL QUALITY

Peter W. Schmidt  
Director

Water Regional Office  
15489 Elementary Drive  
Post Office Box 888  
Abingdon, Virginia 24212  
(703) 676-5507  
July 29, 1994

Larry K. Owens  
Regional Director

Mr. Harold C. Wright  
Wright Equipment Company, Inc.  
P. O. Box 1448  
Abingdon, Virginia 24212

Re: PC No. 92-1000 Leaking Underground Storage Tank (UST)  
Investigation at Wright Equipment Company  
Abingdon, Virginia

Fac. ID# 1-006615

Dear Mr. Wright:

Staff in the Southwest Regional Office has reviewed the file and related documents and finds that this investigation is considered to be closed and further corrective action is not required at this time. Therefore, in light of this action, a Corrective Action Plan (CAP) permit will not be issued. Be advised that should environmental problems develop in this area, additional testing and/or corrective action may be required in accordance with applicable State and federal regulations.

If you require additional information, please contact Stewart Phipps at our Southwest Regional Office.

Sincerely,

Larry K. Owens  
Regional Director

LKO/shp

pc: DEQ-USRR  
File

24cl-

MEMORANDUM

Department of Environmental Quality

Southwest Water Control Office P. O. Box 888 Abingdon, VA 24210

---

SUBJECT: UST Closure Documents

TO: file

FROM: Steve Capito

DATE: August 9, 1994

A letter assessing the closure report for this site was not sent to the tank owner in this case. This site was closed as review has been completed under PC # 47-1000. The site investigation was completed on 7/29/94. Please view the file for additional information.

Facility	Latitude:	Longitude:	
Facility Id:	1016764	364127N	820120W
Facility Name:	ABINGDON READY MIX		Total AST Tank Capacity: 0
Address:	ROUTE 11		
City:	ABINGDON	State:	VA Zip Code: 24210
County:	WASHINGTON		
Phone:		Comment:	REMOVED WITHOUT NOTIFICATION
Type:	COMMERCIAL	USX Facility:	Inspections:
Other Type:		AST Facility:	
Inspections:	Inspection Date:	Inspector Name:	
	08/21/1997	CHAD QUESENBERRY	

<input type="checkbox"/> Listed w/BW&M <input type="checkbox"/> Multi VA USY Owner Length of Piping Runs: 11 Potable H2O Source: <input type="checkbox"/> Deep Well <input type="checkbox"/> Shallow Well <input type="checkbox"/> Spring <input type="checkbox"/> Public	<input type="checkbox"/> Overhead Wells OK <input type="checkbox"/> Fill Ports OK <input type="checkbox"/> Spills Noted <input type="checkbox"/> Facility In Compliance <input type="checkbox"/> Facility Registered <input type="checkbox"/> Facility 1998 Ready <input type="checkbox"/> Forms/Booklets Distributed	Page 2 <input type="checkbox"/> Spill Prevention OK <input type="checkbox"/> Overflow Prevention OK <input type="checkbox"/> Corrosion Protection OK <input type="checkbox"/> Release Detection OK	Inserted: _____ By: _____ Date: _____ Changed: _____ By: _____ Date: _____
--	---	--	---

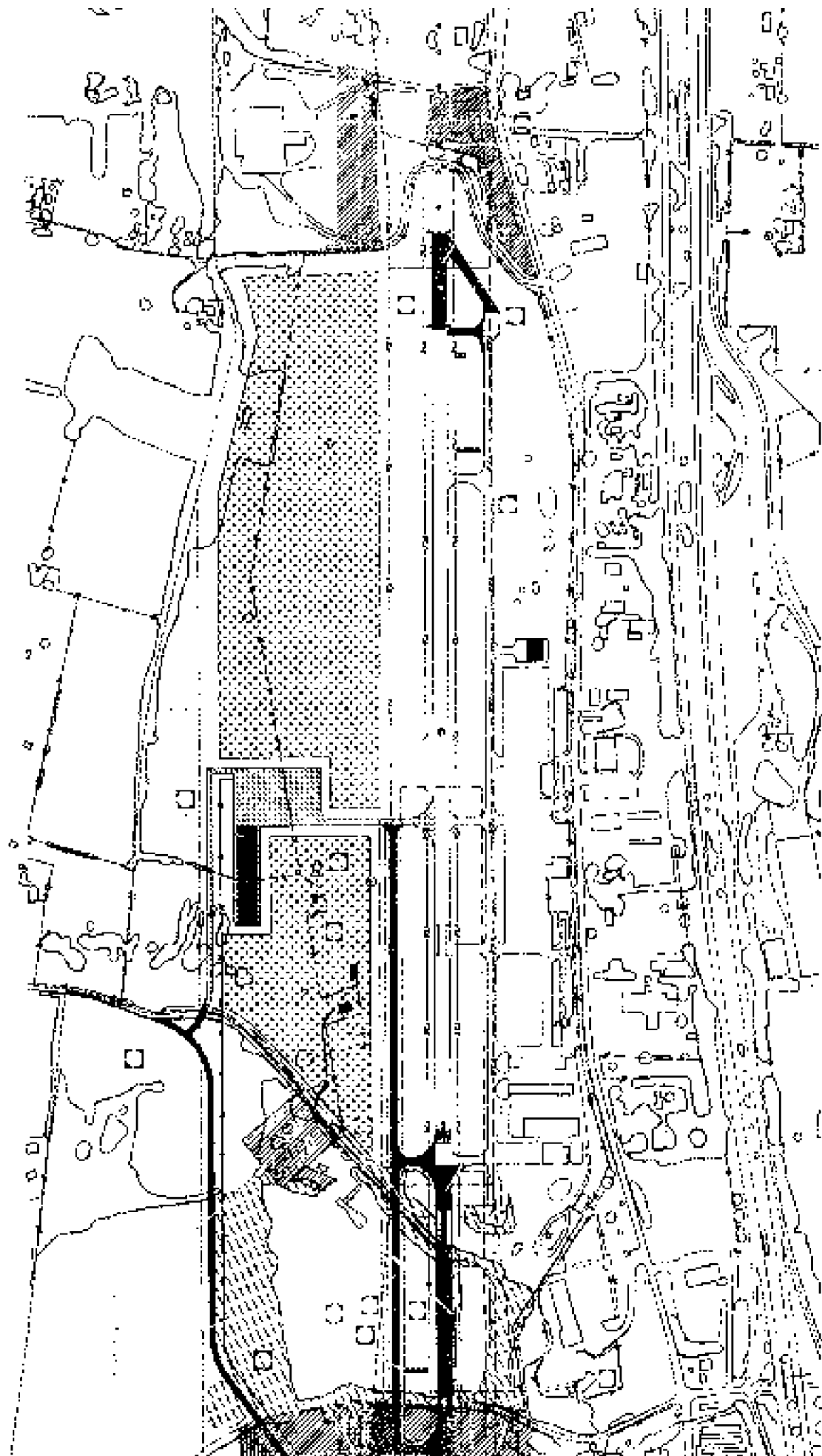
Facility Inspection Comments:
TANK HAS BEEN REMOVED WITHOUT PROPER NOTIFICATION AND SUBMISSION OF CLOSURE ASSESSMENT.

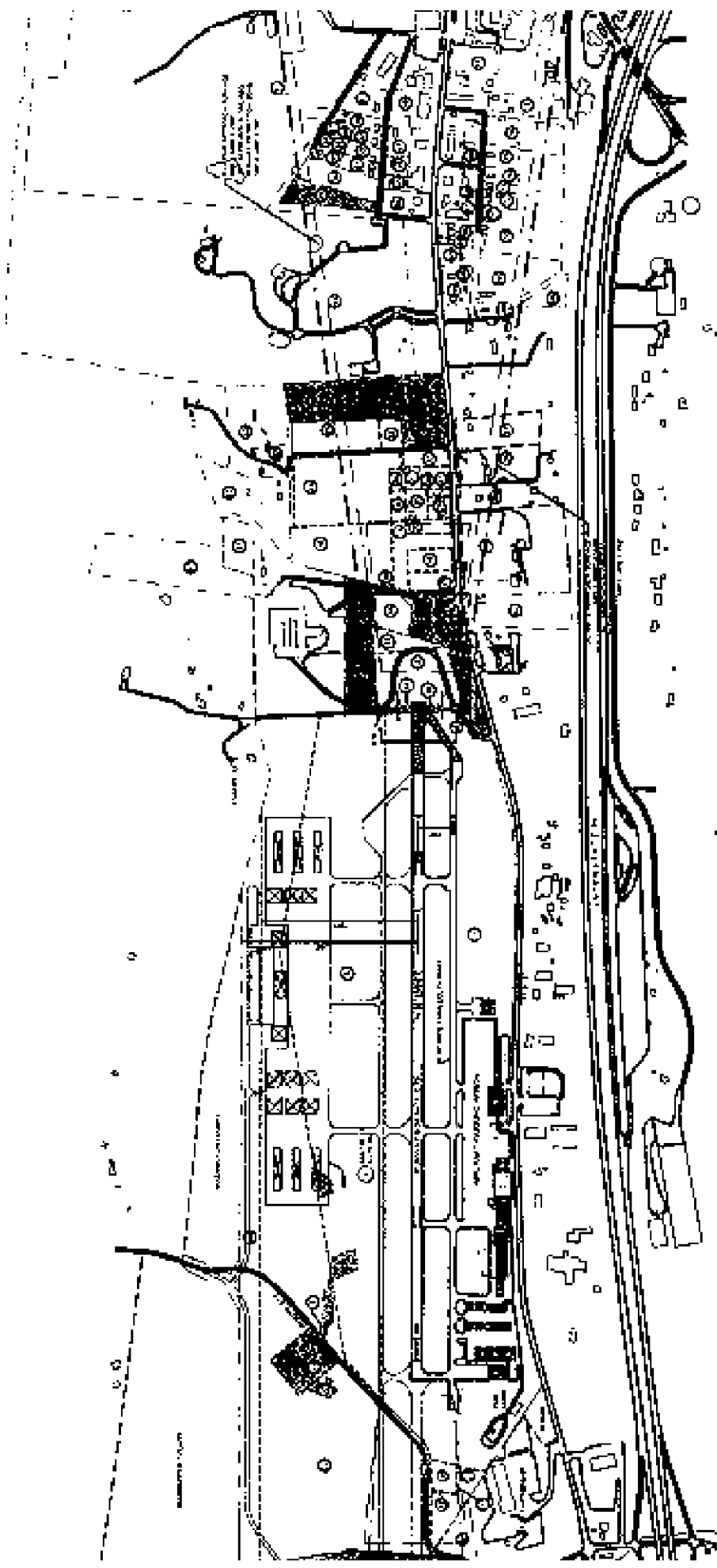
DATA CORRECTION COMPLETE 2 records applied and saved

## **16.6 INTERVIEW DOCUMENTATION**

**User Provided Drawings: Sheet 2 of 10 and  
Sheet 9 of 10**

**Questionnaire for Client/Landowner  
Interview Logs**





# **BUILDINGS**

- ① Terminal
- ② Warehouse
- ③ Green field building

# **ROADS**

- ① Main road
- ② Secondary road
- ③ Road in 1970-1975
- ④ Road in 1975-1980

Scale 1:50,000  
 Date 1980  
 Author 1980-1985  
 Project 1980-1985

Scale 1:50,000  
 Date 1980  
 Author 1980-1985  
 Project 1980-1985

Scale 1:50,000  
 Date 1980  
 Author 1980-1985  
 Project 1980-1985

Scale 1:50,000  
 Date 1980  
 Author 1980-1985  
 Project 1980-1985

- ① Terminal
- ② Warehouse
- ③ Green field building
- ④ Main road
- ⑤ Secondary road
- ⑥ Road in 1970-1975
- ⑦ Road in 1975-1980
- ⑧ Road in 1980-1985
- ⑨ Road in 1985-1990
- ⑩ Road in 1990-1995
- ⑪ Road in 1995-2000
- ⑫ Road in 2000-2005
- ⑬ Road in 2005-2010
- ⑭ Road in 2010-2015
- ⑮ Road in 2015-2020
- ⑯ Road in 2020-2025
- ⑰ Road in 2025-2030
- ⑱ Road in 2030-2035
- ⑲ Road in 2035-2040
- ⑳ Road in 2040-2045
- ㉑ Road in 2045-2050
- ㉒ Road in 2050-2055
- ㉓ Road in 2055-2060
- ㉔ Road in 2060-2065
- ㉕ Road in 2065-2070
- ㉖ Road in 2070-2075
- ㉗ Road in 2075-2080
- ㉘ Road in 2080-2085
- ㉙ Road in 2085-2090
- ㉚ Road in 2090-2095
- ㉛ Road in 2095-2100
- ㉜ Road in 2100-2105
- ㉝ Road in 2105-2110
- ㉞ Road in 2110-2115
- ㉟ Road in 2115-2120
- ㊱ Road in 2120-2125
- ㊲ Road in 2125-2130
- ㊳ Road in 2130-2135
- ㊴ Road in 2135-2140
- ㊵ Road in 2140-2145
- ㊶ Road in 2145-2150
- ㊷ Road in 2150-2155
- ㊸ Road in 2155-2160
- ㊹ Road in 2160-2165
- ㊺ Road in 2165-2170
- ㊻ Road in 2170-2175
- ㊼ Road in 2175-2180
- ㊽ Road in 2180-2185
- ㊾ Road in 2185-2190
- ㊿ Road in 2190-2195



# QUESTIONNAIRE FOR CLIENT/LANDOWNER

Tax Parcel # 124-A-2E

Abingdon, Virginia

In order to assist in the environmental evaluation of property located in Abingdon, Virginia (S&ME Project No. 1054-05-485), S&ME Inc. requests that the client or owner of the property complete this questionnaire. Answers should be brief. We will contact you if further information is needed.

\*\*\*\*\*

1) Has the price of the property been discounted because of a real or suspected environmental contaminant?

No

2) What are the present and previous land uses for the property?

Present - Residential Previous - Unknown

3) What current operations, if any, are performed on the property?

Residential

4) Are there any underground storage tanks (USTs) on the property? If so, how many are there, what are they used for, and how big are they?

No

5) Do you know of any environmental concerns or are you aware of any buried wastes, landfills, chemical releases, either on-site or nearby?

No

6) Have any portions of the property been filled and, if so, with what kind of material?

No

7) Do you know of any hazardous waste generators on-site or nearby?

No

8) Do you know of any pending, threatened, or past litigation, administrative proceedings, or notices of violation from any governmental entity relevant to hazardous substances or petroleum products in connection with the property?

No

I hereby certify that the above information is true and correct.

Completed on March 24, 2006 via telephone conversation with

Signature of Landowner or Client or person knowledgeable about the property. If more than one individual provides information on this questionnaire, each should sign and indicate which responses he or she has provided.

JoAnne Hairston

Printed Name of Landowner/Person completing questionnaire

Date

by Wendy S. Blom

# QUESTIONNAIRE FOR CLIENT/LANDOWNER

Tax Parcel # 124-A-27

Abingdon, Virginia

In order to assist in the environmental evaluation of property located in Abingdon, Virginia (S&ME Project No. 1054-05-485), S&ME Inc. requests that the client or owner of the property complete this questionnaire. Answers should be brief. We will contact you if further information is needed.

\*\*\*\*\*

- 1) Has the price of the property been discounted because of a real or suspected environmental contaminant?  
*No*
- 2) What are the present and previous land uses for the property?  
*Previous - Farmland*  
*Present - Residence*
- 3) What current operations, if any, are performed on the property?  
*Present - Residence*
- 4) Are there any underground storage tanks (USTs) on the property? If so, how many are there, what are they used for, and how big are they?  
*No*
- 5) Do you know of any environmental concerns or are you aware of any buried wastes, landfills, chemical releases, either on-site or nearby?  
*No*
- 6) Have any portions of the property been filled and, if so, with what kind of material?  
*No*
- 7) Do you know of any hazardous waste generators on-site or nearby?  
*No*
- 8) Do you know of any pending, threatened, or past litigation, administrative proceedings, or notices of violation from any governmental entity relevant to hazardous substances or petroleum products in connection with the property?  
*No*

I hereby certify that the above information is true and correct.

Completed via telephone conversation on April 11, 2006  
Signature of Landowner or Client or person knowledgeable about the property. If more than one individual provides information on this questionnaire, each should sign and indicate which responses he or she has provided.

with Elizabeth Sneed  
Printed Name of Landowner/Person completing questionnaire

Date  
by Wendy S. Polonis

# QUESTIONNAIRE FOR CLIENT/LANDOWNER

Tax Parcel # 123-A-144

Abingdon, Virginia

In order to assist in the environmental evaluation of property located in Abingdon, Virginia (S&ME Project No. 1054-05-485), S&ME, Inc. requests that the client or owner of the property complete this questionnaire. Answers should be brief. We will contact you if further information is needed.

\*\*\*\*\*

- 1) Has the price of the property been discounted because of a real or suspected environmental contaminant? *No*
- 2) What are the present and previous land uses for the property? *Agricultural*
- 3) What current operations, if any, are performed on the property? *Agricultural*
- 4) Are there any underground storage tanks (USTs) on the property? If so, how many are there, what are they used for, and how big are they? *No*
- 5) Do you know of any environmental concerns or are you aware of any buried wastes, landfills, chemical releases, either on-site or nearby? *No*
- 6) Have any portions of the property been filled and, if so, with what kind of material? *No*
- 7) Do you know of any hazardous waste generators on-site or nearby? *Unknown*
- 8) Do you know of any pending, threatened, or past litigation, administrative proceedings, or notices of violation from any governmental entity relevant to hazardous substances or petroleum products in connection with the property? *No*

I hereby certify that the above information is true and correct.

*Completed on April 11, 2006 via telephone conversation with*  
Signature of Landowner or Client or person knowledgeable about the property. If more than one individual provides information on this questionnaire, each should sign and indicate which responses he or she has provided.

*Johnny Johnson*

Printed Name of Landowner/Person completing questionnaire

Date

*by Wendy S. Polaris*

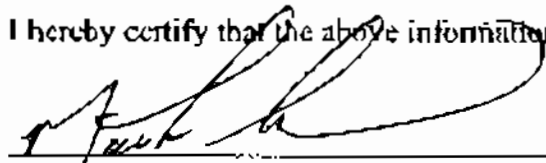
**QUESTIONNAIRE FOR CLIENT/LANDOWNER**  
**Tax Parcels # 124-A-8 and 124-A-18B**  
**Abingdon, Virginia**

In order to assist in the environmental evaluation of property located in Abingdon, Virginia (S&ME Project No. 1054-05-485) S&ME Inc. requests that the client or owner of the property complete this questionnaire. Answers should be brief. We will contact you if further information is needed.

\*\*\*\*\*

- 1) Has the price of the property been discounted because of a real or suspected environmental contaminant? NO
- 2) What are the present and previous land uses for the property? Equipment Sales, Rental, & Repair.
- 3) What current operations, if any, are performed on the property? " " "
- 4) Are there any underground storage tanks (USTs) on the property? If so, how many are there, what are they used for, and how big are they? NO
- 5) Do you know of any environmental concerns or are you aware of any buried wastes, landfills, chemical releases, either on-site or nearby? NO
- 6) Have any portions of the property been filled and, if so, with what kind of material? Unknown
- 7) Do you know of any hazardous waste generators on-site or nearby? NO
- 8) Do you know of any pending, threatened, or past litigation, administrative proceedings, or notices of violation from any governmental entity relevant to hazardous substances or petroleum products in connection with the property? NO

I hereby certify that the above information is true and correct

  
\_\_\_\_\_  
Signature of Landowner or Client or person knowledgeable about the property. If more than one individual provides information on this questionnaire, each should sign and indicate which responses he or she has provided.

MATTHEW OWENS  
Printed Name of Landowner/Person completing questionnaire

3/20/06  
Date

**From:** "Shortridge, Richard" <rdshortridge@deq.virginia.gov>  
**To:** <WTodaro@smeinc.com>  
**Date:** 4/10/2006 2:35:48 PM  
**Subject:** RE Facility ID# 1-032008

Ms. Todaro,

I briefly reviewed the file for the Westinghouse facility and found that the facility ID was changed from 1-032008 to 1-019885 on 02/12/04. This change was possibly due to the site being double registered. Based on my review it appears that of the 10 tanks once registered at the site only 5 would have been considered regulated tanks (above 660-gallon capacity). Based on the report contained in the PC file (#99-0390) the two tanks that remained at the site were for the fire system. The facility file indicates that the two tanks for the fire system are unregulated (capacity of 275 gallons and 225 gallons) tanks and were removed from the database. There wasn't sufficient documentation in the file to determine whether or not the tanks have been removed. Since the tanks are unregulated, the facility would not be required to report the closure of the tanks unless a release had occurred. So, at this point it is unknown if the tanks are closed or still in service. If I can be of further assistance please let me know. I have attached the tank screen of the registration database for this facility for your review.

Thanks,

Richard Shortridge

Petroleum Compliance Program Leader

Virginia Department of Environmental Quality

Southwest Regional Office

Phone: (276) 676-4872

e-mail: rdshortridge@deq.virginia.gov

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



# RECORD OF TELEPHONE CALL

Branch/Location: TRI-CITIES  
REFERENCE/JOB NO: 1054-05-485

DATE: 04/11/06 TELE. NO. 276-628-7151 START: \_\_\_\_\_ FINISH: \_\_\_\_\_  
CALL TO: DOUG KENNEDY CALL FROM: Wendy S. Polonis  
FIRM: WASH CO SERVICE AUTHORITY FIRM: S&ME

S&ME, Inc.

CONVERSATION

Other Party

Is water/sewer available  
to area?

Water available to area

Sewer not available at  
airport

Saw in deed a sewer easement  
for a property located near the  
airport - what requirements  
are there for this?

Required that utility  
easement is dedicated for  
properties - abt 20'  
easement along perimeter of  
property where parcels sub-  
divided

## REMARKS/ACTION/TO DO

- ☐ DONE 1. \_\_\_\_\_  
☐ DONE 2. \_\_\_\_\_  
☐ DONE 3. \_\_\_\_\_

PREPARED BY: [Signature]

COPIES TO:



# RECORD OF TELEPHONE CALL

Branch/Location: TRI-CITIES

REFERENCE/JOB NO: 1504-05-485

DATE: 04/11/04 TELE NO. 476-628-9111

START: \_\_\_\_\_ FINISH: \_\_\_\_\_

CALL TO: MARY FRAZIER

CALL FROM: WENDY S. POLONIS

FIRM DEPT OF EMERGENCY MANAGEMENT

FIRM S&ME

S&ME, Inc.

CONVERSATION

Other Party

Are you aware of any hazards  
or environmental problems  
at or near the Virginia Highlands  
Airport?

None that I know of.

## REMARKS/ACTION/TO DO

☐ DONE 1.

☐ DONE 2.

☐ DONE 3.

PREPARED BY: [Signature]

COPIES TO:

## **16.7 CONTRACT BETWEEN USER AND S&ME, INC.**





**DELTA AIRPORT  
CONSULTANTS, INC.**

August 29, 2005

Mr. Ernest F. Parker Jr. P.E., P.G.  
S&MT, Inc.  
3118 Spring Forest Road  
Raleigh, NC 27616

RE: Sub Consultant Agreement  
Airport Environmental Assessment  
Virginia Highlands Airport  
Abingdon, Virginia  
AIP Project No. 3-51-0001-022  
Delta Project No. VA 04046

Dear Mr. Parker:

Delta Airport Consultants, Inc. has enclosed our sub consultant agreement for your signature. Please sign both copies of the agreement and return one to our office. Upon signing the agreement, this letter also constitutes your notice to proceed, however, please notify us when you are ready to proceed with your activities at the Airport. Surveys on properties adjacent to the Airport will require access authorization which will be provided once obtained.

Thank you for working with us on this important assignment. Should you have any questions, please contact our office.

Sincerely,

Colleen Angstadt

cc: Ron Deloney, Airport Manager

wor:encl

4046C017

1030 Piedmont Oaks Drive Suite G • Charlotte North Carolina 28217  
phone (704) 521-9101 • fax: (704) 521-9109 • [www.deltairport.com](http://www.deltairport.com)

## **SUBCONSULTANT AGREEMENT**

### **BETWEEN**

### **ENGINEER AND CONSULTANT**

### **FOR**

### **PROFESSIONAL SERVICES**

**THIS IS AN AGREEMENT made as of August 29, 2005, between DELTA AIRPORT CONSULTANTS, INC. (ENGINEER) and S&ME, INC (CONSULTANT)**

ENGINEER has made an agreement dated May 17, 2005, with Virginia Highlands Airport Commission (OWNER) which is herein referred to as the Agreement for Professional Services and which provides for ENGINEER's furnishing professional services in connection with the Project described therein. ENGINEER hereby engages CONSULTANT to furnish for ENGINEER certain of those services in accordance with the terms and conditions of this Agreement. A copy of all portions of the Agreement for Professional Services pertinent to CONSULTANT's responsibilities, compensation, and timing of services hereunder is attached, made a part hereof, and marked Exhibit "A". The Project is described as follows:

#### **Environmental Assessment**

Services shall be partially performed at Virginia Highlands Airport and no access to the airport shall occur without ENGINEER's knowledge. Security training and access badges will be required. However, aircraft shall always have the right of way unless provisions have been made and confirmed by CONSULTANT that operational surfaces are closed to aircraft operations.

The part of the Project for which CONSULTANT is to furnish services is hereinafter called "This Part of the Project" and is generally described as follows:

#### **Due Diligence Hazardous Waste Investigation**

ENGINEER is the prime professional with respect to CONSULTANT's services to be performed under this Agreement and is responsible for coordinating CONSULTANT's services with the services of others involved in the Project. CONSULTANT is ENGINEER's independent consultant for this part of the Project, responsible for the means and methods used in performing consulting services under this Agreement, and is not a joint-venturer with ENGINEER.

ENGINEER and CONSULTANT agree as set forth below

## **SECTION 1 - SERVICES OF CONSULTANT**

CONSULTANT shall provide ENGINEER the consulting services described in detail in Section 1, of Exhibit B', "Description of Consulting Services and Related Matters" within the time periods stipulated therein. Services will be paid for by ENGINEER as indicated in Section 5 hereof. The CONSULTANT shall at CONSULTANT's own expense obtain all data and information (other than that referred to in paragraphs 3.1 and 3.2) necessary for the performance of his services. CONSULTANT is responsible to see that the documents prepared by CONSULTANT and the services CONSULTANT renders hereunder conform to the regulations, codes, and special requirements of the place where the Project is located. All of CONSULTANT's communications to or with OWNER or ENGINEER's other consultants will be through or with the knowledge of ENGINEER.

## **SECTION 2 - ADDITIONAL SERVICES OF CONSULTANT**

If authorized in writing by ENGINEER, CONSULTANT shall furnish Additional Services which are in addition to Section 1 Services. As further Additional Services are requested by ENGINEER, this Agreement will be supplemented to describe them and indicate the method of compensation therefor.

## **SECTION 3 - ENGINEER'S RESPONSIBILITIES**

3.1 Provide all criteria and full information as to OWNER's requirements for this part of the project.

3.2 Place at CONSULTANT's disposal Drawings, Specifications, schedules, and other information which were prepared by ENGINEER, or by others which is available to ENGINEER, and which ENGINEER considers pertinent to CONSULTANT's responsibilities hereunder, on all of which CONSULTANT may rely in performing services hereunder except as may be specifically noted otherwise in writing.

**3.3** Request OWNER to make all provisions for CONSULTANT to enter upon public and private property as required for CONSULTANT to perform services under this Agreement

**3.4** Give prompt written notice to CONSULTANT whenever ENGINEER observes or otherwise becomes aware of any development that affects the scope or timing of CONSULTANT's services

**3.5** Bear all costs incident to compliance with the requirements of this Section 3

#### **SECTION 4 - PERIOD OF SERVICE**

CONSULTANT recognizes that the services of ENGINEER and others involved in the Project are dependent upon the timely performance of CONSULTANT's services. The dates by which the various aspects of CONSULTANT's Services are to be completed are set forth in Exhibit "B", "Description of Consulting Services and Related Matters"

#### **SECTION 5 - PAYMENTS TO CONSULTANT**

**5.1 Method of Compensation.** ENGINEER shall pay CONSULTANT for Services rendered under Section 1 as more particularly described in Exhibit "B", "Description of Consulting Services and Related Matters"

**5.2 Times of Payment.** Payments to CONSULTANT shall be made in accordance with this paragraph 5.2

**5.2.1** CONSULTANT may submit monthly statements for Services rendered and for Reimbursable Expenses incurred

**5.2.2** If ENGINEER objects to any statement submitted by CONSULTANT, ENGINEER shall so advise CONSULTANT in writing giving reasons therefor within fourteen (14) days of receipt of such bill. ENGINEER shall bill OWNER monthly on account of CONSULTANT's services and expenses and shall pay CONSULTANT within fourteen (14) days of the time ENGINEER receives payment from OWNER on account therefor. It is intended that payments to CONSULTANT will be made as ENGINEER is paid by OWNER under the Agreement for Professional Services and that ENGINEER shall exert reasonable and diligent efforts to collect prompt payment from OWNER

**5.3 Reproductions and Information.**

**5.3.1** CONSULTANT shall at CONSULTANT's expense furnish ENGINEER copies of all progress reproductions and information required by ENGINEER for performance of ENGINEER's services under the Agreement for Professional Services or for review of CONSULTANT's services while in progress

5.3.2 ENGINEER shall at ENGINEER's expense furnish information and progress reproductions of ENGINEER's work and that of others assigned to the Project as may be required for the orderly performance of CONSULTANT's services

## **SECTION 6 - GENERAL CONSIDERATIONS**

### **6.1 Termination.**

6.1.1 The obligation to provide further services under this Agreement may be terminated by CONSULTANT upon seven (7) days' written notice to ENGINEER in the event of substantial failure by ENGINEER to perform in accordance with the terms hereof through no fault of CONSULTANT. It may also be terminated by ENGINEER with or without cause upon seven (7) days' written notice to CONSULTANT. In the event of any termination, CONSULTANT will be paid for services rendered to the date of termination plus unpaid Reimbursable Expenses.

6.1.2 This Agreement will terminate automatically upon termination of the Agreement for Professional Services. ENGINEER will promptly notify CONSULTANT of such termination.

### **6.2 Records.**

6.2.1 Records of CONSULTANT's Direct Labor Costs, Payroll Costs, and Reimbursable Expenses pertaining to This Part of the Project will be kept on a generally recognized accounting basis and made available to ENGINEER on request.

6.2.2 CONSULTANT shall maintain all design calculations on file in legible form. A copy of these shall be available to ENGINEER at ENGINEER's expense and the originals shall not be disposed of by CONSULTANT until after sixty (60) days' prior written notice to ENGINEER.

### **6.3 Insurance.**

6.3.1 ENGINEER and CONSULTANT shall each procure and maintain insurance for protection from claims under workers' compensation acts, claims for damages because of bodily injury including personal injury, sickness or disease or death of any and all employees, or of any person other than such employees, and from claims or damages because of injury to or destruction of property including loss of use resulting therefrom.

6.3.2 Also ENGINEER and CONSULTANT shall each procure and maintain professional liability insurance for protection from claims arising out of performance of professional services caused by any negligent error, omission, or act for which the insured is legally liable; such professional liability insurance will provide for coverage in such amounts, with such deductible provisions, and for such periods of time as set forth in Exhibit "A"; and certificates indicating that such insurance is in effect will be provided by CONSULTANT.

**6.3.3** Indemnification provisions as included in Exhibit "A" will be applicable to CONSULTANT for services provided by CONSULTANT

**6.4 Controlling Law.**

This Agreement is to be governed by the law of the principal place of business of OWNER

**6.5 Successors and Assigns.**

**6.5.1** ENGINEER and CONSULTANT each is hereby bound, and the partners, successors, executors, administrators, assigns, and legal representatives of each are bound, to the other party to this Agreement and to the partners, successors, executors, administrators, assigns, and legal representatives of such other party, in respect to all covenants, agreements, and obligations of this Agreement.

**6.5.2** Neither ENGINEER nor CONSULTANT shall assign, sublet, or transfer any rights under or interest in (including, but without limitation, moneys that may become due, or moneys that are due) this Agreement without the written consent of the other.

**6.5.3** Nothing herein shall be construed to give any rights or benefits hereunder to anyone other than ENGINEER and CONSULTANT.

**SECTION 7 - SPECIAL PROVISIONS, EXHIBITS, AND SCHEDULES**

**7.1 Special Provisions.** There are no special provisions

**7.2 Exhibits and Schedules.** The following Exhibits are attached to and made a part of this Agreement:

**7.2.1** Exhibit "A" - Copy of portions of Agreement for Professional Services consisting of 3 pages.

**7.2.2** Exhibit "B" - "Description of Consulting Services and Related Matters" consisting of 8 pages.

**7.3** This agreement (consisting of pages 1 to 6, inclusive) together with the Exhibits identified above constitute the entire agreement between ENGINEER and CONSULTANT and supersede all prior written or oral understandings. This Agreement and said Exhibits and schedules may only be amended, supplemented, modified, or canceled by a duly executed written instrument

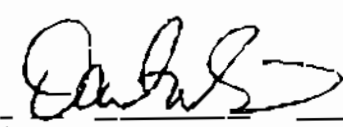
IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement as of the day and year first above written.

ENGINEER

Delta Airport Consultants, Inc  
1338 Hundred Oaks Drive, Suite G  
Charlotte, NC 28217

  
\_\_\_\_\_  
Roy G. Lewis, A.A.E.  
Vice President


Date August 29, 2005

Notary   
(name)

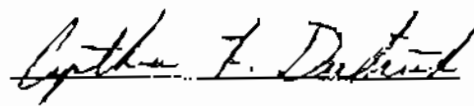
My Commission Expires May 4, 2008  
My Commission Expires

CONSULTANT

S&ME, Inc  
3118 Spring Forest Road  
Raleigh, NC 27616

  
\_\_\_\_\_  
Ernest F. Parker, Jr. P.E., P.G.  
(Consultant's Signature) *Ernest F. Parker, Jr.*  
1/2

Date 8/6/05

Notary 

7/23/2010  
My Commission Expires

## **EXHIBIT "A"**

The following pages are copies of pages from the Agreement for Professional Services between ENGINEER and OWNER which are pertinent to this subconsultant agreement between ENGINEER and CONSULTANT



**AMENDMENT NO. FIVE (5)**

**TO THE**

**AGREEMENT FOR PROFESSIONAL SERVICES**

**BETWEEN**

**VIRGINIA HIGHLANDS AIRPORT COMMISSION**

**THE OWNER**

**AND**

**DELTA AIRPORT CONSULTANTS, INC**

**THE ENGINEER**

**DATE: MAY 11, 2005**

**AIP PROJECT NO. 3-51-0001-022-PENDING**

**DELTA PROJECT NO. VA 04046**

**DELTA PROJECT NO. VA 05071**

**TASK 7 – CONDUCT ENVIRONMENTAL ASSESSMENT**

**TASK 8 - UPDATE FY 2006 DISADVANTAGED BUSINESS  
ENTERPRISE (DBE) PROGRAM**

**AMENDMENT NO. FIVE (5)**  
**TO THE AGREEMENT**  
**FOR PROFESSIONAL SERVICES**  
**BETWEEN OWNER AND ENGINEER**

May 11, 2005

This AMENDMENT NO. FIVE (5), dated May 11, 2005, is made part of the Agreement for Professional Services dated February 6, 2002, between the Virginia Highlands Airport Commission, the OWNER, and Delta Airport Consultants, Inc., the ENGINEER, for work at the Virginia Highlands Airport, Abingdon, Virginia.

The following revisions and/or additions are made to the original Agreement for Professional Services:

The scope of work to be covered by Amendment No. Five (5) shall be as follows:

**TASK 7 – CONDUCT ENVIRONMENTAL ASSESSMENT**

**TASK 8 – UPDATE FY 2006 DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM**

ADD the following paragraphs to Article 6:

**6.5 TASK 7 – CONDUCT ENVIRONMENTAL ASSESSMENT:** It is understood that the Engineer will proceed with Task 7 after receiving a written notice-to-proceed from the Owner. The schedule for completion of the final draft report is 18 months.

ADD the following paragraphs to Article 7:

**7.2.7 TASK 7 – CONDUCT ENVIRONMENTAL ASSESSMENT**

Compensation for the Airport Environmental Assessment will be a lump sum fee of \$\_\_\_\_\_. The lump sum fee includes work hour, reimbursables, and subcontracted services for the preparation of the Airport Environmental Assessment in accordance with the scope of work attached as "AMD 5-1".

AMENDMENT NO. FIVE (5)

7.2.8 TASK 8 – UPDATE FY 2006 DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

Compensation for Additional Services for Task 8: Additional Services for the update of the FY 2006 DBE Program Update shall be compensated on a unit price plus fixed fee basis. Compensation for these services shall be limited to a budget amount of \$8,529 unless written authorization has been received from the OWNER. The budget amount is based upon an estimated cost of \$7,064 and a fixed fee of \$865 as outlined in Attachment 'AMD 5-3'.

The following attachments are made part of this Agreement:

Attachment 'AMD 5-1' Scope of Work (Article 7.2.7)

Attachment 'AMD 5-2' Estimated Workhours and Summary of Fees (Article 7.2.7)

Attachment 'AMD 5-3' Estimated Workhours and Summary of Fees (Article 7.2.8)

Attachment 'AMD 5-4' Subconsultant Proposals (Article 7.2.7)

Attachment 'AMD 5-5' Subconsultant Proposals (Article 7.2.8)

Attachment 'AMD 5-6' Fee Schedule

All other provisions of the original Agreement remain unchanged.

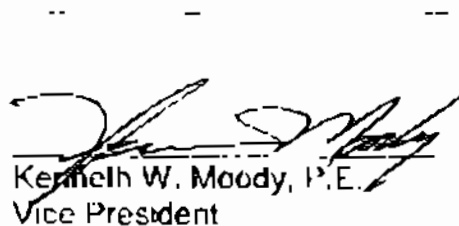
OWNER

Virginia Highlands Airport Commission  
18521 Lee Highway  
Abingdon, Virginia 24240

  
Ron DeFoney  
Airport Manager

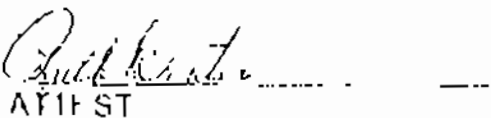
ENGINEER

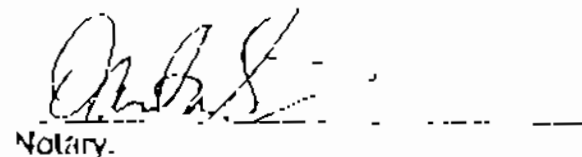
Delta Airport Consultants, Inc.  
1338 Hundred Oaks Drive, Suite G  
Charlotte, North Carolina 28217

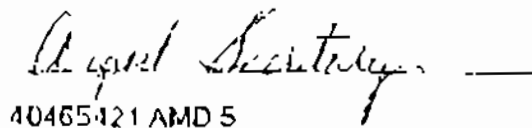
  
Kenneth W. Moody, P.E.  
Vice President

DATE: 05-17-05

DATE: 5-17-05

  
Notary

  
Notary

  
40465421 AMD 5

My Commission Expires  
My Commission Expires May 4, 2006

## **EXHIBIT "B"**

### **DESCRIPTION OF CONSULTING SERVICES AND RELATED MATTERS**

1. **SCOPE OF SERVICES** as follows:

Due Diligence Hazardous Waste Investigation as outlined in ENGINEER's letter dated March 9, 2004 and CONSULTANT'S letter dated November 2, 2004, both of which follow this Exhibit "B"

2. **COMPENSATION FOR SERVICES** shall not exceed Two Thousand Nine Hundred dollars (\$2,900).
3. **SCHEDULE FOR COMPLETION OF SERVICES** shall be within 180 days of written receipt of written notice to proceed
4. **INSURANCE** shall be maintained by ENGINEER and CONSULTANTS in amounts to agree with OWNER's requirements as outlined in the Agreement for Professional Services



November 2, 2004

Delta Airport Consultants, Inc.  
1338 Hundred Oaks Drive  
Suite G  
Charlotte, North Carolina 28217

Attention: Mr. David Diehl

Reference: **PROPOSAL FOR DUE DILIGENCE HAZARDOUS WASTE  
EVALUATION**  
Virginia Highlands Airport  
Abingdon, Virginia  
S&ME Proposal No. P3556-DIV

Dear Mr. Diehl:

S&ME, Inc. (S&ME) appreciates the opportunity to submit this proposal to perform a due diligence hazardous waste evaluation at the Virginia Highlands Airport located in Abingdon, Virginia. This letter outlines our scope of work and presents a schedule and proposed cost for these services.

#### **PROPERTY DESCRIPTION**

It is our understanding that you are conducting a National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the Airport Layout Plan Update project site. As part of the EA process, you requested an assessment to identify possible hazardous waste sites within and adjacent to the project area. The project area is highlighted in the Airport Layout Plan (Sheet 2 of 10) that was included in your request for a proposal dated October 28, 2004.

S&ME, Inc.  
3118 Spring Forest Road  
Raleigh, North Carolina 27616

Mailing address:  
P.O. Box 34500  
Raleigh, North Carolina 27608-0029

[919] 872-2660  
[919] 790-9377 fax  
[www.smeinc.com](http://www.smeinc.com)

## SCOPE OF WORK

S&ME's approach to performing a due diligence hazardous waste evaluation includes a review of the public record, interviews with appropriate local agencies and the site manager or property owner, a site reconnaissance and preparation of a written report containing findings and conclusions.

Unless specifically authorized or noted in this proposal, our assessment will not include items such as sampling of any other materials (i.e., soil, water, or air), nor any wetlands or buffer constraints, lead in paint, lead in drinking water, asbestos containing materials surveys, regulatory compliance, cultural/historic risks, industrial hygiene, health/safety, ecological resources, endangered species, indoor air quality, mold, fungi or bacteria assessment, radon or high voltage power lines. S&ME can evaluate any or all of these items if required. However, they are not included in the scope presented herein.

Four primary tasks are involved in this assessment: (1) review of the public record, (2) interviews, (3) site reconnaissance, and (4) writing of a report containing findings and conclusions.

S&ME will need information for the property to enable us to begin the assessment process. This information includes: 1) site manager/contact name and telephone number, 2) ownership chain-of-title dating back to 1940 or earlier if the property was developed prior to 1940, and 3) a copy of the deed to the project site.

### Task 1: Review of the Public Record

This task serves to identify information in the public record concerning identified past or present activities on the project area or adjacent to the project area that may have resulted in a release of hazardous substances or petroleum products. Activities conducted by S&ME during this portion of the project would include:

- (1) Examination of reasonably ascertainable public records from the U.S. EPA and the Virginia Department of Environmental Quality (VDEQ) for the purpose of identifying recognized environmental conditions, namely the presence or likely presence of hazardous substances or petroleum products under conditions that indicate a release or

potential threat of a release onto the subject property or into the ground, groundwater, or surface water of the property. This examination will include practically reviewable state and federal database records with respect to the project area. The databases to be reviewed include the following:

#### REGULATORY DATABASE SEARCH

National Priority List (NPL)	US EPA
State Hazardous Waste Sites (SHWS)	VDHQ
Corrective Action Report (CORRACTES)	US EPA
Comprehensive Environmental Response, Compensation, and Liability Act Information System (CERCLIS)	US EPA
Resource Conservation and Recovery Act Treatment Storage and Disposal Sites (RCRA-TSD)	US EPA
Leaking Underground Storage Tanks (LUST)	VDHQ
Solid Waste Landfills (SWLF)	VDHQ
CERCLIS No Further Remedial Action Planned (CERCLIS-NFRAP)	US EPA
Registered Underground Storage Tanks (UST)	VDHQ
RCRA-permitters	US EPA
Emergency Response Notification System (ERNS)	US EPA

- (2) Review of selected state and/or federal file records for facilities identified in the database records as being located on the project site
- (3) Examination of the property chain-of-title back to 1940 (or earlier, if developed in 1940), and a copy of the current deed, both provided by the client or his attorney, to consider whether the name of a past owner may imply site operations that used or stored hazardous substances or petroleum products on the subject property or whether the property's deeds contain mention of an environmental lien.
- (4) Examination of reasonably ascertainable Sanborn maps, city directories, aerial photographs and topographic maps for evidence of past property usage for the project site that might have included disposal of wastes or other activities involving hazardous substances or petroleum products on the project site

#### Task 2 - Interviews

Interviews will be conducted with appropriate local agencies (i.e., fire department and emergency management personnel) to explore local knowledge of hazardous substances or petroleum products on the project site. In addition, S&ME will interview the current property owner or his representative regarding their knowledge of the project site.

#### Task 3 - Site Reconnaissance

A reconnaissance will be performed to observe conditions on the project site and to obtain information relative to the identification of recognized environmental conditions. The reconnaissance will also provide an opportunity to evaluate specific conditions identified in the review of the public record suggesting activities associated with the possible release of hazardous substances or petroleum products on or near to the project area. The reconnaissance would include the following activities:

- (1) Visually and physically observe the project site. Specifically, the environmental professional will observe the site for signs of chemical spills, stressed vegetation, evidence of buried tanks or buried waste, subsidence, or unusual soil discoloration which may indicate the possible presence of contaminants. S&ME personnel will walk around the perimeter of the project site areas along stream banks, roadways, paths, clearings and utility easements. Please note that S&ME personnel will require clearance or need an escort to access secured areas of the airport.
- (2) Representative photographs of the project site will be taken to document existing conditions.

#### Task 4 - Written Report

Upon completion of the public record review, interviews and site reconnaissance, S&ME will provide a written report documenting our findings. The report will reflect our evaluation for use by the client. The findings will be presented in terms of the presence or absence of possible hazardous waste sites. However, a finding of "no evidence of potential hazardous waste sites" should not be



interpreted as a guarantee or warranty that the project site is "clean" or free of all contaminants. Environmental conditions may exist on the project that are not identified through the scope of this due diligence assessment.

## **SCHEDULE AND FEES**

We will provide the report of to you within four weeks after we receive authorization to proceed. Please note that our ability to complete the services involved in the review of the public record within the project schedule often depends on the availability of certain maps, records, and other sources of information that we may want to review, or persons whom we would want to interview. If we experience difficulties in this regard, we will prepare our report without the benefit of that information in accordance with your requested schedule. S&ME will submit two copies of the report to you. We propose to perform the hazardous waste assessment on a lump-sum basis for a cost of \$2,900.00.

Our report will be addressed to Delta Airport Consultants, Inc. and the Virginia Highlands Airport. Please note that S&ME charges \$300 to add another party (e.g., a company, person, corporation, bank, etc.) who requests to rely on the report as an additional addressee. This fee will be charged to you, the client, for each additional reliance request in addition to the fees for this Due Diligence Hazardous Wastes Evaluation. Such requests must be received in writing from the client. S&ME has sole discretion in adding any additional addressees. All parties relying on or making use of the report, including the client and any subsequent addressees, agree to be bound by the liability limitations contained in our Agreement for Services as a single party.

We assume that we will be able to access all areas of the site as needed. If additional services are requested by you that are not included in our scope of services, S&ME will charge you for our time and materials in accordance with our standard fee schedule.

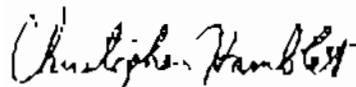
## AUTHORIZATION

Our Agreement for Services, Form Number AS-041, is attached and is incorporated as a part of this proposal. Please indicate your acceptance of our proposal by signing the back of the form and returning it to our office. We will then proceed with the performance of our services. If you elect to accept our proposal by issuing a purchase order, then please reference this proposal number and date. Your purchase order will be an acceptance of our Agreement for Services and an authorization to proceed with the performance of our services. The terms and conditions included in any purchase order shall not apply, as our agreement is for services that are not compatible with purchase order agreements.

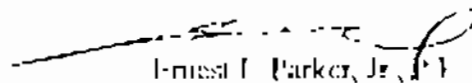
## CLOSING

S&ME appreciates the opportunity to be of service to you. If you have any question regarding the outlined scope of work, or if you may be of any further assistance, please call (919) 872-7660.

Sincerely,  
S&ME, Inc.



Christopher Hamblet  
Environmental Scientist



Ernest F. Parker, Jr., P.E.  
Senior Environmental Consultant

Inclosures: Agreement for Services (Form AS-041)  
S&ME 2004 Schedule of Fees  
Questionnaire for Client/Landowner



**DELTA AIRPORT  
CONSULTANTS, INC.**

March 9, 2004

Mr. Chris Hamblet  
S&ME, Inc.  
4115 Spring Forest Road  
Raleigh, NC 27616

Re: Draft Scope of Work  
Environmental Assessment  
Virginia Highlands Airport  
Abingdon, VA  
AIP Project No. Pending  
Delta Project No. VA 04046

Dear Mr. Hamblet:

On behalf of the Virginia Highlands Airport in Abingdon, Virginia, Delta Airport Consultants, Inc. will be initiating an Environmental Assessment (EA) to assess the potential environmental impacts of development projects proposed in the Airport Layout Plan Update. A project map is attached. These projects include the following:

1. Extend Runway 6 (1,399 feet by 75 feet)
2. Construct a parallel taxiway (3,060 feet by 45 feet)
3. Relocate NAVAIDS (Identifier, RFB - (ODALS AWOS) and PAPIs)
4. Install Security Fencing
5. Acquire land (approximately 55-80 acres in fee simple, 12.5 acres in easement)
6. Relocate State Road 611 (approximately 3,800 feet)
7. Relocate a portion of a Stream (800 feet)
8. Demolish a barn and some runway/taxiway pavement
9. Relocate a Cemetery

We are requesting a proposal from your firm to conduct the specific activities described below. For the purpose of this proposal, assume it is necessary to conduct your field work for the area highlighted on the attached maps. The following element will need to be prepared for inclusion in the EA:

- Conduct a Due Diligence Hazardous Waste Investigation to identify possible hazardous waste sites within the project area.

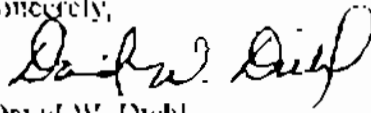
11046C0002

Mr. Chris Hamblet  
March 9, 2004  
Page Two (2)

The results of this activity above will be reported in a Technical Appendix which will support the preparation of an IAA and will be submitted to the IAA for approval. Your proposal should be presented with a detailed scope of work, tentative schedule, cost estimates and hours breakdown of manpower by task. Please submit two (2) copies of your proposal.

If you have any questions concerning this proposal, please contact our office. Please return your proposal by March 24, 2004.

Sincerely,

  
David W. Diehl

Enclosure

## **16.8 RESUMES OF ENVIRONMENTAL PROFESSIONALS**

## RESUME

P. ALAN WILLIAMS, P.E.

**POSITION** Senior Engineer/Environmental Services Manager

**EXPERIENCE** Joined S&MΓ in 2000 with 21 years previous experience

**EDUCATION** B.S., Civil Engineering, Georgia Institute of Technology, 1976  
M.S., Civil Engineering, Georgia Institute of Technology, 1977

### PROFESSIONAL REGISTRATIONS

Professional Engineer, Tennessee, 2000 (#15960)  
Professional Engineer, Kentucky, 1984 (#13655)  
Professional Engineer, Virginia, 1984 (#14761)

### VIEDS OF COMPETENCE

Landfill Site Assessments, Environmental Assessments, Corrective Action Plans, Remediation of Petroleum Hydrocarbon Contamination Sites, Aboveground and Underground Storage Tank Design, Real Estate Environmental Evaluations (Phase I and II), Geotechnical Investigation, Foundation Design Analyses and Installation, Slope Stability Studies, Inspection of Foundations (deep and shallow), Treatment of Sink-hole Formations, Site Grading, Asphalt Pavement Investigation, Concrete Testing and Assessment, and Expert Testimony (environmental and geotechnical issues).

### KEY PROJECTS AND ASSIGNMENTS

- Project Manager, Property Evaluation for Financial Operations Center – Kingsport, Tennessee. Managed multiple phases of property evaluation work leading to the purchase of property for a new corporate banking center. Work phases included Phase I EIA, Phase II USI removals and closure assessments, Phase II assessment of the removal of a permitted solid waste management unit from the property, wetland delineation and general permitting, preliminary and final foundation investigations, and construction testing for site grading.
- Project Manager, Environmental Assessments for Printing Facility Divestitures – Mid Atlantic Region. Managed Phase I ESAs for 3 printing facility properties in 3 states on behalf of a confidential client owner. Review all data and findings with corporate environmental engineers and attorneys and finalize reports. Reports to be utilized to assist in marketing the properties.
- Senior Engineer, Municipal Industrial Land Swap – Willamette Industries, Inc. and City of Kingsport, Tennessee. Conducted environmental assessments on multiple parcels involved in a land swap between industrial and municipal clients. Work included Phase I and Phase II ESAs on a former municipal landfill site, historic industrial property, and suburban greenbelt property. Assessment also included wetland delineation of one property located within a floodway. Work was performed on accelerated schedule to meet contractual deadlines.
- Senior Engineer, Environmental Assessment – Willamette Industries, Inc. Sheetier Plant, Kingsport, Tennessee. Evaluated multiple parcels acquired for new paper cutting facility. Conducted Phase I ESAs prior to property purchase, obtained individual permits for impacts to jurisdictional wetlands, prepared stormwater pollution prevention plan for construction activities, and obtained permits stormwater runoff management during the construction phase.

- Senior Engineer, Pre-acquisition Site Investigation – Financial Institution Operation Center (confidential site) Services included historic review of vicinity industrial activities, assessment of groundwater contamination and source, estimation of remediation costs, and research of statutory reporting requirements if purchase was completed. Client used results of \$45,000 study to negotiate a \$250,000 reduction in the original \$1,350,000 purchase price of the property.
- Senior Engineer, Electromagnetic Surveys – Multiple Sites in Tennessee and Michigan. Conducted terrain analyses using an EM31 survey equipment to assess the potential for abandoned USTs or other buried metallic structures. Evaluated data to identify suspect locations.
- Senior Engineer, Impermeable Borrow Evaluation - DOF Y-12 Plant, Oak Ridge, Tennessee. Evaluated available quantities and suitability of clay borrow material to be utilized for low permeability liner and cap applications in treatment of low level radioactive contamination. Provided guidelines for placement and compaction to achieve desired permeability results.
- Senior Engineer, Stability Analysis – Mead Paper Holston Landfill, Blountville, Tennessee. Shear strength testing and slope stability analysis on dried sludge and wood fine mixtures to aid in the assessment of a feasibility study for a vertical expansion of an existing industrial landfill.
- Senior Engineer, Municipal Landfill Liner Evaluations – Smythe County, Virginia, Greene County, Tennessee, and Bluefield, West Virginia. Evaluated proposed and/or expansion cell areas to assess thickness and permeability of in-situ clay materials beneath proposed cell areas. Evaluated the occurrence of groundwater and its impact upon proposed cell installation. Evaluated available onsite clay materials to be used for final cover.
- Senior Engineer, Post Closure Monitoring Plan – Liberty Environmentalist Landfill, Liberty Township, Michigan. Evaluated existing groundwater data and develop statistical criteria for post-closure monitoring of closed cell in an existing demolition landfill.
- Project Manager, UST Release Assessments – Multiple Sites in Tennessee and Michigan. Evaluated soil and groundwater contamination and develop corrective actions for sites impacted by petroleum products.
- Senior Engineer, AST and UST Installation Design – Office of Management and Budget, Lansing, Michigan. Designed, prepared bid documents, and oversaw construction of AST and UST installations at four State of Michigan prison and community health facilities. Provided environmental assessment at these sites involving replacement of existing UST installations.
- Project Engineer, Remediation System Operation and Maintenance – Multiple Sites in Battle Creek, Michigan. Performed routine weekly O&M site checks for three groundwater remediation systems. Systems included pump and treat combined with air sparge and soil vacuum extraction, pump and treat combined with free product skimmer pumps for No. 2 diesel recovery, and pump and treat combined with free product belt recovery system for No. 4 fuel oil recovery.
- Project Engineer, Multiple Real Estate Transaction – Tennessee and Michigan. Provided Phase I and Phase II Environmental Site Assessments of various industrial, commercial and undeveloped properties in connection with purchase acquisitions or lender refinancing requirements.

- Expert Witness, ASI Release – Confidential Bulk Petroleum Dealer, Niles, Michigan. Provided testimony and professional opinions concerning the release, investigation, and recovery of 4,000 gallons of gasoline from an aboveground storage tank at a bulk oil facility.
- Senior Engineer, Multiple Cell Tower Sites – Tennessee and Virginia. Conducted NEPA categorical exclusion evaluations and Environmental Assessments as part of FCC licensing requirements for operators of new cellular tower sites.

#### PROFESSIONAL MEMBERSHIPS/AFFILIATIONS

- American Society of Civil Engineers (ASCE)
- Bristol Area Safety Council

#### CONTINUING EDUCATION

- American Red Cross Adult CPR – 2002
- Annual S&ME Environmental Engineering/Loss Prevention Seminar - 2002 and 2003
- ASTM E1527-00 Phase I DSA Training Seminar - 2001
- Emergency Response Equipment Services Training – 2001
- Annual S&ME Geotechnical Engineering/Loss Prevention Seminar – 2001
- American Red Cross Adult First Aid – 2001
- Defensive Driving Certificate – 2001
- OSHA, 8-Hour Site Supervisor Training, 1995
- OSHA, 40-Hour Hazardous Site Operations Training, 1994 (plus annual 8-hour refreshers)
- Real Estate Transaction Environmental Assessments - Westinghouse Environmental and Geotechnical Services, Inc., 1989
- ASFE Loss Prevention Seminar, 1987, Houston, Texas
- Professional Marketing - SFSCO Management Consultants, Inc., 1986
- DuPont Surface Blasting Seminar, 1978, Lexington, Kentucky
- TVA Material Inspection Certifications: Soil, Concrete, and Protective Coatings, 1978



## RESUME

### WENDY S. POLOMIS

**POSITION** Staff Geologist

**EXPERIENCE** Joined S&ME, Inc. in 2004 with seven years previous experience.

**EDUCATION** B.S. Geology, University of North Carolina at Charlotte, 1997  
A.A. Business Administration, Brevard College, 1986

#### PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

Tennessee Professional Geologist, License # TN 5110  
Virginia Asbestos Inspector License, No. 3303 003018  
North Carolina Asbestos Inspector License, No. 12342

#### FIELDS OF COMPETENCE

Determination of Contaminant Plume Migration at Petroleum Hydrocarbon Sites, Sampling for and Evaluating Water and Soil Quality, Real Estate Environmental Evaluation (Phase I and Phase II), ACM determinations using PLM Microscopy, and performing lead paint inspections

#### KEY PROJECTS AND ASSIGNMENTS

- Project Manager for oversight of multiple underground storage tank closures of leaking underground storage tank sites. Responsibilities included project oversight, budgeting, scheduling work force, consultation with state officials, data interpretation, and report preparation.
- Staff Professional for real estate transactions/environmental evaluations for C) RCLLA due diligence on numerous commercial, industrial, and undeveloped sites. Project tasks included regulatory file reviews, historical land use/ownership research, review and interpretation of historical aerial photographs, site reconnaissance, soil and groundwater sampling, and report preparation.
- Laboratory Manager for asbestos laboratory. Primary responsibilities included identification of asbestos containing materials in bulk samples, assisting with asbestos surveys and keeping laboratory accreditation current.
- Staff professional for lead inspections. Performed inspections on several industrial and commercial sites. Responsibilities included obtaining samples and interpreting data.

#### CONTINUING EDUCATION

- ASTM E1527-00 Phase I FSA Training Seminar, S&ME, 2004, 2005
- OSHA 40-Hour Training, (HA/WOPER), 2001 and refresher training, 2002, 2003, 2004
- Due Diligence at Dawn Seminar, EDR, 2002, 2003
- Fundamentals and Applied Groundwater Hydraulics, NC State University, 2002
- XRF Certification for Lead Inspection, Niton, 1999
- Radiation Safety Training, Southern Nuclear, Plant Farley, 1999
- Microscopic Identification of Asbestos, McCrone Institute, 1998
- North Carolina Field Camp, North Carolina State University, 1997

# APPENDIX H

## PUBLIC PARTICIPATION



**DELTA AIRPORT  
CONSULTANTS, INC.**

800B Corporate Center Drive, Suite 330 • Charlotte, North Carolina 28226  
Phone (704) 521-9101 • Fax (704) 521-9109 • [www.deltairport.com](http://www.deltairport.com)

## **Informational Open House #1**



Walk-In Hours: 8AM - 5PM

# Classified

## Monuments, Cemetery Lots

Cemetery plots, &  
funeral services.  
276-466-4666

Call us  
276-466-4666



The Virginia High-  
lands Airport will be  
holding a public in-  
formation meeting on  
Wednesday, Novem-  
ber 9, 2005 from 6:00  
P.M. to 8:00 P.M. in the  
terminal building, 18521 Lee  
Highway, Abingdon, VA  
24210. This meeting is  
the first of three to provide  
the public with information  
on the Environmental Assess-  
ment (EA), which is evalu-  
ating impacts associated  
with the airport develop-  
ment consistent with Federal  
Aviation Administration  
(FAA) design standards to  
serve aircraft categorized  
under Airport Reference  
Code (ARC) B II (large). The  
meeting will also provide  
the public with an opportunity  
to comment on the project  
to be evaluated within the EA  
documents.

The Virginia High-  
lands Airport will be  
holding a public in-  
formation meeting on  
Wednesday, Novem-  
ber 9, 2005 from 6:00  
P.M. to 8:00 P.M. in the  
terminal building, 18521 Lee  
Highway, Abingdon, VA  
24210. This meeting is  
the first of three to provide  
the public with information  
on the Environmental Assess-  
ment (EA), which is evalu-  
ating impacts associated  
with the airport develop-  
ment consistent with Federal  
Aviation Administration  
(FAA) design standards to  
serve aircraft categorized  
under Airport Reference  
Code (ARC) B II (large). The  
meeting will also provide  
the public with an opportunity  
to comment on the project  
to be evaluated within the EA  
documents.

The meeting will af-  
ford the opportunity for  
the public to speak with  
airport officials, members  
of the Virginia High-  
lands Airport Commis-  
sion (VHAC), FAA, and our  
consultants. Delta Airport

## 111 Legal

Consultants, Inc.  
Solutions will be set  
up for residents in-  
terested in speaking  
to the staff or con-  
sultants to discuss  
the purpose and  
need, alternative  
evaluation, or pro-  
ject status related  
questions.

For more informa-  
tion contact Mr. Ron  
Delaney, Airport Man-  
ager at 276/628-  
3908.

Mendota, Virginia  
24271

In execution of the  
Deed of Trust dated  
April 4, 2002 and re-  
corded on April 10,  
2002 as Instrument  
Number 66074512,  
page 51, of the Wa-  
shington County  
land records the un-  
dersigned Substitute  
Trustees, any of  
whom may act, will  
offer for sale at pub-  
lic auction on NO-  
VEMBER 3, 2005 at  
12:30 p.m. at the  
front door of the  
Courthouse for the  
County of Washing-  
ton, 189 East Main  
Street, Abingdon,  
Virginia, the follow-  
ing property: 7346 Mendota Road,  
Mendota, Washing-  
ton County, Virginia  
and as more particu-  
larly described in  
the Deed of Trust.

TAX NO.: 56 A 144

The property and  
improvements will  
be sold in "as is"  
physical condition  
without warranty of  
any kind.  
TERMS OF SALE: A  
non-refundable bid-  
der's deposit of  
\$9,500 by cashiers'  
check required at time of  
sale except for the  
party secured by the

## 111 Legal

Deed of Trust Risk  
of loss on purchaser  
from date and time  
of sale. Balance of  
the purchase price  
must be paid by ca-  
shiers' check within  
14 days from sale  
date. Except for Vir-  
ginia transfer tax, all  
settlement costs  
and expenses are  
purchaser's responsi-  
bility. Taxes pro-  
rated to the date of  
sale. Upon default  
by purchaser, the  
Trustee reserves the

## 111 Legal

chance in a southerly  
direction with  
Sage's line in right  
angles with Maple  
Street to a stake in  
McClanahan's line  
thence in a westerly  
direction with  
McClanahan's line  
to the point of be-  
ginning. Sale is sub-  
ject to all prior liens,  
easements, restric-  
tions, covenants,  
and conditions, if  
any, of record, or  
other matters which  
would be binding

## AUCTION SALE EVERY THURSDAY 6PM

Cattle, Calves, Hogs, Sheep,  
Lambs, Goats, Horses, etc.

Located:

21865 The Gov. Gen. C.

Poory Hwy

Tazewell, VA

Phone: (276) 388-3501



## Friends of Animal Shelters

non-profit

For information regarding this  
organization, making donations or  
on becoming a volunteer, please call

423-968-9050

423-538-5831

423-764-1095



## Home At Last Satellite Adoption Center



Free public assistance for pet adop-  
tions, lost animals thru 24-hr win-  
dow display at Holly Help  
Headquarters, 20 Sixth St., down-  
town Bristol (276) 466-5375  
www.hollyhelp.org

## 158 Personal

FIND LOCAL LOVE  
By phone, AD#4500  
423/285-6625 18+

## 158 Fused

Cocker Spaniel  
found near Ryan's  
a. Please call 423-  
878-4788 or 423-878-  
6821 to claim or free  
to a good home.  
Otherwise, I must  
take to the animal  
shelter because I  
am unable to care  
for.

## 305 Merchandise For Sale

250 gallon oil tank  
on steel legs. Gas  
grill & side burner  
\$150 for all (276)  
668-3938

2 Bicycles new but  
old looking style  
Both for \$125 (423)  
283-8568

2 L.V. 23x15 6 ply  
M/S B.F.S. on 4x4  
wheels \$50 423/764-  
6045

2x Propane tanks, 1  
filled, 1 empty

## 305 Men Suits

Garment  
size B  
all or  
less \$  
for all.

Best  
Ford  
bec  
(423)

Bike  
three  
rack &  
Holds  
423



## 600 PEYS AND LIVESTOCK

600 Dogs, Cats, Pets &  
Supplies

9 Puppies for sale:  
Pit Bull & Blk Lab  
mix. 7 girls, 2 boys.  
\$75 ea. Also, King  
Charles boy, \$295.  
FREE 1 yr old PR Bull  
Mama to go w/a  
younger  
423/366-8915

## 600 Dogs, Cats, Pets & Supplies

AKC Golden Retrievers  
Pups 1st shots,  
deposited, vet chd.  
\$300-400, \$275 F (423)  
571-6839

AKC West Highland  
White Terrier (We-  
stie) Puppies 423-  
828-2118

Basset Hound pups  
for sale. \$250  
w/shots. (276) 466-  
9204 or (276) 494-  
6166

CXC Reg. Wattle Pool  
Pups (276) 466-3914  
or 466-6026

Four English Setter  
puppies \$250-\$300. 5  
showing. Setter  
pups \$250-\$400 Reg  
Shots, DNA Record  
276-635-3811

## 600 Dogs, Supplies

Bay Pk 1  
need? Co  
groomed  
Pony of  
Lat Aug  
Pet Grooming  
276-4  
423-

www.423  
grooming

Lads, &  
Pony, 82x,  
Chick W  
dy 10/2  
4444

You & ge  
ol cat  
cristine  
675-2525

Mini Da  
AD color  
wormed  
3766 call

## F.A.C.T.

Ferret Awareness Club  
of the Tri-Cities, TN



Free Information  
Packets  
Adoption/Rescue

423-764-1095

423-968-9050

423-968-7991



Foster  
needed  
save  
www

# Sign-In Sheet

Virginia Highlands Airport  
Environmental Assessment  
Public Information Workshop  
November 9, 2005  
6:00 PM

Name (print) / Organization

Jan Short  
Sam Short  
Tom Hairston  
John & Carolyn Lilly  
Tim Mearns  
Robert Tarscott  
Velma Tarscott  
Kenneth Tarscott  
William M. Hargstad + Della  
Ray G. Lewis Deiter  
Frederick Olson FAR  
Paul Deckerley Airport Mgr  
Mickey Hines VMRC

Street Address / Email

2407 E. Valley 24210  
" " " "  
18254 Providence Road 24210  
14151 Gause Drive Abingdon VA 24210  
17245 Dogwood Drive Abingdon VA 24210  
109 Mennon Dr. (1284 William Abingdon 24210)  
" " " " " "  
8590 Hidden Valley Rd. Abingdon VA 24210  
1335 Humeral Lakes Blvd Ste G Charlotte NC 28217  
" " " " " "  
23723 Air Freight Ln Suite 210 Dallas VA 20114  
Virginia Highlands Airport 18521 Lee Hwy Abingdon, VA 24210  
" " " " " "

# Sign-In Sheet

Virginia Highlands Airport  
Environmental Assessment  
Public Information Workshop  
November 9, 2005  
6:00 PM

Name (print) / Organization

Street Address / Email

Expanded  
NARS

Elizabeth & Jeffrey Bland

18428 Loudoun Ave. Ft. Abingdon VA 24210

Julie Sprinkle

6733 Shuck St. Abingdon, VA 24210 jssprinkle@aol.

Patricia Bland

170 E. Main St. Abingdon, VA 24210

Shirley Bland

18157 Wymondham Rd., Abingdon 24210

Patricia Bland

170 E. Main St. Abingdon, VA 24210

Shirley Bland

242 Grove Prince Abingdon VA 24210

Patricia Bland

17000 Prince William Ave. Abingdon VA 24210

Jo Anne Hargrave

18254 Providence Rd. Abingdon, VA 24210

Jo Anne Hargrave

11400 E. St. Abingdon

Michael Crabtree

Wood County, VA 24210

Carol Bland

11400 E. St. Abingdon

Carol Bland

11400 E. St. Abingdon

Carol Bland

11400 E. St. Abingdon

Carol Bland

11400 E. St. Abingdon

# Sign-In Sheet

Virginia Highlands Airport  
Environmental Assessment  
Public Information Workshop  
November 9, 2005  
6:00 PM

Name (print) / Organization

Jesse Carter

Raylus Marshall

Sonya Farris

David Farris

Ram Stewart

Gary Crane

DAVID G. ANDERSON

Kathryn Miller

Quinn Smith

Margaret D. Dingle

Sam Kiser

John Doe

Street Address / Email

950 Maiden St #10 Abingdon Va 24211

12000 Riverside Rd Abingdon Va 24212

17043 Windy Ridge Ln Abingdon 24211

" " " "

681 Hallock Cir Abingdon 24210

" " " "

19205 WYNDALE ROAD Abingdon, VA 24210-9605

119 Holston St. Abingdon, VA 24210

119 " " " "

" " " "

301 Fairway Drive, Abingdon, VA 24211

20045 Cole Ln Abingdon VA 24215



# Sign-In Sheet

Virginia Highlands Airport  
Environmental Assessment  
Public Information Workshop  
November 9, 2005  
6:00 PM

Name (print) / Organization

M.H. and Ruby Hilt  
Bob & Donna Cruise  
Stan Clifton  
Tessa R. Williams  
MATTHEW DAVIES  
James Williams  
Loren & Michael  
CAROL METCALF  
Carol Ann Murray  
Kenny Hobbs  
Samantha Sieber  
Loren Neukirch  
F.B. GENTILE, DVM

Street Address / Email

17468 PROVIDENCE SPRINGDALE, VA 24210  
19186 CRUISE DR. ABINGDON, VA 24210  
19171 CRUISE DR. ABINGDON, VA 24210  
19159 CRUISE DR. ABINGDON, VA 24210  
19202 Lee Highway, Abingdon, VA 24212  
17694 MARYGARDEN, Abingdon, VA 24210  
150 Malheur St, Abingdon, VA 24210  
135 VICTORY ST, Abingdon, VA 24210  
Springer, VA  
9611 Rockingham Rd, BRISTOL, VA 24202  
200 South Pleasant Street, Bristol, VA 24202  
Bristol Herald Courier  
18159 Lee Highway, Abingdon, VA 24210-7961

**Virginia Highlands Airport  
Environmental Assessment  
Project Summary  
November 2005**

**I. Project Background**

The Virginia Highlands Airport Commission (VHAC) as Owner and Operator of the Virginia Highlands Airport, received approval from the Federal Aviation Administration (FAA) of its 2003 Airport Layout Plan (ALP) Update. The ALP Update report included specific actions required for the Airport to fully comply with Federal Aviation Regulations related to design specifications for public airports. The VHAC has now received approval from the FAA to proceed with the next phase of the proposed project implementation, an Environmental Assessment (EA).

The Airport Commission has retained Delta Airport Consultants, Inc. to conduct the EA and prepare a report for submittal to the FAA. The EA will be prepared consistent with the guidelines of the National Environmental Policy Act.

**II. National Environmental Policy Act (NEPA) Overview**

The National Environmental Policy Act (NEPA) of 1969 establishes national environmental policy and goals for the protection, maintenance, and enhancement of the environment. The Act also provides a process for implementing these goals within the federal agencies and establishes the Council on Environmental Quality (CEQ).

NEPA requires the federal government to use all practicable means to create and maintain conditions under which man and nature can exist in productive harmony. A federal agency proposing a major federal action(s) which may significantly affect the environment is required to prepare a detailed statement assessing the environmental impact of alternatives.

Three levels of analysis exist: 1) categorical exclusion determination; 2) preparation of an environmental assessment/finding of no significant impact (EAF/ONSI), 3) and preparation of an environmental impact statement (EIS), depending upon whether or not an undertaking could significantly affect the environment.

The EA/FONSI analysis is applicable to the proposed projects at the Virginia Highlands Airport. As such, the Federal Aviation Administration (FAA) is required to prepare a written environmental assessment (EA) to determine whether or not a federal undertaking would significantly affect the environment. If the answer is no, the agency issues a finding of no significant impact (FONSI). The FONSI may address measures that an agency will take to reduce (mitigate) potentially significant impacts. Public informational meetings are held during the analysis and the opportunity for a public hearing is required.

If the EA determines that the environmental consequences of a proposed federal undertaking may be significant, an EIS is required. An EIS is a more detailed evaluation of the proposed action and alternatives. The public, other federal agencies and outside parties may provide input into the preparation of an EIS and then comment on the draft EIS when it is completed.

### **III. Purpose & Need**

This EA will address projects which are intended to meet FAA design standards and fulfill the existing and projected aviation demands, as well as the facility requirements as defined in the 2003 ALP Update, and to meet FAA design standards to the maximum extent practicable. Together these projects are defined as the proposed action.

The Purpose and Need establishes the relationship between the proposed projects and the efficiency, safety, and forecasted demand at the airport and constitutes Section I of the EA document. Following a brief overview of the airport, airport operations, and the major airport facilities, this section of the EA will describe the need for the projects included in the sponsor's proposed action.

The projects include improvements necessary to develop the airport as an ARC B-II (large) general aviation airport, as well as meet standards established in Advisory Circular (AC) 150/5300-13, *Airport Design* to the greatest extent practicable, and in accordance with FAA guidance. These projects are included in the airport's five-year Airport Capital Improvement Program (ACIP) with respect to land requirements, Part 77 surface protection, and facility development. The proposed projects are described as follows.

*Extend Runway 6 (1,399 feet by 75 feet)*

Existing Runway 6-24, at a length 4,471 feet, does not adequately support the airport's critical aircraft and growing operations. As stated in the 2003 ALP Update, an extension of Runway 6-24 to 5,500 feet will enable the airport to accommodate 75 percent of large airplanes of 60,000 pounds or less at 60 percent useful load capacity. Following the extension of Runway 6-24, the threshold of Runway 24 will be located 470 feet from the end of the pavement. The threshold relocation will consist of demolishing the runway and taxiway pavement past the relocated runway threshold to correct the runway safety area (RSA) gradient.

*Construct a Partial Parallel Taxiway (3,060 feet by 35 feet)*

A parallel taxiway to Runway 6-24 is proposed to be constructed to serve the extension of the runway. The taxiway will be a partial parallel taxiway, 35 feet wide. The taxiway will include two connector taxiways to Runway 6-24.

*Borrow Site / Grading Area*

Approximately, 850,000 cubic yards of embankment is necessary for the runway extension and parallel taxiway construction. It is proposed that the embankment be obtained from the west side of the airfield as the terrain is significantly higher than that of the existing runway.

*Property Interest Acquisition (approximately 52 acres in fee simple, 12.5 acres in easement)*

Approximately 52 acres of fee-simple land acquisition and 12.5 acres of aviation easement will be required. All aviation easements will provide the VIAC with sufficient property interest to prevent incompatible land uses and allow for obstruction removal for FAR Part 77.

*Obstruction Removal*

This project includes the removal of obstructions to the Federal Aviation Regulation (FAR) Part 77, Objects Affecting Navigable Airspace, surfaces for Runway 6-24. Obstructions to the Part 77 surfaces for Runway 6-24 include vegetative, topographic, and man-made structures. Obstructions within the transitional surfaces include trees and topography. Many of the obstructions exist on airport property or property which has an existing aviation easement. The remaining obstructions exist on property which the airport has proposed to obtain the appropriate property interest needed to remove current or future obstructions.

#### *Relocation of Visual Aids, Navigational Aids (NAVAIDS), and AWOS*

The purpose of this project is to relocate the Localizer system to accommodate the runway/taxiway extension. Visual aids (Runway Edge Identifier Lights (REILs), Omni Directional Approach Lighting System (ODALS), and Precision Approach Path Indicators (PAPIs)) will be relocated to meet the new runway geometries. The AWOS will be relocated to accommodate the source of embankment material needed for the westerly extension of the runway and taxiway.

#### *T-Hangar Development*

This project includes the construction of a 10-unit T-hangar and associated apron on the west side of the airport. Taxilane access and necessary grading for the 10 unit T-hangar are currently under design and construction (Categorical Exclusion received on February, 12, 2003).

#### *Install Security Fencing*

Fencing would be installed along the perimeter of the airport to include property to be acquired as part of a project assessed in this EIA.

#### *Relocate State Road 611 (approximately 3,800 feet)*

This project includes the relocation of State Road 611 to accommodate the runway extension. The road will provide access to and from U.S. Route 11 to the new T-hangars and GA hangar area on the west side of the airport. State Road 611 will be realigned approximately 1,800 feet to the west of the existing right-of-way and will reconnect to an existing portion of Westinghouse Road.

#### *Stream Relocation (approximately 900 feet)*

The small creek which runs along SR 611 (Spring Creek) will be evaluated for relocation. The current alignment of the creek runs perpendicular to the location of the runway extension and parallel taxiway. It will need to be relocated or boxed in order to accommodate the runway extension.

#### *Demolish Barn*

This project includes the demolition of an existing barn to allow material to be excavated from the site for the runway extension and remove possible obstructions to the 7.1 FAR Part 77 transitional surface.

#### *Cemetery Relocation*

This project involves the relocation of an existing cemetery located on the west side of Runway 6-24. The relocation of the cemetery will be necessary to obtain embankment for the runway extension.

#### **IV. Project Approach**

The EA process requires public participation throughout the project. As shown on the attached schedule, three (3) public meetings are scheduled and there is an opportunity for a public hearing following the completion of the draft EIS. Each public meeting will be conducted in a non-formal informational format which allows the public to interact directly with Airport and Delta representatives. The public also has the opportunity to submit written comments which will become part of the EA document.

# Comment Card

Virginia Highlands Airport  
Environmental Assessment  
Public Workshop  
November 9, 2005

Name: Dr. F.B. GENT, II (optional)  
Address: 18159 LEE Highway  
City, State, Zip Code: Arlington, VA 22204-7967

Thank you for taking the time to attend this Public Workshop for the Virginia Highlands Airport Environmental Assessment. Your involvement in the study process is welcomed. Please provide any comments you may have and return to address noted below.

## Comments:

PLEASE SEE ATTACHED and  
Reply to Current Discharge Volumes  
into Spring Creek Re Regl for Current  
Codes/Load. As you see, I HAVE  
BEEN consistently same since 2002.  
PLEASE ANSWER in writing with  
Discharge Volumes of GEO and SURFACE  
STEAD IMPROVED. *Indefinite*  
P.S. PLEASE NOTIFY IN WRITING OF ALL  
MEETINGS *John Gent*

Thank you for your comments. Please Return by November 30, 2005

Mail to:

Ms. Colleen M. Angstadt  
Delta Airport Consultants, Inc  
1738 Hundred Oaks Drive, Suite G  
Charlotte, NC 28217

RICK BOUCHER

ENERGY AND COMMERCE

TELEPHONE 202-225-2100

FAX 202-225-2100

OFFICE

202-225-2100

202-225-2100

202-225-2100

202-225-2100



**Congress of the United States**  
**House of Representatives**

September 3, 2003



WASHINGTON, D.C.

202-225-2100

202-225-2100

202-225-2100

202-225-2100

CONSTITUENT SERVICE OFFICE

202-225-2100

202-225-2100

202-225-2100

202-225-2100

202-225-2100

202-225-2100

202-225-2100

202-225-2100

202-225-2100

202-225-2100

202-225-2100

202-225-2100

Dr. Fred Gent  
18159 Lee Highway  
Abingdon, Virginia 24210

Dear Fred

Phyllis Hinch, Storm Water Management Specialist with the Virginia Department of Conservation and Recreation, is currently reviewing the storm water runoff problems you have been experiencing.

Ms. Hinch is in the process of preparing a formal response to you and will be sending a copy to me. I hope the information she provides is helpful.

With kind regards and best wishes, I remain

Sincerely,

Rick Boucher  
Member of Congress

RB/III





County of Washington  
205 Academy Drive  
Abingdon, Virginia 24210

July 31, 2003



676-6209

DEPARTMENTS	
ACCOUNTING	578-9201
ANIMAL CONTROL	578-9202
BUILDING INSPECTOR	578-9203
COUNTY ADMINISTRATOR	578-9204
COUNTY ATTORNEY	578-9205
CARD PROCESSING	578-9206
ECONOMIC DEVELOPMENT	578-9207
EMERGENCY SERVICE	578-9208
ENVIRONMENT	578-9209
FLUORIDE	578-9210
PLANNING & ZONING	578-9211
PURCHASING	578-9212
RECORDS	578-9213
RECORDS MANAGEMENT	578-9214
SOLID WASTE	578-9215

Mr. Ron Deloney, Airport Manager  
Virginia Highlands Airport  
P. O. Box 631  
Abingdon, VA 24212

**COPY**

RE: REQUEST FOR INFORMATION ON VIRGINIA HIGHLANDS AIRPORT  
AND DR. FRED GENT PROPERTY

Dear Mr. Deloney:

I received a letter dated July 25, 2003 sent to me by Phyllis Hinch, Department of Conservation and Recreation, asking that I contact you to request specific information in regards to the Virginia Highlands Airport and Dr. Fred Gent property.

I am now asking that you submit specific information that is to include the following:  
Design information for the two (2) Paved Flumes that convey runoff from the western end of the Airport directly to Spring Creek, site plans of the most recent improvements to this portion of the Airport, as well as both pre- and post-development topographic and drainage area information for that portion of the airport.

If you have any questions regarding this request, please feel free to contact me.

Sincerely,

*Douglas S. Cassell*

Dr. G. Cole ms. FREEMAN

Douglas S. Cassell  
Washington County Erosion and Soil Administrator/Plan Reviewer

XC: Dr. Fred Gent

Phyllis Hinch, Department of Conservation and Recreation

File

Taylor Murphy, Jr.  
Secretary of Natural  
Resources



Joseph H. Maroon  
Director

## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF CONSERVATION AND RECREATION

Upper Tennessee & Big Sandy Watersheds Office  
251 West Main Street, Suite 3  
Abingdon, Virginia 24210  
Phone # 276-676-5528  
FAX # 276-676-5527  
Email phinch@dcrr.state.va.us

201 Governor Street Suite 206

Richmond, Virginia 23104-2004

Phone (804) 786-7104 FAX (804) 786-1798 TDD (804) 786-2121

July 25, 2003

Mr Doug Cassell  
Washington County Building Inspector  
205 Academy Drive  
Abingdon, VA 24210

Re Request for Information  
Virginia Highlands Airport and Dr Fred Gent property

Dear Mr Cassell

The referenced property owner has recently contacted the Department of Conservation and Recreation (DCR) with a request for Technical Assistance. His request for assistance involves streambank erosion and flooding of Spring Creek, which receives runoff from the western end of the Airport

Jeremy Richardson of Delta Airport Consultants was kind enough to send some figures to this office, which included pre- and post-development discharges from the stormwater detention basin at the west end of the airport. However, in order to complete our investigation into this request, additional information is needed. Mr Richardson has stated that additional information should be obtained directly through the Airport Commission, and, as this project was of local jurisdiction, we felt the request should come from your office.

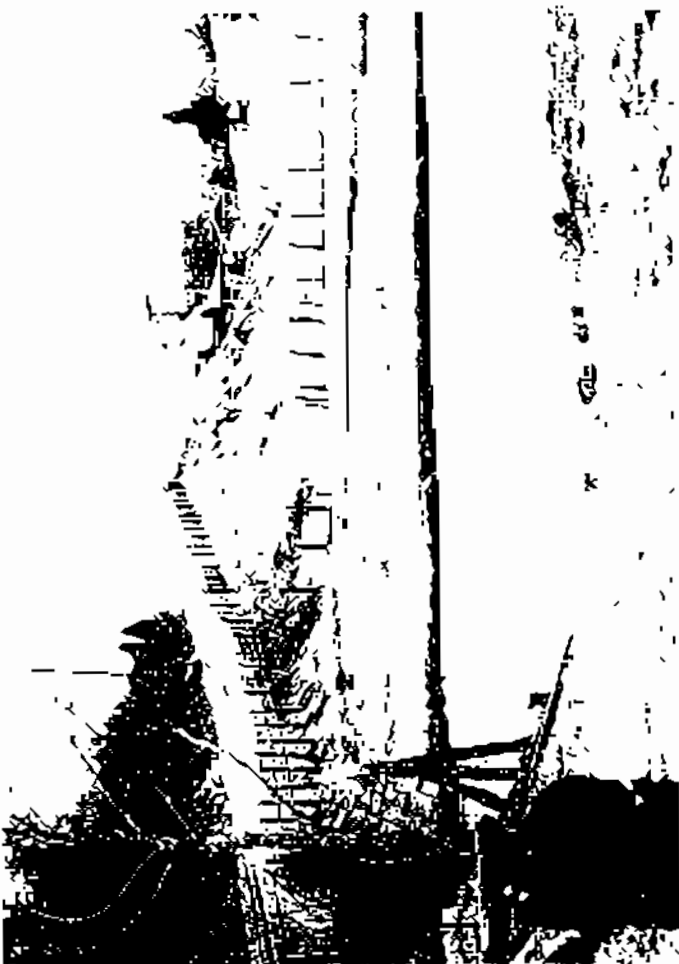
Specific information that is needed includes design information for the two (2) Paved Flumes that convey runoff from the western end of the Airport directly to Spring Creek, site plans of the most recent improvements to this portion of the airport, and both pre- and post-development topographic and drainage area information for that portion of the airport, as well

Thank you in advance for your assistance in this matter. Should you have questions or wish to schedule a site visit, please contact me at the Upper Tennessee and Big Sandy Watersheds Office

Sincerely,

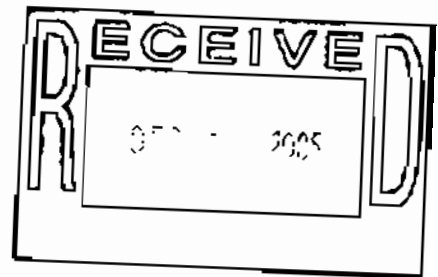
Phyllis Hinch  
Urban Programs Compliance Engineer  
Phone 276-676-5528, FAX 276-676-5527  
Email phinch@dcrr.state.va.us

cc Dr Fred Gent, property owner  
Jeremy Richardson, Delta Airport Consultants  
Ron Deloney, Virginia Highlands Airport Manager  
Neal Kulgore, Watershed Manager, DCR-Abingdon



# Comment Card

Virginia Highlands Airport  
Environmental Assessment  
Public Workshop  
November 9, 2005



Name: Laurel Flaccavento (optional)  
Address: 18157 Wyncote Rd  
City, State, Zip Code: Abingdon, VA 24210

## port's runway be expanded?

### Should Highlands

BY LAUREL FLACCAVENTO  
SPECIAL TO THE NEWS-TRIBUNE

**ABINGDON** - Extending the runway at the Virginia Highlands Airport is not a progressive move for our whole community if a project is for the greater good, then land might have to be condemned, people inconvenienced and large sums of money spent. However, according to the consulting firm representing the Airport Authority, the purpose of this expansion is to accommodate a few additional corporate jets whose insurance companies won't let them land if a runway is less than 5,000 feet long.



Flaccavento

At a recent public meeting held at the airport, someone from the Airport Authority told a story about a corporation official who wanted to fly into Abingdon with 350 jobs, but since he couldn't land we lost that deal! If we have learned one thing around here, it's that industry has to have some valuable ties to this community or need of something we have here, otherwise they won't stay long. We've seen this over and over.

I DON'T think it's naive to make the case for using tax deals, airport expansion money and other perks to support local business and industry and to increase the educational levels of our residents who are struggling to make a livable wage. Why do we compete for industries from far and wide without really looking at what we already have?

Just recently Lebanon was selected over Wise County for an industry to locate even though Wise County has the Lonesome Pine Airport, which has a

features. We have Interstate 87 running through Washington County and that has to be an important draw.

The cost of extending the runway has not been released, but it will be a fairly significant sum since they would have to condemn valuable, beautiful land west of the airport. They would also have to reroute state Route 611 from Providence Road to Westinghouse Road, which would take away direct access to I-81 and inconvenience hundreds of people on their way to work, travels, etc. (According to one Washington County supervisor, there is already concern about the mix of residential and industrial traffic on Westinghouse Road.) And, of course, there is the actual construction cost of the runway extension.

I urge taxpayers to ask why this enormously expensive project, which will hurt so many people, is even being considered when it will benefit only a few wealthy corporate executives. Why can't they land their jets at Tri-Cities Regional Airport, which then involves a short 30-minute ride, just as the rest of us do? Is the time savings for these few executives worth the taxpayers' money, condemning peoples' land and local residents' extra driving time around a longer runway? Is it worth hurting Abingdon's charming atmosphere so many have worked to establish and maintain?

FINALLY, IF our planners feel we just can't attract jobs without jet traffic, the airport should be moved. Not one more penny should be spent to expand Virginia Highlands Airport as it is in dangerous proximity to Abingdon.

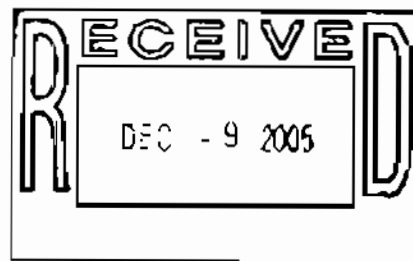
Get involved. There will be another meeting in February. Let your supervisor know how you feel about this extension; they are waiting to hear from you.

LAUREL FLACCAVENTO is a teacher in the Washington County

Mail to

# Comment Card

Virginia Highlands Airport  
Environmental Assessment  
Public Workshop  
November 9, 2005



Name: Jamie Chapman (optional)  
Address: 17694 Malagany Dr  
City, State, Zip Code: Albion, VA 24210

Thank you for taking the time to attend this Public Workshop for the Virginia Highlands Airport Environmental Assessment. Your involvement in the study process is welcomed. Please provide any comments you may have and return to address noted below.

## Comments:

I am very concerned that the expansion of the runway will negatively affect both the quality of life and the property value of my house. The runway is expanding closer to my home and is being extended to allow larger (ie bigger) aircraft to land. I can already hear the jets inside of my house when they land and when they take off. I know it will be louder and more frequent once the runway expansion is finished. This in turn will make our neighborhood less desirable to live in which will decrease property values. We currently have 10 properties in our neighborhood that are for sale and most of them are selling slow so far. We are losing equity in them and we are not sure if the expansion project.

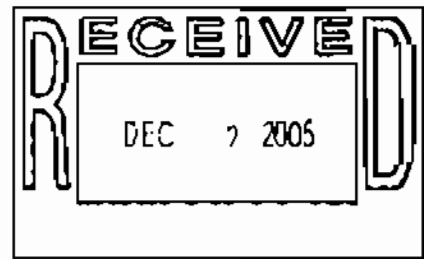
**Thank you for your comments. Please Return by November 30, 2005**

Mail to:

Ms. Colleen M. Angstadt  
Delta Airport Consultants, Inc.  
1338 Hundred Oaks Drive, Suite G  
Charlotte, NC 28217

# Comment Card

Virginia Highlands Airport  
Environmental Assessment  
Public Workshop  
November 9, 2005



Name: C-TEFF LILLY \_\_\_\_\_ (optional)  
Address: 19151 CRUISE DR \_\_\_\_\_  
City, State, Zip Code ABINGDON, VA, 24210 \_\_\_\_\_

Thank you for taking the time to attend this Public Workshop for the Virginia Highlands Airport Environmental Assessment. Your involvement in the study process is welcomed. Please provide any comments you may have and return to address noted below.

## Comments:

I would like to voice my opinion on the expansion of the airport in Abingdon, VA. I don't feel that Abingdon needs a bigger airport when there is a regional airport (Tri-City Regional Airport) thirty minutes away. They stated in the meeting that they wanted to lengthen the runway to help lower insurance premiums for the owners of the planes. I feel that if they have a plane, then they have enough money to pay for their insurance. I think it would be a big waste of money when they could use this money better for our area such as road improvements. I don't feel it is fair for the citizens around the airport to have their land taken away to benefit a few who use the airport. They said that they needed the expansion for industry to come in, but if they want to come in, they will drive from the other airport. They always have in the past. They stated in the meeting that they could impose a 'no build zone' in the area surrounding the airport. We own property that will be for our children when they get older to build their homes. However, if this passes our land will be useless. I feel it is a sort of communism. When an airport can tell you what you can or cannot do with your own property. I highly oppose this expansion.

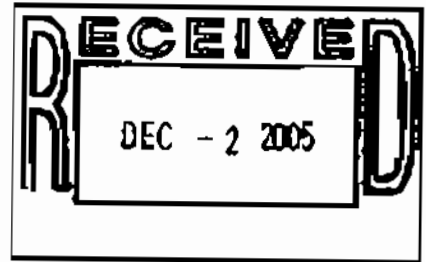
Thank you for your comments. Please Return by November 30, 2005

Mail to

Ms Colleen M. Angstadt  
Delta Airport Consultants, Inc  
1338 Hundred Oaks Drive, Suite G  
Charlotte, NC 28217

# Comment Card

Virginia Highlands Airport  
Environmental Assessment  
Public Workshop  
November 9, 2005



Name: Jessalyn K. Lilly \_\_\_\_\_ (optional)  
Address: 19151 Union Drive \_\_\_\_\_  
City, State, Zip Code: Abingdon VA 24210 \_\_\_\_\_

Thank you for taking the time to attend this Public Workshop for the Virginia Highlands Airport Environmental Assessment. Your involvement in the study process is welcomed. Please provide any comments you may have and return to address noted below.

## Comments

The expansion of Virginia Highlands Airport is unnecessary. It will disrupt many lives and families to accommodate only a few corporate people. We don't want bigger planes and more of them coming into this airport. We have Tri-City Regional Airport that is 30 minutes away that these corporate people can use. The expansion will take people's homes and businesses. It will increase traffic on our roads, noise and pollution in our community. Abingdon is an historic town and we do not want this at all. Why would a quaint town like Abingdon need a big airport? There is no reason. Our traffic has increased over our house lately and if the expansion goes through it will be unbearable. The larger aircraft is very noisy and they fly so low over our house. We have rights as citizens and I feel that we should be heard. I did not hear one person at that meeting express approval of the expansion except the people who operate the airport and with this project yes, we do have a small airport and have to put up with planes, but we never imagined that the airport would take over and tell us what we are to do and that people's land would be taken away.

Thank you for your comments. Please Return by November 30, 2005

Mail to:

Ms. Colleen M. Angstadt  
Delta Airport Consultants, Inc.  
1338 Hundred Oaks Drive, Suite G  
Charlotte, NC 28217

# Comment Card

Virginia Highlands Airport  
Environmental Assessment  
Public Workshop  
November 9, 2005

Name: Janice Hurt (optional)  
Address: 247 E Valley St  
City, State, Zip Code: Abingdon, Va 24210

Thank you for taking the time to attend this Public Workshop for the Virginia Highlands Airport Environmental Assessment. Your involvement in the study process is welcomed. Please provide any comments you may have and return to address noted below.

## Comments:

Our county supervisors are spending our tax dollars on a facility that reduces our quality of life, while also lowering our property values. The extension of the airport runway is not in the best interests of the citizens of the Town of Abingdon. When we moved into our house on Valley Street in 1999, air traffic and the attendant noise over our property was very rare. Since that time, there has been a dramatic increase in both the amount of traffic and noise. Although Valley Street is not on the approved take-off and landing path which is further north, a general aviation facility with no control tower has no way of regulating where pilots fly. More planes, larger and louder, are flying lower. This is not appropriate over an historic town. The airport should be moved. I am additionally concerned about conflicts of interest by the members of the Airport Advisory Board in the awarding of consulting and construction bids.

SAM F. HURT  
(270) 623-1926 (1836 FAX)  
402 EAST MAIN STREET (24210)  
POST OFFICE BOX 1927 (24210)  
ABINGDON VIRGINIA

SEE THE ENCLOSURE FOR MY VIEWS ON THE VHA  
PROJECT, WHICH ARE ALSO DIRECTED TO CONGRESS-  
MAN RICK BOUCHER, THE WASHINGTON COUNTY  
SUPERVISORS AND OTHER CONCERNED PARTIES

Jan Hurt 11-28-05

Thank you for your comments. Please Return by November 30, 2005

Mail to:

Ms. Colleen M. Angstadt  
Delta Airport Consultants, Inc.  
1338 Hundred Oaks Drive, Suite G  
Charlotte, NC 28217



## **AN OPINION ON THE VIRGINIA HIGHLANDS AIRPORT EXPANSION**

Dated September 24, 2005 - Edited November 28, 2005

Washington County Virginia and Virginia Highlands Airport Commission are presently engaged in an expansion of the Virginia Highlands Airport ("VHA") financed by an estimated \$14,000,000 in federal grants obtained by Congressman Rick Boucher. Project plans include constructing new corporate hangars, taxi-way and parking apron work and extending the existing runway 1,000 feet.

Extensive dirt work and construction are evident from a distance. A church steeple has been removed; trees are slated to be topped, and other obstructions to landing and takeoff removed in order to upgrade VHA to accommodate 30,000 pound and larger aircraft. One public meeting (regarding the Environmental Assessment for the runway expansion) was held on November 9, 2005 but without notice to the public other than a news item in the Bristol Herald-Courier. The Federal Aviation Administration ("FAA") Master Grant Agreement (which the VHA Airport Commission signed in 1999) required, as a condition of accepting Airport Improvement Program funds, one or more general public meetings to hear community concerns about the project but this has not been done.

Whatever merits the expansion might have as economic development in the County, it promises to be a monumentally bad idea as far as Abingdon is concerned. Unless the expansion is modified to address Abingdon's needs as a community, our safety, property values and quality of life will all be in jeopardy.

Notwithstanding assurances to the contrary, the expansion *will* increase aircraft activity and noise over Abingdon, and this will take place in the immediate future. Already, the number and size of planes landing and taking off at VHA along with the attendant noise has increased. While our quality of life will suffer and real estate values dwindle if this continues, the issue of *safety* is a much more serious concern.

Speaking from my experience as a former Air Force fighter pilot and flight instructor with considerable time flying in bad weather, I want to point out some safety problems with the expansion.

Instrument flying in bad weather demands not only highly specialized skills but also repeated practice to stay proficient. When descending on an instrument approach in bad weather, there frequently are additional problems such as turbulence which cause the aircraft to be violently buffeted from all sides by winds and up and down drafts, making it difficult to maintain the proper rate of descent and stay on course. In these conditions the pilot needs, and welcomes, all available help from the landing destination, such as reports on the current ceiling, visibility and location of other traffic in the approach system.

VHA cannot provide that kind of help to a pilot making an instrument approach. It is a general aviation airport inadequately equipped to handle aircraft flying in bad weather, with no tower to monitor and control incoming or outgoing traffic and a *non-precision* instrument landing system consisting of a localizer only. The localizer transmits signals to an incoming aircraft designed to assist the pilot in keeping it lined up with the centerline of the runway, but *transmits nothing to provide vertical guidance - to show the pilot whether the aircraft is coming in too high or too low on the approach slope for a safe landing.*

The FAA specifies the instrument approach procedures that govern the path of aircraft making approaches in bad weather. At the present time VHA has two published (official) instrument approach procedures. The most frequently used approach (hereinafter "OVER TOWN APPROACH") tracks directly over the Town of Abingdon. The other published approach avoids Abingdon by approaching the runway from the southwest, tracking roughly over Old Jonesboro Road.

The Over Town Approach starts at about 1,340 feet above the ground at a key point over East Abingdon near the High School. From the key point the aircraft is required to start a gradual descent on a straight line towards the VHA runway, on a path which takes it over central Abingdon.

About two miles out from VHA (at a point near the William King Regional Arts Center) the aircraft may descend to a current minimum altitude of about 720 feet above the ground, and then land at VHA, ceiling and visibility permitting. As shown on the enclosed profile, the Over Town Approach calls for a fairly steep 19:1 descent slope. The profile also shows that the approach path has a *margin of safety* (established by the yellow line) that is kept free of ground obstacles. The descent slope and margin of safety slope seem to provide reasonably conservative ground clearances.

It is the new lower and flatter *margin of safety* slope (represented by the red line on the profile) being established by the VHA Airport Commission's current obstruction removal effort that is a source of major concern. The additional slope is a 34:1 (34 feet horizontally to each vertical foot) slope which will *automatically go into effect when the identified obstructions has been removed to the FAA's satisfaction*. It will allow pilots to fly substantially lower than the Over Town Approach now prescribes. By drastically reducing published clearances it creates a hazardous flying condition, particularly in bad weather.

The 34:1 approach slope starts at 700 feet (instead of 1,340 feet) above the ground at the key point over East Abingdon and descends in a straight line towards the VHA runway, passing over or near Crestview Drive, the William King Regional Arts Center, the intersection of Porterfield Highway and West Main Street, Abingdon Bible Church and nearby Abingdon Elementary School, and finally Abingdon's western corporate limit.

As shown in the enclosure (which does not attempt to show heights of any buildings or structures), most of the clearances which the 34:1 slope provides at the points named in the profile are less than 500 feet from the surface of the ground, some substantially less than 500 feet. These are disturbingly low clearances to be flying over a populated area in good weather, and even more so in bad weather conditions. Low clearances leave little room for error in good weather. Add conditions such as bad weather, icing, extreme turbulence and downdrafts (all prevalent in this region), as well as mechanical failure or pilot error, and the likelihood of injury to persons and property increases.

Although VHA officials will seemingly go to any lengths to deny that the airspace created by the 34:1 slope will ever be used (or else talk around the issue), the FAA is on record as stating that in addition to 34:1 being a classification device to upgrade VHA, *"the 34:1 required clearance is for a factor of safety"*. An FAA representative explained that *"A flatter approach surface must be clear"* for pilots flying in instrument weather conditions for a number of reasons, such as *"bad weather"*; faster aircraft (such as jets) requiring a flatter approach to gain reaction time, *"flying a non-precision approach with no glide path [vertical] control"*, and, rough weather knocking the aircraft around and *"making it difficult to stay on a prescribed course and descent path"* - i.e., an excellent description of a typical Over Town Approach procedure into VHA in turbulent bad weather.

Common sense tells us that in the conditions enumerated an aircraft on an Over Town Approach into VHA very probably *will* fly lower than prescribed in the published procedure - down into the airspace created by the addition of the 34:1 slope. Otherwise, there would be no need to top or remove trees, a church steeple, and other obstacles in the lower flight path. Many residents along this route have stated they have witnessed flying this low already. If, as VHA officials insist, 34:1 clearance is an administrative requirement to create space that pilots must not use, they have created a conundrum that defies solution.

What happens when an aircraft goes down in bad weather is an extremely unpleasant aspect of reality, not only for the unlucky pilot but the people too near the point of impact. A 30,000 pound aircraft becomes a 15 ton missile and when it explodes there is little left of either the aircraft or anything near the point of impact. All too often it takes a tragedy to bring home the folly of having such a low approach system over a populated area - and trusting any government agency to protect public safety and welfare.

Mr. Deloney and Roy Lewis (engineer and official of Delta Airport Consulting) assure us that the margin of safety provided by the 34:1 slope will never be a practical problem because the pilots just would not fly that low. This is dangerous nonsense because it ignores the fact that a pilot might be *obliged* by bad weather to enter the 34:1 airspace, or else *chooses* to enter the lower airspace because the aircraft is faster and needs a flatter approach. It also ignores the fact this has already happened: in another discussion (about why ground obstacles need to be removed) Mr. Deloney mentioned that in a landing approach at VHA an aircraft has already clipped tree tops. If planes would never fly that low, how did *that* happen?

The answer is that pilots are human and some will, for a variety of very human reasons, push the envelope. Just as some Abingdon motorists drive the speed limit but others routinely exceed it, some pilots won't fly into the 34:1 airspace and some will push and even exceed the legal limits. Although we have police to enforce the traffic laws, there is no way for a general aviation airport to police the violations that will inevitably occur. VHA has no tower and no radio contact with aircraft after the airport closes at 9:00 p.m., or at 7:00 a.m. in winter months when some of the worst weather occurs. However, the runway is available for landing 24 hours a day through remote activation by pilots of the landing lights. How many Abingdon residents shaken by low approaches will it take to draw attention to this dangerous situation?

Although public safety is at the forefront, it is not the only reason the VHA expansion is a bad idea for the residents of Abingdon. Adding round-the-clock noise of larger and lower flying aircraft to the existing noise pollution from private and emergency vehicles will remarkably diminish the unique appeal of the Town. Abingdon will most assuredly be diminished as a desirable place to live and tourist destination. Local businesses such as the Martha Washington Inn, Historic District, Barter Theater, Depot Square and William King Regional Arts Center will suffer accordingly. With corporate jets screaming noisily over the head of a potential buyer inspecting the property, it will be difficult to sell a home at current market value.

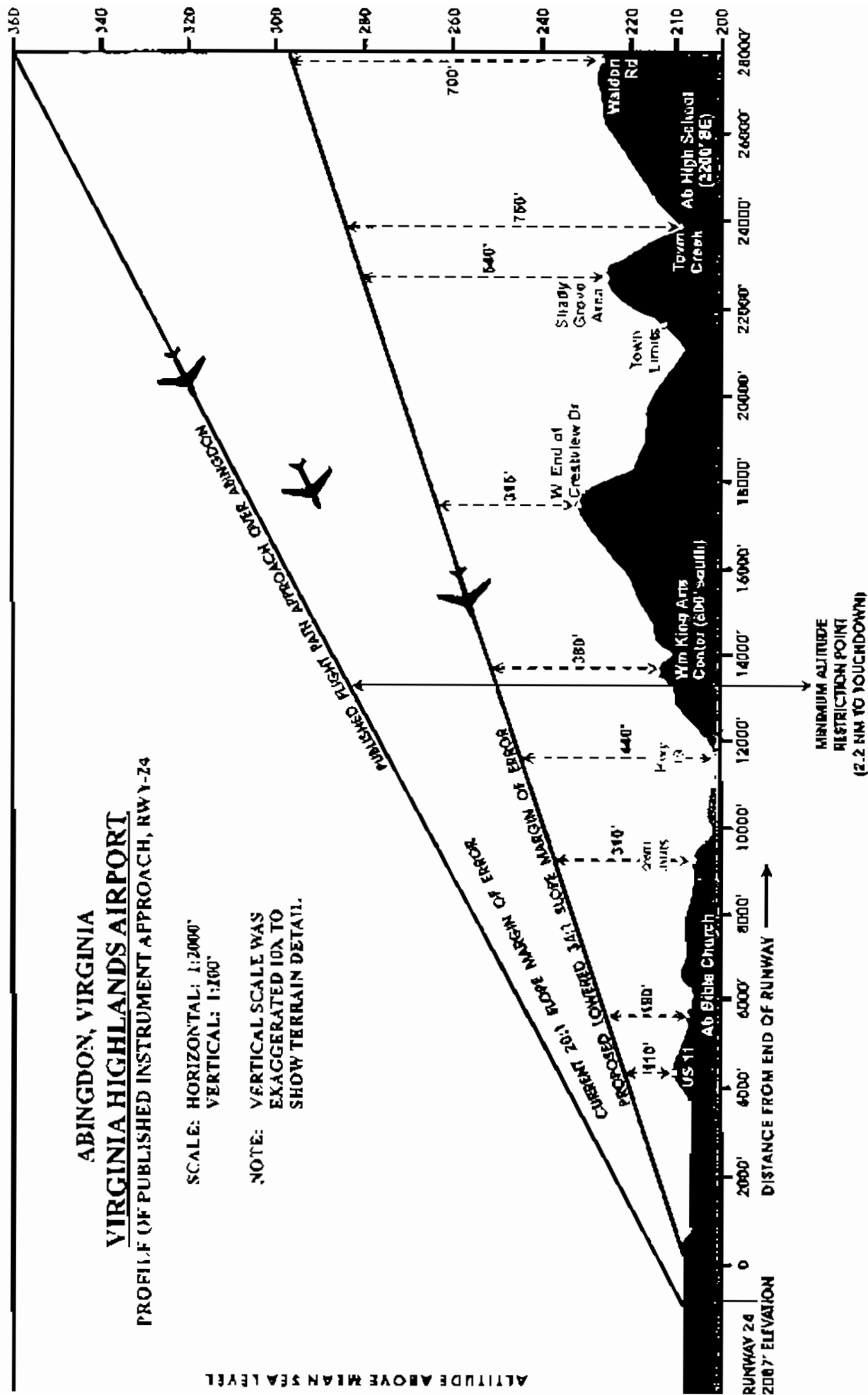
In a recent letter I suggested to the Town Council that it reinstate its presence on the VHA Commission in order to protect its constituents. I pointed out that Ron Deloney (a Tennessee resident) and other non residents of Abingdon are making decisions that affect our safety and welfare, and as individuals we are virtually powerless to do anything about it. At the November 9<sup>th</sup> meeting Mr. Hines remarked that he and the other VHA Commissioners are just carrying out the wishes of the Board of Supervisors. If so, the Board of Supervisors owes its voting citizens the opportunity to be heard on these issues. One would hope that at least some of the Board of Supervisors will recognize the safety and quality of life issues that will come about when they accommodate a few corporate interests at the expense of so many people.

I urge the Board of Supervisors to consider and address our concerns about the risks being imposed upon us, our lack of protection and the need for our elected and appointed officials to recognize the safety and quality of life issues stated in this paper. Mr. Boucher was quoted in a local paper as being willing to host a Town Hall meeting concerning the airport expansion. I urge him take that opportunity to demonstrate his leadership by doing that or at least holding a public meeting at some venue of his choice, open to anyone wishing to voice his or her concerns about this project. It is not too late to step back and make informed decisions based on community-wide input and not just the preferences of a few well-connected voters. In the end, both Washington County and the Town of Abingdon will be better served

# ABINGDON, VIRGINIA VIRGINIA HIGHLANDS AIRPORT PROFILE OF PUBLISHED INSTRUMENT APPROACH, RWY-24

SCALE: HORIZONTAL: 1:2000"  
 VERTICAL: 1:100"  
 NOTE: VERTICAL SCALE WAS  
 EXAGGERATED 10X TO  
 SHOW TERRAIN DETAIL.

ALTITUDE ABOVE MEAN SEA LEVEL



NOTES - Red numbers indicate distance from ground level to proposed 34:1 slope. The  
 overhead clearance is further reduced by the height of any building or obstruction  
 - Depiction based on topography information provided by Charlie Barlett, Abingdon, VA.

[REDACTED]  
Nov 13, 2005

WE OBJECT TO AIRPORT  
EXPANSION IN ABINGDON VA  
IN ANY WAY. NO TO MOVE  
CORPORATE JETS - NO TO  
MORE DEVELOPMENT.

Sincerely  
Carol & Charles Gray  
Charles Gray

Abingdon, Va  
Nov. 11, 2005

Dear Sir,

In regard to the expansion of the Runway at the Abingdon Airport, we are very concerned at the terrific noise these big planes make as they come over our home & loco, and the danger also as we seem to be in the flight line. We are for better economy but feel this is too much. We came here to retire but the noise is too much please the

±

Larger it passes for us  
I hope you will give this some attention, as so many in this sub division feel as we do.

Thank you kindly,  
Claude & Helen Thurgate  
276-628-7992  
Melrose Hills Subdivision

## **Informational Open House #2**

Virginia Highlands Airport  
Environmental Assessment

**2<sup>nd</sup> Public Meeting**

**When:** Thursday, February 23, 2006  
6:00 PM – 8:00 PM

**Where:** Airport Terminal  
18521 Lee Highway  
Abingdon, Virginia 24210

**\*\*Postcard sent to all attendees of first public meeting, FAA, DOAV, Sponsor, and other interested parties on January 9, 2006**





**NOTICE TO THE  
PUBLIC**

**Virginia Highlands  
Airport  
Abingdon, VA**

**Environmental  
Assessment  
Informational  
Meeting**

The Virginia Highlands Airport will host a public information meeting on Thursday, February 22, 2006 from 6:00 PM to 8:00 PM in the Airport Terminal Building, 18521 Lee Highway, Abingdon, VA 24210. This meeting is the second of three provided to the public with information on the Environmental Assessment (EA), which is evaluating impacts associated with proposed development of the Airport consistent with Federal Aviation Administration (FAA) design standards.

The meeting will afford the opportunity for the public to speak with Airport personnel, members of the Virginia Highlands Airport Commission (VHAC), the Federal Aviation Administration (FAA), and our consultants, Delta Airport Consultants, Inc. It will be conducted in a "workshop" type format with stations set up for those interested in speaking to the staff or consultants to discuss the purpose and need, alternative evaluation, or project specific related questions. The meeting will also provide the opportunity for public comment.

For more information contact Mr. Ron Deloney, Airport Manager at (276) 628-2502.



# Virginia Highlands Airport Commission

18521 Lee Highway  
P. O. Box 631  
ABINGDON VIRGINIA 24212-0631



276-628-2809

FACSIMILE  
276-628-2893

January 13, 2006

Bristol Herald Courier  
P.O. Box 609  
Bristol, VA 24203

VIA Facsimile (276) 669-3696

Attention: Legal Classified Advertising Department

Please publish the following "NOTICE TO THE PUBLIC" in your Sunday, January 21, 2006 and Sunday, February 11, 2006 issues of your newspaper.

The billing and tear sheet should be mailed to the above address.

## NOTICE TO THE PUBLIC

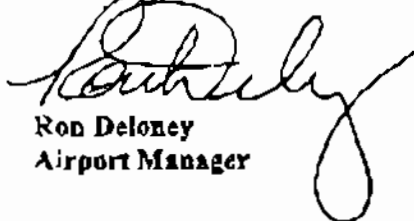
### Virginia Highlands Airport, Abingdon, VA Environmental Assessment Informational Meeting

The Virginia Highlands Airport will host a public information meeting on Thursday, February 23, 2006 from 6:00 PM to 8:00 PM in the Airport Terminal Building, 18521 Lee Highway, Abingdon, VA 24210. This meeting is the second of three to provide the public with information on the Environmental Assessment (EA), which is evaluating impacts associated with proposed development of the Airport consistent with Federal Aviation Administration (FAA) design standards.

The meeting will afford the opportunity for the public to speak with Airport personnel, members of the Virginia Highlands Airport Commission (VHAC), the Federal Aviation Administration (FAA), and our consultants, Delta Airport Consultants, Inc. It will be conducted in a "workshop" type format with stations set up for those interested in speaking to the staff or consultants to discuss the purpose and need, alternative evaluation, or project specific related questions. The meeting will also provide the opportunity for public comment.

For more information contact Mr. Ron Deloney, Airport Manager, at (276) 628-2909.

Sincerely,



Ron Deloney  
Airport Manager

# Sign-In Sheet

Virginia Highlands Airport  
Environmental Assessment  
Public Informational Meeting  
February 23, 2006  
6:00 PM

Name (PRINT) / Organization

2 - W. H. and Ruby Hill

JAMES R. WISE

DONNIE L. MEADERS

JIM MAGNABESCA <sup>Just</sup> Visiting

Dyer Moss

Bobby V. Purnett

ALBERT ROSEFITH

Gail Proffitt

Kylea J. Henderson

Susan Van Fleet

Carol Edwards Rev.

DAVID FARRIS II

Neil Kent

Mailing Address / Email

17408 Providence Rd. Abingdon, VA 24210-7974

15409 Skyland Ave Bristol VA 24202

17349 Montecary Drive, Abingdon, VA 24210

2307 Brooklyn Drive, Terre Haute IN 48802

167 Hill Dr. Ab., VA 24210

17501 Shelter Dr. Abingdon VA 24210

17257 Maylee Dr Abingdon VA 24210

" "

17326 Eggers Pl. Abingdon VA 24210

Sgt 950 Main St #10 Abingdon VA 24210

322 Edmوند Ori Abingdon VA 24210

P.O. Box 455 Abingdon, VA 24212

21608 Huntington Rd, Bristol, VA 24202

# Sign-In Sheet

Virginia Highlands Airport  
Environmental Assessment  
Public Informational Meeting  
February 23, 2006  
6:00 PM

Name (PRINT) / Organization

CHRIS HUDSON/ADAR

Phyllis Lotts (Private Citizen)

Kerry W. Lotts (Private Citizen)

Dora Mae Eggers (Private Citizen)

ROY MAYES

RAJMOB BARNETT

Rebecca Meadows

Jan Hurt

Robert B. Hilt

Adelaide Moss

Don Ayers

Samantha Sieber

John Jordan

Mailing Address / Email

PO Box 33877, Charlotte, NC 28233 Chris.hudson@adara.org

28025 Lee Hwy. Abingdon, Va. 24211

28025 Lee Hwy. Abingdon, Va. 24211

17480 JERRY LANE, Abingdon, Va. 24210

19091 SERENADE PL. ABINGDON VA. 24210

17343 RIM ROAD ABINGDON 24210

17349 Mahogany Dr Abingdon, VA 24210

2417 E Valley St. 24210

17460 Providence Rd. Abingdon, VA 24210 <sup>Robert Hilt & Co. USdc.gov</sup>

107 Hill Dr. NE Abingdon VA 24210

17374 Lundy Ln. Abingdon, Va 24210

320 Bob Morrison Blvd Bristol, VA 24201 (Bristol Herald-Gazette)

272 MORRISIDE DR ABINGDON, VA 24210

# Sign-In Sheet

Virginia Highlands Airport  
Environmental Assessment  
Public Informational Meeting  
February 23, 2006  
6:00 PM

Name (PRINT) / Organization	Mailing Address / Email
CATHERINE HAGER	2045 Chalk 24202
Alison's Restaurant (Party Starts)	1220 W. Main St.
Nancy Belcher	17338 Eggers Pl. 24210
Shirley Henderson	17467 Mahogany Dr. Abingdon VA 24210
Jim & Jayne Duvernay	128 Crestview Dr Abingdon, VA 24210
Elizabeth Matthews	3222 Edmund Dr. Abingdon VA 24215
Maey Andews	Beulah St. Abingdon, VA
Margaret A Singleton	1225 W. Main St. Abingdon, Va. 24210
John Morley	WERL
LARA JONES	17616 MAHOBANY DR. ABINGDON
MATHEW OWENS	19208 Lee Hwy
Robert Taggart	1214 West Main
Galeric Quinlan	150 Melrose St Abingdon 24210

# Sign-In Sheet

Virginia Highlands Airport  
Environmental Assessment  
Public Informational Meeting  
February 23, 2006  
6:00 PM

Name (PRINT) / Organization	Mailing Address / Email
<u>John D. Evans</u>	<u>18553 Windale Rd. Hwy. 24210</u>
<u>JOHN R. WHITE</u>	<u>24648 OLD SOUTH WAYS ARLINGTON 24211</u>
<u>James Chapman</u>	<u>1641 N. Highway Dr. Abingdon VA 24210</u>
<u>Tom HAIRSTON</u>	<u>18254 Providence Road, Abingdon, VA. 24201</u>
<u>F.B. GENT</u>	<u>18159 Lee Hwy. Box VA 24210-7961</u>
<u>Kevin Trent</u>	<u>17581 Meadows Dr. Abingdon, Va. - 24210</u>
<u>GEORGE METCALF</u>	<u>135 VALLEY ST. N.W. AB 24210</u>
<u>Jonathan Richardson</u>	<u>170 E. Main St. Ab. VA 24210</u>
<u>JoAnne Hairston</u>	<u>18254 Providence Rd. Abingdon, Va. 24210</u>
<u>Tom Evans</u>	<u>17489 Mahogany Dr P.O. Box 260 Abingdon 24212</u>

# Sign-In Sheet

Virginia Highlands Airport  
Environmental Assessment  
Public Informational Meeting

February 23, 2006

6:00 PM

Name (PRINT) / Organization

Michael Distephano

LEE SALTENSTALL

Carol Fields

Regina Trent

Johnny Johnson

Kathy Miller

Roger Roe

Mailing Address / Email

150 Melrose St Abingdon, Va 24210

15351 High Meadow Bristol VA 24202

Wash Co News Box 299 Ab. ctfields@bristolnews.com

17591 Meadows Drive Abingdon VA 24210

242 Grove Terrace Abingdon, VA 24210

119 Holston, Ab. VA 24210

18390 Cashmere CT Abingdon Va. 24210



## **Frequently Asked Questions About the Airport Environmental Assessment Virginia Highlands Airport (VJI)**

### **1. What is an Environmental Assessment (EA)?**

An EA is a public document that analyzes a proposed federal action for the possibility of significant environmental impacts. The analysis is required by the National Environmental Policy Act (NEPA). If a determination is made that no significant impact would occur, a finding of no significant impact (FONSI) is issued. However, if the environmental impacts are determined to be of significance, the federal agency may then need to prepare an Environmental Impact Statement (EIS).

### **2. What is the purpose of an EA?**

The Council on Environmental Quality (CEQ) details three purposes of an EA as follows: 1) Briefly provide sufficient evidence and analysis to determine whether to prepare an Environmental Impact Statement (EIS); 2) Aid an agency's compliance with NEPA when no EIS is necessary (i.e. it identifies alternatives and mitigation); and 3) Facilitate preparation of an EIS when one is necessary.

### **3. Why is the runway proposed to be extended?**

The runway is currently 4,471 feet in length, which is appropriate to serve aircraft with maximum takeoff weights of 12,500 pounds or less (defined as 'small aircraft' by FAA). However large aircraft, (of 60,000 pounds or less) use the airport on a routine basis and the 2003 Airport Layout Plan (ALP) Update evaluated the airport development required to achieve compliance with FAA design criteria. The runway length analysis conducted in conjunction with the ALP Update identified 5,500 feet as the minimum length to adequately serve the airplanes operating at VJI currently and in the future. The critical design aircraft for VJI is represented by the Cessna Citation family of small business jets, such as the Citation II.

### **4. Why is the VJI EA only tied to the extension of the runway?**

This EA is tied to the runway extension and associated projects as identified in the Airport Capital Improvement Program (ACIP) which was completed during the 2003 ALP Update. The ACIP is updated each fiscal year to identify development priorities eligible to receive FAA funding. Appropriate environmental documentation for each project listed on an airport's ACIP is completed prior to initiation of the project.

### **5. What kinds of aircraft will be able to use the airport after the runway extension? What kinds of uses would these new planes serve?**

Essentially the same aircraft that use the airport today, however the additional length (approximately 1,000 feet) offers the operators of the small business jets (as discussed in #3 above) greater operational flexibility. Small business jets are used for a variety of purposes including business transportation, medical transport (patients, organs, supplies, etc.), and small package express shipments.

**9. Will changes to the runway mean lower flying planes? Is this a safety concern?**

No, actually the longer the runway, the higher altitude an aircraft typically flies when departing the airport. The proposed development of the airport includes a change in the design criteria from and Airport Reference Code (ARC) B-II small to B-II large. This change lowers the slope of the protected airspace along the approach corridor to Runway 24, but does not affect the approach path or altitude intended for the aircraft to operate safely.

**10. How will the proposed development affect area cemeteries?**

No impacts to the Forest Hills Memorial Garden will occur from the proposed action in this EA. St. John Cemetery is located on airport property approximately 600 feet from the runway centerline. The family plots consist of nine grave markers for the St. John family. The boundaries of the site are discernable by an iron fence with concrete posts enclosing an area of approximately 700 square feet. The proposed action would require the cemetery to be relocated, however, all relevant local and state statutes regarding the relocation of cemeteries will be followed. A Phase I Cultural Resource Survey conducted in conjunction with this EA has recommended the cemetery not eligible for the National Register of Historic Places.

**11. Will noise due to aircraft operations increase?**

The noise level is not expected to increase due to aircraft operations at the airport. Analysis performed during the ALP Update for the future (2022) and that performed in conjunction with this EA (2004) indicated sound generated from aircraft would remain within acceptable limits as prescribed by the FAA's Integrated Noise Model (INM).

**12. Is the airport funded with taxpayer's money?**

People who use our air transportation system pay for the costs of developing America's National Airspace System (NAS) and a portion of public use airports. Included in this group are people shipping packages, private pilots, airline passengers, and employees flying on corporate shuttles. Similar to the national highway systems, much of airport infrastructure is paid for with user tax on fuels.

Airport finance today is marked by a prominent federal role and an even more significant role of debt finance. The federal role is executed by the FAA Airport Improvement Plan (AIP). AIP is funded by aviation user fees deposited in the federal aviation trust fund for the purpose of improving the nation's aviation infrastructure. Currently AIP funds account for 95% of eligible projects. The Virginia Department of Aviation (DOAV) contributes a matching share, (currently 3% of the remaining 5%) for AIP eligible projects. The DOAV also offers funding support for a variety of non-AIP eligible projects and ensures that state aviation resources are allocated to airports within the state with the greatest need.

Local funds make up the remaining 2% of the capital expenditures at the airport. The Virginia Highlands Airport Commission receives support in funding the local share as well as operating and maintaining the airport from Washington County.

**Virginia Highlands Airport  
Environmental Assessment  
February 23, 2006**

Welcome to the Environmental Assessment (EA) public workshop. The purpose of this workshop is to provide information, and answer questions, related to alternatives considered for specific airport development projects associated with the extension of Runway 6. This workshop is NOT a public hearing; however, public comments are welcome. A table with comment cards is located near the exit of the airport terminal building lobby.

Three stations have been established within the airport terminal as described below. Please begin at Station 1 and visit each station to gain a complete understanding of the alternatives considered in the EA process.

**Station 1 – Alternatives Considered in the EA**

- Alternative 1 – No Build
- Alternative 2 – Runway 6 extension w/ 34:1 approach slope
- Alternative 3 – Runway 6 extension w/ 20:1 approach slope

**Station 2 – Property Interest Acquisition**

- Detailed view of affected properties for each alternative

**Station 3 – Environmental Considerations**

- Existing noise contours
- Environmental consequence comparison for alternatives

**THANK YOU FOR YOUR PARTICIPATION !**

## **Project Summary**

### **I. Project Background**

The Virginia Highlands Airport Commission (VHAC) as Owner and Operator of the Virginia Highlands Airport, received approval from the Federal Aviation Administration (FAA) of its 2003 Airport Layout Plan (ALP) Update. The ALP Update report included specific actions required for the Airport to fully comply with Federal Aviation Regulations related to design specifications for public airports. The VHAC has now received approval from the FAA to proceed with the next phase of the proposed project implementation, an Environmental Assessment (EA)

The Airport Commission has retained Delta Airport Consultants, Inc. to conduct the EA and prepare a report for submittal to the FAA. The EA will be prepared consistent with the guidelines of the National Environmental Policy Act.

### **II. National Environmental Policy Act (NEPA) Overview**

The National Environmental Policy Act (NEPA) of 1969 establishes national environmental policy and goals for the protection, maintenance, and enhancement of the environment. The Act also provides a process for implementing these goals within the federal agencies and establishes the Council on Environmental Quality (CEQ).

NEPA requires the federal government to use all practicable means to create and maintain conditions under which man and nature can exist in productive harmony. A federal agency proposing a major federal action(s) which may significantly affect the environment is required to prepare a detailed statement assessing the environmental impact of alternatives.

Three levels of analysis exist; 1) categorical exclusion determination; 2) preparation of an environmental assessment/finding of no significant impact (EA/FONSI); 3) and preparation of an environmental impact statement (EIS), depending upon whether or not an undertaking could significantly affect the environment.

surface protection, and facility development.

The proposed action includes developing the airport to meet B-II (large) requirements which includes removing obstructions to the Runway 24 approach. This action will allow the existing restrictions on the instrument non-precision approach to be removed, resulting in a change of slope from a 20:1 approach surface to a 34:1. The proposed action also includes a runway extension to serve the existing and future aviation demand of the airport, as well as a partial parallel taxiway to serve the extension. A total useable runway length of 5,500 feet is proposed to accommodate aircraft. Also associated with the runway extension, visual and electronic aids will be relocated as appropriate.

Property interest acquisition in both fee-simple and easement will be necessary for VHAC to obtain controlling interest in the property required for the runway extension and to protect the future critical safety areas including the runway protection zone(s) (RPZ), runway safety area(s) (RSA), and runway object free area(s) (ROFA). Additional obstruction removal will also be required to clear the 34:1 approach once the runway has been extended.

The proposed action also includes T-Hangar development, the installation of security fencing, relocation of the Automated Weather Observing System (AWOS), small cemetery (on airport) relocation, and demolition of an existing barn on airport property.

#### **IV. Alternatives**

This section of the EA describes the process used to identify reasonable alternatives meeting the purpose and need for the sponsor's proposed action, as well as the following four elements: 1) Alternatives Considered but not Carried Forward, 2) Alternatives Further Considered 3) Screening of Considered Alternatives, and 4) Selection of the Preferred Alternative. The EA addresses projects that, while serving separate needs, collectively improve/support the airport's ability to meet forecasted growth and enhance safety. Each project requires a detailed analysis of its design considerations to determine the full scope of potential impacts.

Three alternatives were identified for evaluation in the EA. Alternative 1 proposes a No

## Economic Benefits of Virginia Highlands Airport

Direct Economic Impacts		Spin-Off Economic Impacts	Air Dependent Businesses
On-Airport	Off-Airport		
FAA, Other Government Airport Management Aircraft Maintenance Vendors Retail and Restaurant  Car Rental Parking Other Ground Transportation Fixed Base Operators	<u>Visitor Dependent Businesses</u> Hotels Retail and Restaurants Travel Agents  Convention Centers Tourist Destinations	Suppliers of Materials and Services to Airports, Air Dependent Businesses and Visitor Dependent Businesses  <u>Responding of Worker Income</u>  Consumer Product and Service Sales	Local businesses that depend on the Airport for just-in-time shipping, a high degree of corporate travel, or specialized airport facilities and services
36 Jobs \$1,321,000 in Payroll \$2,308,000 in Economic Activity	37 Jobs \$561,000 in Payroll \$1,436,000 in Economic Activity	40 Jobs \$1,152,000 in Payroll \$3,289,000 in Economic Activity	178 Jobs \$4,108,000 in Payroll \$11.08M in Economic Activity
<b>113 Jobs, \$3.01M in Wages, \$7.03M in Economic Activity</b>			

Source: Virginia Department of Aviation, Virginia Airport System, Economic Impact Study, 2003.

The above table details the economic benefits of Virginia Highlands Airport. The on-airport impacts listed are activities that would not occur without the presence of the airport, with the off-airport impacts representing those that depend on the airport to bring in visitor expenditures. Economic impacts occurring from the recycling of dollars through the economy are detailed in the spin-off column above.

Air dependent businesses are those that greatly depend on the airport and would suffer losses or possibly even relocate if not for their proximity to the airport. Other qualitative benefits include the MedEvac, State Police, and U.S. Forest Service aircraft based at VJI, as well as the link to the community that this airport provides.

### Statewide Impacts

The economic benefit of airports in Virginia is estimated to contribute over \$20 billion annually, up from \$4.4 million in 1986.

# Comment Card

Virginia Highlands Airport  
Environmental Assessment  
Informational Meeting  
February 23, 2006

Name, Robert B. Hill (optional)  
Address 12460 Providence Blvd  
City, State, Zip Code Abingdon, VA 26009

Thank you for taking the time to attend this public informational meeting for the Virginia Highlands Airport Environmental Assessment. Your involvement in the study process is welcomed. Please provide any comments you may have and return to address noted below.

## Comments

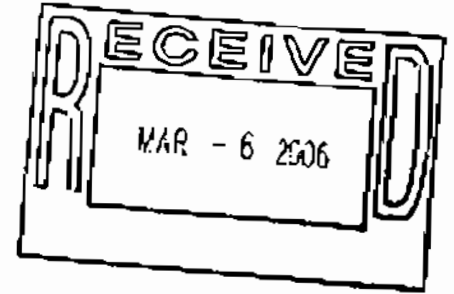
The format, venue, & lack of seating were all a major disappointment. The workshop format is not appropriate for a crowd this large. At the previous meeting - we asked for a larger meeting area and a power point presentation. This was ignored and I've heard numerous people state that this was a way of controlling the environment. When the EA meeting sponsored by DEQ is held, it needs to be in a larger setting such as the SW VA Higher Education Center.

Thank you for your comments. Please Return by March 15, 2006.

Mail to

Ms Colleen M. Angstadt  
Delta Airport Consultants, Inc  
1338 Hundred Oaks Drive, Suite G  
Charlotte, NC 28217

Jan Foust Hurt  
247 East Valley Street  
Abingdon, Va 24210  
March 2, 2006



Delta Airport Consultants, Inc.  
1338 Hundred Oaks Drive  
Suite G  
Charlotte, NC 28217

Gentlemen:

As a citizen of both the Town of Abingdon and Washington County, I request Delta Airport Consultants, as agent for The Virginia Highlands Airport Commission, contact the Federal Aviation Agency and commence the National Historic Preservation Act Section 106 review to determine the impact of the expansion of The Virginia Highlands Airport, a federally funded project, upon the historic resources of Abingdon and Washington County.

Any project which receives federal funding must comply with this mandatory process when historic properties are threatened. Code of Federal Regulations (CFR) Part 800 - Protection of Historic Properties, subpart A 800.1 Purposes, (a) states in part "The Section 106 process seeks to accommodate the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertakings on historic properties, commencing *at the early stages of project planning*." Additionally, Subpart A 800.1 Purposes, (c) Timing states in part "The agency official shall ensure that the Section 106 process is initiated *early in the undertaking's planning*, so that a broad range of alternatives may be considered during the planning process for the undertaking."

Abingdon is a small, historic community. The take-off and landing approach parallels Main Street and is slightly north of the town center. Noise abatement studies so far have taken into account only the land in the very immediate vicinity of the airport. Surely as influential an agency as the Federal Aviation Agency has latitude to determine a larger scope for its studies.

The Section 106 review must take into account the impact of the expansion upon the entire Town of Abingdon, including the Historic District, The William King Regional Art Center, The Virginia Highlands Community College and Taylor's Hill, not just the land on either side and end of the runway. It would seem prudent to complete this review before any further funds are spent on this project.

Sincerely,

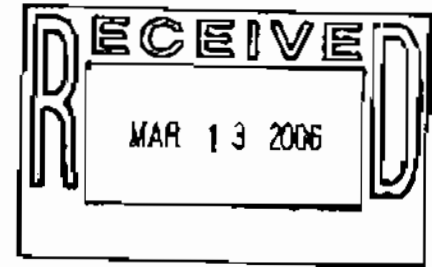
Jan Foust Hurt

cc: Washington County Board of Supervisors  
Abingdon Town Council  
Hon. Rick Boucher



# Comment Card

Virginia Highlands Airport  
Environmental Assessment  
Informational Meeting  
February 23, 2006



Name: Jan Hurt (optional)  
Address: 247 E. Valley  
City, State, Zip Code Abingdon, Va 24210

Thank you for taking the time to attend this public informational meeting for the Virginia Highlands Airport Environmental Assessment. Your involvement in the study process is welcomed. Please provide any comments you may have and return to address noted below.

Comments:

Please see attached

*Thank you for your comments. Please Return by March 15, 2006.*

Mail to:

Ms. Colleen M. Angstadt  
Delta Airport Consultants, Inc  
1338 Hundred Oaks Drive, Suite G  
Charlotte, NC 28217

To: Delta Airport Consultants  
From: Jan Hurt  
Re: Virginia Highlands Airport  
Environmental Assessment Meeting, 2/23/06

This was not a meeting. The format of three stations with exhibits and Delta employees explaining the exhibits was calculated to not impart information.

The exhibits were impossible for the average person to interpret. Due to the nature of the setup, anyone with a question generally either walked up in the middle of an explanation or had to wait in line to ask about a particular concern or asked a question at a station to be directed to another station, only to wait in line there.

There was absolutely no chance to hear the concerns of other residents, to hear their questions, or the response to those questions.

At the prior meeting, residents requested a larger space with better acoustics and more seating for the next meeting. At this meeting, there was no seating at all. Many of those attending were older people for whom standing that length of time was a burden.

As to the information presented in your handouts, I have the following questions and comments:

1. You propose spending \$14 million, + or - on this project. You forecast that the number of aircraft based at the VHA will increase from 74 in 2007 to 83 in 2022. That is over \$1 million per plane. Is this a reasonable use of taxpayers money?

2. Relocating the airport is a reasonable option. The airport is on valuable commercial property, which could be sold to offset the cost of acquiring more land and building a new facility that will not have a negative impact upon the Town of Abingdon. Hangers can be moved. Land is available close by that is appropriate and would allow for long-term development and expansion of the airport, if that is warranted, which is certainly not the case now.

3. Although you say the airport will not become a cargo hub, that was certainly a potential being investigated by the VHA. There is no guarantee that it will not happen in the future.

4. Noise has already increased and will continue to increase.

5. Even though the St. John Cemetery is a small family cemetery, it should not be moved. You are planning to move the approximately 9 family graves that are marked and bulldoze the rest to use as fill at the west end of the project. Any old cemetery has unmarked graves. If the cemetery must be moved, a complete archaeological excavation must be done to be certain all remains are treated appropriately.

6. We keep hearing that pilots will not fly lower, or into the "safety zone" that will come about when trees are removed, and then hear that the reason the safety zone needs to be established is because a pilot clipped a tree on landing.

7. The questionable tactics used by the firm Delta employed to purchase land and air space need to be addressed.

The only acceptable alternative in the Environmental Assessment is No. 1 - No Build.

Thank you for this opportunity to present my views.

Re: airport expansion 3/6/06  
To Whom It May Concern:

The enclosed copy of this newspaper article was sent to me by a former neighbor in Cottonwood, AZ, a town similar in size to Abingdon, VA. The runways were lengthened and the airport enlarged during the 25 years I was a resident there (1978-2003). The city signed a contract with a flight school in Prescott (which is adjacent to a golf course and the golfers found the noise excessive) so the student pilots would come over and practice their touch and goes on our side of Mingo Mtn. Air ambulance helicopters underwent flying tests regularly, also.

Once the area, known as the Verde Valley, was discovered to be a retirement haven the airport became "host" to any number of jets and helicopters belonging to developers. The noise from these air-borne vehicles became more and more overwhelming to me. There has been a major increase in small, private planes belonging to local citizens, some who commute to other cities to work. So the parking area had to be expanded. Then a new office/lounge was required. Housing expanded in the area, especially with a new, high density Del Webb project. Now the airport is surrounded by homes and a small industrial park, whereas years ago during WWII, it was considered to be out in the boonies.

Two major accidents I remember happening some years ago, both fatal, caused a reversal in plans to build a school at the end of the runways. Accidents will happen, but we are probably safer in planes than in cars on the roads today. Unfortunately plane accidents are much more spectacular, since they are so uncommon.

It is interesting that, after all these years of growth experienced in Cottonwood, that now finally a map

has been made so that everyone, especially realtors, will know the noise pollution area so they can steer noise-sensitives away from the airport corridor. It is unfortunate it took so long.

When I was house hunting in Abingdon I took note of the airport location and thought I was "safe" buying on the east end of town. And I made it known to both the realtor and homeowner that I needed a quiet place to live. Two days after I moved in, one of these large planes flew low directly over my head. I immediately called the airport to inquire and was told they consider those planes (large planes) to be "puddle jumpers." The jets, of course, are much louder than the prop planes. So far I have found them to be tolerable because there are not too many and the more humid air here somewhat softens their noise.

If there is a substantial increase in jet noise due to runway lengthening here, I will, of course, be forced to move again. Not an easy task (and very expensive) for a single multi-pet person pushing seventy years old.

A flight corridor map should be a requirement of every town that has an airport, and Realtors should be required to show it to their clients because "it's the right thing to do."

I send this to you to share with the powers-that-be who will be making decisions on airport expansion. May the decisions made benefit the majority of Abingdon citizens, not just a select few.

Sincerely,

C. Drach  
Abingdon, VA

# COTTONWOOD JOURNAL EXTRA

Line, Please

Cottonwood, AZ  
Feb. 8, 2006

## Airport Map now available

**Map shows territory  
which is not shared  
with the county**

By Lee Ann  
Lynch, News Editor

With several proposed subdivisions in the process throughout Cottonwood and in Chino Valley, questions about plane traffic at the Cottonwood Municipal Airport have arisen.

Over the years, Cottonwood officials have received many complaints about airplanes flying over their homes, particularly residents from Embury Riddle Elementary University in Prescott who use the airport for landing and take-off periods.

Cottonwood officials recently filed an airport traffic pattern map, located in the vicinity of the Cottonwood Airport.

The map is a representation of Arizona Revised Statute §20-1426, Public Airport traffic patterns, which became effective July 2000.

The statute requires that

communities file a map with the traffic pattern filed out of a street map with the state real estate department and with the county recorder.

"We filed the map Monday (Jan. 30). We did not have one filed before," Tim Costello, the airport's manager, said. "This box, this pattern, what's being shown here is what the airport traffic would encompass."

The box shows an area 1.5 miles north and 1.5 miles south of the runway and about 1.75 miles wide.

"Virtually every house in the city of Cottonwood is within this map, as well as, right in Chino Valley," Costello said.

Although no map had been recorded before Jan. 30, Costello said on development proposals filed for the airport, the city has requested that the airport be indicated on the plan map.

Dick Lucas, a pilot who has his airplane at the Cottonwood Airport and when he bought his home in Del Webb's Cottonwood Ranch, the airport was one of the reasons.

Del Webb had an aerial  
Please see AIRPORT, 16A

2006

# AIRPORT: Cottonwood flight plan map now available

from Page 1A

photograph of where Cottonwood Ranch was going and where the airport was located," Lucas said. When asked why create a map, Coppello said it first is the need and "the real estate industry needs it for disclosure to buyers."

The Cottonwood Municipal Airport is a publicly funded airport open for public use.

It is used by a variety of general aviation aircraft, ranging from small, single engine and twin-engine aircraft that are classified within the airport reference code category B-I.

It also is used occasionally by small turboprop and business jets. Many local pilots use the airport.

Category B aircraft with a speed of 91 knots or greater but less than 121 knots, or 104 to 139 mph.

The Field Base Operator, AeroBear Aviation, operates the airport for the city and has recently begun keeping track of how many planes land and take off.

My conservative guess is it is approximately 15 planes a day — some days there are more and some days are less. Angelo Luna with AeroBear said.

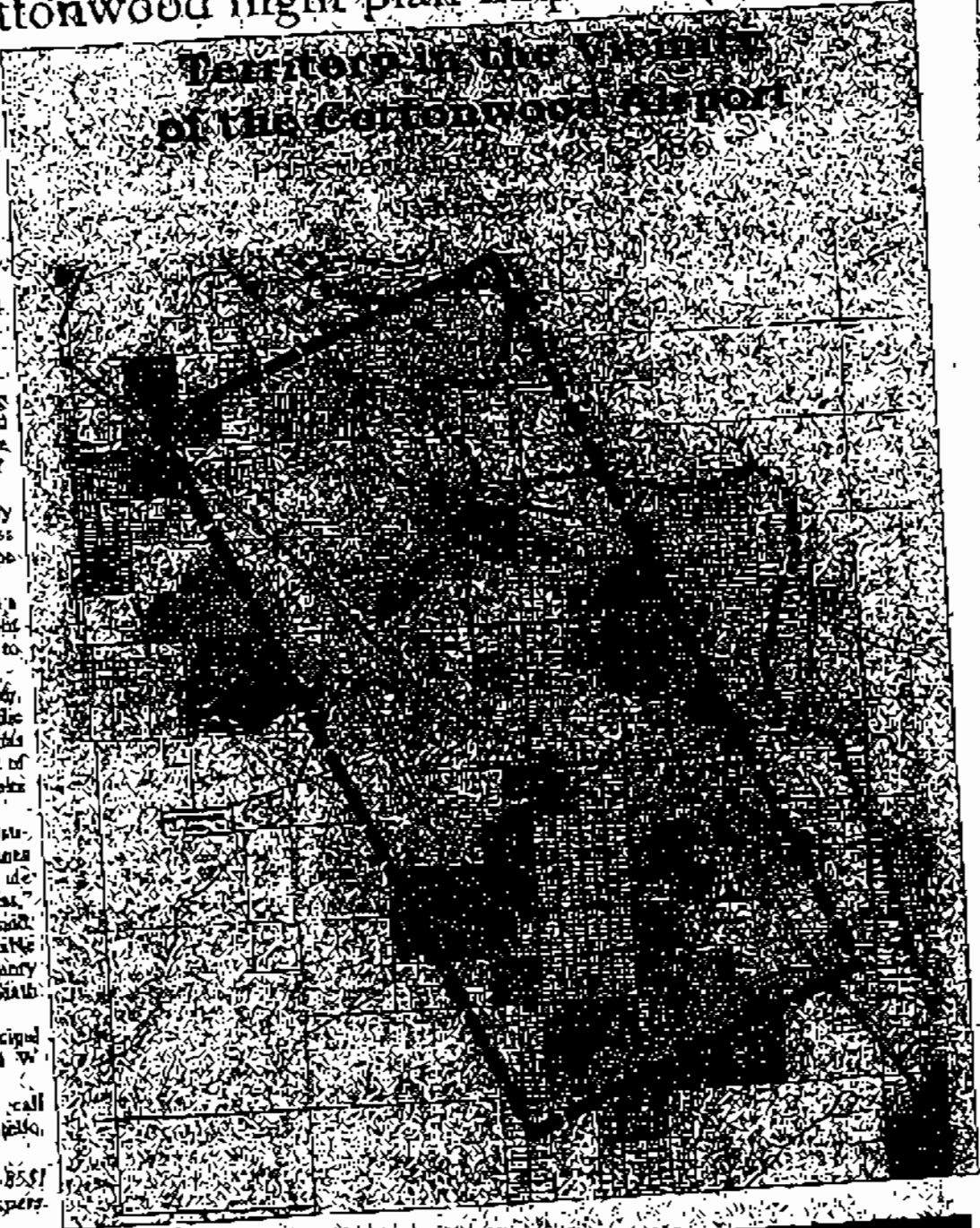
A copy of the map is available at the Yavapai County Recorder's Office, 10 S. State St. in Cottonwood.

The Cottonwood Municipal Airport is located at 1004 W. Mustang Ave.

For more information, call 634-5517. To reach Coppello, call 634-6083.

Contact Lu Star at 634-8551 or lu@luciannewspapers.com.

## Territory in the Vicinity of the Cottonwood Airport



YAVAPAI COUNTY RECORDER'S OFFICE, 10 S. STATE ST., COTTONWOOD, ARIZONA 86301

## **Informational Open House #3**

**Virginia Highlands Airport  
Environmental Assessment**

**Public Open House**

**When:** Tuesday, August 29, 2006  
6:00 PM – 8:00 PM

**Where:** Airport Terminal  
18521 Lee Highway  
Abingdon, Virginia 24210

**\*\*Postcard sent to all attendees of first public meeting, FAA, DOAV, Sponsor, and other interested parties on January 9, 2006.**



Legal

**WILLIAMSON COUNTY, VIRGINIA, ON VARIOUS SECONDARY HIGHWAYS NO. 718 AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:**

**TRACT NO TWO** (2) according to plat entitled "Showing a Division of a Part of the Property of Cecil Whiteaker," dated February 17, 1986, and revised June 14, 1990, prepared by Gail W. Menden, C.E.S., said plat is on record in the Clerk's Office of the Circuit Court of Washington County, Virginia in Plat Book 25, page 48, to which reference is made for a more accurate description of the property therein conveyed.

Being the same property conveyed to Gladys M. Holmes, fidei. sole, by deed of Charles A. Wade and Irene I. Wade, dated August 7, 1991, of record in the Clerk's Office in Deed Book 819, page 893.

**TAX MAP NO. 12-12-1**

The sale is subject to the conditions, covenants, restrictions, reservations, party wall rights, easements, rights of way and other matters of record applicable to the property, and read entire deeds from the date of the sale.

**PROPERTY ADDRESS:** 18888 Janesboro Road, Arlington, Virginia

**TERMS OF SALE:** 10 percent down in cash, cashier's check, certified check or postal money order with balance in cash at closing within 30 days. In the event of default by the purchaser, 10 percent shall be forfeited and applied to the costs and expenses of the Trust and the Trustee's reasonable out-of-pocket expenses authorized by the Board of Trust and the law in such cases.

All costs of conveyance, which shall be paid by special warranty deed, payment of title, recording taxes, notary fees, etc.

Legal

**REPLACEMENT OF THE TOP AIR CONDITIONING UNIT WITH ROOFTOP PACKAGED HEAT PUMP UNIT FOR BUILDINGS 40, 41, 42 AND 43. REPLACEMENT OF SPLIT SYSTEM AIR CONDITIONING UNIT WITH HOT WATER HEAT PUMP WITH ROOFTOP HEAT PUMP UNIT FOR BUILDINGS 40, 41, 42 AND 43. REPLACEMENT OF SPLIT SYSTEM AIR CONDITIONING UNIT WITH HOT WATER HEAT PUMP WITH ROOFTOP HEAT PUMP UNIT FOR BUILDINGS 40, 41, 42 AND 43.**

Sealed bids will be received at the Virginia Highlands Airport, Office of Architectural & Engineering Services, 1270 Bank Street, Room 731, 7th Floor, Arlington, VA 22203. The deadline for submission of bids is 2:00 P.M. sharp, as determined by the Bid Officer, on September 14, 2006.

The bids will be opened publicly and read aloud beginning at 2:00 P.M. on September 14, 2006, at the same location.

A Bid Bond is required.

**AVA BUSINESS-TO-GOVERNMENT VENDOR REGISTRATION:** The Bidder or offeror must be a registered vendor in AVA to be awarded this contract. Bidder must include the cost of the AVA transaction fee in its bid.

Procedure for submitting a bid, including an error, withdrawal of bids and other pertinent information are contained in the instructions to bidders, which is part of the invitation for bids. Withdrawal of a bid shall be permitted in accordance with Section 4 of the Instructions to Bidders and 18-2-4.1, Code of Virginia. The Owner reserves the right to reject any or all bids.

A pre-bid conference will be held at the Physical Plant Services Conference Room, Building 1, Southwestern Virginia Training Center, Haysville, Virginia at 10:30 A.M. on August 29, 2006.

The contract shall be awarded on a lump sum basis as follows: the Total Base Bid Amount.

Legal

**BIDDER: 1st Floor 240-102 North 5th Street Richmond, VA 23219**

**NOTICE TO THE PUBLIC**

Virginia Highlands Airport, Arlington, VA (Arlington) Administration Office

The Virginia Highlands Airport will hold a public open house Tuesday, August 29, 2006, from 6:30 P.M. to 8:00 P.M. in the Airport Terminal Building, 15521 Lee Highway, Arlington, VA 22203. The open house is the third and final meeting to provide the public with information on the Environmental Assessment (EA) which is evaluating the proposed development of the Airport with Federal Aviation Administration (FAA) design standards. A public hearing conducted by the Virginia Department of Environmental Quality will be held following completion of the draft EA.

The open house is an opportunity for the public to speak with Airport personnel, members of the Virginia Highlands Airport Commission (VHAC), the Federal Aviation Administration (FAA), and our consultants, Delta Airport Consultants, Inc. The open house will have stations set up for those interested in speaking to the staff or consultants to discuss the alternatives, environmental considerations or project specific related questions. The meeting will also provide the opportunity for public comment.

For more information contact Mr. Don Deane, Airport Manager, at (703) 678-7600.

**PUBLIC NOTICE**

Bristol Tennessee Transit is in the process of applying to the U.S. Department of Transportation for a grant.

Legal

**LEGAL REPORTING, DRUGS FOR A COUNTY GOVERNMENT OFFICIALS:** COMPLEX A COMPLEX REQUEST FOR PROPOSALS OCCURRING MAY BE DONE BY PHONE.

**TACTING THE OFFICE OF COUNTY ADMINISTRATOR:** COUNTY OF WASHINGTON, VIRGINIA. COUNTY ADMINISTRATION BUILDING.

115, 105 ACACEM DRIVE, ARLINGTON, VIRGINIA 22203-3050 (703) 676-6007 FAX (703) 676-6008. THROUGH THE WASHINGTON COUNTY GOVERNMENT WEBSITE: www.washgov.com

PROPOSALS MUST BE RECEIVED NO LATER THAN 3:00 P.M. SEPTEMBER 4, 2006. PROPOSALS RECEIVED AFTER THAT DATE/TIME, POSTMARKS NOTWITHSTANDING, SHALL BE REJECTED.

WASHINGTON COUNTY RESERVES THE RIGHT TO REJECT ANY OR ALL PROPOSALS.

COUNTY OF WASHINGTON, VIRGINIA

**REQUEST FOR PROPOSALS**

The Sullivan County Purchasing Agent is soliciting the following items to be publicly opened on the date indicated. Please call 413/323-6600 for additional information or 603/251-6100. Bidder: 1/2/06 603/251-6100. Horse Trailer: 2/2/06 603/251-6100. Mule: 2/2/06 603/251-6100. Ammunition: 8/30/06 603/251-6100. Laptop Vehicle: 8/30/06

**SEALING PROPOSALS**

**SOUTHWEST VIRGINIA EDUCATION AND TRAINING NETWORK (SEVIN) RFP 050808 - PROPOSALS FOR Public Service Network Design to Serve Regional Education and Training Functions, due by 3:00 P.M. October 2, 2006. A mandatory pre-bid meeting will be held on September 29, 2006, at 10:00 A.M. in the Conference Room, 1000 North 5th Street, Suite 200, Richmond, VA 23219.**

**Big Help Wanted Health**

On the "Big Help" you'll find a clean, bright, modern, and elevated water flowers as needed.

**LAUNDRY JURY:** Full-time, 5:00-10:00 P.M. Wash and deliver 6-8 items to all three floors. Do personal for 1st floor and deliver back to residents. Must be able to work cooperatively and with little supervision.

**LAUNDRY/HOUSEKEEPING JURY:** Full-time, work two days in laundry and two days in housekeeping. When working laundry you pick up pillows on 1st floor and return them to rooms. Wash all the linens and stock floors. Laundry hours are from 5:30-12:30 P.M. When working in housekeeping, you take out trash on all 8 floors. Clean days rooms in 1st and 2nd. Clean family room and family room, clean bath rooms, shower rooms and utility rooms on all three floors. Hours are from 2:30-5:30 P.M.

Interested individuals, please forward resume to Joanne Crussell, E.S., Greystone Health Care Center, 188 Dunlap Rd., Blountville, TN 37617, Phone: (423) 323-7112, Email: joanne.crussell@greystonehealthcare.com or visit us online at www.greystonehealthcare.com

Andrew Heathcote is a drug-free individual.

You get a shower of calls from a classified ad.

**CLASSES FOR CERTIFIED NURSING ASSISTANTS**

Full-time positions available after completion. Apply in person. **BRISTOL NURSING HOME INC.** 261 North Street, Bristol, TN 37620

**YOUTH VILLAGES**

YOUTH VILLAGES

Ya. 173075  
Sunday, July 23, 2006

Sunday, July 23, 2006

131

value is in exchange for the simultaneous conveyance from Highlands Backshares, Inc. to the Town of Abingdon of a certain tract of real property more particularly described in a deed to Highlands Backshares, Inc. from Anne P. Hudson, Executor of the Last Will and Testament of Muriel Scott Bundy, dated May 31, 2005 and of record in the said Clerk's Office as instrument 60-0004573. Copies of both of the above said deeds are available for public inspection at the Office of the Town Manager for the Town of Abingdon at 133 West Main Street, Abingdon, Virginia.

Virginia Highlands  
Airport  
Arlington, VA  
Environmental  
Assessment Open  
House

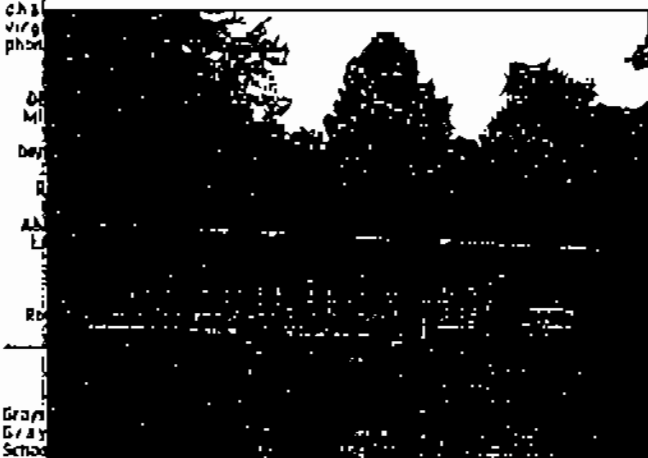
The Virginia Highlands Airport will have a public open house Tuesday, August 29, 2006 from 6:00 PM to 8:00 PM in the Airport Terminal Building, 18521 Lee Highway, Arlington, VA 22201. The open house is the last and final meeting to provide the public with information on the Environmental Assessment (EA), which is evaluating impacts associated with proposed development of the airport consistent with Federal Aviation Administration (FAA) design standards. A public hearing conducted by the Virginia Department of Environmental Quality will be held following completion of the draft EA.

The open house will afford the opportunity for the public to speak with Airport personnel, members of the Virginia Highlands Airport Commission (VHAC), the Federal Aviation Administration (FAA) and our consultants, Delta Airport Con-

40  
 41  
 42

# THE AUCTION

**Evening • August 4 7:00 PM**  
**• Road • Weber City • Gate City, VA**



# denwood Vinegar Estate

## e ~ Personal Property

rise in a great location! This two bedroom  
shape! It has a heat pump, paved driveway,  
much more. The 1.24 acre lot extends across  
creek. Other extras include a satellite sys-  
storage building. After the sale of the real  
sell the following personal property.

**you Friday evening!!**

### Enamel top table

### Televisions

## Afghans

ALLEN 10613

### Sleeper solo

5100 1/2

**frigiditate refrigerantior**

Wrinklepool washer & dryer

**Philco upright freezer**

**Wendiger blower!**

**2 Riding mowers**



## REALTORS® AND AUCTIONEERS

1311 Highway 128  
Hawthorne, VA 22617

Edgar Arnspery  
Auchtermuchty, Fife, A.

Charles P. Phillips  
Arlene & David Galt

Form Approved  
August 1969 Edition

Bar Long  
ATMOSPHERIC & JPL/TJ

# Sign-In Sheet

Virginia Highlands Airport  
Environmental Assessment  
Public Open House  
August 29, 2006  
6:00 – 8:00 PM

Name (PRINT) / Organization

Tulie Sprowles

Jennifer Wagner

W.H. and Ruby Hill

Caitlin Sullivan

Elizabeth Bread

Doreen G. Anderson

Past MANNIX

Debra McCann

David J. MacCort

Carl M. Murray

Shane Crabtree

Don & Jo Anne Harbison

Mitchell Crabtree

Mailing Address / Email

623 Hurt St Abingdon, VA 24210

14139 Glenbrook Ave Meadowview VA 24361

17468 Providence Rd. Abingdon, VA 24210

PO Box 582 Damascus, VA 24236

18428 Thimble Rd, Abingdon, VA 24210

19205 WYNDALE ROAD, ABINGDON, VA 24210

23404 Ivy Rd, Bristol, VA 24202

Bristol Herald Courier

18157 Wyndale Rd. Abingdon, VA 24210

Damascus, Va

Route 666 Hwy Abingdon Va 24210

18254 Providence Rd Abingdon, VA 24210

912 Monroeville Dr Abingdon

# Sign-In Sheet

# Virginia Highlands Airport Environmental Assessment

## Public Open House

**August 29, 2006**

6:00 - 8:00 PM

Name (PRINT) / Organization

\* Donald P. Rand  
JOHN P. WITTE

Margaret A. Siskelton

Dewey-Sinisten

Kathleen Miller

Marcut D. Smith

100

Dr. Moore

1430

8/24/15/6 100

THURSDAY, JUNE 11, 1964

**Mailing Address / Email**

Mailing Address / Email  
29223 Cree Valley Rd Meadview Va. 24361

24648 OLD SOUTH LANE 2431

119 Abiston St. Abinaden Va

Year	Number of people (millions)
1970	55
1975	65
1980	60
1985	75
1990	70
1995	85
2000	100

247 E Valley 24210

Gleason's Garden St. 1/4 3 43 10

[illegible]

03- H. Van Nieuwenhuis

1993 DAB Hill St, Aiken, SC 29801

# Sign-In Sheet

Virginia Highlands Airport  
Environmental Assessment  
Public Open House  
August 29, 2006  
6:00 – 8:00 PM

Name (PRINT) / Organization

LINDA S YATES

ED YATES

Mailing Address / Email

15126 LONG HILL RD E BRISTOL VA 24202

" "

# **Virginia Highlands Airport Environmental Assessment**

**August 29, 2006**

Welcome to the Environmental Assessment (EA) public open house. This meeting is the third in a series regarding proposed development at the Virginia Highlands Airport. The purpose of this open house is to provide information, and answer questions, related to the preferred alternative considered for specific airport development projects associated with the extension of Runway 6 and environmental considerations of the alternative. This open house is NOT a public hearing; however, public comments are welcome. A table with comment cards is located near the exit of the airport terminal building lobby.

Three stations have been established within the airport terminal as described below. Please begin at Station 1 and visit each station to gain a complete understanding of the preferred alternative and associated environmental considerations in the EA process.

## **Station 1 – Preferred Development Plan**

- Preferred Alternative – Runway 6 extension w/ 20:1 approach slope
- Land Acquisition

## **Station 2 – Environmental Considerations**

- 18 Impact Categories
- Noise Analysis

## **Station 3 – Environmental Considerations**

- Wetlands
- Historic and Cultural Resources

**THANK YOU FOR YOUR PARTICIPATION !**

The EA/FONSI analysis is applicable to the proposed projects at the Virginia Highlands Airport. As such, the Federal Aviation Administration (FAA) is required to prepare a written environmental assessment (EA) to determine whether or not a federal undertaking would significantly affect the environment. If the answer is no, the agency issues a finding of no significant impact (FONSI). The FONSI may address measures that an agency will take to reduce (mitigate) potentially significant impacts. Public informational meetings, in the form of 'open houses', are held during the analysis and the opportunity for a public hearing is required.

If the EA determines that the environmental consequences of a proposed federal undertaking may be significant, an EIS is required. An EIS is a more detailed evaluation of the proposed action and alternatives. The public, other federal agencies, and outside parties may provide input into the preparation of an EIS and then comment on the draft EIS when it is completed.

### **III. Purpose & Need**

This EA addresses projects which are intended to meet FAA design standards to the maximum extent practicable and fulfill the existing and projected aviation demands, as well as the facility requirements as defined in the 2003 ALP Update. Together these projects are defined as the proposed action.

The Purpose and Need establishes the relationship between the proposed projects and the efficiency, safety, and forecasted demand at the airport and constitutes Chapter 1 of the EA document. Following a brief overview of the airport, setting, description of proposed action and project background, this section of the EA describes the purpose and need for the proposed federal action.

The projects include improvements necessary to develop the airport as an ARC B-II general aviation airport, as well as meet standards established in Advisory Circular (AC) 150/5300-13, *Airport Design*, to the greatest extent practicable, and in accordance with FAA guidance. These projects are included in the airport's five-year Airport Capital Improvement Program (ACIP) with respect to land requirements, Part 77 surface protection, and facility development.

34 1 non-precision approach, while Alternative 3 would maintain Runway 6 with the existing 20:1 visual approach.

As a result of the alternative screening completed as part of this EA, the sponsor's preferred alternative was selected. Although Alternative 1 involves fewer environmental impacts, it does not meet the purpose and need of the proposed action. Both of the remaining development alternatives would meet the defined purpose and need; however, the potential impacts from Alternative 2 appear to be significantly greater in terms of obstruction removal and property interest acquisition. Therefore, Alternative 3 was selected as the preferred development alternative from this EA.

## V. Environmental Considerations

Potential environmental impacts to the 18 categories noted below, and required by FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, were analyzed and identified for the alternatives discussed previously. The order outlines types of impacts and thresholds that determine whether an impact is made through calculation, measurement, or observation. In other instances, it is established through correspondence with appropriate federal, state, or local agencies.

- |  |  |
|--|--|
| 1 Air Quality  | 11. Light Emissions and Visual Impacts   |
| 2 Coastal Resources  | 12. Natural Resources and Energy Supply  |
| 3 Compatible Land Use  | 13. Noise  |
| 4. Construction Impacts  | 14. Secondary (Induced) Impacts  |
| 5 DOT Act Section 4(f)   | 15. Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks |
| 6 Farmlands  | 16. Water Quality  |
| 7 Fish, Wildlife and Plants  | 17. Wetlands   |
| 8 Flood plains   | 18. Wild and Scenic Rivers   |
| 9 Hazardous Materials, Pollution Prevention, and Solid Waste       |  |
| 10 Historic, Architectural, Archaeological, and Cultural Resources |  |

## Impact Summary

The No Action alternative presents no impacts as no improvements to the airport would occur. Alternative 3, the Sponsor's preferred alternative, will impact five properties. Approximately 49 acres of fee-simple land acquisition and 23 acres of avigation



The United States Environmental Protection Agency (EPA) established National Ambient Air Quality Standards (NAAQS) to protect public health, the environment, and the quality of life from air pollution. An area with air pollutant levels lower than the NAAQS, such as Washington County, is designated an "attainment" area. Therefore, the general conformity requirements of the Clean Air Act (CAA) do not apply to the project, and no further action is necessary. However, as proposed development has the potential to increase air pollutant emissions over the long term, an air pollutant emission inventory was prepared for existing (2007) and future No Action and Build (2012) alternatives. Based on the results of the analysis, air pollutant emissions would increase between 2007 and 2012, as expected, however, as operations do not vary between the future No Action and future build alternatives, the No Action alternative is generally equivalent to the build alternatives. The only variation between the No Action and build alternatives is a slight increase in CO emissions in the future build scenario due to increased auto parking. Therefore, no project alternative is considered to have a significant effect on regional air pollutant emissions

#### **Mitigation Summary**

1. Property Interest Acquisition – Commercial and Residential Properties
2. Wetland Mitigation – individual permit (ACOE and VDEQ)
3. Preparation of Erosion and Sedimentation Control Plan
4. Application of Best Management Practices (BMPs)

#### **VI. Project Approach**

The EA process encourages public participation, and three public meetings were scheduled throughout the process. The previous two public meetings were held on November 9, 2005 and February 23, 2006, and the third and final meeting August 29, 2006. Public meetings are conducted in a non-formal 'open house' format which allows the public to interact directly with airport management, and consultant representatives, as well as involved federal and state agencies. VDEQ will conduct a public hearing following the completion of the draft EA. The public also has the opportunity to submit written comments which will become part of the EA document

**Virginia Highlands Airport  
Environmental Assessment  
Public Open House  
August 29, 2006**

City, State, Zip Code \_\_\_\_\_

[illegible]

Ms. Colleen M. Angstadt  
Delta Airport Consultants, Inc.  
1338 Hundred Oaks Drive, Suite G  
Charlotte, NC 28217

**Informational Open House #4  
and Public Hearing**

**Virginia Highlands Airport  
Environmental Assessment**

**Informational Open House and  
Public Hearing**

**When:** Wednesday, March 4, 2009  
6:00 PM – Informational Open House  
7:00 PM – Public Hearing

**Where:** The Southwest Virginia Higher Education Center  
Room 107 G  
One Partnership Circle  
Abingdon, VA 24210

**VIRGINIA HIGHLANDS AIRPORT  
ENVIRONMENTAL ASSESSMENT  
Public Participation Record**

**Public Workshops:**

**November 9, 2005**

- Initial meeting to discuss Environmental Assessment
  - Evaluation of potential impacts
  - Purpose and Need
  - Alternative Analysis

**February 23, 2006**

- Alternative analysis
- Potential environmental impacts from proposed projects

**August 29, 2006**

- Affected Environment
- Environmental Consequences

**March 4, 2009**

- Review of Environmental Assessment findings

**Public Hearing**

**March 4, 2009**

- Joint Hearing hosted by VDEQ in conjunction with FAA and DOAV

**Virginia Highlands Airport Authority**  
**LEGAL NOTICE**  
**Draft Environmental Assessment for Proposed Extension of Runway 6/24 and Five-Year Development Plan at Virginia Highlands Airport**

The purpose of this Notice is to announce the availability for review of the Draft Environmental Assessment (EA) for the extension of Runway 6/24 and associated improvements at Virginia Highlands Airport and to invite the public to a Joint Public Hearing/Informational Open House on March 4, 2009. The Draft EA will be available for review starting February 4, 2009 after 1:00 p.m. For your convenience, the Draft EA can be reviewed at many locations in the region, as listed below.

**A copy of the Draft EA will be available at the following locations:**

- Virginia Highlands Airport, 18521 Lee Highway, Abingdon, Virginia 24210
- Washington County Public Library, 205 Oak Hill Street, Abingdon, Virginia 24210
- Damascus Branch Washington County Public Library, 126 East Laurel Avenue, Damascus, Virginia 24236
- Department of Environmental Quality, 629 E. Main Street, Richmond, VA 23219
- DEQ Southwest Regional Office, 355 Deadmore Street, Abingdon, VA 24212
- Virginia Department of Aviation, 5702 Gullstream Road, Richmond, VA 23250
- Federal Aviation Administration, Washington Airports District Office, 23723 Air Freight Lane, Suite 210, Dulles, VA 20166

The Draft EA has been prepared to address the range of potential environmental impacts that could result from the implementation of the proposed extension of Runway 6/24 and associated improvements. The Draft EA includes the systematic gathering of a comprehensive range of technical and scientific data, identification of a range of reasonable alternatives, analysis of potential economic, social and environmental impacts and development of mitigation measures to ensure consistency with the goals and objectives of such planning have been carried out by the community. In accordance with public notification requirements, notice is hereby given that the proposed project would result in impacts to Spring Creek, as well as the filling of approximately 0.27 acres of wetlands. The proposed project would result in adverse effect on Architectural Site 095-5264 (St. John House). Appendix I of the Draft EA contains the Draft Memorandum of Agreement to address the adverse impacts to the architectural site.

**Public Hearing Details**

A Joint Public Hearing on the Draft EA will be hosted by the Virginia Department of Environmental Quality (DEQ) in conjunction with the Federal Aviation Administration (FAA) and the Virginia Department of Aviation for the purposes of compliance with the National Environmental Policy Act and State licensing requirements (Section 5.1-7 of the Code of Virginia). The public will be offered an opportunity to comment on the Draft EA and the identified economic, social, and environmental effects of the proposed development. An informational open house will be held one hour prior to the Joint Public Hearing.

The Joint Public Hearing/Informational Open House will be held as follows:

<b><u>Date:</u></b>	March 4, 2009
<b><u>Time:</u></b>	Informational Open House between 6 p.m. and 7 p.m. Public Hearing will begin at 7 p.m.
<b><u>Location:</u></b>	The Southwest Virginia Higher Education Center Room 107 C

One Partnership Circle  
Abingdon, VA 24210

The public is invited to comment in any of three ways:

1. Oral comments will be recorded by a certified court reporter during the Hearing.
2. Written comments may be submitted anytime during the Joint Public Hearing.
3. Comments may be mailed or emailed to Ms. Ellie Irons at the following address:

Ms. Ellie Irons  
Office of Environmental Impact Review  
Department of Environmental Quality  
629 E. Main Street  
Richmond, VA 23219  
eliron@deq.virginia.gov

All written comments will be forwarded to the FAA. Written comments on the Draft EA will be accepted by the DEQ and FAA until March 13, 2009. The DEQ and FAA encourage interested parties to review the Draft EA and provide comments during the public comment period.

This Joint Public Hearing will fulfill the requirements contained in Section 5.1-7 of the Code of Virginia concerning the revision of the Commonwealth's Airport License for the Virginia Highlands Airport.

# Sign-In Sheet

Virginia Highlands Airport  
Environmental Assessment  
Joint Public Hearing/Informational Open House  
March 4, 2009  
6:00 PM

NAME (PRINT)/ORGANIZATION

MAILING ADDRESS/E-MAIL

RON DELONEY

Shirley Henderson - Shirley Henderson

Joe Hutton - Joe Hutton

Julie Sprowles - Julie Sprowles

MATTHEW DWIGGS - Wright Equipment

DAVID G. ANDERSON

Mrs. Sneed

Mr. Sneed

Stephen C. Jeff

Debra McCown - Bristol Herald Courier

Mark Reeter - County Admin.

Johnny Johnson

Phillip McCall - County Board of Supervisors

Teresa Frazier

Robert Hilt

Kenneth Reynolds

Dulcie Mungford

Johnson City

Abingdon, VA Mahogany Drive

Abingdon, VA Planning & Washington

623 Hurt St Abingdon, VA 24210

P.O. Box 1448 Abingdon, VA 24210

19205 WYNDLE RISE Abingdon VA 24210

Abingdon, VA

Abingdon, VA

333 Gurt St, NE, Abingdon, VA 24210

dmccown@bristolnews.com

Abingdon, VA

242 Brwett Terrace Abingdon, VA

24597 Walda Rd Abingdon

P.O. Box 1666, Ab, VA

17460 Providence Rd Abingdon VA 24210

Wash. Co. Bd of Supervisors

Wash. Co. Bd of Supervisors



**Virginia Highlands Airport  
Environmental Assessment  
March 4, 2009**

Welcome to the Environmental Assessment (EA) Informational Open House. This meeting is the final in a series regarding proposed development at the Virginia Highlands Airport. The purpose of this Open House is to provide information, and answer questions, related to the preferred alternative considered for specific airport development projects associated with the extension of Runway 6 and environmental considerations of the alternative. The Joint Public Hearing hosted by the Virginia Department of Environmental Quality (DEQ) in conjunction with the Federal Aviation Administration (FAA) and the Virginia Department of Aviation (DOAV) will immediately follow this Open House and will provide an opportunity for formal public comment. To submit written comments, please complete one of the comment cards located on a table near the exit.

Three stations have been established as described below. Please begin at Station 1 and visit each station to gain a complete understanding of the preferred alternative and associated environmental considerations in the EA process.

**Station 1 – Preferred Development Plan**

- Preferred Alternative – Runway 6 extension w/ 20:1 approach slope
- Land Acquisition

**Station 2 – Environmental Considerations**

- 18 Impact Categories
- Noise Analysis

**Station 3 – Environmental Considerations**

- Stream and Wetland Impacts
- Historic and Cultural Resource Impacts

**THANK YOU FOR YOUR PARTICIPATION !**

## **Project Summary**

### **I. Project Background**

In accordance with FAA regulations, The Virginia Highlands Airport Authority (VHAA) as Owner and Operator of the Virginia Highlands Airport (VJI) is required to undertake an environmental review prior to constructing the improvements proposed in the 2003 Airport Layout Plan (ALP) Update. The FAA authorized the VHAA to proceed with an Environmental Assessment (EA) and retained Delta Airport Consultants, Inc. to conduct this EA and prepare a report for submittal to the FAA consistent with National Environmental Policy Act (NEPA) guidelines.

### **II. Purpose & Need**

This EA addressed projects which are intended to:

- Conform to FAA design standards to the maximum extent practicable
- Provide infrastructure to meet existing and projected aviation demand at VJI
- Meet facility requirements as defined in the 2003 ALP Update

### **III. Alternatives**

This section of the EA described the process used to identify reasonable alternatives meeting the purpose and need for the sponsor's preferred action. Three alternatives, including a No Action and two build alternatives as presented in the ALP Update, were evaluated:

- Alternative 1 proposed a No Action alternative as required by NEPA and served as a basis for comparison to the other proposed alternatives.
- Alternative 2 proposed to extend Runway 6 (1,399 feet) to accommodate the existing and forecasted growth of the airport, develop it to B-II standards, and modify it to a 34:1 non-precision approach.
- Alternative 3, like Alternative 2, proposed to extend Runway 6 (1,399 feet), and develop it to meet B-II standards, however, Alternative 3 would maintain Runway 6 with the existing 20:1 visual approach.

Alternative 3 was selected as the preferred development alternative from this EA as it met the purpose and need and had fewer environmental impacts than Alternative 2.

#### **IV. Mitigation Summary**

##### **1. Fee Simple Acquisition of Residences**

Provisions set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 will be followed.

##### **2. Water Quality and Jurisdictional Waters**

It would be necessary to modify Spring Creek and fill impacted wetlands to accommodate the runway extension associated with the preferred action. Coordination with the FAA, VDEQ, Virginia Marine Resource Commission, and ACOE is ongoing.

##### **3. Cultural Resources**

The St. John House has been determined eligible for the NRHP; consequently a Memorandum of Agreement (MOA) between the FAA, VHAA, and VDHR has been drafted to ensure mitigation requirements are met. Analysis completed in this IEA determined no significant impacts would occur to the Hilt House; therefore, no mitigation would be required.

##### **4. Preparation of Erosion and Sedimentation Control Plan**

An Erosion and Sedimentation Control Plan will be completed during design of the proposed action to meet Virginia's Erosion and Sediment Control Law and Regulations to minimize soil erosion and off-site sedimentation.

##### **5. Application of Best Management Practices (BMPs)**

The implementation of BMPs will minimize construction impacts associated with the preferred alternative. BMPs are defined as a practice, or combination of practices, that are determined to be the most effective means of reducing the amount of pollution generated by non-point sources to a level compatible with water quality goals.

#### **V. Public Participation**

NEPA stipulates that the IEA process should encourage public participation throughout the study. Previous open houses were held on November 9, 2005, February 23<sup>rd</sup> and August 29, 2006. This is the final in the series of open houses, and a public hearing will immediately follow. The open house format allows the public to interact directly with airport management and consultant representatives, as well as involved federal and state agencies. The public also has the opportunity to submit written comments which will become part of the IEA document.

**Welcome to the**  
**Environmental Assessment**  
**Informational Open House / Joint Public Hearing**



**Virginia Highlands**  
**Airport**

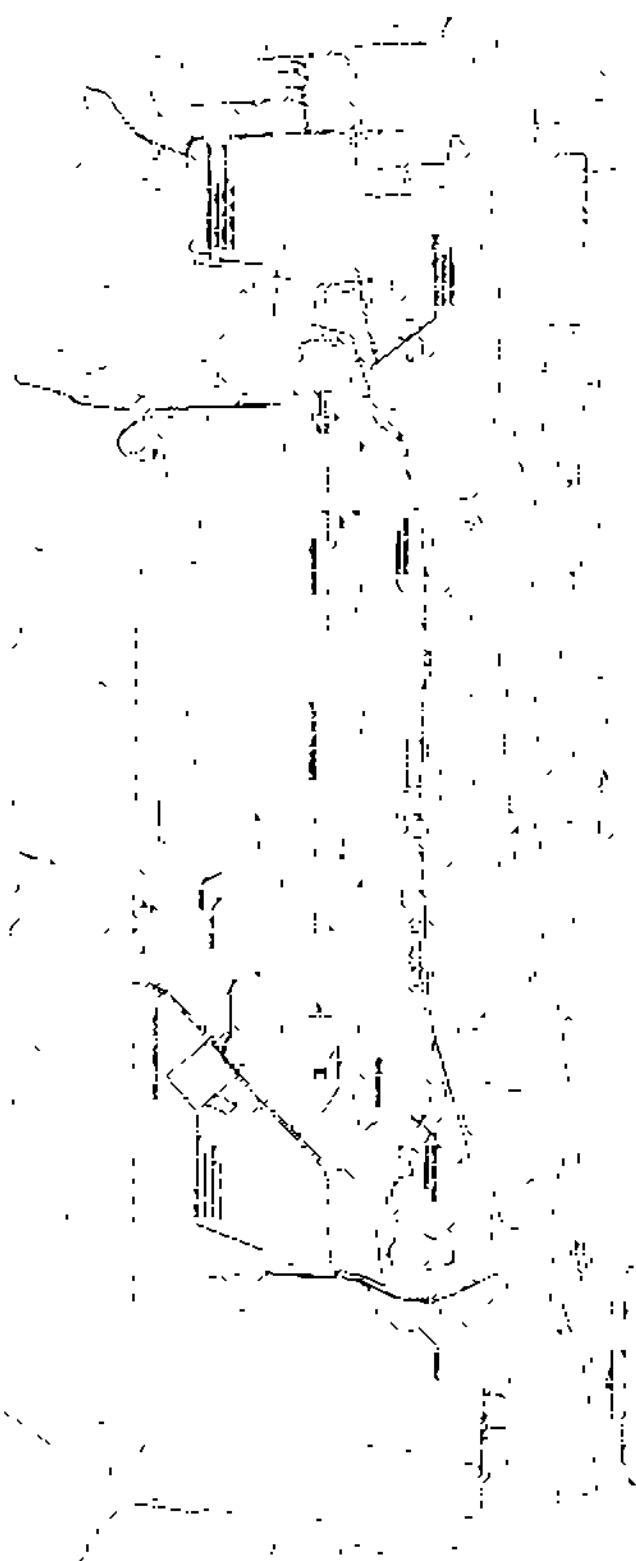


**Abingdon, Virginia**



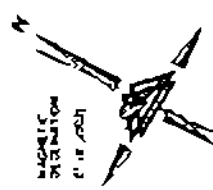
**DELTA AIRPORT**  
**CONSULTANTS, INC.**

[www.deltairport.com](http://www.deltairport.com)

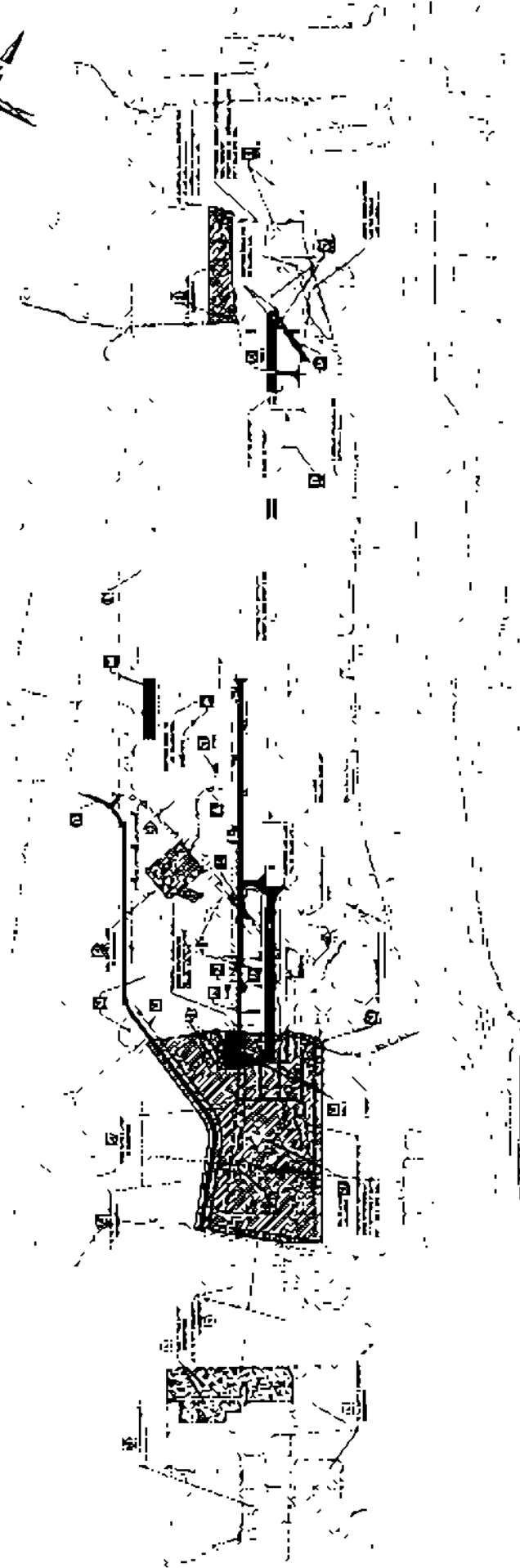
[illegible]

## ALTERNATIVE 1 VIRGINIA HIGHLANDS AIRPORT

**EXHIBIT**



MAGNETIC  
DECLINATION  
6' 18' East



Item	Description	Quantity	Unit	Notes
1	Asphalt	100,000	Sq Yd	
2	Concrete	10,000	Sq Yd	
3	Gravel	50,000	Sq Yd	
4	Earthwork	10,000	Sq Yd	
5	Structural Steel	100	Tons	
6	Reinforcing Steel	100	Tons	
7	Timber	100	Tons	
8	Paint	100	Gallons	
9	Lighting	100	Fixtures	
10	Signage	100	Signs	
11	Landscaping	100	Sq Yd	
12	Security	100	Systems	
13	Communication	100	Systems	
14	Fire Protection	100	Systems	
15	Other	100	Items	

- LEGEND**
- 1. ASPHALT
  - 2. CONCRETE
  - 3. GRAVEL
  - 4. EARTHWORK
  - 5. STRUCTURAL STEEL
  - 6. REINFORCING STEEL
  - 7. TIMBER
  - 8. PAINT
  - 9. LIGHTING
  - 10. SIGNAGE
  - 11. LANDSCAPING
  - 12. SECURITY
  - 13. COMMUNICATION
  - 14. FIRE PROTECTION
  - 15. OTHER



# ALTERNATIVE 2 VIRGINIA HIGHLANDS AIRPORT

EXHIBIT

NOTES:  
1. THIS PLAN IS A PRELIMINARY DESIGN.  
2. THE DESIGN IS SUBJECT TO CHANGE.  
3. THE DESIGN IS NOT TO BE USED FOR CONSTRUCTION.



[illegible]



## ALT 2-PROPERTY INTEREST ACQUISITION-RUNWAY 6

**ДВЯНХЭ**

[illegible]



[illegible]

LEGEND		
EXISTING	DESCRIPTION	PROPOSED
NA	AS-BUILT	
		

**ALT-2-PROPERTY INTEREST ACQUISITION-RUNWAY 24  
VIRGINIA HIGHLANDS AIRPORT**

**EXHIBIT**

[illegible]

**INTERVIEW WITH**

3

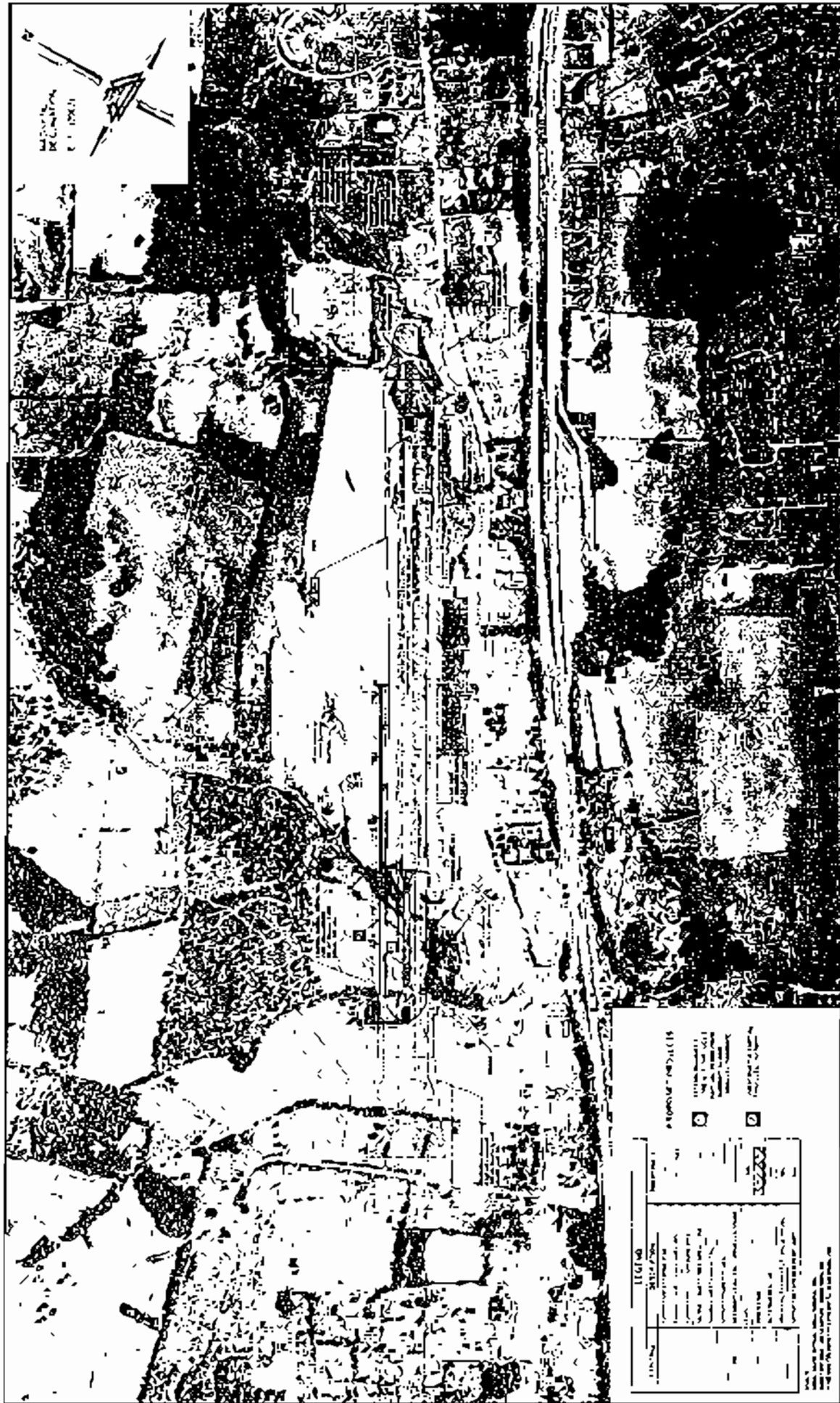
**2003**

11725	7m2
-------	-----

□	□
---	---

...





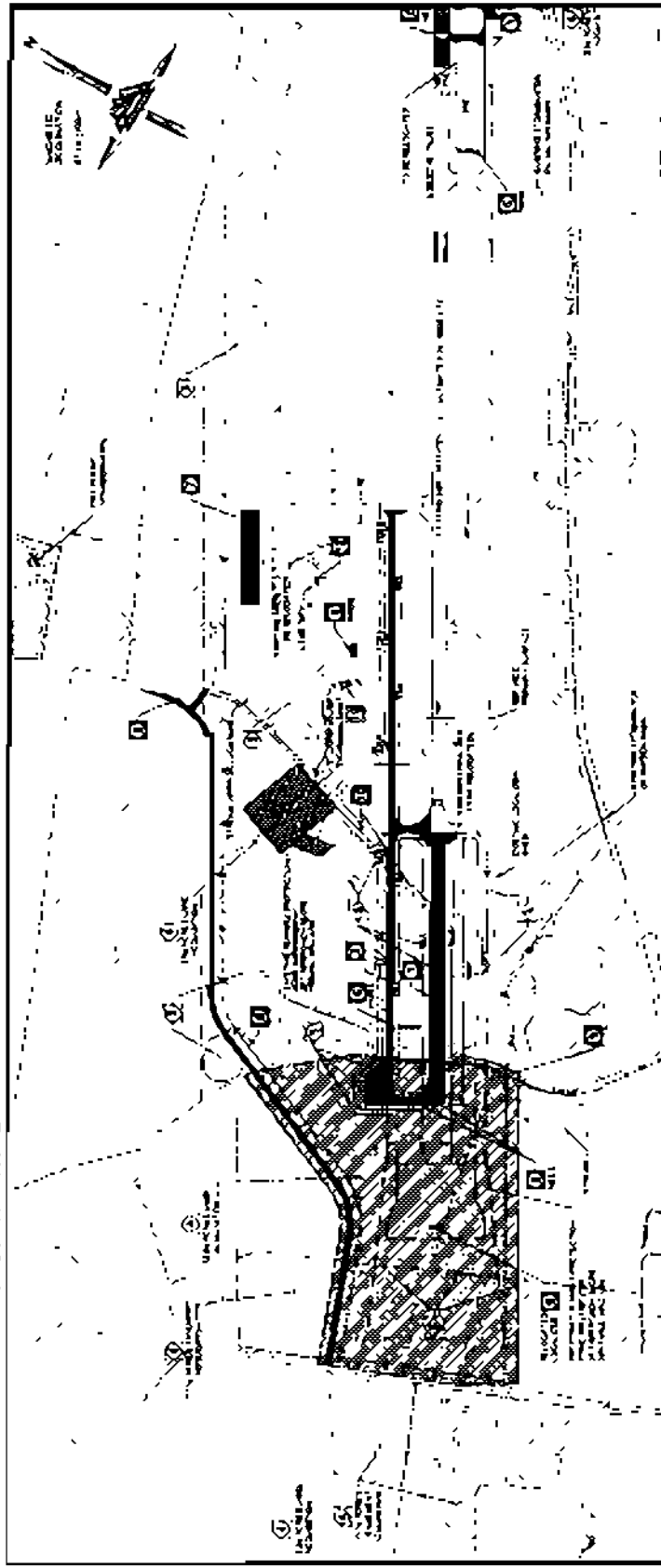
# FUTURE ALTERNATIVE 3 NOISE CONTOURS VIRGINIA HIGHLANDS AIRPORT

EXHIBIT

NOISE LEVEL	NOISE LEVEL	NOISE LEVEL
L50	L50+5	L50+10
L50+15	L50+20	L50+25
L50+30	L50+35	L50+40
L50+45	L50+50	L50+55
L50+60	L50+65	L50+70
L50+75	L50+80	L50+85
L50+90	L50+95	L50+100



MAPS AND DATA COURTESY OF THE VIRGINIA HIGHWAYS DEPARTMENT



SYMBOL	DESCRIPTION
	Runway
	Taxiway
	Obstacle
	Boundary
	Water
	Road
	Building
	Forest
	Wetland
	Cultural Resource
	Proposed Runway
	Proposed Taxiway
	Proposed Obstacle
	Proposed Boundary
	Proposed Water
	Proposed Road
	Proposed Building
	Proposed Forest
	Proposed Wetland
	Proposed Cultural Resource

- PROPOSED PROJECTS**
- 1. Runway 1 (10,000 x 150 feet)
  - 2. Runway 2 (10,000 x 150 feet)
  - 3. Taxiway A (1,000 x 100 feet)
  - 4. Taxiway B (1,000 x 100 feet)
  - 5. Taxiway C (1,000 x 100 feet)
  - 6. Taxiway D (1,000 x 100 feet)
  - 7. Taxiway E (1,000 x 100 feet)
  - 8. Taxiway F (1,000 x 100 feet)
  - 9. Taxiway G (1,000 x 100 feet)
  - 10. Taxiway H (1,000 x 100 feet)
  - 11. Taxiway I (1,000 x 100 feet)
  - 12. Taxiway J (1,000 x 100 feet)
  - 13. Taxiway K (1,000 x 100 feet)
  - 14. Taxiway L (1,000 x 100 feet)
  - 15. Taxiway M (1,000 x 100 feet)
  - 16. Taxiway N (1,000 x 100 feet)
  - 17. Taxiway O (1,000 x 100 feet)
  - 18. Taxiway P (1,000 x 100 feet)
  - 19. Taxiway Q (1,000 x 100 feet)
  - 20. Taxiway R (1,000 x 100 feet)
  - 21. Taxiway S (1,000 x 100 feet)
  - 22. Taxiway T (1,000 x 100 feet)
  - 23. Taxiway U (1,000 x 100 feet)
  - 24. Taxiway V (1,000 x 100 feet)
  - 25. Taxiway W (1,000 x 100 feet)
  - 26. Taxiway X (1,000 x 100 feet)
  - 27. Taxiway Y (1,000 x 100 feet)
  - 28. Taxiway Z (1,000 x 100 feet)

- LEGEND**
- 1. Runway 1 (10,000 x 150 feet)
  - 2. Runway 2 (10,000 x 150 feet)
  - 3. Taxiway A (1,000 x 100 feet)
  - 4. Taxiway B (1,000 x 100 feet)
  - 5. Taxiway C (1,000 x 100 feet)
  - 6. Taxiway D (1,000 x 100 feet)
  - 7. Taxiway E (1,000 x 100 feet)
  - 8. Taxiway F (1,000 x 100 feet)
  - 9. Taxiway G (1,000 x 100 feet)
  - 10. Taxiway H (1,000 x 100 feet)
  - 11. Taxiway I (1,000 x 100 feet)
  - 12. Taxiway J (1,000 x 100 feet)
  - 13. Taxiway K (1,000 x 100 feet)
  - 14. Taxiway L (1,000 x 100 feet)
  - 15. Taxiway M (1,000 x 100 feet)
  - 16. Taxiway N (1,000 x 100 feet)
  - 17. Taxiway O (1,000 x 100 feet)
  - 18. Taxiway P (1,000 x 100 feet)
  - 19. Taxiway Q (1,000 x 100 feet)
  - 20. Taxiway R (1,000 x 100 feet)
  - 21. Taxiway S (1,000 x 100 feet)
  - 22. Taxiway T (1,000 x 100 feet)
  - 23. Taxiway U (1,000 x 100 feet)
  - 24. Taxiway V (1,000 x 100 feet)
  - 25. Taxiway W (1,000 x 100 feet)
  - 26. Taxiway X (1,000 x 100 feet)
  - 27. Taxiway Y (1,000 x 100 feet)
  - 28. Taxiway Z (1,000 x 100 feet)

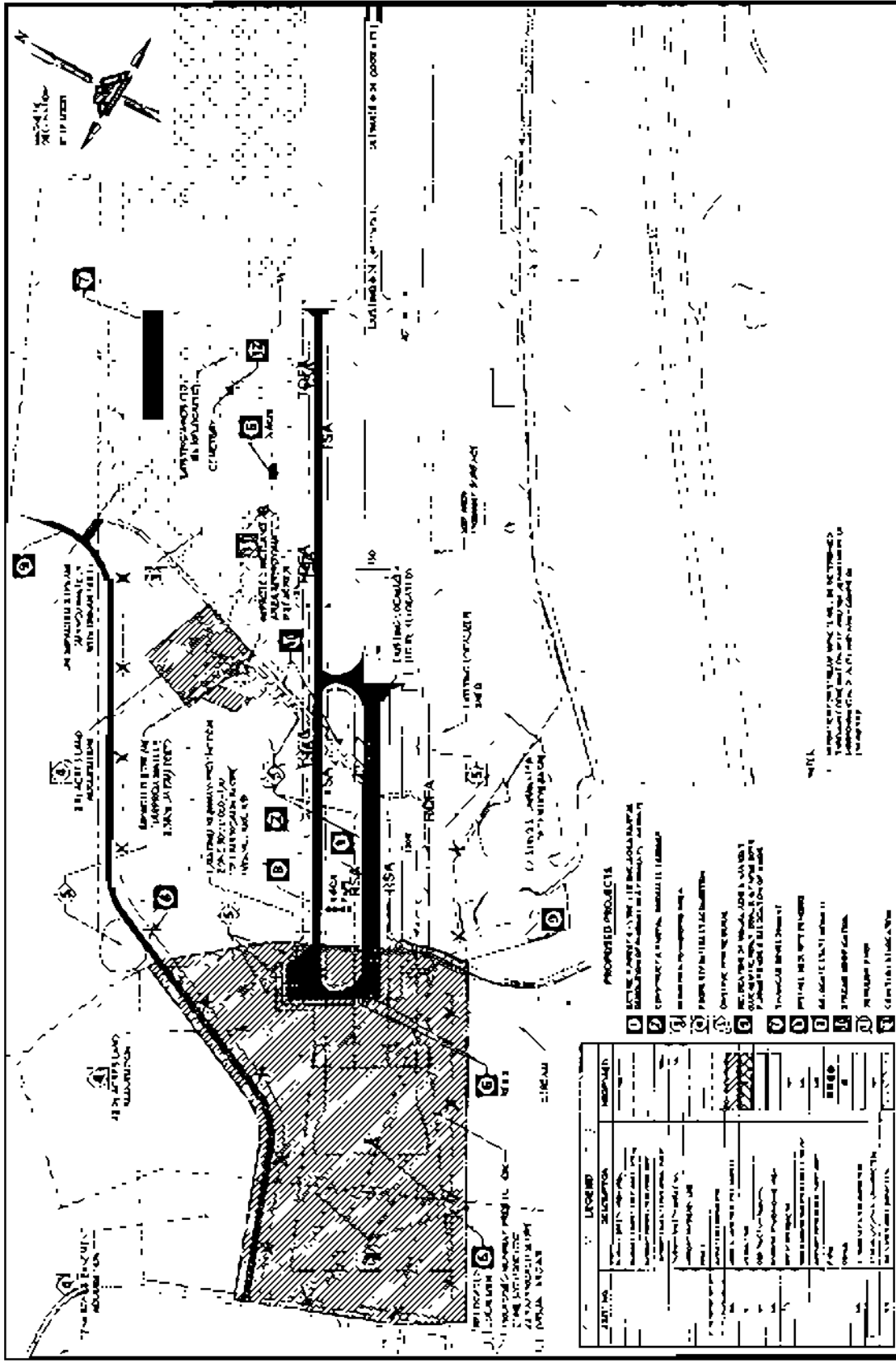


# POTENTIAL CULTURAL RESOURCE IMPACTS - BUILD ALTERNATIVE (2 & 3) VIRGINIA HIGHLANDS AIRPORT

EXHIBIT

DATE	BY	DATE	BY

Notes: 1. On 10/10/01, the project was approved by the Virginia Department of Transportation (VDOT) and the Virginia Department of Environmental Quality (VDEQ).



NO.	DESCRIPTION	IMPACTS
1	Proposed Runway	Loss of Wetland Area
2	Proposed Taxiway	Loss of Wetland Area
3	Proposed Apron	Loss of Wetland Area
4	Proposed Parking Lot	Loss of Wetland Area
5	Proposed Access Road	Loss of Wetland Area
6	Proposed Fencing	Loss of Wetland Area
7	Proposed Lighting	Loss of Wetland Area
8	Proposed Security	Loss of Wetland Area
9	Proposed Maintenance	Loss of Wetland Area
10	Proposed Administration	Loss of Wetland Area
11	Proposed Fuel Storage	Loss of Wetland Area
12	Proposed Hangar	Loss of Wetland Area

## STREAM & WETLAND IMPACTS - BUILD ALTERNATIVES (283)

### VIRGINIA HIGHLANDS AIRPORT

EXHIBIT

DATE: 10/10/01

DRAWN BY: [Name]

IN: [Name]

FILED BY: [Name]

DATE: 10/10/01

FILED BY: [Name]



**VIRGINIA HIGHLANDS AIRPORT**  
Abingdon, Virginia

ENVIRONMENTAL IMPACT CATEGORIES		ALTERNATIVE			ENVIRONMENTAL IMPACT CATEGORIES			ALTERNATIVE		
		NO. 1	2	3				NO. 1	2	3
<b>AIR QUALITY</b>					<b>HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, &amp; CULTURAL RESOURCES</b>					
- EXTERNAL IMPACTS ACCEPTED?		NO	NO	NO	- ARE ANY HISTORIC OR CULTURALLY SIGNIFICANT PROPERTIES AFFECTED?			NO	YES	YES
- IS CERTIFICATION REQUIRED?		NO	NO	NO	- IF INTER AGENCY CONSULTATION?			YES	YES	YES
- IS THE PROJECT IN A NON-ATTACHMENT AREA?		NO	NO	NO	- WAS PHASE I CULTURAL RESOURCE SURVEY CONDUCTED?			NO	YES	YES
<b>COASTAL RESOURCES</b>					- WAS A PHASE II CULTURAL RESOURCE SURVEY REQUIRED?			NO	YES	YES
- IS THE PROJECT IN A COASTAL ZONE?		NO	NO	NO	<b>LIGHT EMISSIONS AND VISUAL IMPACTS</b>					
- IS THERE COASTAL ZONE CORRELATION?		NO	NO	NO	- WILL LIGHT EMISSIONS BE DIRECTLY INTO HOMES?			NO	NO	NO
<b>COMPATIBLE LAND USE</b>					<b>NATURAL RESOURCES &amp; ENERGY SUPPLY</b>					
- ARE SURROUNDING USES COMPATIBLE?		YES	YES	YES	- IS THERE NEED FOR UNUSUAL MATERIALS?			YES	YES	YES
- IS IT RATIONALLY COMPATIBLE?		YES	YES	YES	<b>NOISE</b>					
- IS ZONING COMPATIBLE?		YES	YES	YES	- FEDERAL THRESHOLD EXCEEDED?			NO	NO	NO
<b>CONSTRUCTION IMPACTS</b>					- IS IMPACT OF PROJECT PROPERTIES?			NO	NO	NO
- ARE CONSTRUCTION IMPACTS MINIMAL?		NO	YES	YES	- WILL THERE BE EXPOSURE?			NO	NO	NO
- APPLYING BEST PRACTICES FOR CONSTRUCTION CONTROL?		NO	YES	YES	- CHURCHILL'S SCIENCE, INDUSTRY?			NO	NO	NO
- APPLYING BEST PRACTICES FOR WASTE MANAGEMENT?		NO	YES	YES	<b>SECONDARY (INDIRECT) IMPACTS</b>					
<b>DOT 4 (EL) LAND (PARKLAND)</b>					- ARE THERE INDIRECT IMPACTS?			NO	NO	NO
- ARE ANY PUBLIC OR PRIVATE PROPERTIES AFFECTED?		NO	YES	YES	<b>SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, &amp; CHILDREN'S ENVIRONMENTAL HEALTH &amp; SAFETY RISKS</b>					
- ARE THERE ANY OTHER PROPERTIES AFFECTED?		NO	YES	YES	- ARE THERE PROPERTIES OR FARMERS WITH BE PROPOSED?			NO	YES	YES
- ARE THERE ANY OTHER PROPERTIES AFFECTED?		NO	YES	YES	<b>WATER QUALITY</b>					
- ARE THERE ANY OTHER PROPERTIES AFFECTED?		NO	YES	YES	- ARE THERE ANY OTHER PROPERTIES AFFECTED?			NO	YES	YES
<b>FARMLANDS</b>					- CONSTRUCTION IMPACTS?			NO	YES	YES
- IS FARMLAND NEEDED FOR ALTERNATIVE?		NO	YES	YES	- CHANGES TO IRRIGATION?			NO	YES	YES
- DOES FARMLAND PRODUCTION NOT APPLY?		NO	YES	YES	- ACQUISITION OF FARMLAND?			NO	YES	YES
- DOES FARMLAND PRODUCTION NOT APPLY?		NO	YES	YES	- STATE OR FEDERAL PERMIT REQUIRED?			NO	YES	YES
- DOES FARMLAND PRODUCTION NOT APPLY?		NO	YES	YES	<b>WETLANDS</b>					
- DOES FARMLAND PRODUCTION NOT APPLY?		NO	YES	YES	- ARE THERE ANY OTHER PROPERTIES AFFECTED?			NO	YES	YES
<b>FISH, WILDLIFE, AND PLANTS</b>					- ARE THERE ANY OTHER PROPERTIES AFFECTED?			NO	YES	YES
- IS THERE ANY OTHER PROPERTIES AFFECTED?		NO	YES	YES	- ARE THERE ANY OTHER PROPERTIES AFFECTED?			NO	YES	YES
- IS THERE ANY OTHER PROPERTIES AFFECTED?		NO	YES	YES	- ARE THERE ANY OTHER PROPERTIES AFFECTED?			NO	YES	YES
<b>FLOODPLAINS</b>					- ARE THERE ANY OTHER PROPERTIES AFFECTED?			NO	YES	YES
- IS THERE ANY OTHER PROPERTIES AFFECTED?		NO	YES	YES	- ARE THERE ANY OTHER PROPERTIES AFFECTED?			NO	YES	YES
- IS THERE ANY OTHER PROPERTIES AFFECTED?		NO	YES	YES	- ARE THERE ANY OTHER PROPERTIES AFFECTED?			NO	YES	YES
<b>HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE</b>					- ARE THERE ANY OTHER PROPERTIES AFFECTED?			NO	YES	YES
- ARE THERE ANY OTHER PROPERTIES AFFECTED?		NO	YES	YES	- ARE THERE ANY OTHER PROPERTIES AFFECTED?			NO	YES	YES
- ARE THERE ANY OTHER PROPERTIES AFFECTED?		NO	YES	YES	- ARE THERE ANY OTHER PROPERTIES AFFECTED?			NO	YES	YES



## POTENTIAL IMPACTS

IMPACT CATEGORY	POTENTIAL IMPACT (Y/N)	IMPACT CATEGORY	POTENTIAL IMPACT (Y/N)
Use	N	Wetlands	Y
Incompatible Land Use	N	Floodplains	N
Visual Impacts	Y	Coastal Zone Management/ Coastal Barriers	N
Reduced Socioeconomic	N	Wild and Scenic Rivers	N
Quality	N	Farmland	N
Air Quality	N	Energy Supply & Natural Resources	N
Section 4(f) Lands	N	Light Emissions	N
Historic, Architectural, Archaeological and Cultural Resources	N	Solid Waste	N
Indirect Communities	Y	Construction Impacts	N
Endangered & Threatened Species	N	Hazardous Materials	N

Note: Potential Impacts Identified are based on preliminary environmental survey efforts.





# Economic Impact Virginia Highlands Airport

Direct Economic Impacts		Spin-Off Economic Impacts	Air Dependent Businesses
On-Airport	Off-Airport		
<b>AA, Other Government</b> <b>airport Management</b> <b>ircraft Maintenance</b> <b>endors</b> <b>etail and Restaurant</b> <b>ar Rental</b> <b>arking</b> <b>ther Ground Transportation</b> <b>ixed Base Operators</b>	<u>Visitor Dependent Businesses</u> <b>Hotels</b> <b>Retail and Restaurants</b> <b>Travel Agents</b> <b>Convention Centers</b> <b>Tourist Destinations</b>	<b>Suppliers of Materials and Services to Airports, Air Dependent Businesses and Visitor Dependent Businesses</b> <u>Respending of Worker Income</u> <b>Consumer Product and Service Sales</b>	<b>Local businesses that depend on the airport for just-in-time shipping, a high degree of corporate travel, or specialized airport facilities and services</b>
<b>36 Jobs</b> <b>\$1,321,000 in Payroll</b> <b>\$2,303,000 in Economic Activity</b>	<b>37 Jobs</b> <b>\$551,000 in Payroll</b> <b>\$1,436,000 in Economic Activity</b>	<b>40 Jobs</b> <b>\$1,152,000 in Payroll</b> <b>\$3,299,000 in Economic Activity</b>	<b>178 Jobs</b> <b>\$4,109,000 in Payroll</b> <b>\$11.06M in Economic Activity</b>
<b>113 Jobs, \$3.01M in Wages, \$7.03M in Economic Activity</b>			

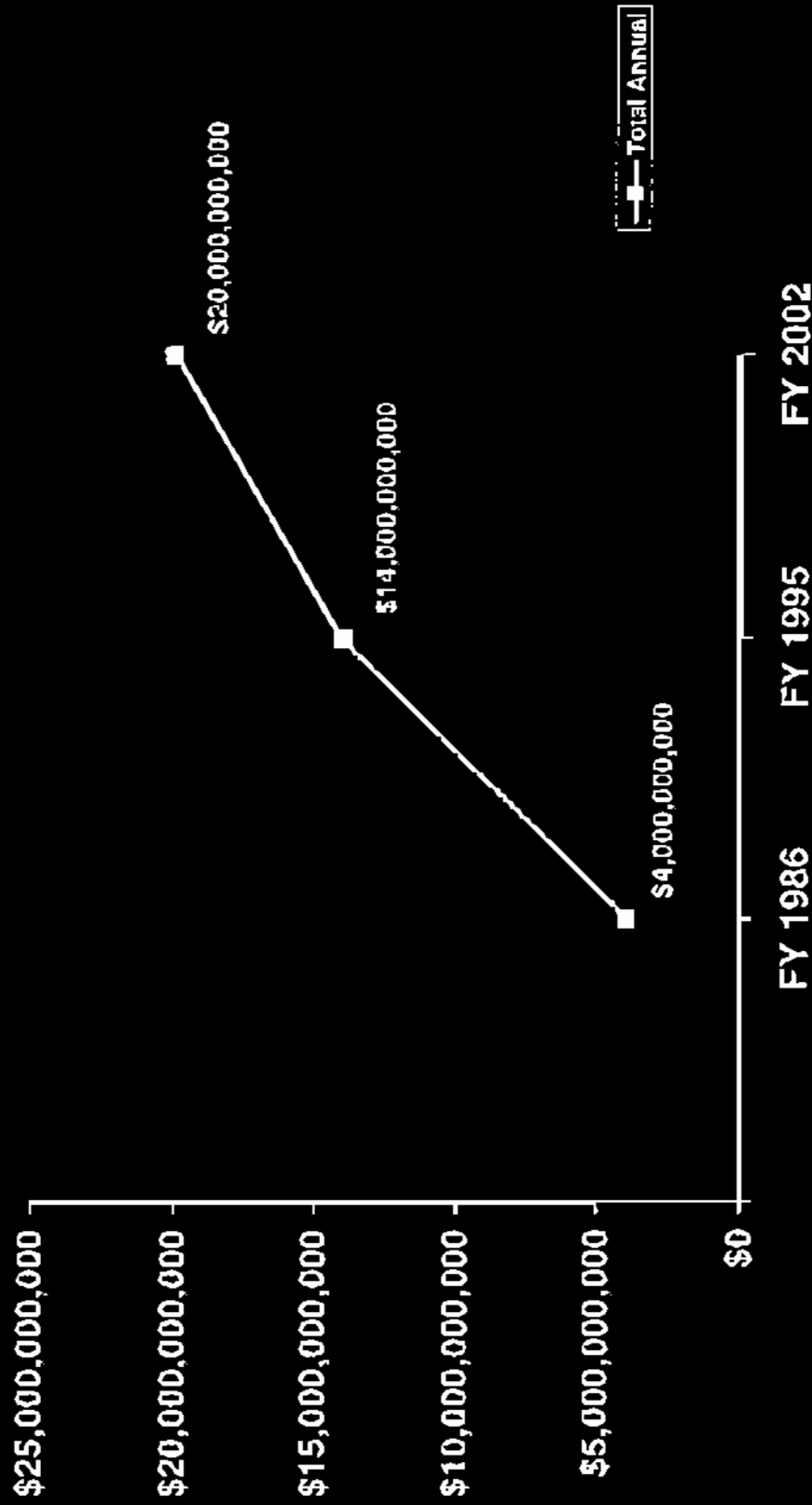


Source: Virginia Department of Aviation, Virginia Airport System Economic Impact Study, An Assessment of Economic Impact (2003)





# Economic Impact of Aviation in Virginia



Source: Virginia Department of Aviation





# Virginia Highlands Airport

Abingdon, Virginia



# THANK YOU FOR PARTICIPATING!



**DELTA AIRPORT  
CONSULTANTS, INC.**

[www.deltairport.com](http://www.deltairport.com)

# Comment Card

Virginia Highlands Airport  
Environmental Assessment  
Joint Public Hearing/Informational Open House  
March 4, 2009

Name: Sherby Henderson (optional)  
Address: Wichita Drive  
City, State, Zip Code: Abingdon, VA 24210

Thank you for taking the time to attend the Joint Public Hearing/Informational Open House for the Virginia Highlands Airport Environmental Assessment. Your involvement in the study process is welcomed.

## Comments

This expansion will greatly decrease the  
standards of living and property values  
in Oak Hill Estates

The proposed rerouting of 611 will  
add additional danger to already  
very dangerous road

Thank you for your comments. Please complete and drop in Comment Box at the Open House or fold and mail to the address on the back by March 18, 2009.

Virginia Highlands Airport  
Environmental Assessment  
Response to Comments  
Submitted by Ms. Shirley Henderson on March 4, 2009

This expansion will greatly decrease the standard of living and property values in Oak Hill Estates.

**Response:**

*Noise analysis performed for the preferred development during the Environmental Assessment did not identify non-compatible land use within the 65 DNL contour; therefore, negative effects on property values near the airport are not anticipated to result from aircraft noise.*

The proposed rerouting of 611 will add additional danger to already very dangerous road

**Response:**

*The Washington County, Virginia Industrial Development Authority recently selected a design engineer for the new access road to Oak Park Industrial Park. The new road is expected to be completed in December 2010. Upon completion of this new access road, Washington County Board of Supervisors is expected to prohibit truck traffic on Route 611 (Westinghouse Road). This action will eliminate mixing of industrial traffic and residential traffic on Route 611 thus improving the safety of the road.*



**DELTA AIRPORT  
CONSULTANTS, INC.**

April 2, 2009

Mr. Stephen Jett  
333 Court St. NE  
Abingdon, VA 24210

Re: Response to Environmental Assessment Comments  
Virginia Highlands Airport  
Abingdon, Virginia

Dear Mr. Jett:

On behalf of the Virginia Highlands Airport Authority, please find enclosed responses to your comments made at the March 4, 2009 Public Hearing for the on-going Environmental Assessment at the Virginia Highlands Airport.

Should you have any questions or need further information please do not hesitate to contact me at 704.521 9101.

Sincerely,

Colleen M. Angstadt, AICP  
CMA/ssh

cc: Ms. Jennifer Mendelsohn, FAA-WADO  
Ms. Anne Pimon, DEQ

w/encl  
w/encl

4146(7)062

Virginia Highlands Airport  
Environmental Assessment  
Response to Mr. Stephen C. Jett's Comments made at the  
Joint Public Hearing – March 4, 2009

My name is Stephen C. Jett. I'm a resident of Abingdon. I am a retired professor of geography and I would like to read a two page statement concerning the draft environmental assessment.

The draft environmental assessment states that the purpose of the proposed Virginia Highlands Airport "is currently restricted to published capability for only small aircraft, however current and projected demand include large aircraft." The proposed expansion is intended to "meet the forecasted growth to serve the existing and future aviation demand of the airport and to accommodate large airplanes such as ARC B-II or large general aviation airport." The EA further states that "the future aircraft will be a faster, heavier aircraft and that ongoing development will enable the Virginia Highlands Airport to continue to accommodate growth in aviation demand."

Table 1-1 shows recently projected aviation activity at the airport. In 2007, there were 25,050 operations. 27,000 operations or 7.8 percent increase are predicted for 2012 and 31,500 or 25.7 percent increase over 2007 for 2020. Despite these predictions for major growth and activity, Section 4 of the Environmental Assessment asserts that "the proposed action will not result in a change of aircraft or land-side operations – increase in capacity." And that there will be therefore no increase in air pollution or noise pollution. This is on the basis that by 2012 "the number of aircraft operations remains the same regardless of the project alternative which includes the no expansion alternative selected."

This seems to completely contradict the findings in Table 1-1 of 7.8 percent increase by 2012. In any case, as of 2012 the expansion project will hardly be completed so that the growth in traffic will mostly be in the post 2012 future, a future that is not addressed in Section 4. Note that prevailing southwest wind will take the bulk of any air pollution over central Abingdon.

*Operations at the airport are forecast to increase as documented in Table 1-1 regardless of completion of the runway extension project. The forecast data used in the EA is from the 2003 Airport Layout Plan Update approved by the FAA. The proposed project does not result in a change of the future critical aircraft as represented by the Cessna Citation family of business jets, currently operating at the airport today.*

*Page 4-6 of the EA notes that "air pollutant emissions would increase between 2007 and 2012 as expected; however, as operations do not vary between the future No Action and future build alternatives the No Action alternative is generally equivalent to the build alternatives." As Washington County is an attainment area for all criteria pollutants, requirements of the Clean Air Act (CAA) do not apply to the proposed project.*

Section 4 supplies a table of Federal Aviation Regulation Part 150, noise limit guidelines. This sets the upper limit for residential areas at a 24-hour average of 65 decibels. This strikes me as unreasonably loud even for ambient noise in a residential district. Since nighttime aviation activity is relatively low, the average of 65 decibels could be achieved even if daytime sound levels are unacceptably high. No maximum level is set for individual flyovers therefore, brief

but extremely loud occurrences would be permitted because they would not substantially increase the average sound level

Please note that the approach flight path runs right over central Abingdon in places only about 300 feet above the ground. Loud and startling noise is more damaging to serenity and health than is continuous noise. For office type land uses, the FAA guidelines have even looser criteria; up to 70 decibels. I wish I had something here to demonstrate just what this decibel level sounds like but in the absence of that, having some background in this area myself, I can say that's pretty loud

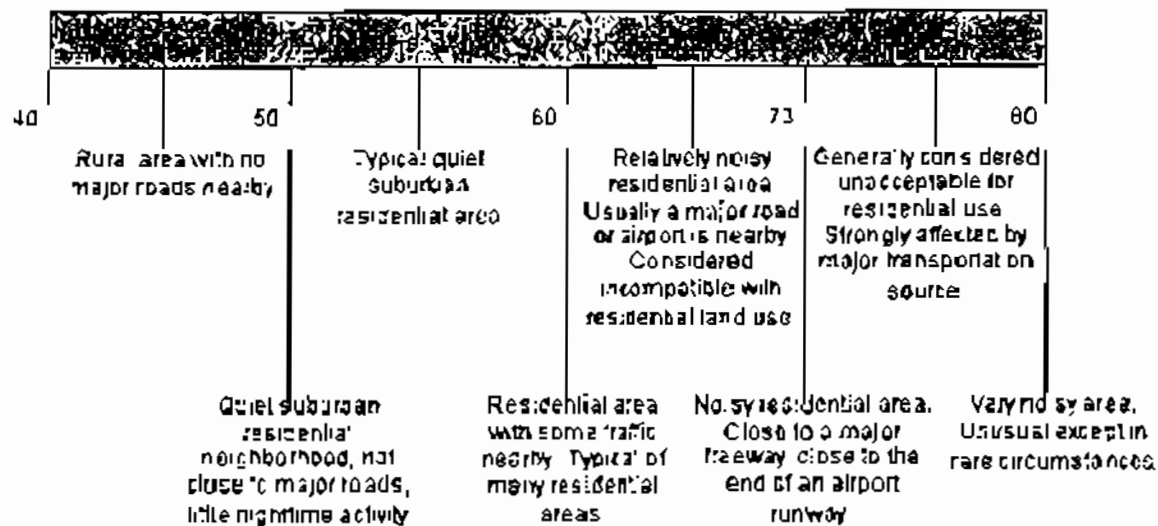
This amounts to very little protection from disruption by noise yet the EA concludes that "no impacts are anticipated from aircraft noise as a result of the implementation of the proposed action." My conclusion is in contrast that we may anticipate negative impacts on residential life, on churches, cemeteries, libraries and schools, on tourism-related businesses and physical and mental health.

*Noise contours of specific Day Night Average Sound Level (DNL) levels are developed using the FAA's Integrated Noise Model (INM). Airport specific data is entered into the model to produce contours illustrating the noise exposure in the vicinity of the airport. Although DNL is an average of cumulative noise levels, sound levels of the loudest events control the DNL calculation.*

*While sometimes helpful as a supplemental noise measurement, single event metrics do not accurately depict noise exposure or the overall impact of noise on the community. The metric approved for use in FAA studies is the DNL. DNL represents noise exposure events averaged over a 24-hour period. A 10-decibel (dB) weighting penalty is added to aircraft noise occurring during the nighttime hours (between 10:00 pm and 7:00 am). The 10 dB penalty represents the added intrusiveness of noise events that occur during normal sleep hours, when ambient sound levels are typically about 10 dB lower than during daytime hours. The 10 dB noise penalty equates one nighttime sound event to 10 daytime events of the same level.*

*As noted in the FAA Aviation Noise Abatement Policy (2000): "Because single event metrics by definition are not composites of cumulative events, 100 aircraft operations a day would be no worse than one operation. Similarly, one event at 90 dB would be assessed as worse than 100 events at 89 dB. These effects clearly do not reflect noise impacts or annoyance reactions accurately." Although the FAA has determined DNL 65 dB as the level of significance, it does not mean that no one may perceive sound levels below that level as annoying. The DNL 65 dB noise contour for VJI remains on airport property and therefore no noise impacts are anticipated.*

*The figure below illustrates typical day night noise levels:*



Source: Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment* (April 1995)

The proposed expansion of the airport would sacrifice 49 acres of prime farmland. It would cover—I have here 1,000 feet of Spring Creek. I just heard that its, what, 2,800 feet or something like that, so I'm underestimating there. And 0.27 acres of its floodplain wetlands. The EA recognizes these impacts and speaks of mitigation but does not specify what that mitigation will be, merely giving a list of possibilities and stating that a "JPA has been submitted." Appendix D, which is missing from the report there. And "mitigation for stream impact is ongoing with VDEQ and ACOE."

*As noted in the EA, coordination with the Natural Resources Conservation Service (NRCS) was conducted for farmland impacts and a determination of impacts was completed as required by the Farmland Protection Policy Act (FPPA). The FPPA regulates actions with the potential to convert existing important farmlands to non-agricultural uses. NRCS has the final authority for designating important farmlands and maintains lists of important farmlands for each state. Usually, the lands are defined by their soil types. The NRCS determined that significant impacts would not occur due to the conversion of farmlands.*

*At the time of the draft report, mitigation coordination was ongoing with the Army Corps of Engineers (ACOE), Virginia Department of Environmental Quality (VDEQ), and the U.S. Environmental Protection Agency (EPA). Since that time, mitigation requirements have been determined and will be included in the final EA report. Mitigation will include payment into the Virginia Aquatic Resources Trust Fund for the impact to 0.27 acres of wetlands and 2,495 linear feet of stream. The stream would be redirected through a culvert under the proposed runway extension.*

The EA alludes to the issue of increase flooding but not very explicitly and fails to mention increased magnitude of floods and of intervening low water periods or the more rapid runoff from the increased hard-surface area and concentration in drain pipes and what this might



mean for the downstream bottom banks and biota. Flood mitigation is promised but no specifics are given. We have only assertion that "post-construction runoff will be equal to or less than pre-construction runoff therefore potential impact to service and ground water would not be significant."

*The EA notes that the proposed project is outside the designated 100-year floodplain. Direct impacts to Spring Creek have the potential to impact the 100-year floodplain and mitigation will ensure that the base flood elevations both upstream and downstream of the impacted area will not change more than one foot in order to comply with federal regulations (40CFR60.3). Specific flood and runoff mitigation efforts will be addressed during the design and construction phases of the project. The following permits will be obtained prior to any land disturbing activities:*

- *Virginia Water Protection Permit, as required by The Virginia Department of Environmental Quality (VDEQ)*
- *Erosion and Sedimentation Control Plan to meet Virginia's Erosion and Sediment Control Law and Regulations (July 2003) pursuant to the Title 10.1, Chapter 5, Article 4 of the Code of Virginia.*
- *National Pollutant Discharge Elimination System (NPDES) storm water permit as required by the 1987 amendments to the Clean Water Act*

Note that the recent runway expansion has already had a significant downstream erosional impact. Like air pollution and noise pollution, hazardous waste is contended to be a non-issue since there will not be any "change in capacity or an addition of a fuel farm or any other facilities." However, if the increases in activity shown on Table 1-1 occur, there will be more aviation fuel handled, more leaks and spill and more polluted runoff. No mention is made of the sinkhole on the airport property, a potential point of entry for pollution into the aquifer. Therefore, I urge that all these issues be adequately addressed in the final environmental assessment. Thank you.

*Proper construction and operation techniques mitigation measures, and adherence to the NPDES permit will prevent significant impacts to water quality including surface and ground waters. The FAA requires that a Spill Prevention Countermeasure and Control (SPCC) Plan, that complies with 40 CFR 112 and EPA's guidance documents for SPCC plans, be in place by July 1, 2009. An SPCC Plan is a written document that describes measures one has taken to prevent, contain and clean up oil spills. The term "oil" includes gasoline, diesel, heating oil, and solvents. All SPCC plans must be certified by a professional engineer. VJI is currently updating this plan specific to the airport.*

*An Environmental Due Diligence Audit (EDDA) was conducted for property proposed for fee simple acquisition. The EDDA concluded that there are sinkholes on this property; however the airport manager has confirmed that there is no evidence of any sinkholes on existing airport property. A sinkhole had previously existed on the west side of the airport, but with the construction of the west apron the sinkhole has been repaired.*

**ORIGINAL**

**HEARING OF ENVIRONMENTAL IMPACT**

**VIRGINIA HIGHLANDS AIRPORT**

**PUBLIC HEARING**

**FIVE-YEAR DEVELOPMENT PLAN AT THE VIRGINIA HIGHLANDS AIRPORT**

**Southwest Virginia Higher Education Center**

**One Partnership Drive**

**Abingdon, Virginia**

**March 4, 2009**

**FOXFIRE REPORTING SERVICES**  
278 Lakeshore Road  
Bluff City, Tennessee 37618-2402  
(423) 538-4700

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

TABLE OF CONTENTS

Appearances	Page 1
Opening Remarks by Ms. Irons	Page 2
Comments by Mr. Stephen C. Jett	Page 6
Notary's Certificate	Page 12

1  
2 APPEARANCES:  
3

4 Ellie Irons  
5 Department of Environmental Quality.  
6

7 Scott Denny  
8 Virginia Department of Aviation  
9

10 Jennifer Mendelsohn  
11 Federal Aviation Administration  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

1  
2           Introductory remarks at the public hearing held at  
3 Southwest Virginia Higher Education Center, One Partnership  
4 Circle, Abingdon, Virginia, on the 4<sup>th</sup> day of March, 2009, at  
5 7:09 p.m., for the extension of Runway 6-24 and associated  
6 improvements and the Five-Year Development Plan at the  
7 Virginia Highlands Airport.

8  
9                   OPENING REMARKS BY MS. IRONS

10           Good evening, ladies and gentlemen. It is 7:00  
11 p.m., March 4, 2009. I will now call this hearing to  
12 order. My name is Ellie Irons and I will be presiding over  
13 the hearing this evening on behalf of the Virginia  
14 Department of Environmental Quality more commonly called  
15 DEQ. The Department of Environmental Quality is conducting  
16 this public hearing jointly with the Federal Aviation  
17 Administration and the Virginia Department of Aviation.

18           Representatives from the FAA and the Department of  
19 Aviation will explain their roles in this proceeding  
20 shortly. Also present from DEQ is Ms. Anne Pinion who has  
21 coordinated this environmental assessment. And from our  
22 regional office, southwest regional office is Mr. Mark  
23 Trent; if you'd just raise your hand, Mark and Ms. Teresa  
24 Fraiser. If you have any questions at the end of the  
25 hearing, feel free to talk to these two -- who will be

1 processing the permit application. Notice of this hearing  
2 was published in the Bristol Herald Courier on Sunday,  
3 February 1, 2009. It was also published on the DEQ  
4 website.

5 DEQ's responsibility for the public hearing stems  
6 from Virginia Code section 5.1-7. That law gives the  
7 Department of Aviation licensing authority over new  
8 airports and runway projects and directs it to consider the  
9 comments resulting from a state agency review of the  
10 social, economic, and environmental impacts of the proposed  
11 project. The law also directs the Department of  
12 Environmental Quality to conduct the coordinated state  
13 review and to hold a public hearing as part of the review.

14 After the public hearing, the Department of  
15 Environmental Quality must make a report to the Department  
16 of Aviation within ninety days following its receipt of the  
17 request for the review. The ninety-day review period ends  
18 on April 17, 2009.

19 The Virginia Highlands Airport proposes to improve  
20 the facilities at the airport in order to conform to FAA  
21 design standards for a large general aviation airport and  
22 provide infrastructure to meet existing and future aviation  
23 demand. The proposed projects considered in the  
24 environmental assessment provided for our review include  
25 the following:

- 1       • Extension of Runway 6-24 for a total length of 5,500
- 2 linear feet.
- 3       • Construction of a partial parallel taxiway.
- 4       • Site fill and grading with the borrow site located
- 5 at the west side of the airfield.
- 6       • Acquisition of property.
- 7       • Obstruction removal.
- 8       • Construction of T-hangar.
- 9       • Relocation of visual and navigational aids and the
- 10 Automated Weather Observation System.
- 11       • Relocation of State Route 611.
- 12       • Demolition of a barn.
- 13       • Relocation of a cemetery.
- 14       • Modification of Spring Creek by culverting
- 15 approximately 2,380 linear feet of stream channel.
- 16       • Installation of security fencing.

17  
18       In keeping with section 5.1-7. DEQ is seeking  
19 public comments on the environmental social and economic  
20 effects of the airport project under consideration. For  
21 members of the public who wish to speak, we have provided  
22 sign-up sheets and so far, only one person has signed in.  
23 If there is anybody else who would like to, we will give  
24 you the opportunity.

25       Any oral statements provided will be recorded by a

FOXFIRE REPORTING SERVICES

278 Lakeshore Road

Bluff City, Tennessee 37618-2402

Reported by Nancy Happing -- (423) 536-4700

1 court reporter who will create a transcript of the hearing,  
2 and the resulting transcript will be maintained as part of  
3 the official record of the proceeding. In addition,  
4 written comments may be submitted until the end of the  
5 public comment period which extends until March 13, 2009.  
6 Written comments must be sent to Ellie Irons or Anne  
7 Pinion, Department of Environmental Quality, Office of  
8 Environmental Impact Review, 629 East Main Street,  
9 Richmond, Virginia 23219.

10 I'm going to ask Ms. Jennifer Mendelsohn with the  
11 Federal Aviation Administration to explain the FAA role in  
12 the review process.

13 MS. MENDELSON: I'm the Environmental  
14 Specialist for the Airport Division of the Federal Aviation  
15 Administration at the Washington Airport District Office.  
16 The FAA has provided guidance during the preparation of the  
17 draft environmental assessment to ensure compliance with  
18 the National Environmental Policy Act and following  
19 tonight's public hearing and the close of the comment  
20 period, we will prepare responses to the comments received  
21 and include those responses along with those that were  
22 submitted to the Virginia Highlands Airport Authority in  
23 the final environment assessment. Thank you.

24 MS. IRONS: Thank you, Jennifer. Mr. Scott  
25 Denny with the Planning and Environmental Section of the



1 Department of Aviation, will discuss the role of his  
2 department in the process.

3 MR. DENNY: My name is Scott Denny. I'm  
4 senior planner with the Virginia Department of Aviation.  
5 As per 5.1-7 of the Virginia Code which states in part,  
6 acceptance provided in Title 5.1-7.2, every person before  
7 operating an airport or landing area or adding or extending  
8 a runway shall first secure from the Department a license.  
9 This license has life span of seven years and following the  
10 completion of the environmental assessment, the Department  
11 as per the application received on March 24, 2008, will  
12 issue a new license pending the outcome of the  
13 environmental assessment for a new runway license not to  
14 exceed 5,500 feet.

15 MS. IRONS: Thank you, Mr. Denny. I will now  
16 call the speaker I have signed up, Mr. Stephen Jett. Will  
17 you please come to the podium.

18  
19 COMMENTS BY MR. STEPHEN C. JETT

20 My name is Stephen C. Jett. I'm a resident of  
21 Abingdon. I am a retired professor of geography and I  
22 would like to read a two-page statement concerning the  
23 draft of environmental assessment.

24 The draft of environmental assessment states that  
25 the purpose of the proposed Virginia Highlands Airport,

1 quote, "is currently restricted to published capability for  
2 only small aircraft, however current and projected demand  
3 include large aircraft," unquote. The proposed expansion  
4 is intended to, quote, "to meet forecasted growth to serve  
5 the existing and future aviation demand of the airport and  
6 to accommodate large airplanes such as ARCB-II or large  
7 general aviation airport," unquote. The EA further states  
8 that, quote, "the future aircraft will be a faster, heavier  
9 aircraft and that ongoing development will enable the  
10 Virginia Highlands Airport to continue to accommodate  
11 growth in aviation demand," unquote.

12 Table 1-1 shows recently projected aviation  
13 activity at the airport. In 2007, there were 25,050  
14 operations. 27,000 operations or 7.8 percent increase are  
15 predicted for 2012 and 31,500 or 25.7 increase over 2007  
16 for 2020. Despite these predictions for major growth and  
17 activity, Section 4 of the Environmental Assessment asserts  
18 that, quote, "the proposed action will not result in a  
19 change of aircraft or land-side operations -- increase in  
20 capacity," unquote. And that there will be therefore no  
21 increase in air pollution or noise pollution. This is on  
22 the basis that by 2012, quote, "the number of aircraft  
23 operations remains the same regardless of the project  
24 alternative which includes the no expansion alternative  
25 selected," unquote.

1           This seems to completely contradict the findings in  
2 Table 1-1 of 7.8 percent increase by 2012. In any case, as  
3 of 2012 the expansion project will hardly be completed so  
4 that the growth in traffic will mostly be in the post-2012  
5 future, a future that is not addressed in Section 4. Note  
6 that prevailing southwest wind will take the bulk of any  
7 air pollution over central Abingdon.

8           Section 4 supplies a table of Federal Aviation  
9 Regulation Part 150, noise limit guidelines. This sets the  
10 upper limit for residential areas at a 24-hour average of  
11 65 decibels. This strikes me as unreasonably loud even for  
12 ambient noise in a residential district. Since nighttime  
13 aviation activity is relatively low, the average of 65  
14 decibels could be achieved even if daytime sound levels are  
15 unacceptably high. No maximum level is set for individual  
16 flyovers therefore, brief but extremely loud occurrences  
17 would be permitted because they would not substantially  
18 increase the average sound level.

19           Please note that the approach flight path runs  
20 right over central Abingdon in places only about 300 feet  
21 above the ground. Loud and startling noise is more  
22 damaging to serenity and health than is continuous noise.  
23 For office type land uses, the FAA guidelines have even  
24 looser criteria; up to 70 decibels. I wish I had something  
25 here to demonstrate just what this decibel level sounds

1 like but in the absence of that, having some background in  
2 this area myself, I can say that's pretty loud.

3 This amounts to very little protection from  
4 disruption by noise yet the EA concludes that, quote, "no  
5 impacts are anticipated from aircraft noise as a result of  
6 the implementation of the proposed action," unquote. My  
7 conclusion is in contrast that we may anticipate negative  
8 impacts on residential life, on churches, cemeteries,  
9 libraries and schools, on tourism-related businesses and  
10 physical and mental health.

11 The proposed expansion of the airport would  
12 sacrifice 49 acres of prime farmland. It would cover -- I  
13 have here 1,000 foot of Spring Creek. I just heard that  
14 it's, what, 2,800 feet or something like that, so I'm  
15 underestimating there. And .27 acres of its floodplain  
16 wetlands. The EA recognizes these impacts and speaks of  
17 mitigation but does not specify what that mitigation will  
18 be, merely giving a list of possibilities and stating that,  
19 quote, "HHFA has been submitted. Appendix D, which is  
20 missing from the report there. And mitigation for stream  
21 impact is ongoing with VDEQ and ACOE," unquote.

22 The EA alludes to the issue of increased flooding  
23 but not very explicitly and fails to mention increased of  
24 magnitude of floods and of intervening low water periods or  
25 the more rapid runoff from the increased hard-surface area

1 and concentration in drain pipes and what this might mean  
2 for the downstream bottom banks and biota. Flood  
3 mitigation is promised but no specifics are given. We have  
4 only the assertion that, quote, "post-construction runoff  
5 will be equal to or less than pre-construction runoff  
6 therefore potential impact to service and ground water  
7 would not be significant," unquote.

8 Note that the recent runway expansion has already  
9 had a significant downstream erosional impact. Like air  
10 pollution and noise pollution, hazardous waste is contended  
11 to be a non-issue since there will not be any, quote,  
12 "change in capacity or an addition of a fuel farm or any  
13 other facilities," end quote. However, if the increases in  
14 activity shown on Table 1-1 occur, there will be more  
15 aviation fuel handled, more leaks and spills and more  
16 polluted runoff. No mention is made of the sinkhole on the  
17 airport property, a potential point of entry for pollution  
18 into the aquifer. Therefore, I urge that all these issues  
19 be adequately addressed in the final environmental  
20 assessment. Thank you.

21 MS. IRONS: Thank you very much. Is there  
22 anyone else who would like to speak? If not, thank you all  
23 for coming and participating in our review of this  
24 proposal. Again as previously stated, we will accept  
25 written comments until March 13. It is now 7:17 and this

1 hearing is adjourned. Thanks again for coming.

2 (Whereupon the hearing ended at 7:17 p.m.)

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1  
2 COMMONWEALTH OF VIRGINIA:

3 AT LARGE :

4 I, Nancy Hopping, Notary Public for the Commonwealth  
5 of Virginia at Large, do hereby certify that the foregoing  
6 transcript of the Public Hearing of the Environmental  
7 Assessment at the Virginia Highlands Airport in Abingdon,  
8 Virginia was recorded by me or under my direction, by audio  
9 tape recorder and later transcribed into typewriting by me;  
10 and that I am not a party to this process, a relative or  
11 employee of any of the parties or their attorneys, or  
12 financially interested in this action or its outcome.

13 Given under my hand this 13<sup>th</sup> day of March, 2009.

14  
15  
16   
Notary Public



17  
18  
19  
20  
21  
22  
23 Virginia Notary Registration Number 237992.

24 My commission expires on July 31, 2012.

25  
FOXFIRE REPORTING SERVICES  
278 Lakeshore Road  
Bluff City Tennessee 37618-2402  
Reported by Nancy Hopping -- (423) 538-4700

## **News Articles**



## YOUR VIEW

Runway  
expansion  
a poor choice

I am responding to the March 5 article about the Virginia Highlands Airport hearing. Mickey Hines, airport manager,



Featured letter

said since only one person showed up it indicates public support to the runway expansion.

"This is not the case.

Hundreds of people showed up at prior hearings and a deluge of letters were written against making the runway longer. We had a public hearing before the Washington County Board of Supervisors that had to be held at the Southwest Virginia Higher Education Center because so many people opposed the runway expansion.

There are many reasons why this runway extension is a very bad idea.

This runway will benefit a few wealthy people who believe that an airport less than 20 minutes down the interstate is too far for their busy schedule.

It will inconvenience thousands of citizens who will be routed to a congested residential/industrial area that already has traffic problems, in order to get to E81.

It will have larger airplanes approaching over a lovely, historical town that relies on its bucolic

atmosphere and quaintness to attract tourists, a major industry, and then those same planes taking off over people's heads who reside in nice subdivisions, lowering their property values.

Trying to attract industry from afar, an issue espoused by the expansion proponents, frequently ends up in disappointment. We need to look at what can be developed from within. Just think of the kind of development that would be made possible with the \$30 million dollars proposed for this extension.

This expansion is not supported by the majority of people. Money speaks so loudly that the voices of the many people who oppose this project, which will have so many negative impacts, seem not to be heard.

I think the process of putting citizens through all the hearings has been a deliberate attempt to squelch the energy of those opposed to this unneeded, unwanted runway extension.

This expansion plan should be abandoned immediately and our money and attention put into local development that will benefit the majority of people. My advice to those who cannot land their plane in Abingdon: Use the Tri-Cities Airport. It works for the rest of us.

Laurel Flaccavento  
Abingdon, Va.

Group prayed for  
change of heart

Recently in the *Bristol Herald Courier* there have been several letters written extolling the economic accomplishments of Rep.

Rick Boucher. He has been able to do a lot for this area of Virginia for many years, but there is one area in which he has let the 9th District down and that has to do with his pro-abortion voting record. On Feb. 27, about 100 concerned Christian citizens met at the Abingdon Church of Christ and prayed for Mr. Boucher and for all our leaders, from President Obama down to our local politicians. One area of prayer was concerning Mr. Boucher's support of the Freedom of Choice Act, that he would reconsider the abortion issue and drop his support of this pro-abortion bill. We as concerned citizens need to encourage him and protect the innocent unborn.

Wayne Baker  
Damascus, Va.

Couple appreciates  
good Samaritan

I want to thank the good citizen who found a bank bag on Voluntary Parkway and bothered to return it to the bank on March 3. It included paperwork from a transaction my husband and I had just made at the bank. I'd like to give him a big old hug for saving us a world of trouble. I wish I could thank him in person.

Cathy Williams  
Bluff City, Tenn.

Environmentalism  
is religious in nature

Kudos to General Parks better published March 3 for revealing the truth "whether global warming is real or not isn't the issue. Global warming actually matters little."

His disdain of capitalism aside, quoting Louis Dolus (January 6) on this issue, "they bring this thing to a personal belief system. It's almost a religion, without any question." It is a religion with fascist underpinnings. As a religion it's a violation of separation of religion (Constitution says religion not church) and state.

What right does Parks and his ilk have to impose misery and poverty on millions of people merely to promote their belief system? The Messiah in the White House admitted in the *San Francisco Chronicle* this "cap and trade" nonsense will make things far worse for people than the massive power rate increases the *Herald-Courier* has schemes on.

Equally stupid is his platitude with farm in (Zachell County). It doesn't make sense to cut down thousands of acres of trees for inefficient windmills whose losses and high costs will simply be unneeded on ratepayers. It's not about trees and never was.

Anyone who doesn't think this isn't a religion should read Aldous Huxley's book "Earth in the Balance." It is filled with New Age nonsense. The (so-called environmental)ism is a fundamentalist religion in the worst meaning of the word. It's the cries of millions of New Age and/or agnostic, affluent progressives searching for meaning in their empty lives. They want to impose their pseudo-religious dogma on everyone else.

Lowell Loflin  
Bristol, Va.

## YOUR VIEW

### Many don't support airport plans

The Thursday, March 9, 2006 *Bristol Herald Courier* carried an article of the public hearing regarding the environmental assessment for the proposed Virginia Highlands Airport expansion. As reported, it was the only member of the public to comment.

Reporter Debra McGowan wrote, "Airport manager Mickey Hines said the lack of comments Wednesday means most people view the expansion as a positive thing."

No doubt Mr. Hines would like to think that and to hide the public. I think it is well known there are multiple other reasons for the scarcity of public comment. One was lack of publicity. Few read the paper's fine-print legal notices and as far as I am aware there was no headlined announcement in the paper or mention on the air. The private individual formerly notifying interested persons has moved away, and so no notification took place via that channel.

Secondly, there have been other, high-profile patron public forums on the airport issue, and at least some people who have spoken at these felt that they had already made their (mostly negative) opinions known.

Finally, the hearing was NOT a forum on the wisdom of expanding the airport; it was on the adequacy of the environmental assessment. The latter is a massive, technical, and legalistic document available at only a few places, and many people undoubtedly found the prospect of locating, studying, absorbing, and making informed comment on the document overwhelming.

Please note that no one testified that the draft environmental assessment was a good or even adequate one. Thus, 100 percent of the public comment was that it is inadequate and needs drastic improvement. Further, the period for written public comment continues through the month; more public comment may well be received during coming weeks. Citizens may check the draft EIA at the Washington County Public Library for instructions as to how to submit comments.

Finally, the hearing was NOT a forum on the wisdom of expanding the airport; it was on the adequacy of the environmental assessment. The latter is a massive, technical, and legalistic document available at only a few places, and many people undoubtedly found the prospect of locating, studying, absorbing, and making informed comment on the document overwhelming.

Please note that no one testified that the draft environmental assessment was a good or even adequate one. Thus, 100 percent of the public comment was that it is inadequate and needs drastic improvement. Further, the period for written public comment continues through the month; more public comment may well be received during coming weeks. Citizens may check the draft EIA at the Washington County Public Library for instructions as to how to submit comments.

Further, the period for written public comment continues through the month; more public comment may well be received during coming weeks. Citizens may check the draft EIA at the Washington County Public Library for instructions as to how to submit comments.

Further, the period for written public comment continues through the month; more public comment may well be received during coming weeks. Citizens may check the draft EIA at the Washington County Public Library for instructions as to how to submit comments.

Further, the period for written public comment continues through the month; more public comment may well be received during coming weeks. Citizens may check the draft EIA at the Washington County Public Library for instructions as to how to submit comments.

Further, the period for written public comment continues through the month; more public comment may well be received during coming weeks. Citizens may check the draft EIA at the Washington County Public Library for instructions as to how to submit comments.

Further, the period for written public comment continues through the month; more public comment may well be received during coming weeks. Citizens may check the draft EIA at the Washington County Public Library for instructions as to how to submit comments.

of the Roberts' case, you questioned reactions. In the first article, the reporter made many mistakes. From that beginning, many read a bias against Roberts. The police, according to the article, interviewed only the friends of Eric Thatch who were going to defend his actions.

Problems that occurred that evening were not addressed until the second article. Finally reported was the paper from the time words were exchanged and the blow was struck. Finally reported was the delay caused by Thatch's leaving the scene. But every problem Roberts had had was outlined in detail. That is the heart of the paper.

Hundreds of words were spent telling of his DUIs while only one sentence appeared stating he had turned his life around. Your reporter's choice to list quotes about that time in Roberts' life when he was having problems instead of his current successes.

In the March 6 article, reports are that Roberts had been drinking the night of the wedding. Again, Roberts' life is put under the microscope, but not all the facts are presented. How much did he drink? Was it only one drink, toasting the wedding couple? What about Thatch? How much did he consume?

Not all of the notes on your blog were productive. Roberts' friends were angry because they had no outlet comparable to the newspaper. Readers who do not know any of the parties involved would tend to accept the newspaper's account as true and complete. Some postings perhaps should not have appeared.

Fault may lay on both sides. The newspaper must take responsibility for reporting in too much detail about past problems, for not reporting the entire story in its articles, and for rushing to print before everyone could be questioned. Roberts' friends must take responsibility for criticisms that went too far including statements against all military personnel. Friction lay that the fault was not being reported led Roberts' friends to do what they did.

What led the *Bristol Herald Courier* to report the incident in the manner they chose? Was that rush to judgment made by police, newspaper, or friends? Since all anyone knows of the police report is what the newspaper reports and since the newspaper did choose to print in detail Roberts' past instead of concentrating on the present, the newspaper has to bear responsibility for its part in this tragedy.

What led the *Bristol Herald Courier* to report the incident in the manner they chose? Was that rush to judgment made by police, newspaper, or friends? Since all anyone knows of the police report is what the newspaper reports and since the newspaper did choose to print in detail Roberts' past instead of concentrating on the present, the newspaper has to bear responsibility for its part in this tragedy.

What led the *Bristol Herald Courier* to report the incident in the manner they chose? Was that rush to judgment made by police, newspaper, or friends? Since all anyone knows of the police report is what the newspaper reports and since the newspaper did choose to print in detail Roberts' past instead of concentrating on the present, the newspaper has to bear responsibility for its part in this tragedy.

What led the *Bristol Herald Courier* to report the incident in the manner they chose? Was that rush to judgment made by police, newspaper, or friends? Since all anyone knows of the police report is what the newspaper reports and since the newspaper did choose to print in detail Roberts' past instead of concentrating on the present, the newspaper has to bear responsibility for its part in this tragedy.

What led the *Bristol Herald Courier* to report the incident in the manner they chose? Was that rush to judgment made by police, newspaper, or friends? Since all anyone knows of the police report is what the newspaper reports and since the newspaper did choose to print in detail Roberts' past instead of concentrating on the present, the newspaper has to bear responsibility for its part in this tragedy.

What led the *Bristol Herald Courier* to report the incident in the manner they chose? Was that rush to judgment made by police, newspaper, or friends? Since all anyone knows of the police report is what the newspaper reports and since the newspaper did choose to print in detail Roberts' past instead of concentrating on the present, the newspaper has to bear responsibility for its part in this tragedy.

What led the *Bristol Herald Courier* to report the incident in the manner they chose? Was that rush to judgment made by police, newspaper, or friends? Since all anyone knows of the police report is what the newspaper reports and since the newspaper did choose to print in detail Roberts' past instead of concentrating on the present, the newspaper has to bear responsibility for its part in this tragedy.

What led the *Bristol Herald Courier* to report the incident in the manner they chose? Was that rush to judgment made by police, newspaper, or friends? Since all anyone knows of the police report is what the newspaper reports and since the newspaper did choose to print in detail Roberts' past instead of concentrating on the present, the newspaper has to bear responsibility for its part in this tragedy.

Cathie Sanders  
Blountville, Tenn.

# Airport's Expansion Plan Poised for Takeoff



Debra McCown

By DEBRA MCCOWN  
Reporter / Bristol Herald Courier  
Published March 5, 2009

ABINGDON, Va. — After years of debate over the planned expansion of Virginia Highlands Airport, just one opponent of the project turned up Wednesday for the last public hearing on the project required for regulatory approval.

"This amounts to very little protection from disruption by noise," said Stephen C. Jett, a retired professor who lives in Abingdon. "We may anticipate negative impacts on residential life, on churches, cemeteries, libraries and schools, on tourism-related businesses and on physical and mental health."

Airport Manager Mickey Hines said the lack of comment Wednesday means most people view the expansion as a positive thing.

"We'll have a longer, safer runway for landing and takeoff," Hines said. "We'll be able to accommodate some larger corporate aircraft that are unable to use it largely because of insurance regulations . . . and I think it will help our industrial recruiting base."

The project was introduced as a concept in 1996, and a consultant was hired in 2001. A plan was drawn up in 2003, and the environmental assessment, now drawing to a close, began in 2005. Over the years, several meetings were held for public information and comment, and a number of residents complained, mostly about the potential for noise over historic Abingdon.

A public comment period on the draft environmental assessment comes to a close in mid-April before final documents will be submitted to the Federal Aviation Administration for approval. That approval — a finding of no significant impact — is expected later this year, said Colleen Agnstadt, project manager for Delta Airport Consultants.

Construction is scheduled to begin as early as 2013.

The main feature of the project — at a projected cost of \$30 million — is to lengthen the airport runway to 5,500 feet. The current length is 4,471 feet. Another \$10 million will be used for other improvements, said Roy Lewis, vice president and director of planning for the company.

Lewis said 98 percent of the funding will be state and federal money derived from aviation-related user fees – not taxpayer dollars.

"One might see that as a kind of opportunity for the airport authority and the community to leverage 2 percent into the development of what some would see as a key economic development tool," Lewis said. "If you could get something that costs a dollar for two pennies, wouldn't you do it?"

Lewis said the next step in the process will be acquiring 49 acres of unimproved land to the west of the airport and an easement on 23 more acres. Then will come the design phase.

"It's all up to money then," Lewis said.

In addition to lengthening the runway and adding a parallel taxiway, the project will include a new hangar and relocation of Providence Road.

Lewis said the longer runway might actually reduce airport noise because it will give planes more space to land and they won't have to decelerate so quickly.

Washington County Administrator Mark Reeter said the airport project is about meeting current safety regulations.

"At the heart of it – the expansion is necessary to keep the airport alive," Reeter said. "It's being driven by regulatory changes that require longer runways for the kind of aircraft that the airport has always been supplying service to."

Reeter said he does not expect a significant increase in air traffic – but the expansion will provide an option for larger planes.

"We're certainly eager to see the project move forward," Reeter said.

Hines said he, too, is eager to see construction begin. No significant airport closures are anticipated during construction, he said, and the new runway will likely open in 2016.

"In '96 it was a 20-year plan, so we're on schedule, so to speak," Hines said. "The wheels turn so slowly through the state and federal bureaucracy, but I think that's just part of it."

[dmcconn@bristolnews.com](mailto:dmcconn@bristolnews.com) (276) 791-0701

-----  
*To the Editor:*

After reading your last article on the airport expansion hearing, I decided DeLooney's sarcasm concerning noise threat from commercial jets needed rebuttal from me. He really needs to stop eating prunes.

During my time in Norfolk, Virginia, I lived for a year on one of the flight approaches to the Naval Air Station. I almost wrecked my bedroom the first night while trying to get out of the house, because I thought a plane was about to crash into it. It was simply a low-flying plane making its approach to one of the landing strips. I soon learned that all conversation ceased when one heard a plane approaching. The noise made it impossible to hear. The planes were so low in their approach that it would have been possible to read a newspaper at night using the running lights under the wings. Before I moved into the neighborhood, a plane had once lost control and crashed into a house along Granby Street. By the way, not all of the planes flying into the Air Station are necessarily over-sized.

Now I live in the western end of Arlington and find myself on a flight approach again. Whenever I drive by the airport, I extend a 'one-finger' salute in the direction of the Administration Building.

Bill Campbell  
Arlington, Va.

# Hundreds Pack County Supervisors Va. Highlands Airport Expansion Hearing

## County Attorney Exploring Possibility of Deferring Matter to Ballot Referendum

By Jonathan Richardson

Democracy, long feared by many to be all but extinct within the context of local affairs, again proved itself alive and well—at least in part—with resounding public outcry against an ill-conceived, yet steadily advancing, expansion of Virginia Highlands Airport.

Nearly 500 local residents and business owners, by far representing the largest of any crowd present at an airport-related meeting to date, packed the Grand Hall of the Southwest Virginia Higher Education Center last Tuesday night, all in attendance of a public hearing on the subject of the aforementioned issue, called by the Washington County Board of Supervisors.

While every County supervisor and Virginia Highlands Airport commissioner entertained dozens of public comments angrily opposing the \$14 million airport expansion project, with many requesting the board indefinitely suspend the expansion project until further relevant information may be acquired, the board nevertheless took no action following the hearing. Indeed, the entire Town of Abingdon will anxiously await the board's decision on the matter at hand in the coming weeks.

"Some of what is going on here is fear and hysteria, not reality," asserted Virginia Highlands Airport Manager Ron Deloney, one of the project's surprisingly few advocates. "The longer our runway is, the safer it is to takeoff and land business jets. This project will be good for the country."

During an overhead projection presentation lasting roughly half an hour, Deloney presented an often rambling, incoherent jumble of loosely-supported assertions, at one point actually contending that small recreational aircraft pose a greater noise threat to the Town of Abingdon and surrounding area than commercial jets. If the *Abingdon Virginian's* count indeed proves correct, Deloney presented more slides concerning the noise and safety of Interstate 81 and the local Norfolk Southern rail line than slides pertaining to the airport expansion project itself.

"Is there a petition to relocate I-81? Is there a petition to relocate the railroad?" sneered Deloney, further suggesting passing motorcycles may generate greater noise than overhead jets. "And there's no traffic in Colonial Williamsburg. Is there a petition to relocate Main Street and Valley Street out of the Historic District?"

"We've never had to stop a funeral service for a motorcycle," bitterly countered Forest Hills Memorial Gardens on-owner Soma Farris later in the meeting. "I want to know why we are so desperate and hungry to fly more air traffic over Washington County."

HEARING  
Cont. on 4  
HEARING  
Cont. from 1

"It is insulting to assert that Washington County faces economic failure if we do not expand this airport. There's nothing wrong with having a small, full-class airport right here in town. If we need a large commercial airport, we've got one 30 miles down the road at Tri-Cities," observed Forest Hills Memorial Gardens Manager David Farris, II. "Where is the good old common sense telling us that this is money spent very unwisely? We have a landlocked airport and it's stepping all over the toes of those who are supposed to own it."

"When are you going to stop putting good money after bad?" remarked Margaret Singleton, owner of Lee Highway-based Singleton Auto Parts. "When are you going to stop putting our lives before five-to-eight corporate jets?"

"Why do they care more about eight planes than they do about us?" added Abingdon resident and geology professor Dr. Stephen Jett, who discussed several alarming environmental consequences associated with the airport expansion project.

"We should not be spending our money on a project that is beneficial to few and harmful to many," noted Abingdon resident Jan Hurt.

Throughout the hearing, multiple speakers called for the matter to be placed on ballot referendum in the upcoming election. Washington County attorney Lucy Phillips pledged to research the process by which the issue may be placed upon the ballot and report her findings to several of the more adamant airport expansion opponents, as well as to the *Abingdon Virginian*. The newspaper will accordingly pass the findings on to readers as soon as they become available.

## Flight Patterns



**No Fly Zones:** "The consulting firm for the Virginia Highlands Airport Commission says this extension is so three-to-four additional corporate jets can land, since the owners have insurance issues with the current runway length. They will try to tell you that we won't be able to have economic growth without this extension. However, Russell County has had wonderful success with attracting industry and business without an airport. Washington County has I-81, plenty of industrial parks, and an airport just 30 minutes down the interstate," read the flyers attached to the above Providence Road yard sign, no doubt placed by a local property owner angered by the impending \$14 million Virginia Highlands Airport expansion project. Indeed, hundreds of local residents and business owners are gearing up for next week's public hearing on the project, called by the Washington County Board of Supervisors. The meeting will be held on Tuesday, March 21, at 7 p.m., in the Grand Hall of the Southwest Virginia Higher Education Center. County Supervisors have agreed to "stay all night if we have to," as stated in a past board meeting, and the Abingdon Virginian accordingly urges its readers to defend the true interests of Abingdon by attending this imperative meeting.

## MORE LETTERS

### Relocate airport

I have lived in Abingdon since 1952. Having also lived in Lexington and Charlottesville, I believe I have experienced the three best locations in Virginia. The proposal to create a competent business oriented airport in the midst of a residential community is so contrary to good common sense it is surprising that anyone is in favor of it.

Yes, our community needs an adequate business/commerce airport. The present location cannot ever be provided with approach lanes that are technically adequate in terms of safety and protection of the community against noise levels and low over flights.

The idea of "airport in the middle of the community" became obsolete years ago. Any modern airport creates its own cluster of affiliated services. There is not room for this to happen on the western edge of Abingdon. Our airport of the future needs to be planned and located now. Several communities in or near Southwest Virginia have done these relocations (Tazewell, Lee County, Grundy, North Wilkesboro, Lewisburg, W.Va.)

Our elected officials bear the burden of sorting out proposals which carry promise or threat for us who work and live in the community. The gathering of information about present and future consequences of expanded airport size and use, the adequacy and safety of approach lanes (ask current local flyers); these and other questions need to be answered based on the best expert knowledge and unbiased opinion.

Abingdon and Washington County is the cultural center of Western Virginia (colleges, museums, theatres, galleries, Southwest Virginia Higher Education Center, festivals) and is becoming a choice place for people to move in retirement (*Wall Street Journal*, Jan. 23). These wonderful economic assets are threatened by the plan

of "airport in the middle of the community."

We need an airport to meet present and future needs. Let's place

the airport where it can have a future without damaging the

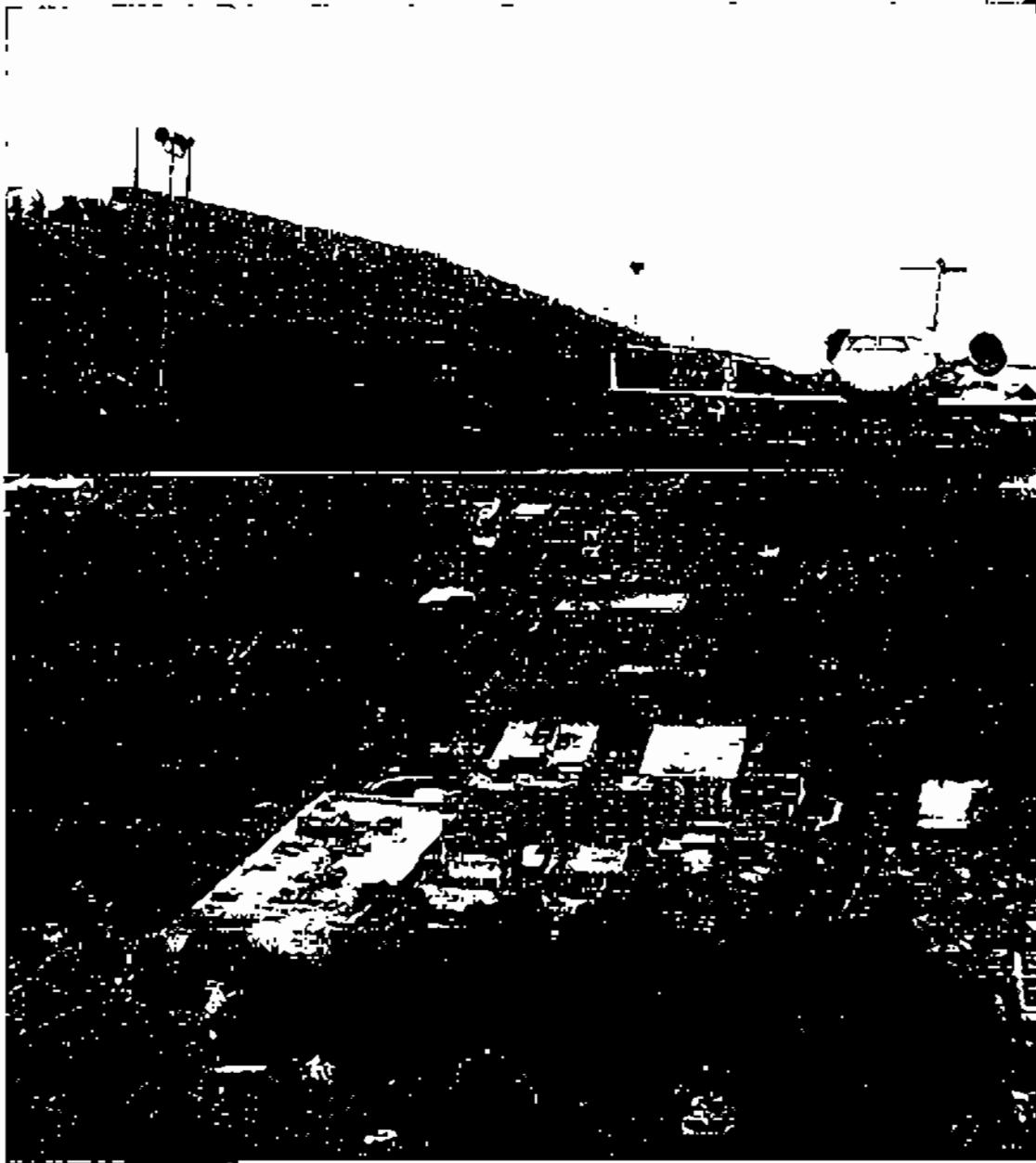
community. The best of what we have is the future.

Sandra E. Bailey  
Abingdon, Va.



Wednesday, February 1, 2006

## Flight Plans



**IN Fly Away:** The Abingdon Virginian is opening up its photo files this week, printing two never-before seen Virginia Highlands Airport shots, taken last summer during the heat of the airport expansion debate. As the issue seems to have heated up once again, and with more fury than ever before, these photos seemed only appropriate. At top, a large, 40,000 lb. jet is pictured, parked beside the terminal at Va. Highlands Airport. The reader will hopefully recognize several familiar landmarks pictured at bottom, in the shot depicting Johnston Memorial Hospital (center foreground) and Courthouse Hill. Jonathan Richardson snapped this shot out of the side of an aircraft overflying the town, notably flying within the Runway 24 approach corridor of Va. Highlands Airport on approach to landing. We feel a picture is truly worth a thousand words, as the photo serves to dramatically illustrate the dangerously close proximity of approaching aircraft to the Town of Abingdon.

Wednesday, February 1, 2006

# County Supervisors Accede to Hold Independent Airport Expansion Hearing

## Over 300 Concerned Local Residents Pack Board Meeting

By Jonathan Richardson

The people truly spoke last Tuesday night, as literally hundreds packed the standing-room only Washington County Board of Supervisors meeting, all in fervent remonstrance of the contentious \$14 million expansion of Virginia Highlands Airport.

Hoping for the largest of any crowd present at an airport-related meeting to date, the County Supervisors meeting depicted a turning point in the airport debate, signifying renewed public concern in the preservation of Abingdon's historical charm for the enjoyment of future generations.

Multiple erudite and respected community members publicly addressed the Board during the meeting, including retired University of California Professor of Geology Dr. Stephen Jet, who discussed several alarming environmental implications associated with the airport expansion project; retired Federal Aviation Administration engineer Catherine Harper, who advised the Board of potential noise concerns and threats to public safety the airport will generate for the Town of Abingdon; and Farris Funeral Home Co-Manager David Farris, II, the fate of whose cemetery—Forest Hills Memorial Gardens—remains threatened by plans to lower a section of the airport's eastern runway approach corridor.

"What do we owe these people [corporations], as the American working class, to build them this new airport?" observed Farris, whose remarks were greeted with boisterous applause. "It should not be the role of the working class to make life easier or more convenient for the rich—especially at the sake of raping the landscape, buying up family farms and houses, and tearing down houses and businesses. There is enough of that in this country already, and I for one am tired of it."

"More and larger planes mean more local air pollution, and the prevailing wind direction will push such pollution right over Abingdon and other downwind parts of the County," added Jet, advising the Board. "Like tobacco smoke, air pollution damages human and animal health. And, rain can wash it out of the air and deposit it on residences and farmland distant from the source."

REPORT  
Cont. on 4

Page 4

Wednesday, February 1, 2006

ABINGDON VIRGINIAN

REPORT  
Cont. from 1

Upon hearing public comment opposing the airport expansion project for nearly an hour, county supervisors voted unanimously to schedule an independent hearing in reference to the project, the date of which will shortly be announced in local newspapers and posted on the Washington County website. Additionally, Virginia Highlands Airport will conduct the second in a series of three public hearings regarding its ongoing expansion initiatives on February 23, at 6 p.m., in the airport terminal.

"What concerns me most about this whole matter is the failure by many...to see the big picture.... We all own this airport—not the Airport Commission, nor Mr. Deloney, nor the FAA, nor Congressman Boucher," perversely concluded Farris. "While opinions can and always will vary on a matter, driving people off their land and out of their homes, relocating businesses, removing roads, cutting down trees, messing with natural streams like Spring Creek, and exhuming bodies out of St. John's Cemetery for the sake of progress, should never be a matter of personal opinion."

# BRISTOL HERALD COURIER

BRISTOL HERALD COURIER • WEDNESDAY, FEBRUARY 1, 2006

## LETTERS TO THE EDITOR

### Airport in whose interest?

With regard to the Jan. 22 editorial endorsing the expansion of the Virginia Highlands Airport in the best interests of "the broader community," I would be interested to know exactly who this "broader community" is.

It certainly isn't the people whose property is close to the airport and who have seen their property values decline. It isn't the people who have family members buried in the cemetery, which will eventually be moved. It isn't the residents of Abingdon who will be subjected to more noise and potential safety hazards. The residents of the town also face potential decline in property value. Who wants to live in a charming, historic flight path?

Apparently, the "broader community" is "corporate executives, elected officials and the 100s," along with those pilots who are forced, because of insurance requirements, to by-pass Virginia Highlands and fly all the way to Tri-Cities to land.

Why aren't the concerns of noise and safety enough to halt expansion? Is it because of the prior investment trap of a significant amount of federal and state money being spent to develop an essentially land-locked airport which will only be able to further expand when it purchases the cemetery?

Why not sell what is certainly a valuable commercial property and move the airport to a location where it won't overtake residential development? Any development that then grows up around it will be because of proximity to the airport.

Many of the homeowners in the flight path overlay are people who do not routinely attend public meetings. My husband and I do attend public meetings, and were unaware of any potential expansion. The fact that a plan has been of public record for years does not at all mean that it is public knowledge and the Airport Board has certainly kept its expansion plans quiet until now. The first Environmental Assessment Meeting in November was not even advertised.

In a recent communication to my husband, Rep. Rick Boucher stated that the current extension "will not cause an appreciable increase in the air traffic at the field," while the *Herald Courier* believes that demand for the airport should grow, in part based on Russell County. Mr. Boucher also stated that a well-developed airport was essential to the economic goals of Washington County. We have to wonder why, if Russell County landed two new high-technology businesses without an airport.

Would you be so willing to endorse the airport if planes flew 300 feet above your home?

Jan Muri  
Abingdon, Va.

# Supervisors tour airport; agree to hold meeting

By Carol Fields  
Washington County News

Supervisors agreed to hold a public hearing about Virginia Highlands Airport expansion plans after residents packed the meeting room and nearly a dozen offered comment last Tuesday evening.

Noise concerns and the fear of low-flying planes crashing near town dominated the list of worries. Some also complained about an obstacle removal program that will remove trees from a cemetery and yards. Some of those who spoke suggested that another location should be sought for the county airport.

Many at the meeting complained about the three-minute limit and asked for another hearing to air a complete list of concerns. No date has been set for that meeting.

"I feel we have a grave concern here and I think we need to take the time to hear it," she Supervisor Dulcie Mumpower said. "This probably should have been done earlier."

Just before the regular supervisor meeting, the board met at the airport and heard a presentation on the airport expansion project. Then they loaded into a van and toured the airport property. During the two-hour briefing session and tour, Airport Manager Ron Deloney told the board that Virginia Highlands would always remain a B-II facility, which regulates the size and weight of aircraft that could land there.

Even without the expansion,

the airport has been ordered by the Federal Aviation Administration to clear certain obstructions, which are considered dangerous to planes landing or taking off. The airport has to comply with FAA orders because the general aviation facility has received millions of federal dollars.

Deloney said approximately \$14 million had been spent on the airport to date. However, building an equivalent facility today would cost much more, he said.

"The replacement value would be incredible," Deloney said. "Before the FAA would allow this airport to close, another has to be up and running."

Deloney also said the airport was unlikely to be used for cargo. In the past, two cargo carriers stopped using Virginia Highlands due to cost changes in technology and a more convenient cargo hub 30 miles away at Tri-Cities Airport.

"To my knowledge, the commission has never discussed any cargo coming in here," said Airport Commission Chairman Mickey Hines. "The commission has never even had a plan presented to us about any kind of cargo."

An average of 40 flights a day take off or land at the airport, Deloney said. On some days, no planes fly at all. During the 40 years of the airport's history, no plane has crashed in town, he said.

To contact Carol Fields, call 628-7101 or email [cfields@wcnw.com](mailto:cfields@wcnw.com).

Airport's growth plans lead neighbors to take

# A stand

Cemetery owner says Virginia Highlands Airport plans could bring more disruption

BY SAMANTHA BURGESS  
WITH COLLEEN ROSS

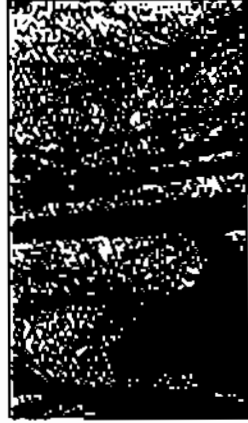
**ABINGDON** — In the shadow of seven pin oaks lie more than 1,000 graves in Forest Hills Cemetery's Garden of Christ.

It's a serene setting — until an airplane landing at nearby Virginia Highlands Airport breaks the silence.

"We have funerals going on, and preachers have to stop because a plane is going overhead," said cemetery owner David Farris Jr.

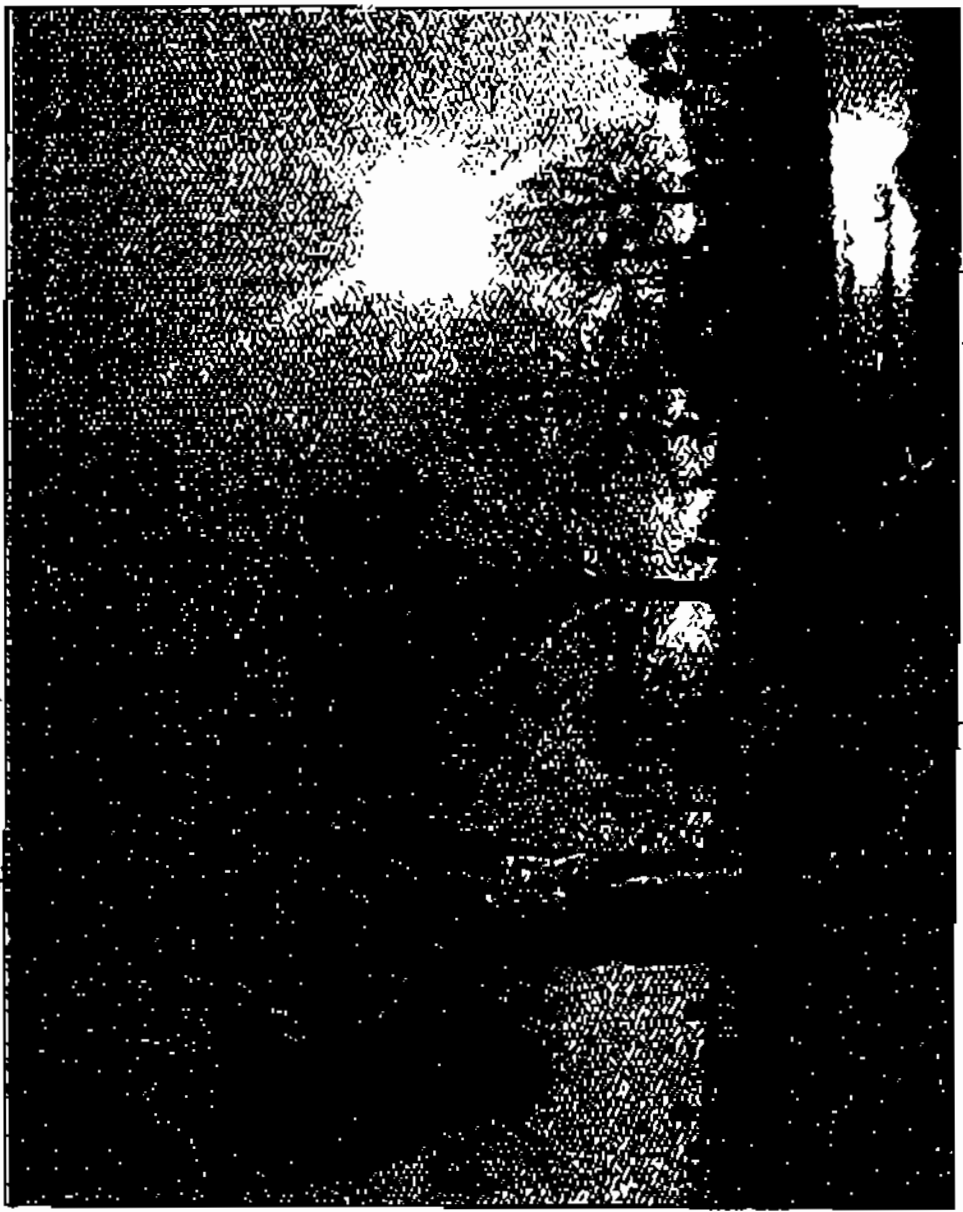
When the Farris family opened the cemetery in 1962, the airport was little more than a grass strip.

It's grown in the years since, and now the Farris family fear the airport's proposed runway expansion could mean even more dis-



APRIL 1984/STAFF PHOTOGRAPHER

David Farris Jr., owner of Forest Hills Cemetery in Abingdon, gestures toward large trees on the cemetery's property that would be removed in the Virginia Highlands Airport expansion.



The winter sun shines above the Garden of Christ at Forest Hills Cemetery in Abingdon. Some 20 trees at the cemetery would be removed as part of the Virginia Highlands Airport expansion plan.

CONTINUED FROM

## STAND: Airport runway plans draw opposition

From Page A1

rupted funerals.

"There is an emotional fallout from the families we represent," Sonya Farris said. "We are taking care of families' most precious memories."

It also would mean the removal of 20 of the cemetery's trees, including the pin oaks, because they'd be a collision hazard.

Airport officials have been working for 10 years to lengthen the runway from 4,471 feet to 5,500 feet. The extension would allow more corporate jets to land, and that could help drive economic development.

Jets can fly into the airport now, but some pilots won't do so because their insurers require runways of at least 5,000 feet.

The Farris and other local residents want to stop the expansion and have voiced their concerns to local leaders.

Earlier this month, a group of about 15 people attended the Abingdon Town Council meeting. Officials told them they have no control over the airport.

The group now plans to go before the Washington County Board of Supervisors on Tuesday.

The sun shines through the Memorial Grove at Forest Hills Cemetery in Abingdon.



AN APPEAL FOR THE AIRPORT. DAVID FARRIS JR.

David Farris Jr. and his wife, Sonya, talk about having to remove 20 large trees on the Forest Hills Cemetery property because of an airport expansion project.

"Our stance is the airport is important to economic growth, but this location has been outgrown," David Farris said.

The area deserves a first-class airport, but it should be put in a place where it doesn't affect so many people, he said.

"We're a 230-year-old town," he said. "We are flirting with damaging it with noise."

Ron Deloney, the airport's manager, doesn't understand the staunch opposition to the runway plans.

"We feel the airport is less of a threat to the historic ambience of the town than the railroad or the interstate," he said.

The airport has offered to replace the cemetery trees with a type that wouldn't grow as high, Deloney said.

The Board of Supervisors meets at 7 p.m. at the county office building on Academy Drive.

Airport officials plan a public meeting at 6 p.m. on Feb. 23 at the airport regarding the runway extension's environmental impact study.

AP Photo/Steve Delaney



# **PRESENTATION TO TOWN COUNCIL ABINGDON, VIRGINIA**

January 3, 2006

## **OPENING REMARKS**

Thank you, Madam Mayor, Town Council members, for allowing us to be here this evening. My name is Lee Saltonstall and I am a resident of Washington County.

Our purpose here is not to oppose airport expansion, and certainly not to oppose economic development, but to provide information that will provoke thought about the long-term implications and invite discussions about alternatives after tonight is over.

I think it is important to state up front that we sincerely appreciate the efforts of Mr. Boucher in tirelessly working to secure funding to improve our County. The expectation of the Airport Commission has understandably long been to expand and improve Virginia Highlands Airport. Over the years as the airport's expansion was being planned, the area immediately around the airport also expanded rapidly with communities, businesses, churches, and a growing Town of Abingdon. This creates a situation where the growth of one directly impacts the other, and our goal for this presentation is to shed some light on factors that deserve consideration in this delicate balancing act.

To begin our presentation, Catherine Harper will be the first speaker.

## EXPANSION CONSIDERATIONS

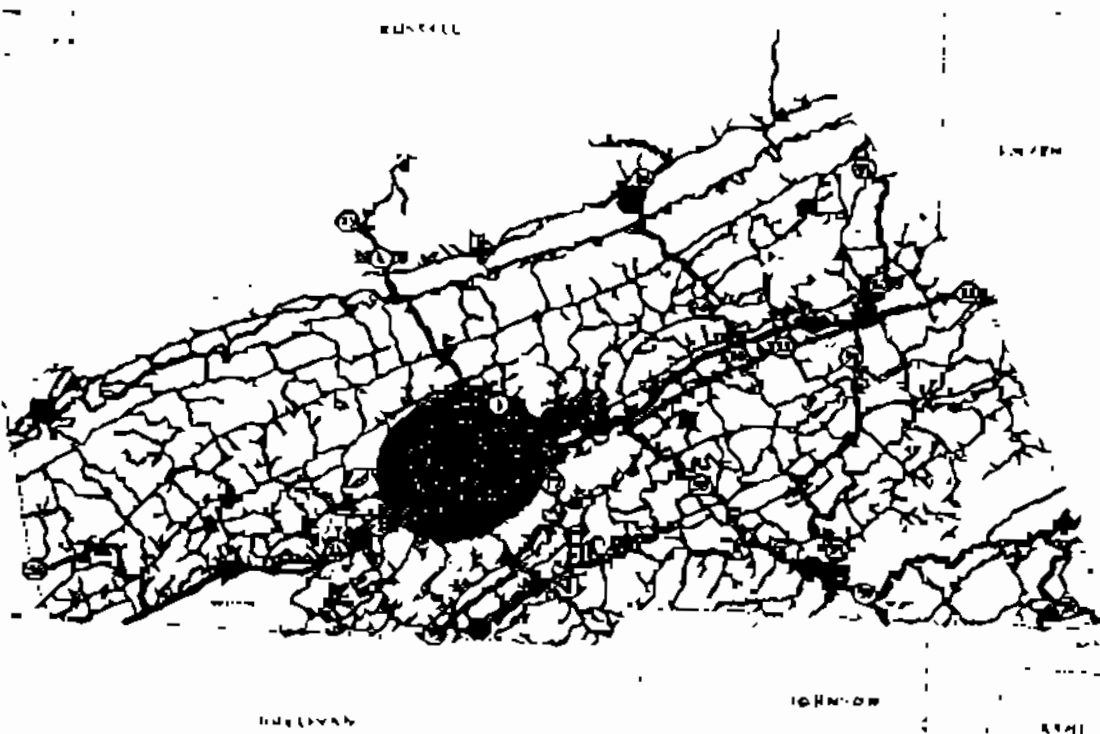
Thank you, Madam Mayor, Town Council members. My name is Catherine Harper and I live at 20045 Cole Lane, Bristol, Virginia. Even though I recently retired from the FAA, I am not here to impart any FAA information, but am here simply as a citizen of Washington County and someone who is concerned about Abingdon's future. I will not be going into a lot of technical detail, but will explain some basic information about the airport and the planned expansion as it pertains to the Town of Abingdon.

There are several figures in my presentation. All but one of them were copied from Washington County's GIS (Geographic Information System) website. First, let's look at the Airport Overlay.

### AIRPORT OVERLAY

The Airport Overlay is an area designated to safeguard the airspace and operations of the Virginia Highlands Airport. As you can see, it covers quite a large area with numerous residential areas, businesses, and public buildings within its boundaries. The graphic below gives you an idea of the size of the overlay in relationship to the size of Washington County.

What does this mean to the property and business owners? The next page takes a closer look at the Airport Overlay and its proximity to the Town of Abingdon.





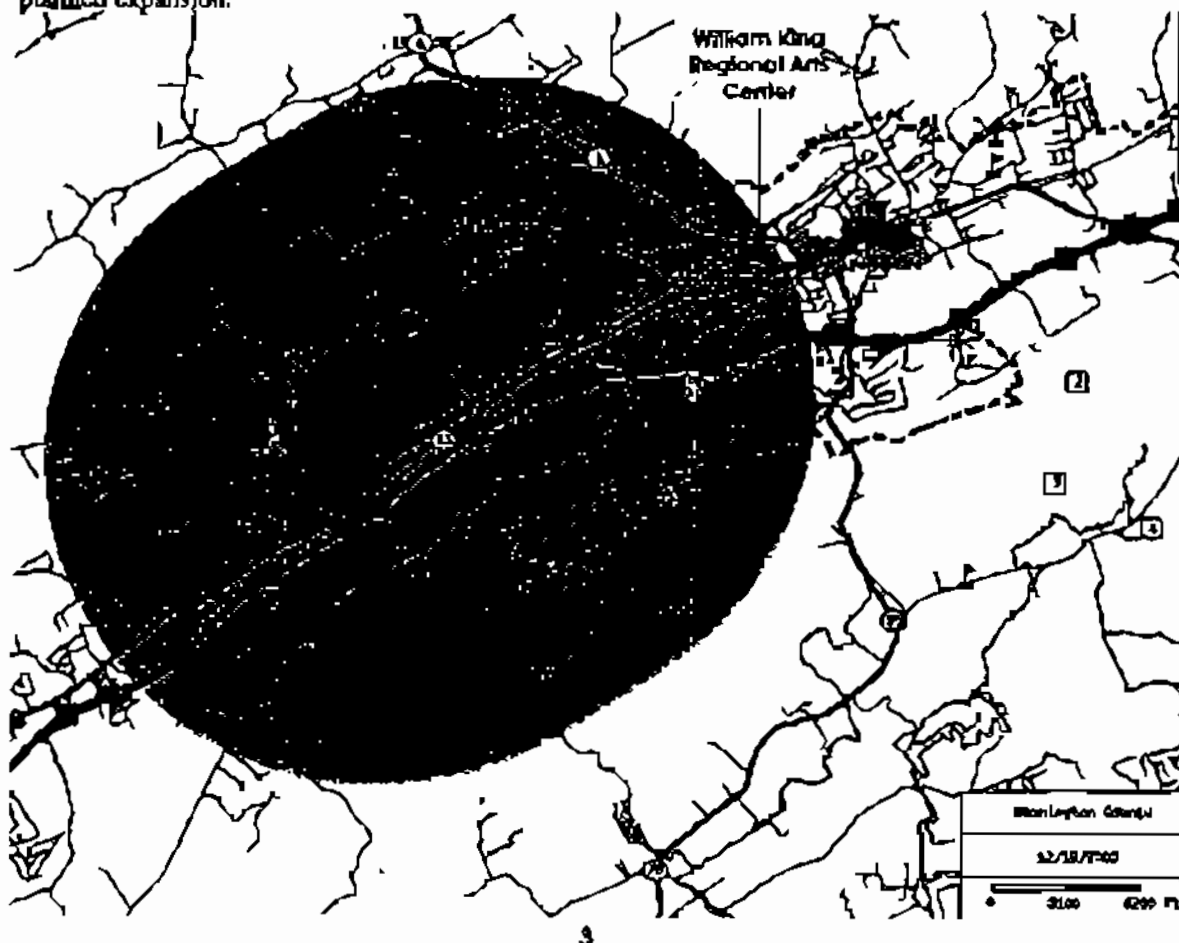
## AIRPORT OVERLAY AUTHORITY

As this graphic illustrates, the Airport Overlay extends toward the Town past the Highway 19 interchange to just beyond the William King Regional Arts Center. Abingdon's corporate limits are designated by the heavy purple dotted lines. The overlay also encompasses several blocks of residential and business properties, the Virginia Highlands Community College campus, as well as the proposed site of the new Arts Center along Interstate 81. The authority to establish an Airport Overlay is found in the Code of Virginia as follows:

### Code of Virginia §15.2-2294. Airport safety zoning.

*Every locality shall, by ordinance, provide for the regulation of the height of structures and natural growth for the purpose of protecting the safety of air navigation and the public investment in air navigation facilities. The ordinance may be adopted regardless of whether the local governing body has adopted a zoning ordinance applicable to other land uses in the locality. The ordinance may be designed and adopted by the locality as an overlay zone superimposed on any preexisting base zone.*

In other words, certain restrictions are placed on property owners for land and building improvements by the Airport Overlay in addition to existing zoning requirements. The Airport Overlay established for the Virginia Highlands Airport is what you see here. There is little published about the overlay in the 2002 Washington County Code, but other counties with active airports I researched require disclosure by sellers to prospective real estate buyers that the property they are purchasing is within the existing Airport Overlay. This will become more of an issue as Virginia Highlands Airport traffic grows as a result of the planned expansion.





## FLIGHT PATH OVER ABINGDON

There have been varying descriptions of the flight path over Abingdon circulated around town. To better illustrate the direct path over town, I extended a straight line from the center of the runway out toward Abingdon's east town limit. It is important to note here that the approach zone fans out in a wedge shape from the runway, and the area of airspace used by approaching and departing aircraft is not merely a straight line. At the 2.2 NM point (just before WKRAC), that wedge is approximately 3500 feet wide. Since no graphic of Virginia Highlands Airport approach zone was available, the yellow indicates an approximation of what it might look like. The following pages will trace the flight path to provide a more vivid visual presentation.



# FLIGHT PATH OVER ABINGDON



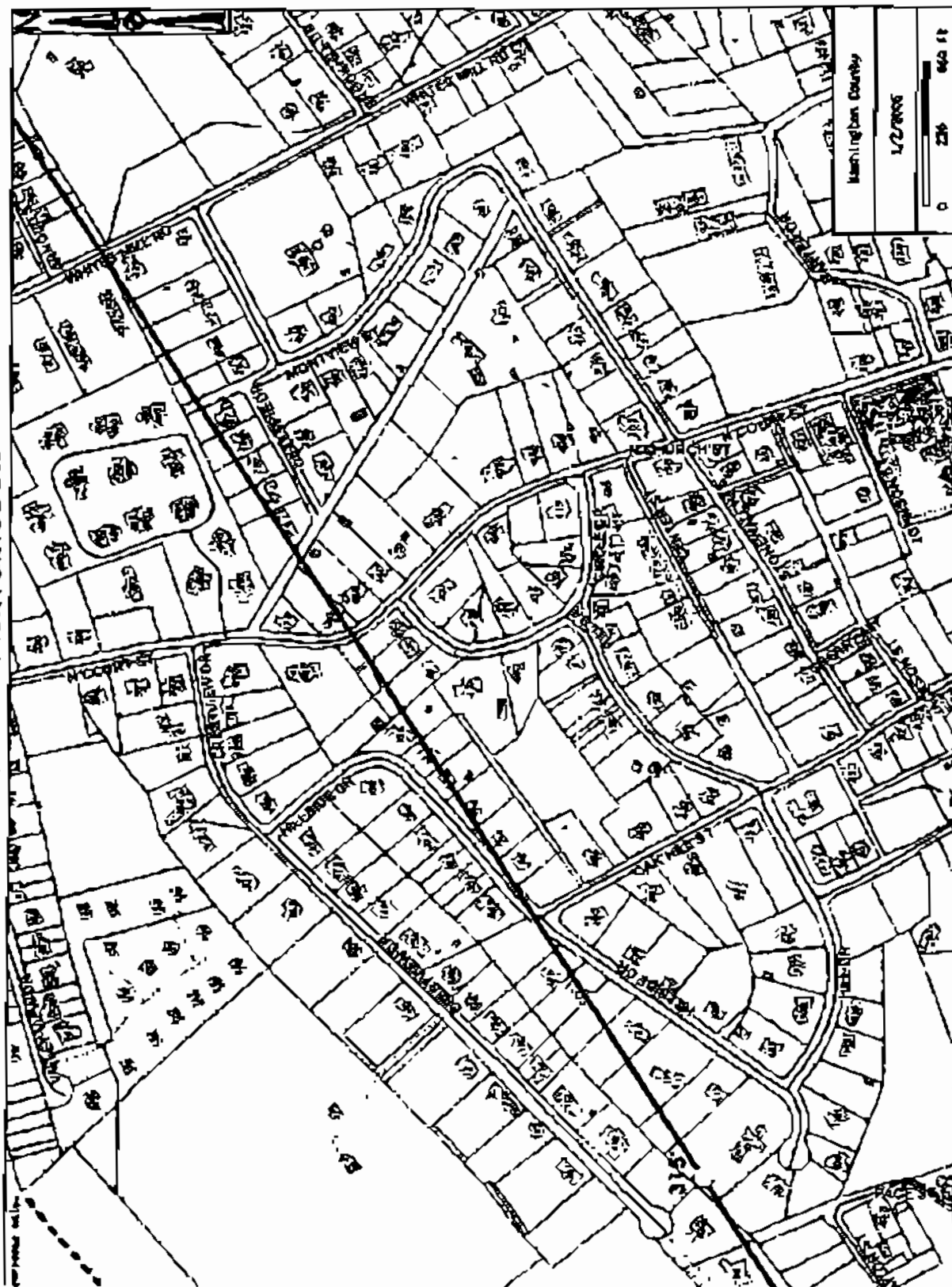
NOTE: Red numbers indicate distance from ground level to proposed flight altitude shown on the profile above. The dashed line indicates the proposed flight path.

# FLIGHT PATH OVER ABINGDON



NOTES - The numbers indicate distance from ground level to proposed 3a. Slope on them as the profile chart. The numbers indicate the height of any building or obstruction.

# FLIGHT PATH OVER ARLINGTON



NOTE: - Red markers indicate obstructions from ground level to proposed flight altitude as shown on the profile sheet.  
The overhead clearance is further reduced by the height of any building or obstruction.

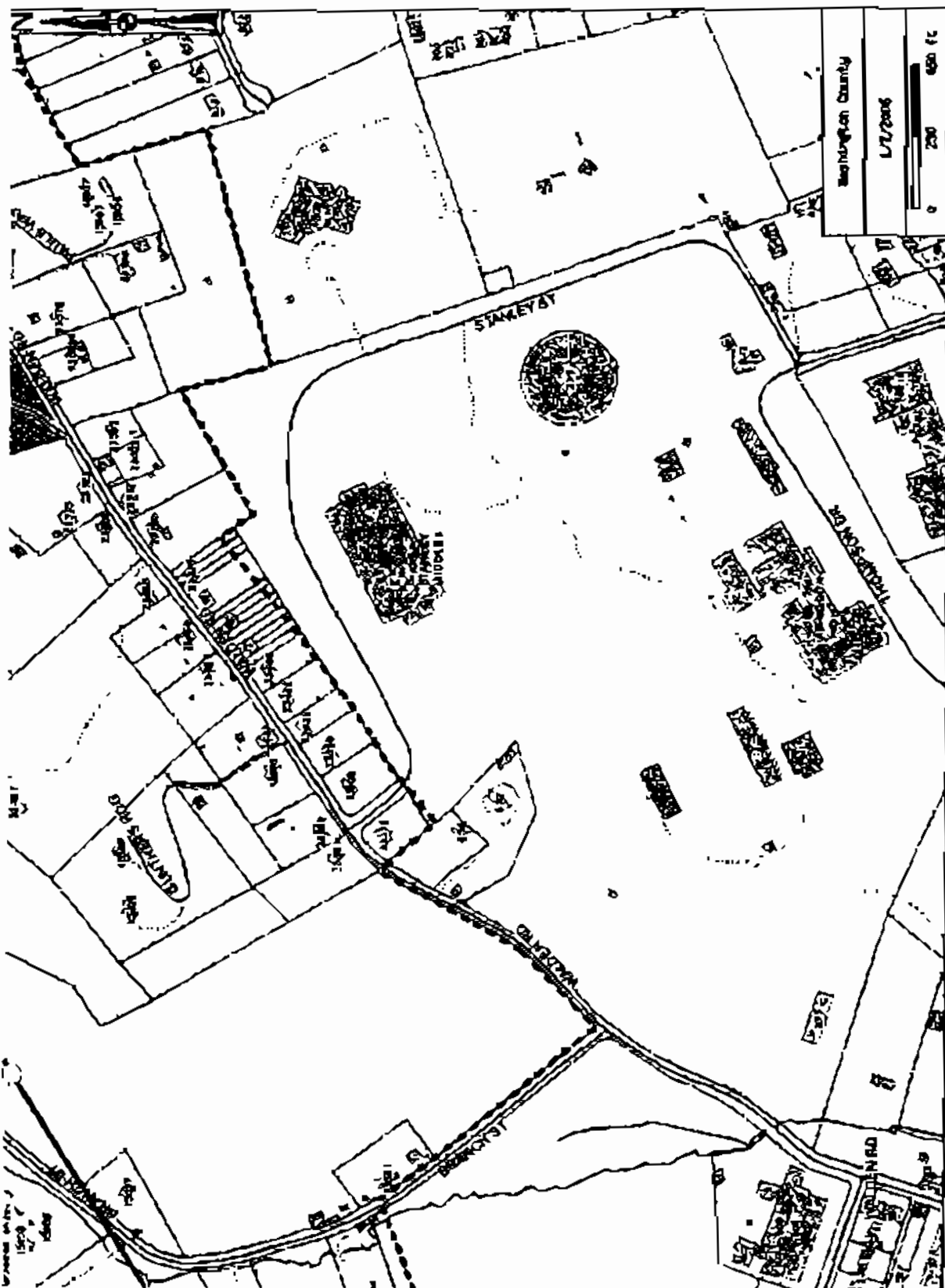
B





# FLIGHT PATH OVER ABINGDON

700'



NOTE: - Red numbers in vicinity of houses show ground level to property of 10' slope as shown on the public chart. The distance of houses is further reduced by the height of any building or obstruction.

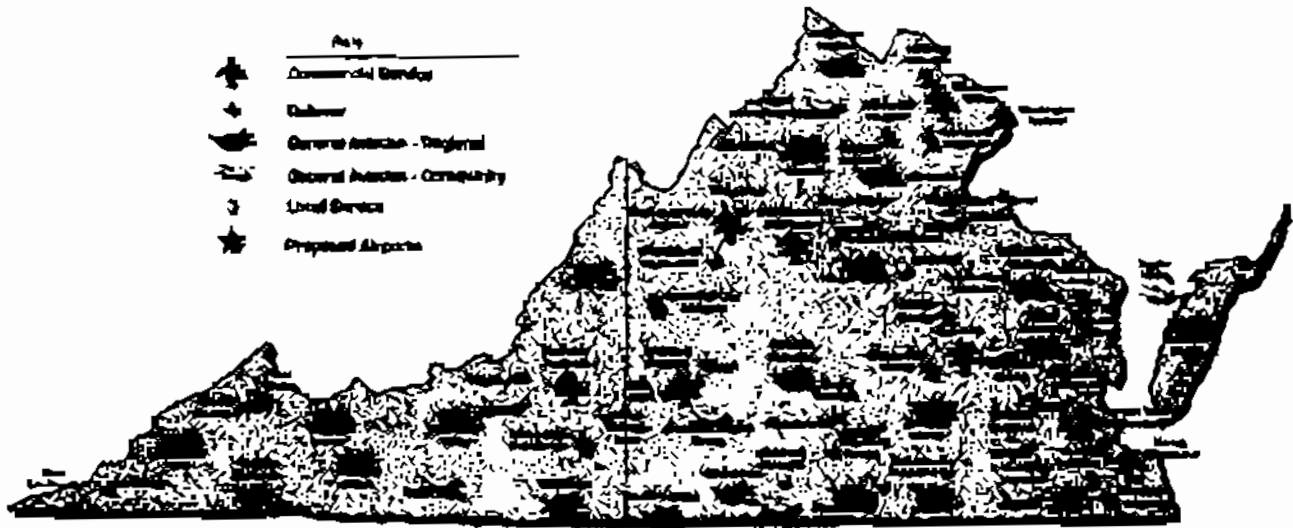


## SAFETY CONSIDERATIONS

It's never pleasant to think about bad things happening, but living or working under the approach zone of an airport presents some inherent risks that have to be considered. One method of risk assessment is to consider the worst case scenario, which in our case, would be an aircraft accident. Given our population distribution, it could be in one of our residential communities, a busy tourist event, or a public building in the flight pattern. The important thing to remember is that while it is not probable, it is always a possibility. Without belaboring the issue, here are some take away points for consideration as reported by AOPA (Aircraft Owners and Pilots Association) whose membership includes two-thirds of all pilots in the United States.

- ✈ Pilot error is the most often cited cause of aircraft accidents
- ✈ The highest percentage of aircraft accidents happen on takeoff and landing
- ✈ Most midair collisions occur in clear weather within five miles of an airport and below 3000 feet

The map below shows the locations of Virginia's General Aviation airports. I have not been able to find another situation where so much of the immediate approach zone area is over developed ground space like Abingdon for comparison of safety issues. Perhaps someone more involved in local aviation could provide more information to you, or this may be a topic for additional research.



## HISTORIC PRESERVATION CONSIDERATIONS

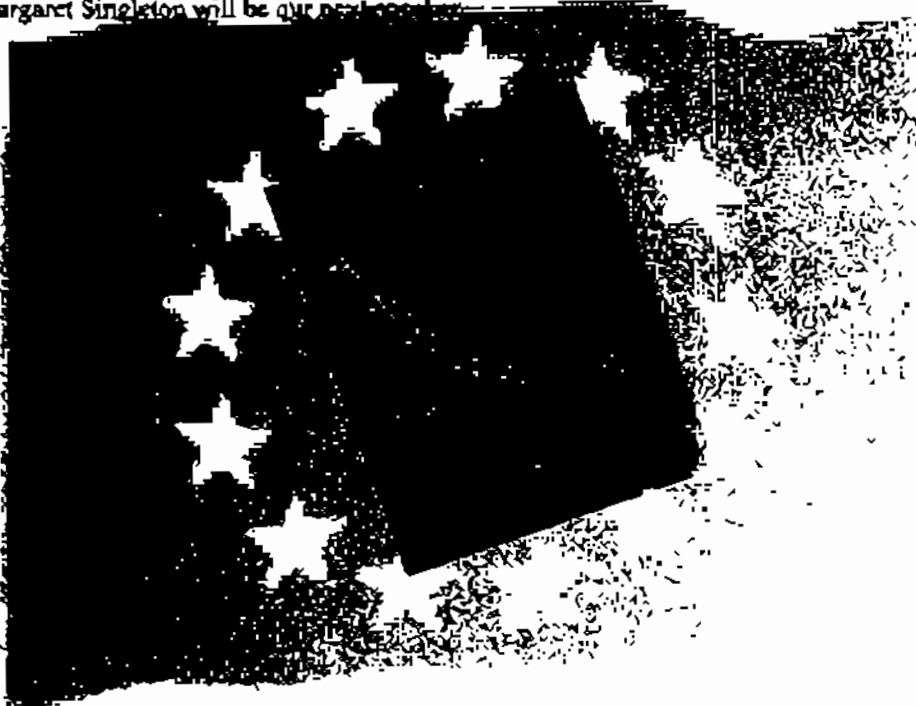
Much has already been said around town about how our Historic District might be affected, so I will not address specific points of interest tonight. I do, however, want to talk about the history of the town itself for just a moment. The Town of Abingdon was established in 1778, just two years after the Declaration of Independence, amid a brutal battle for freedom, making it one of the oldest and most significant towns in the Commonwealth. The fact that Abingdon today is still a thriving town alive with character and rich with history is a tribute to both its founding fathers and all who have lived here since as caretakers of its heritage.

Someone at last month's meeting stated that the Barter Theatre was the magnet that brings people here. I contend that Abingdon is the magnet, and the Barter is indeed the attraction of choice for most people who visit here. My appeal to you is that as you contemplate the eventualities of the expansion of Virginia Highlands Airport, don't think about the few airplanes you see today. Think ten years down the road when aircraft operations approach the projected 30,000 each year. Think about how your quaint and charming town will look against a backdrop of corporate jets, transport planes, and helicopters. Think about explaining that to someone looking at your home as a prospective buyer. Think about the great seal behind you... Honor for the Old, Faith for the Future.

Tourism is the lifeblood of this town. Tourism thrives because of the authenticity of the history kept alive here. The County benefits greatly from revenues of nearly fifty million dollars generated by visitors to Abingdon each year. It is in everyone's best interest to go back to the table to revalidate assumptions and take a second look at how best to realize optimal economic development for the County while protecting the native resources that are already providing large economic returns. It's not too late for that to happen.

Abingdon truly is an American Dream Town. Can you blame those who love it for wanting to keep it this way?

Margaret Singleton will be our next speaker.



## BUSINESS OWNER CONCERNS

Good evening, Mayor and Town Council. I am Margaret Singleton and I live in Abingdon. Our family business is Singleton Auto Parts and we are located on 1225 West Main Street less than a mile from Virginia Highlands Airport. I am here tonight to bring my concerns before the Town Council as both a town resident and business owner for many years.

I have three key concerns about the airport expansion: erosion, noise, and safety. I have been approached by the Airport Commission about the removal of trees behind my business. Uprooting those trees without offering any plan to stop the erosion very likely will result in dangerous run off or mud slides onto my and my neighbors' properties. More planes flying over my business at less than 200 feet and possibly lower in the future means more noise and greater safety risks to my employees and customers. I am worried how this will affect my business. Will customers choose not to trade with someone whose business has a steady flow of planes flying overhead all during business hours?

I hope the Council will view my concerns as being shared by many business owners and residents on the west end of Abingdon. It has been frustrating to have these decisions imposed on us with no options except to find ourselves in costly litigation. As a taxpayer in the Town of Abingdon, I hope the Council will take our concerns seriously. I have heard and read other comments around town about moving the airport. I strongly support that idea.

Thank you. David and Sonia Farris will address the Council next.

*NOTE: The text of the Farris' comments was not available to include in the package.*

## RECOMMENDED ACTIONS

**Appoint a sub-committee to take a hard look at how the airport expansion will ultimately affect Abingdon long term and report back to the Town Council.**

Most cities around this area are fighting to revitalize their historic areas and reestablish downtown businesses. Abingdon has achieved what other cities and towns were not able to do over the years. Abingdon has remained a thriving and unique small town with a strong downtown infrastructure that brings people here who spend nearly \$50 million each year. Being under the approach zone of an airport that is expanding and steadily increasing its traffic volume will undoubtedly be of some consequence. This committee can thoroughly look at these issues and their potential economic impact to the town.

**Engage the Board of Supervisors in discussions about how Abingdon may be affected if the airport were to expand as planned and other alternatives.**

The expansion of Virginia Highlands Airport will bring many changes to this area. The expansion is part of the Virginia Air Transportation System Plan administered by the Virginia Board of Aviation. The current expansion project calls for extension of the runway to 5500 feet primarily to accommodate larger and faster corporate jet aircraft. This State plan also contains additional recommendations for Virginia Highlands including widening of the runway from 75 feet to 100 feet and ultimately change the airport category to Class C. This would yet again increase the size of aircraft that could be accommodated beyond what the current expansion plans allow. Although these future changes would have to be requested by the county, the Town Council should be aware that they are on the planning table and it is possible they will be implemented in the future.

Other airports in the state (Tazewell, Lee County, Tappahannock, and Grundy proposed) have been relocated to more suitable sites that are unencumbered by use and space restrictions. An in-depth study would have to be performed by the County and a strong case would have to be made, but it is an option worth exploring if safety and economic impacts to Abingdon are found to be excessively negative. This would allow the County to realize the full advantages of economic development and growth that a safe, full-service airport would provide.

**Reestablish representation on the Virginia Highlands Airport Commission so that there will be "no more surprises" that directly impact Abingdon.**

There are many aspects to the airport's growth that will have a direct impact on Abingdon. We feel it is in the Town's best interest to be part of the planning and decision making process. For example, Virginia General Assembly House Document No. 47, Southwest Virginia Air Freight Feasibility Study published in 2004 states that the likelihood that Virginia Highlands Airport would be the location of a feeder node in an air cargo network is nominally strong. It also states that the Virginia Highlands Airport could currently accommodate a dedicated cargo service with fairly high aircraft volume on the NE aircraft ramp, and that the expansion potential at Virginia Highlands Airport for air cargo growth is generous. The report concluded that Virginia Highlands "is in an excellent position in terms of being able to support the requirements of an air freight center in the future." More of the report is attached to your package.

*This concludes our presentation. Thank you, Madam Mayor, and members of the Council.*

**REPORT OF THE  
SECRETARY OF COMMERCE AND TRADE  
BY THE VIRGINIA ECONOMIC DEVELOPMENT  
PARTNERSHIP AND THE DEPARTMENT OF AVIATION**

# **Southwest Virginia Air Freight Feasibility Study**

**TO THE GOVERNOR AND  
THE GENERAL ASSEMBLY OF VIRGINIA**



**HOUSE DOCUMENT NO. 47**

**COMMONWEALTH OF VIRGINIA  
RICHMOND  
2004**

crucial part for mining machinery. These sorts of deliveries are typically made by corporate class aircraft, and are expected to remain an important, albeit somewhat infrequent, occurrence.

For a tertiary level of air freight to be accommodated physically at Lonesome Pine Airport, the basic infrastructure is in place. The ramp size for aircraft at Lonesome Pine Airport is approximately 1000 feet x 500 feet, which could be suitable for routine cargo deliveries. A portion of this ramp could be dedicated for air cargo purposes. It is estimated that five Cessna Caravan class aircraft could be parked on a dedicated ramp at the same time, and that delivery truck traffic could access these aircraft for unloading and loading purposes.

The instrument approaches are listed as follows. The airport has a localizer DME Approach to RW 24, and GPS Approaches to both RW 24 & 6. These navigational aids allow the airport to be accessed in marginal weather conditions - access which is crucial for either time sensitive on-demand deliveries, or regularly scheduled freight shipments. It should be noted that Lonesome Pine Airport is programmed to receive an Instrument Landing System, by having its localizer augmented with a glideslope. This will allow for a precision approach during inclement weather.

In summary, it is estimated that no special infrastructure improvements would need to be made to the airport facility itself in order to be able to accept and process tertiary levels of scheduled air cargo service. However, as previously stated, the overall likelihood for Lonesome Pine Airport to be the site for a tertiary node in the near future appears slim due to the lack of inherent demand, and the less than optimal ground access situation.

#### ✓ Virginia Highlands Airport (VJH)

The manufacturing and service base in the market area of Virginia Highlands Airport is fairly strong and, based on the number of responses to the survey of demand, elicits more response from local businesses. Thirty-one companies responded, 21 of which use some form of air freight service on a daily basis. The companies in this region also seem to be fairly satisfied with the current status of the air freight situation, as 94% responded that their overnight shipping needs are currently being met.

The airport is immediately adjacent to US Route 11, and is located only a half mile from the closest interchange to Interstate 81, which is recognized as one of the more important freight corridors on the east coast. Therefore, the ground access component is excellent for the feasibility of a future air cargo center at Virginia Highlands Airport.

Mr. Ron Deloney is the Airport Manager at Virginia Highlands Airport. He was interviewed for this report, and he noted that the airport has had commercial air freight in the past. Martinair ran two Donier twin turbo-prop aircraft to the airport on a Monday through Friday basis. The service was a joint arrangement with UPS, and focused primarily on the delivery of auto parts. The service ran from Knoxville to Abingdon. Martinair offered this service from late 1996 through early January 1998,

when the shift toward trucking over shorter distances took hold in the air freight business.

The previous existing infrastructure section for Virginia Highlands Airport (see page 11) details the significant area of existing aircraft ramp space that is available at the airport. Mr. Deloney indicates that the airport could currently accommodate a dedicated cargo service with fairly high aircraft volume on the NE aircraft ramp. This ramp is 375 x 225, providing over 84,000 square feet of aircraft parking and truck maneuvering. It is estimated that this would be adequate for five Cessna Caravan aircraft to be parked simultaneously.

As indicated in the existing infrastructure section, the airport has Localizer DME on RW 24 instrument procedures, and as well has a VOR Approach for RW 24. Consequently, the airport could be reasonably forecast to be available (due to weather conditions) at least 90% of the time throughout the calendar year. Deloney indicates that Virginia Highlands Airport often serves as the back-up destination to other airports in the region that may be below instrument meteorological minimums.

The airport is in an excellent position in terms of being able to support the requirements of an air freight center in the future. In recent years, the airport commission has purchased approximately 125 acres. This acquisition is on the opposite side of RW 6-24, and opens up a new area for airport development. The existing southeast side of the runway is, for all practical purposes, built-out.

Development is being phased for opening up the new side of the airport. Phase I is under way, and includes the construction of a 1000 x 40 connector taxiway with two 370 x 20 taxi lanes. This provides for airside access. In addition to the taxiway, the site prep work is being conducted for the development of the Westside aircraft ramp. The landside access is being provided from the construction of 1300-foot long Westside access road comprised of two twelve foot lanes. This will connect to Route 511, which then connects to U.S. Route 11. The distance of the new west side development to I-81 is about 1 mile. The total project cost for the Phase I development of the west side airport development is approximately \$2.1 million. As mentioned above, it is estimated that the expansion potential at Virginia Highlands Airport for air cargo growth is generous.

As a result of the higher levels of use, infrastructure capability, and ground transportation access, from a current and future air cargo market standpoint, the Virginia Highlands Airport would be a better candidate to house an air freight center than would the Lonesome Pine Airport.

In summary, it is estimated that no special infrastructure improvements would be needed at the Virginia Highlands Airport in order to be able to accept and process tertiary levels of scheduled air cargo service. Furthermore, the local leaders have planned well for the airport's ability to expand with any growth in the market. However, the likelihood that Virginia Highlands Airport would be the location of a tertiary node in an air cargo network is only nominally strong. This is due primarily to the availability of competing service at the Tri-Cities Regional Airport in Tennessee.

## ABINGDON TOWN COUNCIL

# Expansion foes plead airport case

BY VIRGINIA STEPHEN  
MAGNET REPORTER

**ABINGDON** - Residents told the Town Council they worry that a planned airport expansion could destroy their quality of life and their properties.

"We're asking for your help," Sam Hurt said Tuesday night. "After attending the meeting at the airport (in November), we felt completely and totally unprotected by federal, state and county governments."

The Town Council has no control over the airport because it does not provide it any funding, said Vice Mayor French Moore Jr.

Virginia Highlands Airport officials plan to expand the runway by about 1,000 feet. An environ-

See AIRPORT, Page B7

## AIRPORT: Expansion opponents plead their case

From Page B1

mental impact study has begun to identify any negative impact the expansion would have on the surrounding community.

Even if the Town Council has no say in the plans, residents said they believe it could have some influence.

"You all represent a beautiful town we feel is going to be negatively impacted," said county resident David Ferris. "If we can get the big dogs barking, it will validate this process."

Residents recommended that the Town Council appoint a committee to look at the airport expansion to see how it would affect the town, to talk with the Washington

County Board of Supervisors about the effects and to re-establish representation on the Airport Commission.

"We do have several issues before us," said Councilman Ed Morgan. "We have the information presented tonight, and we received reports from (the airport manager).

"I know there are county people interested and a congressman who does great things for the town. I need to think about this a little bit."

Airport officials have been working for 10 years to lengthen the runway from 4,471 feet to 5,500 feet.

The work would shorten the runway by 500 feet on the end facing the town and add about 1,300 feet on the end

facing away from town.

The extension would allow more corporate jets to land, and some believe that could help drive economic development.

Jets can fly into the airport now, but some plane insurers require runways of at least 6,000 feet.

Airport Manager Ron Deloney, who did not attend Tuesday's meeting, said he has assured residents and officials that the plans won't negatively impact quality of life but that they don't believe him.

The airport plans another hearing on the expansion in February, although no firm date has been set.



## Sky's the Limit

"Economic Development" - Abingdon Style



**Plane Crazy:** Yes, Ginny Alvis is branching out on issues, showing a refreshing sign of saying even more than usual—about even more than usual. We applaud this lovable curmudgeon's broad outlook. As explained prior, a new reign of terror has begun. Watered, it grows. Here Alvis looks knowingly on Virginia Highlands Airport expansion. We're aware all the politicians are on the same side of this issue—so bigger wings can be flown in for election campaigns. But seeing us sacrifice air quality and noise control on behalf of figures who vote themselves annual raises, we admit to not being too excited about this aspect of the VHA fray.

### TRUST Cont. from 1

The Jesse Ball duPont Fund makes grants to more than 330 eligible organizations identified by Mrs. duPont in her will. The fund has assets of \$291 million and has awarded \$229 million in grants since 1977.

The Prince Charitable Trusts were established in 1947 from the bequests of Frederick Henry Prince (1859-1963) and his wife, Abbie Norman Prince (1860-1940). The three trusts operate as a family foundation with giving programs in the city of Chicago, the Washington D.C. metropolitan area and the state of Rhode Island. F.H. Prince was a Bostonian entrepreneur who owned a brokerage and investment banking firm. He later became a financier and an early investor in railroads. He was owner of the legendary Union Stockyards in Chicago and is credited with developing the first planned urban industrial real estate park in that city, and in the world. F.H. Prince and his wife also were residents of Newport, Rhode Island. In 2004 the Trusts had assets of \$178 million and distributed approximately \$7.7 million in grants.

The National Trust for Historic Preservation is a private, nonprofit membership organization dedicated to saving historic places and revitalizing America's communities. Recipient of the National Humanities Medal, the Trust was founded in 1949 and provides leadership, education, advocacy and resources to protect the irreplaceable places that tell America's story. Staff at the Washington, D.C., headquarters, six regional offices and 26 historic sites



Con  
fined  
com  
N  
sub  
runk

FC  
TI  
lion  
bo  
200  
Col  
Abi  
Cox  
box  
me  
sh  
me  
ing  
der  
ma

col  
the  
gu  
at  
ing  
—  
Ch  
T

to  
Ch  
So  
De  
Ab  
Ch  
Lo  
Ve  
rai  
na  
F

yo  
be  
C  
fr  
is  
er  
th  
Z  
—

# Should Highlands Airport's runway be expanded?

BY CYNTHIA MERTZ

**ABINGDON** - I have read many objections to the expansion of the Virginia Highlands Airport.

But I have not read anywhere a clearly asserted defense by our leaders of the over-riding principle behind this expansion. I understand it to be our ongoing faith that transportation infrastructure creates and empowers economic growth and the general welfare of our residents. This faith is so well-established that those opposed by the coalition of such developmental and general prefer to raise the following negative issues.



Aerial view of the Virginia Highlands Airport runway and surrounding landscape.

Some object to the airport because it may reduce their valuable property value. Although it is likely that it will erode general property values in our country, some object to airplanes taking on them although the Federal Aviation Administration estimates the same aircraft parameters over all cities in our country. We are in no way uniquely threatened.

**SOME OBJECT** to aircraft noise, which would be more justified if they would at the same time object to interstate and railroad routes, likewise the result of national transportation planning at the federal level.

Some object to our federal tax dollars coming home for our benefit. If so, after all work generated with great skill by our housewife Rep. Rick Boncher, why do we need supply only minimal marketing funds from local taxes?

Some object to rich people playing with their toys, but perhaps they forget that these same people hold in their power the

*The project now discussed was begun 20 years ago by substantial members of our community who believed... that infrastructure enhancements will likely bring long-term economic benefits.*

major investments and job creation that can insure our future prosperity. Some object to new people, new industry, new workers and shoppers who do not move to the more beautiful part of Old Abingdon. This is a cultural clash that may be real in Abingdon.

Some object to cutting down trees in a cemetery, which would be more credible if they had contrived early on for tall aircraft-detracting trees.

**SOME OBJECT** to re-examination of government legislation, boards and committees making decisions without the direct participation, which would be more credible if they attended such meetings at the appropriate early stage. The project now discussed was begun 20 years ago by substantial members of our community who believed (and still do) that infrastructure enhancements will likely bring long-term economic benefits to our community as a whole. Projects are tremendous, progressive, ongoing with decision points years before earth movers are apparent.

I believe that some have private and personal objections to development in general, not just to the airport. Estimates of the economic impact of the airport are not as simple as they appear to be.

BY LINDA HILL CRAWFORD

When it is all over...

**ABINGDON** - Extending the runway at the Virginia Highlands Airport is not a progressive move for our whole community. If a project is for the greater good, then land might have to be condemned, people bootstrapped and large sums of money spent. However, according to the consulting firm representing the Airport Authority, the purpose of this expansion is to accommodate a few additional corporate jets whose presence could, in turn, bring them land if a runway is less than 6,000 feet long.

At a recent public meeting held at the airport, someone from the Airport Authority told a story about a corporation com-

ed who wanted to buy into Abingdon with \$500,000, but since he couldn't land we had to let it go. If we have learned one thing around here, it's that industry has to have some valuable ties to the community or need of something we have here. Otherwise they won't stay long. We've seen this over and over.

**I DON'T** think it's naive to make the case for using tax dollars, airport expansion money and other means to support local business and industry and to increase the educational levels of our residents who are struggling to make a livable wage. Why do we compete for in distinction from far and wide without really looking at what we already have?

Just recently, Lebanon was selected over White County for an industry to locate even though White County has the Locomotive Plant Airport, which has a very long runway. If any industry must be looking at a lot of additional location

features. We have interstate all running through Washington County and that has to be an important draw.

The cost of extending the runway has not been released, but it will be a fairly significant sum since they would have to condemn valuable, beautiful land west of the airport. They would also have to run a state route 613 from Providence Road to Washington Road, which would take away direct access to all and sever the hundreds of people on their way to work, travel, etc. (According to our Washington County airport, there is already concern about the loss of residential and industrial traffic on Washington Road.) And, of course, there is the actual construction cost of the runway extension.

Large taxpayers to ask why this expansion is necessary, which will hurt so many people, is even being considered when it will benefit only a few wealthy corporate executives. Why can't they land their jets at Tri-Cities Regional Airport, which they involve a \$100 million in, just as the rest of us do in the case savings for these few executives worth the taxpayers' money, considering people's land and local residents' safety during the time around a longer runway? Is it worth hurting Abingdon's charming atmosphere so many have worked to establish and maintain?

**FINALLY**, if our planners feel we just can't attract jobs without jet traffic, the airport should be moved to expand Virginia Highlands Airport as it is in dangerous proximity to Abingdon.

Get involved. There will be another meeting in February. Let your supervisors know how you feel about this extension; they are holding to hang on to you. Please remember it is a matter of the Washington County Board of Supervisors and not a matter of the Abingdon Board of Supervisors.

*"I'm just questioning the basic project when we have an airport so close."*

Laurel Flaccavento



About 50 people attended a public hearing Tuesday night on the proposed expansion project at Virginia Highlands Airport. Della Airport Consultants presented preliminary plans.

# More questions

Hearing on Virginia Highlands runway plan brings crowd, heated discussion

BY SAMANTHA STEIN  
STAFF WRITER

**ABINGDON** — A public hearing on the proposed runway expansion at Virginia Highlands Airport Wednesday night drew about 50 residents and two hours of heated discussion.

Although airport officials were on hand with a number of charts and graphs detailing the project, many of the questions posed by residents went unanswered.

Several neighbors to the airport off Lee Highway said they believe the expansion would harm their quality of life.

"Have (you) thought of moving the airport to a place not over the town of Abingdon?" asked resident Laurel Flaccavento.



Roy Lewis of Della Airport Consultants points out a part of the proposed airport expansion to Gary Crane.

See QUESTIONS, Box A3

## QUESTIONS: Crowd turns out for hearing on airport expansion

From Page A1

Many said they did not understand why the expansion is needed with Tri-Cities Regional Airport in Blountville so close by. Most wanted to know how their property would be affected.

For 10 years, airport officials have been working to lengthen the runway from 4,471 feet to 5,500 feet. The expansion would remove 500 feet from the end closest to Abingdon, which would mean adding about 1,300 feet on the Bristol/Virginia side.

A total cost of the project has not been given. Before construction could start, Delta Airport Consulting of Charlotte, N.C., must complete a study of the environmental, cultural and social impact of the project.

The hearing was the first of three to be held over the next two years to get public input



CHAS. KRECHLING/STAFF FOR NEWS-LEADER  
Roy Lewis of Delta Airport Consultants holds a drawing showing the Highlands Airport expansion proposal.

The extension would allow more corporate jets to land, which some believe would help drive economic development in Southwest Virginia. The jets are allowed to fly into the airport now, but are

prohibited by some insurance companies that require at least a 5,000-foot runway to land.

"I don't think it's fair to hurt all these people to let corporate people fly in when they could drive," Placavento said, referring to the drive from Blountville.

Roy Lewis, a representative of the consulting firm, said the environmental assessment must include alternatives to the proposed project, including not moving forward with it. The Federal Aviation Administration also must approve the environmental assessment before the project could begin.

Airport officials have addressed these concerns and others including noise levels and airplanes flying too low, said Airport Manager Ron Delaney.

"People whose property may be affected didn't get to

say much at all," he said after the meeting.

One of those property owners, JoAnne Hairston, stayed after the meeting to try to get some of her questions answered.

"It's hard in a large group for everyone to get their concerns addressed," she said.

She owns an 1850s farm house off state Route 611 that her family grew up in.

"My concerns are manyfold," she said. "I want to make this process the least difficult as possible."

Residents may send comments about the project to Colleen Angstadt, Delta Airport Consultants Inc., 1338 Haulcrest Oaks Drive, Suite G, Charlotte, NC 28217.

Writer: P. Blumhagen | 100-75-4001

# Boucher weighs in on airport expansion fears

## Cemetery trees can be saved.

By Carol Fields  
Washington County News

Trees in the Forest Hills Cemetery will not have to be completely cut down to clear obstructions for Virginia Highlands Airport, Congressman Rick Boucher said Monday,

but they will have to be trimmed and constantly maintained, he said.

"Fifteen years ago when we started this planning the trees were not an issue. By now they have grown considerably, but they do not have to be cut down completely," he said.

Boucher said he had just talked with Federal Aviation Administration officials that day and had been told that the

trees could be trimmed to a level that they were in compliance with federal standards.

Boucher also said that fears about a proposed runway expansion had been "grossly overstated." Even if the runway is extended to 5,500 feet in about 10 years, Boucher said citizens would not see a huge increase of air traffic flying over Abingdon.

Currently, Virginia High-

lands Airport Director Robert Deloney said a maximum of 4 airplanes take off or land at the airport on the highest of days. A 10% increase would only add four more takeoffs and landings, he said. Deloney said a 10% increase in use was an extremely optimistic estimate.

Some citizens have expressed fears that an extended

See AIRPORT, Page 2A

2A Washington County News, July 20, 2005

## Airport

From Page 1A

runway will open up the county airport to larger cargo planes. However, Federal Aviation Administration Information Officer Jim Peters said even with the lengthened runway, the airport's E-2 FFA status would not change. The same kind of planes

that fly in now could continue to use the airport runway.

In 2004, The Virginia Legislature commissioned the Southwest Virginia Air Freight Feasibility Study to determine if surrounding local airports could be considered for air cargo shipments. The study concluded,

"The likelihood that Virginia Highlands Airport would be the location of a (third stop) in an air cargo network is only nominally strong. This is primarily due to the availability of competing service at Tri-Cities Regional Airport in Tennessee." It also stated, "There is no notable

demand for a new air freight center."

The report also noted that Martinair had already used Virginia Highlands for United Parcel Service cargo in 1996-8 without any complaints. However the practice was halted because overland trucking was cheaper.

What the runway extension would do, said Boucher, is help the area with economic development. Many corporate airplanes will not land on the existing runway because their insurance will not cover a landing on the shorter length.

Just two weeks ago, Boucher said he invited the Chief Execu-

*What the runway extension would do, said Boucher, is help the area with economic development. Many corporate airplanes will not land on the existing runway because their insurance will not cover a landing on the shorter length.*

tive Officer of Cingular to fly to Washington County and visit the former AT&T call center in Lebanon, that Boucher helped attract. The executive accepted the invitation. However, the corporate jet had to fly to Wise County Airport instead, because

Virginia Highland's shorter runway was not covered for insurance purposes.

"If we have a longer runway, it will help me court future technology businesses which we need," said Boucher. "The kind of aircraft will not be bigger. There will not be a dramatic increase in numbers. There will not be more noise. I think there is a greater problem from train whistles blowing all night."

"This project is good for the county, good for the town and it will strengthen our ability to attract 21st century technology companies and jobs, which is what we want," he said.

## **Comments and Public Coordination**

Walk-In Hours: 8AM - 5PM

# Marketplace

## Legal Notices

**NORTH CAROLINA  
GUILFORD COUNTY  
IN THE GENERAL  
COUNTY COURT  
DIVISION  
SO 1148**

### IN THE MATTER OF

Janet B. Dinkins  
A female child born  
on or about Decem-  
ber 14, 1988, in High  
Point, Guilford Coun-  
ty, North Carolina.

### NOTICE OF SERVICE BY PROCESS OF PUB- LICATION

TO: CLAY COURTNEY,  
FATHER of the above  
named juvenile

**TAKE NOTICE** that a  
Petition for Non-  
Secure Commitment was  
filed on May 12, 2010,  
in the Office of the  
Clerk of Superior  
Court, Advance Divi-  
sion, High Point, Guil-  
ford County, North  
Carolina.

You must answer this  
petition within forty  
(40) days of June 24,  
2010, by filing an  
answer with the clerk  
of this court. You are  
entitled to attend

any hearing affecting  
your name. An admi-  
stration hearing is  
scheduled to be  
heard on July 23,  
2010. Attorney David  
Perez has been ap-  
pointed to represent  
you in this matter. He  
can be reached at  
(336) 235-9162. You  
should contact your  
attorney immediately  
to appear your future  
to be answer, the Peti-  
tioner will apply to  
the Court for the re-  
lief requested.

This is the 15TH day of  
June 2010

Matthew J. Turley  
Deputy County Attor-  
ney  
550 E. Green Drive  
High Point, NC 27265  
336.845.5015

**Run your  
Business Ad in  
our Business  
and Service  
Directory.  
Call  
376-645-2525**

## Legal Notices

### PUBLIC NOTICE

Notice of thirty (30)  
day environmental  
assessment (EA) re-  
view period.

An environmental as-  
sessment report has  
been prepared for  
the proposed exten-  
sion of runway 4/28  
and associated im-  
provements at the  
Virginia Highlands  
Airport, Abingdon,  
Virginia. The docu-  
ment is available for  
review and public  
comment from June  
16, 2010 to July 16,  
2010 at the following  
locations:  
• Virginia Highlands  
Airport, 18211 Lee  
Highway, Abingdon,  
Virginia 24210  
• Washington County  
Public Library, 201  
Dixie Hill Street,  
Abingdon, Virginia  
24210  
• Dunham's Branch  
Washington County  
Public Library, 118  
East Laurel Avenue,  
Dunham, Virginia  
24236  
• Virginia Depart-  
ment of Aviation,  
Gulfstream

Road, Richmond, VA  
23150  
A Federal Aviation  
Administration,  
Washington Airport  
Office, 33723  
Air Freight Lane,  
Suite 210, Dulles, VA  
20186

For additional infor-  
mation or to submit  
comments, contact  
Mr. Jeffery Hines,  
Airport Manager at  
(703) 626-1309.


### PUBLIC NOTICE

**TENNESSEE  
DEPARTMENT OF  
ENVIRONMENTAL AND  
CONSERVATION  
BUREAU OF WATER  
Pollution Control  
118 Floor, LSC Annex  
601 Church Street  
Nashville, Tennessee  
37253**

TO WHOM IT MAY  
CONCERN: The ap-  
plication described  
below has been sub-  
mitted for an aquatic  
Resource Alteration  
Permit under the  
Tennessee Water  
Quality Control Act  
of 1977, T.C.A. §10-1-  
138. In addition, en-  
vironmental permits may be

required from the  
U.S. Army Corps of  
Engineers and the  
Tennessee Valley Au-  
thority under flood of  
the Clean Water Act  
and §104 of the Yan-  
kee River Valley Au-  
thority. Section 401 of  
the Clean Water Act  
requires that an ap-  
plication obtain a  
water quality certifi-  
cate from the state  
when a federal per-  
mit is required. This  
notice is to inform  
interested parties of  
this permit applica-  
tion and to allow for  
comment. Additional  
information necessary  
to determine if the  
application will be  
granted is being  
sought. Comments on  
the proposal are  
invited to submit  
written comments to  
the department.  
Written comments  
must be received  
within thirty days of

No decision has been  
made whether to is-  
sue or deny this per-  
mit. The purpose of  
this notice is to in-  
form interested par-  
ties of this permit ap-  
plication and to allow  
for comments and in-  
formation necessary  
to determine if the  
application will be  
granted. Comments on  
the proposal are  
invited to submit  
written comments to  
the department.  
Written comments  
must be received  
within thirty days of



**Discover  
Great Savings**

**FREE ADS will no longer be  
accepted by telephone.**

To place a free merchandise  
ad you may mail it to:

**Bristol Herald Courier  
320 Morrison Blvd.  
Bristol, VA 24202**

Or you may use our drop box  
located near the reception  
counter.

Free Ads	Free Ads	Free Ads	Free Ads	Free Ads
Kerosene heater Baker 150,000 Btu \$190 776-880-7100	Mower - riding mow- er 14.5 H.P. 42 in. cut, Pouches 400 lb. 5 motor cut 200 in- ch. \$100 623-366-1414	Brilliant - small white dorm 440. EC \$75 433-82-7-606	Sets 7/1000 1700 actual cond. \$65 276-618-6658	TOOLBOX SET - w/ saw, hammer, etc. good shape. \$30 (276) 591- 3201
Electric table (round) 41" w/ 1400 W. 2 cups (1500) 40 heavy (1500) 150 276-666-2441	Highland Towing box \$25 423-747-4762	Brilliant - With 1400 4 on 4 perm for 400 200 410 423-666-1414	Sets 7/1000 1700 actual cond. \$65 276-618-6658	Toddler's sandals leather "Buncha b" by Stride Rite. Brown \$14 734 613 (423) 516-3717
Good board - Hydros	Woods - 2nd Book, \$3			





Mr. J Todd Foster, Managing Editor  
Bristol Herald-Courier  
P. O. Box 609  
Bristol, VA 24203

March 13, 2009

This letter is in response to a letter written by an opponent of the recently approved runway extension at Abingdon's Virginia Highlands Airport (VHA)

Last year our Abingdon Kiwanis Club sponsored a "Wings & Wheels" display of vintage aircraft and automobiles at the airport that raised over \$5,000.00 for local children's programs in Abingdon and Washington County. If there was any opposition to this project, we didn't hear it from **any** of the over 3,000 people who attended our show. In fact, all of the comments we heard were very supportive and favorable toward the airport and our show.

And as for the complaint of "noise pollution", etc., having a longer runway will actually **decrease** aircraft noise as a longer runway requires less thrust of the engines during takeoff and will greatly increase safety as well.

As for its use by the "wealthy few" who use the airport, I would remind you that the companies that own and operate aircraft at VHA are companies that employ thousands of people in this area. Having to drive even 30 minutes or more to Tri-Cities is a disadvantage in the operation of these multi-state companies and to their clients. In business, time *is* money!

Finally, it has been quite a long time since anyone could reasonably describe Abingdon as "bucolic". Abingdon is as vibrant and dynamic as any small town anywhere. We need a decent, safe, and readily accessible airport now more than ever before if we are to remain viable in today's tough economic times.

Very truly yours,

*Robert E. Craig*

*Gary R. Crane*

Robert E. Craig

Gary R. Crane

Co-Chairs,

Kiwanis Wings & Wheels Show

P. O. Box 445

Abingdon, VA 24212

[www.abingdonkiwanis.org](http://www.abingdonkiwanis.org)

[www.wingsnwheelsabingdonva.com](http://www.wingsnwheelsabingdonva.com) (Under construction)

276-628-3732

[hokiebob@embarqmail.com](mailto:hokiebob@embarqmail.com)

*P. S.: Our next show is Saturday, July 25<sup>th</sup>!*



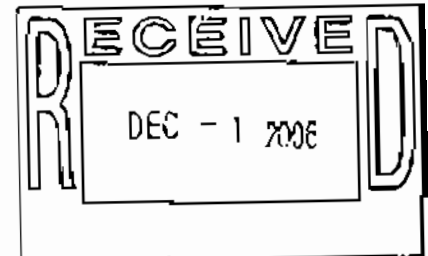
U S Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone: 703/661-1354  
Fax 703/661-1370

November 28, 2006

Ms. Jan Hurt  
247 East Valley  
Abingdon, VA 24210



Re: Virginia Highlands Airport

Dear Ms. Hurt:

Thank you for your letter to Kristin Kirchen of the Department of Historic Resources (DHR) received on September 13, 2006 regarding two projects at Virginia Highlands Airports (VJI). The Federal Aviation Administration (FAA) is responding to your correspondence as requested by DHR. The FAA has prepared responses to each of your concerns.

**VJI is currently classified as Airport Reference Code B-II (small), which only permits planes up to 12,500 pounds (lbs), although the Challenger, which occasionally lands there, certainly exceeds that.**

The Airport Reference Code (ARC) for VJI is B-II (small), however, this is not a limitation or restriction on the aircraft utilizing the airport. The ARC is an estimation of the type of aircraft that will utilize the airport with 500 or more operations per year. All aircraft that are capable of safely utilizing the airport are permitted to operate there.

**When the obstacles are removed, the category will become B-II (large) permitting larger, heavier planes of up to 30,000 lbs to land.**

There are two separate projects occurring at VJI, obstruction removal on the approach end of Runway 24 and an Environmental Assessment (EA) for the proposed extension of Runway 6 and the shifting of the Runway 24 threshold.

In 1989, a federal grant was issued for an extension to Runway 24 at VJI. The design standards for the extension was based on an ARC of B-II (large) with a Visual approach. The Virginia Department of Aviation (DOAV) funded the installation of a localizer for Runway 24 around the same time. The installation of this localizer upgraded the

approach to Runway 24 from "Visual" to "Non-precision Instrument." With this upgrade the airport was required to meet a more critical clearance standard. Please note that the lower clearing requirement is to improve the factor of safety for aircraft above obstacles, not lowering the aircraft approach glide path

Since the runway extension did not account for the Non-precision Instrument approach, the requirement for a clear 34:1 approach surface was not met. A determination was made that until the 34:1 surface was mitigated the airport could only publish with an ARC of B-II (small). The airport currently meets the clearing standards for an ARC of B-II (small) Non-precision approach. VJI has been working on property acquisitions and clearing of the more stringent standards since the runway was extended. VJI is attempting to finalize the easement acquisition within the current obstruction removal project

It is important to note that regardless of the proposed runway extension and ongoing EA, the airport will be published with an ARC of B-II (large) once the obstruction project is complete

**When the runway is lengthened, the category will become B-II (large) permitting larger, heavier planes of up to 30,000 lbs to land.**

As stated above, larger and heavier aircraft can land today, even in excess of 30,000 lbs. The ARC is not a limitation or restriction on aircraft using the airport.

**If the project is permitted, planes will take off further from the town, but the lower 34:1 approach slope, which will go into effect when obstacles are removed, means that planes will fly lower on the east to west approach.**

The removal or mitigation of the obstructions will not reduce the approach path indicated on the published instrument approach procedures. When the obstructions are removed or mitigated aircraft will not fly lower on the east to west approach. The obstruction removal is to clear the approach to meet the higher safety standards of a Non-precision Instrument approach for the designed B-II (large) airport.

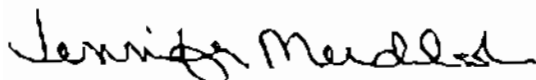
With the future runway extension, aircraft departing Runway 6 (toward the Town of Abingdon) will typically leave the runway pavement surface farther from the Town, effectively allowing them to climb to higher altitudes before reaching the Town, or to turn before reaching the Town. Aircraft landing on Runway 24 will follow the existing approach procedures, which will be revised to reflect a shift of the threshold 470 feet away from the Town. The potential noise impacts over the Town will be reduced because the related noise contours will also shift 470 feet from the Town.

**The APE was not expanded as the Department of Historic Resources requested.**

The DHR provided FAA with a letter on May 17, 2006 requesting additional information on impacts of the proposed project on the town of Abingdon. The FAA provided additional information to DHR on June 27, 2006. The DHR responded to FAA on July 20, 2006 concurring with the Area of Potential Effect as defined in our March 31, 2006 letter. These letters have been enclosed for your information.

Three (3) public open houses were held during the EA process. The 30-day public and agency comment period and a public hearing conducted by the Virginia Department of Environmental Quality will be scheduled in the future. Further information on the public participation process may be found on the Virginia Highlands Airport Development website, [www.vahighlandsairport.com](http://www.vahighlandsairport.com). If you have any questions or require additional information, please contact me at (703) 661-1362.

Sincerely,



Jennifer Mendelsohn  
Environmental Specialist

cc. Colleen Angstadt, Delta Airport Consultants, Inc.  
Kristin Kirchen, DHR  
Ron Deloney, Airport Manager



010 0000

## COMMONWEALTH of VIRGINIA

L. Patrick Bryant, Jr.  
Secretary of Natural Resources

Department of Historic Resources  
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen E. Kilpatrick  
Director

Tel: (804) 357-2323  
Fax: (804) 357-2391  
TDD: (804) 357-2326  
www.dhr.state.va.us

October 11, 2006

Ms. Jennifer Mendelsohn  
Environmental Specialist  
FAA Airports Division, Eastern Region  
Washington Airports District Office  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

Re: Virginia Highlands Airport, Abingdon  
DHR file no. 2006-0545

Dear Ms. Mendelsohn,

I received the attached fax from Mrs. Jan Hurt on September 13 and I believe you received a copy of it as well. As I am not employed by the FAA nor any type of expert on airports, I cannot address her concerns or answer her questions. I ask that you please respond to her concerns about the potential indirect effects of the airport and the discrepancies that she sees between your answers to my request that the APE be expanded and the information that she has been provided. Please copy me on your response. I have provided her with a copy of the APE map as she requests. This information should be readily available to the public. What public participation plan is in place for this project to ensure that the public are provided with an appropriate opportunity to comment on the undertaking?

Sincerely,

Kristin H. Kirchen, Architectural Historian  
Office of Review and Compliance

Cc: Jan Hurt

OPTIONAL FORM NO. 10-05

FAX TRANSMITTAL

Page # 2

To: Colleen

To: Jennifer

Date/Agency

Date/Agency

704-521-9109

Fax #

FORM NO. 10-05 31 336A

5000-107

FEDERAL SERVICE ADMINISTRATION

Administrative Services  
16 Courthouse Avenue  
Petersburg, VA 23803  
Tel: (804) 362-1624  
Fax: (804) 362-1195

Capital Region Office  
2801 Kensington Ave.  
Richmond, VA 23221  
Tel: (804) 367-2321  
Fax: (804) 367-2391

Independe Region Office  
14445 Old Courthouse Way, 2nd Floor  
Newport News, VA 23603  
Tel: (757) 886-2807  
Fax: (757) 886-2803

Ryanoke Region Office  
1010 Federal Ave., NE  
Roanoke, VA 24015  
Tel: (540) 857-7585  
Fax: (540) 857-7588

Northwest Region Office  
5157 North Street  
PO Box 510  
Stephens City, VA 22655  
Tel: (540) 868-7031  
Fax: (540) 868-7033

Jan Hurt  
 247 East Valley  
 Abingdon, Va 24210  
 276 676-1128  
 FAX 276 623-1946

Kristen Hill  
 Department of Historic Resources  
 2801 Kensington Avenue  
 Richmond, Va. 23221

Dear Kristen,

I am sorry it has taken me so long to reply to your e-mail

With regard to your reply from Jennifer Mendelsohn at the FAA, I have a few comments.

I am certainly no expert on FAA regulations and have had great difficulty in getting succinct and direct answers to many of my questions, so these observations are based upon what little I have been able to learn.

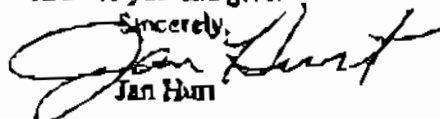
Regarding her response to the question of whether larger planes will be able to utilize VHA, I concur that VHA is currently B II, but it is BII (small) which only permits planes up to 12,500 lbs, although the Challenger which occasionally lands there certainly exceeds that

When the obstacles are removed and the runway lengthened, the category will become BII (large) permitting larger, heavier planes of up to 30,000 lbs. to land. Again, the landing weight of the Challenger, based upon the published specifications of the plane, exceeds that.

If the project is permitted, planes will take off further from town, but the lower 34 1 approach slope, which will go into effect when obstacles are removed, means that planes will fly lower on the east to west approach, which will still be over, among other things, Abingdon High School, Johnston Memorial Hospital and the town of Abingdon. Larger planes on a lower approach will most certainly not reduce any noise, as she claims the runway extension will

I do not believe that the APE was expanded as you requested the FAA consider. We have been unable to verify exactly what area was covered in the APE. Can you provide us with the information contained in the 3/31/06 letter you refer to or tell us where to obtain a copy of it.

Can you help me to understand more clearly the differences between Ms. Mendelsohn's reply and what I have been able to learn. I appreciate any assistance you can give.

Sincerely,  
  
 Jan Hurt

cc by Fax Jennifer Mendelsohn,



FAA  
Airports Division  
Eastern Region

Washington Airports District Office  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone (703) 661-1362  
Fax: (703) 661-1370

March 31, 2006

Mr. Roger Kirchen  
Virginia Department of Historic Resources  
Roanoke Regional Preservation Office  
1030 Penmar Avenue, SE  
Roanoke, VA 24013



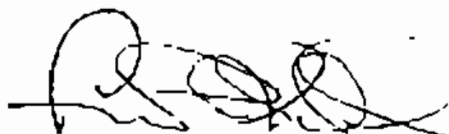
Dear Mr. Kirchen:

In accordance with the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality (CEQ) implementing regulations, and Federal Aviation Administration (FAA) orders, an Environmental Assessment (EA) for the proposed extension of Runway 6-24 at Virginia Highlands Airport is being prepared. Delta Airport Consultant Inc., in association with cultural resource team member Coastal Carolina Research Inc., is assisting the Virginia Highlands Airport Commission, City of Abingdon, Virginia in the preparation of the EA and cultural resource analysis.

The proposed action/undertaking would take place at Virginia Highlands Airport, which is located approximately 2 miles from the City of Abingdon, VA. The proposed action/undertaking includes the extension of Runway 6 by 1,399 feet to a total runway length of 5,970 feet including the extension of the associated parallel taxiway and shifting the Runway 24 threshold by 470 feet. The extension of 1,399 feet would provide 5,500 feet of take-off runway length with standard extended runway safety areas for both ends of Runway 6-24. The project includes relocating State Road 611, approximately 900 feet of Spring Creek, and a small cemetery. It also includes acquiring approximately 53 acres through fee-simple land acquisition and 23 acres of aviation easement to allow for obstruction removal and to prevent incompatible land use within the runway protection zone. Attached you will find exhibits illustrating the potential project areas and the area of potential effects that is proposed for the Proposed Action/undertaking.

The Virginia Highlands Airport Commission intends to use the NEPA EA process and document the Section 106 process in compliance with requirements as defined by the Advisory Council on Historic Preservation, "Protection of Historic Properties" under 36 CFR Part 800. Please consider this letter and all attachments as initiation of the Section 106 process. As part of this process it is requested that your office review the area of potential effect as shown on the attached exhibit. If you concur with the area of potential effect, please sign the concurrence statement at the end of this letter and return it to this office at the address above. Once concurrence is received from your office, work will begin to identify and document the potential impacts the proposed action/undertaking will have in this area. Impacts in this area, if any, the need for further study and any proposed mitigation measures will then be identified and submitted to your office for concurrence and conclusion of the Section 106 process.

If you have questions or comments regarding the area of potential effect or preparation of this EA, please contact Ms. Colleen Angstadt, Delta Airport Consultant Inc., at 704-521-9101 or Mr. Terry Page, Manager, FAA's Washington Airports District Office (WADO), at 703-661-1364.



Frederick W. Olson, Environmental Specialist  
Washington Airports District Office, FAA

Cc.	Ms. Colleen M. Angstadt, Delta Airport Consultants, Inc. ✓	w/o encl.
	Ms. Joretta Lautzenheiser, Coastal Carolina Research, Inc.	w/encl
	Mr. Ron Deloney, VJI Airport Manager	w/encl
	Mr. Scott Denny, DOAV	w/encl.

Enclosures: Area of Potential Effect  
Virginia Highlands Airport USGS Map

**Concurrence:**

The Virginia Department of Historic Resources and the Virginia State Historic Preservation Office has reviewed and concurs with the area of potential effect as shown in the attachment.

_____	Date- _____
Dr. Ethel R. Eaton, Archaeologist Senior, Project Review Team Leader	
Virginia Department of Historic Resources	







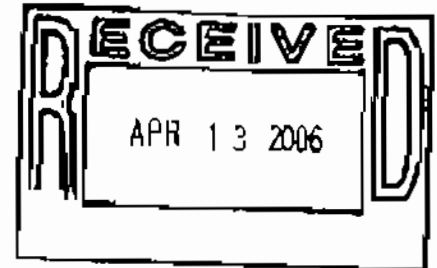


FAA  
Airports Division  
Eastern Region

Washington Airports District Office  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
(703) 661-1354

April 10, 2006

Dr. Ethel R. Eaton  
Manager, Office of Review and Compliance  
Virginia Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221



Re: Area of Potential Effect (APE) for Virginia Highlands Airport, Abingdon, Virginia

Dear Dr. Eaton:

Enclosed please find a letter dated March 31, 2006, to Mr. Roger Kirchen of the Roanoke Regional office of Virginia Department of Historic Resources. The letter concerns a planned extension to the runway at Virginia Highlands Airport in Abingdon, Virginia, and the area identified as the APE for that project.

We inadvertently omitted your name from the list of recipients of this letter. We apologize for the oversight. The enclosed letter with attachments is being sent under this separate cover for your information. Please do not hesitate to call me at the number above if you have any questions or require additional information.

Sincerely,

Terry J. Page, Manager  
Washington Airports District Office

Enclosure: Letter of March 31, 2006

cc: Mr. Kirchen, VDHA, Roanoke Regional Office  
Ms. Angstadt, Delta Airport Consultants



1 2 2006

## COMMONWEALTH of VIRGINIA

L. Preston Byrd, Jr.  
Secretary of Natural Resources

Department of Historic Resources  
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen B. Kilpatrick  
Director

Tel: (804) 367-2323  
Fax: (804) 367-2391  
TDD: (804) 367-2386  
[www.dhr.virginia.gov](http://www.dhr.virginia.gov)

May 17, 2006

Mr. Frederick W. Olson  
Washington Airports District Office  
Federal Aviation Administration  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

Re: Virginia Highlands Airport  
Abingdon, Virginia  
DHR file no. 2006-0645

Dear Mr. Olson:

Thank you for initiating consultation with our office pursuant to Section 106 of the National Historic Preservation Act for the proposed undertaking at Virginia Highlands Airport. We understand that this undertaking involves the extension of Runway 6 by 1,399 feet, the extension of the parallel associated taxiway, shifting Runway 6-24, relocating State Road 611, relocating 900 feet of Spring Creek, relocating a small cemetery, and acquiring 53 acres through fee simple land acquisition and 23 acres of aviation easement to allow for obstruction removal and prevent incompatible land use. At this time you are asking for our concurrence with your proposed Area of Potential Effect. While we believe that your APE is appropriate for direct effects, we are concerned that the APE for indirect effects is actually much larger than what is shown on the map. Please consider expanding the APE for indirect effects with the following concerns in mind. Will the extension of the runway permit larger planes to utilize the airport? If so, will new flight paths over the surrounding area be created? Will larger planes fly lower over the surrounding area for a longer period of time? Will the airport improvements lead to an overall increase in air traffic at the airport? All of these issues may result in auditory effects to an area that may be several miles away from the actual construction APE. We have heard from a resident in the Abingdon Historic District that they are concerned about the impact of this project on the District.

Regarding the treatment of the cemetery located on the development parcel, we strongly recommend that all human remains and associated items be recovered archaeologically. Please be aware that the relocation of human burials requires a permit from either the county circuit court or, if recovery involves archaeological field investigation, the Department of Historic Resources. The Department remains an interested party in any court proceeding involving burial grounds of historic significance, and a permit from this office will be required if archaeological recovery is part of a court-approved relocation (please see *Code of Virginia* 10-1-2305).

Administrative Services  
10 Courthouse Avenue  
Petersburg, VA 23803  
Tel: (804) 863-1674  
Fax: (804) 862-6196

Capital Region Office  
2801 Kensington Ave.  
Richmond, VA 23221  
Tel: (804) 367-2323  
Fax: (804) 367-2391

Tidewater Region Office  
14415 Old Courthouse Way 2nd Floor  
Newport News, VA 23608  
Tel: (757) 886-2807  
Fax: (757) 886-2808

Roadside Region Office  
1030 Perimeter Ave., SE  
Roanoke, VA 24011  
Tel: (540) 857-7585  
Fax: (540) 857-7588

Winchester Region Office  
107 N. Kent Street, Suite 203  
Winchester, VA 22601  
Tel: (540) 722-3427  
Fax: (540) 722-7535



U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Land, Suite 210  
Dulles, Virginia 20188  
Telephone: 703/661-1354  
Fax: 703/661-1370

June 27, 2006

Ms. Kristin Hill  
Architectural Historian  
Office of Review and Compliance  
Commonwealth of Virginia  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

Re: Area of Potential Effect - Virginia Highlands Airport

Dear Ms. Hill:

The Federal Aviation Administration (FAA) received your letter dated May 17, 2006 regarding the proposed extension of Runway 6 and the parallel taxiway, shifting Runway 24 threshold, relocating State Road 611, relocating a small cemetery, acquisition of land and an aviation easement at Virginia Highlands Airport. In your letter you requested additional information regarding the Area of Potential Effects (APE) and indirect effects from the proposed project, we have prepared responses to each of your questions.

**Will the extension of the runway permit larger planes to utilize the airport?**

The same aircraft "Category" and "Group" that use the airport today will use it in the future after the extension. (The FAA defines airplanes by "Category" which corresponds to landing speed, and "Group" which corresponds to wingspan. The combination of Category and Group make up the Airport Reference Code or ARC.) The Virginia Highlands Airport is currently classified as Category B (approach speeds up to 121 knots), Group II (wingspans up to 79 feet). The additional runway length (approximately 1,400 feet) offers the operators of the business jets and other aircraft greater operational flexibility (i.e. less restriction to passenger load or fuel on-board for departing aircraft, which means the aircraft may operate heavier after the runway extension). After the runway extension project, we anticipate aircraft with similar overall size (approach speed and wingspan) will operate at Virginia Highlands Airport, with the ability to operate at a higher gross weight.

**Airport Operations Forecasts**

FORECAST ELEMENT	BASE	FORECAST YEARS			
	2002	2007	2012	2017	2022
Total Based Aircraft	71	74	76	81	83
Single Engine	49	50	51	52	52
Multi-Piston	8	8	9	10	10
Multi-Turbine	1	1	1	2	2
Business Jet	4	5	5	5	5
Rotorcraft	4	5	5	7	7
Other*	5	5	5	6	6
Operations	23,200	25,050	27,000	31,500	31,500
GA Operations by Aircraft Type					
Single Engine	15,77	16,53	17,41	19,84	19,84
Multi-Piston	1,856	2,004	2,025	2,203	2,203
Multi-Turbine	1,473	1,601	1,544	2,502	2,502
Business Jet	1,160	1,528	2,025	2,678	2,678
Rotorcraft	1,299	1,581	1,601	2,054	2,054
Other*	1,636	1,804	1,990	2,109	2,109

\* Denotes ultra-light, gliders, and unmanned aircraft

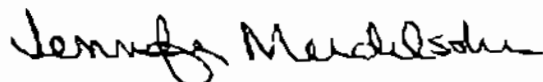
Source: Airport Layout Plan Update, March 2003

**Cemetery concerns:**

St. John Cemetery is located on airport property approximately 600 feet from the runway centerline. The family plots consist of nine grave markers for the St. John Family. The boundaries of the site are discernable by an iron fence with concrete posts enclosing an area of approximately 700 square feet. The proposed project would require the cemetery to be relocated. All relevant local and state statutes regarding the relocation of cemeteries will be followed.

We request your written concurrence with the APE for the proposed projects at Virginia Highlands Airport. If you have any questions or require additional information, please contact me at (703) 661-1362.

Sincerely,



Jennifer Mendelsohn  
Environmental Protection Specialist

cc: Ron Deloney, Airport Manager  
Colleen Angstadt, Delta Airport Consultants, Inc



# COMMONWEALTH of VIRGINIA

1. President RAY M. L. JR.  
Secretary of Natural Resources

Department of Historic Resources  
2801 Kensington Avenue, Richmond, Virginia 23221

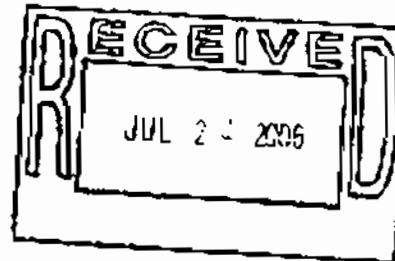
Kristin Hill, Architectural Historian  
Office of Review and Compliance

TEL (804) 367-2323  
FAX (804) 367-2323  
TDD (804) 367-2323  
www.dhr.virginia.gov

July 20, 2006

Ms. Jennifer Mendelsohn  
Environmental Protection Specialist  
Washington Airports District Office  
Federal Aviation Administration  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

Re: Virginia Highlands Airport  
Abingdon, Virginia  
DHR file no. 2006-0645



Dear Ms. Mendelsohn:

Thank you for providing such a thorough and clear response to the questions raised in our May 17, 2006 letter regarding the APE for the project at Virginia Highlands Airport in Abingdon. Based on the information you've provided, we understand that the proposed project will not result in increased or additional auditory effects to any surrounding areas and may actually result in a decrease to the auditory effect on the Abingdon Historic District. We thank you for the explanation and we concur with your APE as defined in your letter of March 31, 2006.

We look forward to receiving the results of your identification efforts. If you have any questions in the meantime, I can be reached at (804) 367-2323 ext. 111 or by email at [Kristin.Hill@dhr.virginia.gov](mailto:Kristin.Hill@dhr.virginia.gov)

Sincerely,

Kristin Hill, Architectural Historian  
Office of Review and Compliance

Cc: Colleen Angstadt, Delta Airport Consultant, Inc.

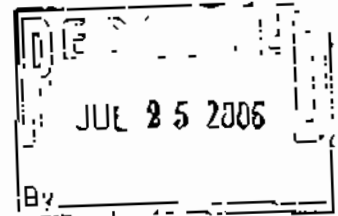
Administrative Services  
101 Courthouse Square  
Petersburg, VA 23103  
Tel: (804) 367-2323  
Fax: (804) 367-2323

Capital Region Office  
2801 Kensington Ave.  
Richmond, VA 23221  
Tel: (804) 367-2323  
Fax: (804) 367-2323

Colonial Region Office  
14415 Old Courthouse Way, 2nd Floor  
Newport News, VA 23606  
Tel: (757) 836-1907  
Fax: (757) 836-2606

Rossmore Region Office  
1030 Pennmar Ave., 5L  
Roanoke, VA 24011  
Tel: (540) 857-3388  
Fax: (540) 857-3388

Winchester Region Office  
101 N. Kent Street, Suite 202  
Winchester, VA 22601  
Tel: (540) 722-3427  
Fax: (540) 722-3427



# COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.  
Secretary of Natural Resources

Department of Historic Resources  
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick  
Director

Tel (804) 367-2323  
Fax (804) 367-2391  
TDD (804) 367-2386  
[www.dhr.virginia.gov](http://www.dhr.virginia.gov)

July 20, 2006

Ms. Jennifer Mendelsohn  
Environmental Protection Specialist  
Washington Airports District Office  
Federal Aviation Administration  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

Re: Virginia Highlands Airport  
Abingdon, Virginia  
DHR file no. 2006-0645

Dear Ms. Mendelsohn:

Thank you for providing such a thorough and clear response to the questions raised in our May 17, 2006 letter regarding the APE for the project at Virginia Highlands Airport in Abingdon. Based on the information you've provided, we understand that the proposed project will not result in increased or additional auditory effects to any surrounding areas and may actually result in a decrease to the auditory effect on the Abingdon Historic District. We thank you for the explanation and we concur with your APE as defined in your letter of March 31, 2006.

We look forward to receiving the results of your identification efforts. If you have any questions in the meantime, I can be reached at (804) 367-2323 ext. 111 or by email at [Kristin.Hill@dhr.virginia.gov](mailto:Kristin.Hill@dhr.virginia.gov).

Sincerely,

Kristin Hill, Architectural Historian  
Office of Review and Compliance

Cc: Colleen Angstadt, Delta Airport Consultant, Inc.





U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Land, Suite 210  
Dulles, Virginia 20168  
Telephone: 703/681-1354  
Fax: 703/681-1370

June 27, 2006

Ms. Kristin Hill  
Architectural Historian  
Office of Review and Compliance  
Commonwealth of Virginia  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

Re: Area of Potential Effect - Virginia Highlands Airport

Dear Ms. Hill:

The Federal Aviation Administration (FAA) received your letter dated May 17, 2006 regarding the proposed extension of Runway 6 and the parallel taxiway, shifting Runway 24 threshold, relocating State Road 611, relocating a small cemetery, acquisition of land and an aviation easement at Virginia Highlands Airport. In your letter you requested additional information regarding the Area of Potential Effects (APE) and indirect effects from the proposed project, we have prepared responses to each of your questions.

**Will the extension of the runway permit larger planes to utilize the airport?**  
The same aircraft "Category" and "Group" that use the airport today will use it in the future after the extension. (The FAA defines airplanes by "Category" which corresponds to landing speed, and "Group" which corresponds to wingspan. The combination of Category and Group make up the Airport Reference Code or ARC.) The Virginia Highlands Airport is currently classified as Category B (approach speeds up to 121 knots), Group II (wingspans up to 79 feet). The additional runway length (approximately 1,400 feet) offers the operators of the business jets and other aircraft greater operational flexibility (i.e. less restriction to passenger load or fuel on-board for departing aircraft, which means the aircraft may operate heavier after the runway extension). After the runway extension project, we anticipate aircraft with similar overall size (approach speed and wingspan) will operate at Virginia Highlands Airport, with the ability to operate at a higher gross weight.

**Airport Operations Forecasts**

FORECAST ELEMENT	BASE	FORECAST YEARS		
	2002	2007	2012	2022
Total Based Aircraft	71	74	76	83
Single Engine	49	50	51	52
Multi-Piston	8	8	9	10
Multi-Turbine	1	1	1	2
Business Jet	4	5	5	6
Rotorcraft	4	5	5	7
Other*	5	5	5	6
Operations	23,380	25,850	27,000	31,340

**GA Operations by Aircraft Type**

Single Engine	15,77	16,53	17,41	19,84
Multi-Piston	1,856	2,004	2,025	2,205
Multi-Turbine	1,473	1,601	1,944	2,502
Business Jet	1,160	1,520	2,025	2,678
Rotorcraft	1,299	1,581	1,601	2,054
Other*	1,636	1,804	1,990	2,199

\* Denotes ultra-light, gliders, and unmanned aircraft.

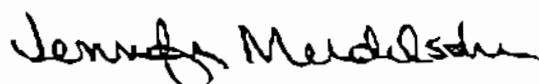
Source: Airport Layout Plan Update, March 2003.

**Cemetery concerns:**

St. John Cemetery is located on airport property approximately 600 feet from the runway centerline. The family plots consist of nine grave markers for the St. John Family. The boundaries of the site are discernable by an iron fence with concrete posts enclosing an area of approximately 700 square feet. The proposed project would require the cemetery to be relocated. All relevant local and state statutes regarding the relocation of cemeteries will be followed.

We request your written concurrence with the APE for the proposed projects at Virginia Highlands Airport. If you have any questions or require additional information, please contact me at (703) 661-1362.

Sincerely,



Jennifer Mendelsohn  
Environmental Protection Specialist

cc: Ron Deloney, Airport Manager  
Colleen Angstadt, Delta Airport Consultants, Inc.



MAY 22 2006

# COMMONWEALTH of VIRGINIA

L. Preston Bryant, Jr.  
Secretary of Natural Resources

Department of Historic Resources  
2801 Kensington Avenue, Richmond, Virginia 23221

Kathleen S. Kilpatrick  
Director

Tel: (804) 367-2323  
Fax: (804) 367-2391  
TDD: (804) 367-2386  
[www.dhr.virginia.gov](http://www.dhr.virginia.gov)

May 17, 2006

Mr. Frederick W. Olson  
Washington Airports District Office  
Federal Aviation Administration  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

Re: Virginia Highlands Airport  
Abingdon, Virginia  
DHR file no. 2006-0645

Dear Mr. Olson:

Thank you for initiating consultation with our office pursuant to Section 106 of the National Historic Preservation Act for the proposed undertaking at Virginia Highlands Airport. We understand that this undertaking involves the extension of Runway 6 by 1,399 feet, the extension of the parallel associated taxiway, shifting Runway 6-24, relocating State Road 611, relocating 900 feet of Spring Creek, relocating a small cemetery, and acquiring 53 acres through fee simple land acquisition and 23 acres of aviation easement to allow for obstruction removal and prevent incompatible land use. At this time you are asking for our concurrence with your proposed Area of Potential Effect. While we believe that your APE is appropriate for direct effects, we are concerned that the APE for indirect effects is actually much larger than what is shown on the map. Please consider expanding the APE for indirect effects with the following concerns in mind. Will the extension of the runway permit larger planes to utilize the airport? If so, will new flight paths over the surrounding area be created? Will larger planes fly lower over the surrounding area for a longer period of time? Will the airport improvements lead to an overall increase in air traffic at the airport? All of these issues may result in auditory effects to an area that may be several miles away from the actual construction APE. We have heard from a resident in the Abingdon Historic District that they are concerned about the impact of this project on the District.

Regarding the treatment of the cemetery located on the development parcel, we strongly recommend that all human remains and associated items be recovered archaeologically. Please be aware that the relocation of human burials requires a permit from either the county circuit court or, if recovery involves archaeological field investigation, the Department of Historic Resources. The Department remains an interested party in any court proceeding involving burial grounds of historic significance, and a permit from this office will be required if archaeological recovery is part of a court-approved relocation (please see *Code of Virginia* 10.1-2305).

Administrative Services  
10 Courthouse Avenue  
Petersburg, VA 23803

Capital Region Office  
2801 Kensington Ave  
Richmond, VA 23221

Tidewater Region Office  
14415 Old Courthouse Way, 2<sup>nd</sup> Floor  
Newport News, VA 23608

Roanoke Region Office  
1030 Penmar Ave., SE  
Roanoke, VA 24013

Winchester Region Office  
107 N. Kent Street, Suite 203  
Winchester, VA 22601

If you have any questions about our comments, I can be reached at (804) 367-2323 ext. 111 or by email at [Kristin.Hill@dhr.virginia.gov](mailto:Kristin.Hill@dhr.virginia.gov). We look forward to receiving additional information about this project.

Sincerely,



Kristin Hill, Architectural Historian  
Office of Review and Compliance

Cc: Colleen Angstadt, Delta Airport Consultant, Inc.



**FAA  
Airports Division  
Eastern Region**

**Washington Airports District Office  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone (703) 661-1362  
Fax: (703) 661-1370**

**March 31, 2006**

**Mr. Roger Kirchen  
Virginia Department of Historic Resources  
Roanoke Regional Preservation Office  
1030 Penmar Avenue, SE  
Roanoke, VA 24013**

**Dear Mr. Kirchen:**

In accordance with the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality (C.E.Q.) implementing regulations, and Federal Aviation Administration (FAA) orders, an Environmental Assessment (EA) for the proposed extension of Runway 6-24 at Virginia Highlands Airport is being prepared. Delta Airport Consultant Inc., in association with cultural resource team member Coastal Carolina Research Inc., is assisting the Virginia Highlands Airport Commission, City of Abingdon, Virginia in the preparation of the EA and cultural resource analysis.

The proposed action/undertaking would take place at Virginia Highlands Airport, which is located approximately 2 miles from the City of Abingdon, VA. The proposed action/undertaking includes the extension of Runway 6 by 1,399 feet to a total runway length of 5,970 feet including the extension of the associated parallel taxiway and shifting the Runway 24 threshold by 470 feet. The extension of 1,399 feet would provide 5,500 feet of take-off runway length with standard extended runway safety areas for both ends of Runway 6-24. The project includes relocating State Road 611, approximately 900 feet of Spring Creek, and a small cemetery. It also includes acquiring approximately 53 acres through fee-simple land acquisition and 23 acres of aviation easement to allow for obstruction removal and to prevent incompatible land use within the runway protection zone. Attached you will find exhibits illustrating the potential project areas and the area of potential effects that is proposed for the Proposed Action/undertaking.

The Virginia Highlands Airport Commission intends to use the NEPA EA process and document the Section 106 process in compliance with requirements as defined by the Advisory Council on Historic Preservation, "Protection of Historic Properties" under 36 CFR Part 800. Please consider this letter and all attachments as initiation of the Section 106 process. As part of this process it is requested that your office review the area of potential effect as shown on the attached exhibit. If you concur with the area of potential effect, please sign the concurrence statement at the end of this letter and return it to this office at the address above. Once concurrence is received from your office, work will begin to identify and document the potential impacts the proposed action/undertaking will have in this area. Impacts in this area, if any, the need for further study and any proposed mitigation measures will then be identified and submitted to your office for concurrence and conclusion of the Section 106 process.

If you have questions or comments regarding the area of potential effect or preparation of this EA, please contact Ms. Colleen Angstadt, Delta Airport Consultant Inc., at 704-521-9101 or Mr. Terry Page, Manager, FAA's Washington Airports District Office (WADO), at 703-661-1364.



Frederick W. Olson, Environmental Specialist  
Washington Airports District Office, FAA

Cc: Ms. Colleen M. Angstadt, Delta Airport Consultants, Inc. ✓  
Ms. Loretta Lautzenheiser, Coastal Carolina Research, Inc.  
Mr. Ron Deloney, VJI Airport Manager  
Mr. Scott Denny, DOAV

w/o encl.  
w/encl.  
w/encl.  
w/encl.

Enclosures: Area of Potential Effect  
Virginia Highlands Airport USGS Map

**Concurrence:**

The Virginia Department of Historic Resources and the Virginia State Historic Preservation Office has reviewed and concurs with the area of potential effect as shown in the attachment.

\_\_\_\_\_  
Dr. Ethel R. Eaton, Archaeologist Senior, Project Review Team Leader  
Virginia Department of Historic Resources

Date: \_\_\_\_\_



# Virginia Highlands Airport Commission

18521 Lee Highway  
P. O. Box 631  
ABINGDON, VIRGINIA 24212-0631

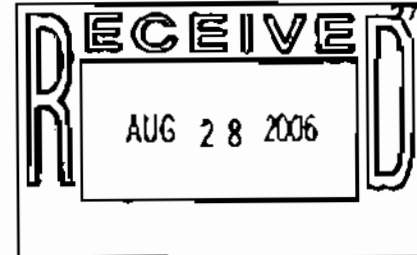


276-628-2009

FACSIMILE  
276-628-2693

August 25, 2006

Mr. Sam F. Hurt  
402 East Main Street  
P. O. Box 1927  
Abingdon, VA 24212

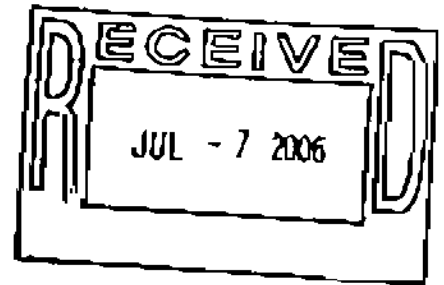


Dear Mr. Hurt:

I have reviewed the correspondence sent to Ms. Colleen M. Angstadt, Delta Airport Consultants, Inc. dated August 22, 2006, and offer the following response from Delta as detailed below:

- What will be the format of the meeting?  
The meeting will be held in the same format as the prior two (2) meetings, an open house with three (3) stations.
- How was the general public notified of the meeting?  
As has been the case for the two (2) prior meetings, legal advertisements were placed in the Bristol Herald Courier. The dates of the recent advertisements were Sunday, July 23<sup>rd</sup> and Sunday, August 20, 2006. The notification is also posted on the project website (<http://www.vahighlandsairport.com>) and postcards were sent to all prior meeting attendees.
- Will the meeting provide the attendees with adequate seating?  
As noted above, the meeting will be an open house format, which allows concerned citizens to move throughout the stations and ask questions individually.
- Will the meeting provide for a public question and answer session in which the attendees are heard and responded to in open assembly -- as opposed to the one-on-one approach employed in the last meeting on February 23<sup>rd</sup>?  
The meeting is an open house session to provide the general public with information regarding the Environmental Assessment and associated proposed projects. All comments are welcome and will be incorporated into the document. Comment cards will be provided at the meeting and may be given directly to Delta or mailed at a later date.

Jan Hurt  
247 East Valley  
Abingdon, Va. 24210



Ms. Colleen Angstadt  
Delta Airport Consultants, Inc.  
1338 Hundred Oaks Drive, Suite G  
Charlotte, NC 28217

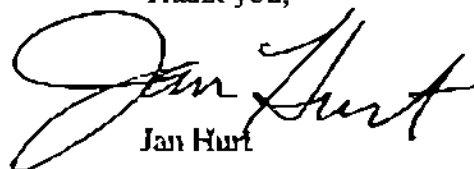
Dear Ms. Angstadt:

At the recommendation of Mr. Pierce Homer, Secretary of Transportation, State of Virginia, (copy of letter enclosed), and Mr. Randall Burdette, Chairman, State Aviation Board, I am enclosing a copy of my letter dated June 10, 2006, to be included in the public comments of the Environmental Assessment being prepared on the Virginia Highlands Airport project.

This letter, or a similar one, was sent to:  
The Washington County Board of Supervisors  
The Abingdon Virginia Town Council  
Pierce Homer  
Randall Burdette  
Governor Tim Kaine  
Federal Congressman Rick Boucher  
Senator George Allen  
Senator John Warner  
State Representative Joe Johnson

Please include my comments in the Environmental Assessment

Thank you,

  
Jan Hurt



*"... there is no limitation or restriction on the size of aircraft that can use the facility. It is up to the pilot in command (not the airport nor FAA) to determine if the facility is safe for them to operate their aircraft at the airport. ... Again, the pilots determine if they can land at a particular airport, not the airport owner, nor the FAA."* This revelation makes it clear that, despite all protestations to the contrary, the airport expansion and upgrade accompanied by clearance of the 34:1 approach slope sets us up for round the clock corporate traffic and a probable freight operation at VHA. There surely must be some way to restrain the VHAC and FAA from forcing this patently dangerous and noise intensive project on our town and a substantial amount of adjoining acreage in the County.

Under FAA policy and CFR 29, VHAC is required to give prior written notice to property owners from whom it wishes to acquire a property interest, and also to afford them the opportunity to accompany the appraiser while on the property. In actual practice, the procedure followed is quite different, as shown by the following timeline of one Hill Street homeowner's experience:

4-22-02: The appraiser trespasses and appraises the owner's property for aviation easement purposes, without notice.

10-14-02: VHAC makes a final decision to upgrade VHA to Category B-II (large) with a 5,500 foot runway

5-6-03: As her first notice of VHAC's interest in her property, the owner receives a letter from VHAC offering to purchase an aviation easement "due to FAA regulations" but without mention of the planned extension

9-25-03: The owner receives a letter from VHAC's attorney repeating the offer to purchase, still with no mention of the planned expansion but stating that the FAA is "now" requiring removal of obstacles (suggesting that the FAA has made a completely new requirement).

8-12-04: The owner receives a letter from VHAC providing a deadline of August 30<sup>th</sup>, prior to which she can either accept the offer or else face VHAC's Petition of Condemnation in the Washington County court system.

I understand VHAC representatives have afforded some 40 property owners on and near Hill Street with the same or similar treatment and of this number 30 have signed easements and VHAC has sued 10 of them to condemn their aviation rights. There is evidence that VHAC representatives have used undue influence and intimidation to cause elderly people to sign; in trying to interview some of these people I detect anxiety or fear. The ability of VHAC to associate itself with the FAA, a federal agency that might seem to have immense power like the FBI or CIA, is highly intimidating in and of itself. VHAC is using this association to make it seem to the property owners that the FAA is mandating this clearance in any event, instead of just making it a condition precedent to the BII. (large) upgrade.

It seems from a lay point of view that VHAC has brought upon itself, its chairman and the various commissioners a number of distressing problems, including the following:

A. Contrary to the grant assurances required under Title 49 USC, for at least the past 7 years VHAC has failed to hold any hearings on this federally funded project to assess public support, concern or opposition. Instead, VHAC commenced the current project without them. Similarly, there have been two meetings open to the public in the environmental impact study now being conducted by Delta, but the first did not provide any public notice and the second did not provide seating or permit public participation, leaving the large crowd frustrated and angry.

B. There is substantial evidence that VHAC allows self dealing and conflicts of interest. As an example, since the year 2000 VHAC has awarded two construction contracts together totaling almost \$3,000,000 to the company of one of the sitting Commissioners. It happens this man is also chairman of

the Airport Development Committee, a subcommittee of VHAC that determines the scope of work for all



# COMMONWEALTH of VIRGINIA

Office of the Governor

PO Box 1475  
Richmond, Virginia 23218

June 22, 2006

Pierce R. Homer  
Secretary of Transportation

(804) 786-8032  
Fax (804) 786-6683  
TTY: (800) 828-1120

Ms. Jan Hurt  
247 East Valley Street NE  
Abingdon, Virginia 24210-2909

Dear Ms. Hurt:

Thank you for your recent letter.

I appreciate your concerns and would urge you to forward your comments to the Virginia Highlands Airport Commission, who will then have its consultant include those comments in the record of the Environmental Assessment (EA) being prepared.

Airports are local enterprises that result from the initiative of local governments. The Commonwealth licenses them to ensure the safety and well being of the general area surrounding the airport, as well as that of the traveling public. In the case of Virginia Highlands and the proposed project, offering your comments to be included in the comments received for the EA is the best course of action for having those comments considered.

Thank you for expressing your views

Sincerely,

A handwritten signature in black ink that reads "Pierce Homer".

Pierce R. Homer

PRH:es

Copy: Mr. Randall Burdette

**sam hurt**

---

**From:** "Burdette, Randall P" <Randall.Burdette@doav.virginia.gov>  
**To:** <janandsam@bvn.net>  
**Sent:** Monday, June 12, 2006 6:00 PM  
**Subject:** Abingdon Airport

Good afternoon Ms. Hurt,

I am in receipt of your June 1, 2006 letter that outlines concerns about Virginia Highlands Airport. Your letter was very well written and we will share its contents with the FAA and the VHAC to get their input. However, please be advised that many of your concerns would best be addressed to the airport sponsor initially, and during the official public comment period when it is scheduled by the Department of Environmental Quality (DEQ). As required by Title 5.1-7 of the Code of Virginia, the airport sponsor (VHAC) must submit a request for a revised airport license to the Department of Aviation in order to accommodate a proposed runway extension. This revised license request then causes DEQ to coordinate an environmental assessment, and they then make a report for consideration by the Department. As of today, there has been no formal request to amend the airport license.

Thank you for your interest.

Sincerely,

Randy Burdette

Randall P. Burdette  
Director of Aviation  
Commonwealth of Virginia  
5702 Gulfstream Road  
Richmond, Virginia 23250-2422  
804 236-3625 ext 108  
Randall.Burdette@doav.virginia.gov  
[www.doav.virginia.gov](http://www.doav.virginia.gov)

(176) 474-1122

JAN HURT  
ABINGDON, VIRGINIA  
247 East Valley Street (24210)  
Post Office Box 1927 (24212)  
j.hurt@abingdonva.net

JUN 05 2006

(176) 633-1944 FAX

June 1, 2006

Randall B. Burdette  
Director of Aviation  
Virginia Department of Aviation  
Richmond, Virginia 23230-2422

Dear Mr. Burdette,

If you lived on Hill Street in Abingdon, Virginia you could have the frightening experience of planes on final approach, passing overhead just 47 feet above ground level. This is not 47 feet above your roof, but above ground level. The enclosure (which shows the last 4,200 feet of the FAA's published instrument approach to the nearby airport) depicts the problem you are facing. You have been compromised either because you signed an easement covering your aviation rights above the approach surface represented by the line on the enclosure marked "34:1", or face a condemnation suit designed to deprive you of those rights.

In either case, you would not receive adequate compensation for the aviation rights because the appraisal of your property was based on land value only, with no consideration being given for the value of your home, other buildings and improvements. This is happening in a neighborhood of fixed income and moderate to low income families in order to accommodate the corporate owners of eight to ten aircraft based at the nearby airport.

One such case is that of an elderly widow, whose husband died recently feeling secure in the knowledge that he had at least left her with a good home. When she told the airport representatives she didn't want to live with airplanes flying so low over her and asked them to buy her home, they refused, stating that the airport wasn't interested in the house, just the airspace above it. The fruit of a couple's lifetime of labor is now worthless, all because of an imaginary surface in the sky overlying this lady's home and sloping towards the airport at the rate of 1 vertical foot for every 34 feet traveled horizontally on the slope. The airport got its easement and planes can now legally fly down to the imaginary surface, which is down to a height of only 47 feet above her property. If the airport won't buy it, who will?

The nearby airport is Virginia Highlands Airport ("VHA") located in Washington County on the western edge of the Town of Abingdon. VHA is a non-towered B II (small) general aviation airport with no commercial airline service. VHA is equipped with a non-precision (localizer only) instrument landing system. VHA's one runway, Runway 24/6, is presently 4,471 feet in length. The preferred instrument approach descends over the central axis of the Town to Runway 24. Airport authorities wish to upgrade VHA to a B III (large) classification, for which the FAA requires that this approach must be clear of all obstructions below a new lower and flatter 34:1 slope, the same 34:1 slope shown in the enclosure. The FAA justifies the lower ground clearances resulting from the lower slope as a safety measure for pilots making an approach on Runway 24. This is apparently more important than our safety on the ground.

A careful examination of the facts reveals that the move to upgrade VHA by meeting the FAA's requirement for a clear 34:1 approach surface is really to correct a mistake that was made in 1988, when Runway 24/6 was extended to 4,471 feet with design specifications to accommodate B II (large) aircraft. Instead of clearing the 34:1 approach surface during construction of the extension, the localizer was

installed, changing the then existing approach from visual only to non-precision. Because the required approach slope had not been cleared, VHA's classification stayed at B.II (small) with its 12,500 pound aircraft weight limitation and 20:1 (higher and steeper) approach slope, which was clear.

To correct the 1998 mistake and show the airport to be upgraded, in 2002 the Airport Commission ("VHAC") started a project to clear the 34:1 surface. In the 14 years between 1988 and 2002 both the Town of Abingdon and Washington County have issued building permits, in reliance on which many homes and businesses have been built and other valuable improvements made, some of which probably conflict with the 34:1 approach surface.

In a completely separate and distinct phase of the ongoing development of the airport, VHAC is expanding the present airport facilities and has future plans to extend the runway to 5,500 feet in order to accommodate larger jets and other large corporate aircraft. The current phase of the expansion is to be financed by federal funds that our local congressman Rick Boucher has secured, plus funds provided by the State of Virginia's Department of Aviation and Washington County, Virginia.

VHA is governed by its Airport Commission ("VHAC"), the members of which are appointed by and act under authority granted by the County Board of Supervisors. VHAC began construction on the current phase last spring without publicity. Until extensive dirt work, paving and hangar construction came to the attention of an inquisitive reporter for a local newspaper last summer, there was little public awareness of the current phase of the expansion. Along with the construction, VHAC resumed the 14:1 clearance project which it had started in 2002, with the removal of obstacles such as a church steeple.

In addition to removal of obstacles, Delta Airport Consultants, Inc. ("DELTA") as VHAC's representative, have acquired "aviation easements" from dozens of property owners in the flight path like the elderly lady on Hill Street. The offers for these easements are based on appraisal reports made by appraisers of VHAC's choosing. The appraisals I have seen (all by appraisers who are far removed from Abingdon) are qualified by a disclaimer stating that "in accordance with a prior agreement between the client and the appraiser" the findings are the "result of a limited appraisal process" in which only the value of the land is considered. Thus, at VHAC's direction the appraisals do not consider homes and other improvements, the value of which would be most affected by the easement.

The prospect of large aircraft flying in bad weather with 300 to 700 foot ground clearances over the hilly terrain prevalent in central Abingdon is bad enough; but the very notion of surface clearances getting down below 50 feet on Hill Street is absurd. There must be some way to restrain the VHAC and FAA from forcing this potentially dangerous and noise intensive instrument approach on not only our Town but also a substantial amount of adjoining acreage in the County. Although airport officials claim that the FAA is mandating that the current clearance be lowered to a 34:1 approach slope, this is not the case. If VHA remains B.II (small) with its 20:1 slope, the 34:1 slope is not needed.

VHAC'S tactics in acquiring the aviation rights enabling this low flight are likewise difficult to understand - and justify under our legal system. Its policy of compensating property owners on the basis of the qualified appraisers' reports is not only hard to stomach but raises serious constitutional questions whether VHAC has, as it would appear, taken private property without due compensation. Additionally, under FAA policy and CFR 29, VHAC is required to give prior written notice to property owners from whom it wishes to acquire a property interest, and also to afford them the opportunity to accompany the appraiser while on the property. In actual practice, the procedure followed is quite different, as shown by the following time line of one Hill Street homeowner's experience:

4-22-02: The appraiser trespasses and appraises the owner's property for aviation easement purposes, without any notice.

10-14-02: VHAC makes a final decision to upgrade VHA to Category B-II (large) with a 3,500 foot runway.

3-6-03: The owner receives a letter from VHAC offering to purchase an aviation easement "due to FAA regulations" but without mention of the planned expansion. It was the first notice the owner had received of VHAC's interest in her property.

9-25-03: The owner receives a letter from VHAC's attorney repeating the offer to purchase, still with no mention of the planned expansion but stating that the FAA is "now" requiring removal of obstacles (suggesting a new FAA requirement).

8-12-04: The owner receives a letter from VHAC providing a deadline of August 30<sup>th</sup>, prior to which she can either accept the offer or else face VHAC's Petition of Condemnation in the Washington County court system.

I understand VHAC representatives have afforded some 40 property owners on and near Hill Street with the same or similar treatment and of this number 30 have signed easements and VHAC has sued 10 of them to condemn their aviation rights. There is evidence that VHAC representatives have used undue influence and intimidation to cause elderly people to sign; in trying to interview some of these people I detect anxiety or fear. The ability of VHAC to associate itself with the FAA, a federal agency that might seem to have immense power like the FBI or CIA, is highly intimidating in and of itself. VHAC is using this association to make it seem that the FAA is mandating this clearance in any event, instead of just making it a condition precedent to the BIL (large) upgrade.

The Town of Abingdon once had a seat on VHAC but gave it up in 1984 because of the expense burden the airport operation imposed. The Town still owns part of the airport real estate but the Town Council has so far ignored our pleas for protection and shown no interest in trying to regain its seat on VHAC. This leaves us virtually disfranchised and powerless against all of these formidable adversaries.

VHAC's operation of the airport expansion has been, and continues to be, high handed in the extreme. It seems from our lay point of view that VHAC has brought upon itself, its chairman and the various commissioners certain vulnerabilities, including the following.

A. Contrary to the grant assurances required under Title 49 USC, for at least the past 7 years VHAC has failed to hold any hearings on this federally funded project to assess public support, concern or opposition. Instead, VHAC commenced the current project without them. Similarly, there have been two meetings open to the public in the environmental impact study now being conducted by Delta, but the first did not provide any public notice and the second did not provide seating or permit public participation, leaving the large crowd frustrated and angry.

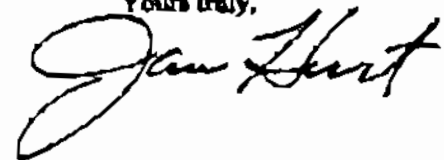
B. There is substantial evidence that VHAC allows self dealing and conflicts of interest. As an example, since the year 2000 VHAC has awarded two construction contracts together totaling almost \$3,000,000 to the company of one of the sitting Commissioners. It happens this man is also chairman of the Airport Development Committee, a subcommittee of VHAC that determines the scope of work for all airport projects required to be advertised for competitive bidding and also approves how the work is to be staged and payment of invoices presented for completed work. His participation at both Commission and subcommittee level suggests that he probably would have had free access to information not readily available to either the general public or competing bidders. Per VHAC routine procedure, Delta Airport Consultants, Inc (which VHAC had previously hired on the basis of the Development Subcommittee's recommendation) handled the bid solicitation and selection process for the work in question. Thereafter VHAC voted to follow Delta's recommendation that the bid of the sitting Commissioner's company be accepted, but with the sitting Commissioner abstaining. When questioned about a possible conflict of interest, the airport attorney, who also represents another one of the sitting Commissioner's companies, advised that no conflict of interest was involved because the Commissioner concerned had abstained in the VHAC's vote awarding the contract.

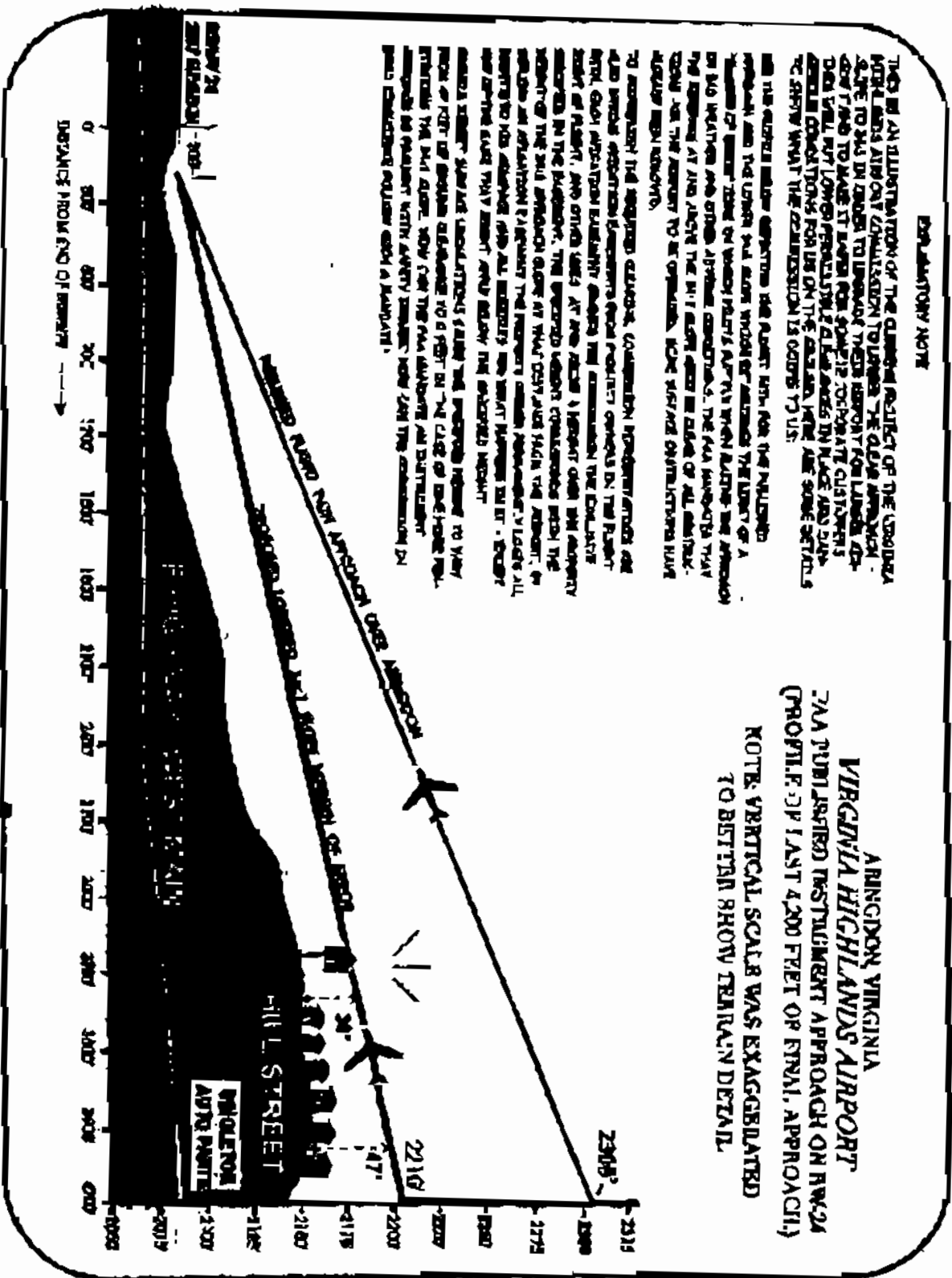
C. A serious legal question exists as to whether VHLAC has requisite statutory authority to condemn airspace rights as it is presently doing. It is more likely that authority rests only with the County Board of Supervisors and the Abingdon Town Council.

At this point we see five main issues that need to be addressed: (one) stop VHA's expansion; (two) compensate Hill Street and other property owners under the flight path for the fair market value for their homes and businesses before the expansion; (three) regain representation for the Town on VHA; (four) investigate the availability of a county-wide referendum on VHA's expansion; and, (five) further research on the legality of VHLAC's condemnation of aviation rights.

Mr. Burdette, this letter is intended to supplement the e-mail communication I sent you on both March 15<sup>th</sup> and March 20<sup>th</sup>. I realize that the Virginia Department of Aviation is funding part of the cost of this project, and that using the money for that purpose probably seemed like a good thing at the time. But as more and more hard facts come in, more and more residents of both the Town and the County have decided the expansion is against their best interests - and freely expressed their opinions at such gatherings as the March 21<sup>st</sup> special meeting of the Board of Supervisors. I hope that you, sir, in line with your responsibility to promote aviation in Virginia in the interest of all of the public - airport operators and us folks on the ground alike - are willing to review the facts independent of Ron Deloney and the airport authorities and see for yourself that the expansion might not be such a good idea after all.

Yours truly,







2584510

Jan Hurt

242 East Valley Street

Abingdon, Va. 24210

276 616-1128

March 17, 2006

GOVERNOR'S OFFICE

06 MAR 21 AM 11:18

Governor Tim Kaine  
Office of the Governor  
State Capitol Building  
Richmond, Va. 23219

Dear Governor Kaine,

The Virginia Highlands Airport in Abingdon has begun Environmental Impact Assessment meetings on its proposed expansion. A large number of residents of both Washington County and Abingdon have expressed concerns about the impact of the project.

Enclosed for your information are the following:

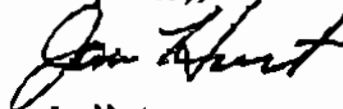
1. Hired copy of my e-mail letter and memorandum to Randall Bunde, State Aviation Director,
2. Copy of my comments to Delta Airport Consultants on the 2/23/06 Environmental Assessment Meeting, and
3. Copy of my letter to Delta Airport Consultants requesting an immediate National Historic Preservation Act Section 106 review to determine the impact of expansion upon the entire town of Abingdon.

I learned from an FAA employee that the FAA feels that noise abatement is the responsibility of the airport owner. It is not mandated by FAA regulations, so an airport can do as much or as little as it wishes in terms of noise control and abatement without coming into conflict with a regulatory agency. He also advised getting the Director of Aviation involved.

The Washington County Supervisors have scheduled a public meeting March 21 at the Southwestern Virginia Higher Education Center with the Board of Supervisors and the Airport Advisory Board both in attendance, at which time they have agreed to hear the concerns of citizens. This is a positive step, but one which was very difficult to obtain.

Beyond this, we are at a loss as to how to proceed. Any assistance or information we could obtain from your office would be greatly appreciated.

Respectfully,



Jan Hurt

**MEMORANDUM**

March 15, 2006

To: Randall Brudette State Aviation Director

I am a private citizen residing in Abingdon, Virginia. Founded in 1773, Abingdon is a pristine little town of about 4,000 people, with an historic heritage going back to the days of Daniel Boone. The Town of Abingdon takes historic preservation very seriously with regard to its 20-block historic district and other resources listed in the National Register of Historic Places.

There is a clear and present danger that our Town is going to be forever changed and irrevocably spoiled by a project currently underway at nearby Virginia Highlands Airport ("VHA") on the western edge of the Town. VHA is a non-scheduled general aviation airport with no commercial airline service. It is equipped with a non-precision (localizer only) instrument landing system. VHA's only runway is Runway 24/6, presently 4,471 feet in length. The favored instrument approach is northeast-southwest, starting at a key point over northeast Abingdon and descending over the central axis of the Town to Runway 24.

The current project entails expanding the airport and extending the runway to approximately 5,500 feet in order to accommodate larger corporate jets. No public hearing was held on this federally-funded project to assess citizen support, opposition or concerns. Instead, VHA is currently engaged in lowering the obstruction clearance slope over large, populated residential areas. For obstruction removal, eminent domain is being used to acquire navigation easements (some less than 25 feet above rooftops on the final approach) from dozens of property owners, and in some cases to take homes and property outright. With the approach slope lowered over our hilly terrain, ground clearances above densely populated residential areas inside the Town limits will range from 300 to 700 feet. Since most accidents occur within 5 miles of an airport, there is considerable community concern about the safety risks imposed by the current project.

In addition to safety considerations, the current project will almost certainly increase aircraft activity and noise over Abingdon. VHA has been considered as a base for an air freight operation and there is a substantial chance that such will be a future reality. The addition of round the clock noise of large and lower flying aircraft will dramatically diminish the Town's unique appeal as a desirable place to live and visit. The Town's economic base depends largely on tourist dollars. Local businesses and the historic district will suffer accordingly. There is a reasonable option to expansion that has so far been ignored. VHA is situated on valuable commercial property that could be sold to offset all or some substantial part of the cost of acquiring other land and building a new facility that would not have such a negative impact on the Town. Some well situated land has been identified and is currently available.

VHA is situated wholly in Washington County and is governed by its Airport Commission, acting under authority granted by the County Board of Supervisors. At the present time the Town has no representation on the Commission, the proceedings of which are secretive to an extreme. As a result there are self-dealing and conflict of interest questions regarding the award of a large airport construction contract to one of the sitting Commissioners, and also regarding the interaction between members of the Commission and the consultants they hired for this project. There is a substantial question whether proper processes as defined by FAA policies and CFR 49 were followed in acquiring the navigation rights mentioned above. Sadly, in the environmental impact study the consultants are conducting for the Commission there have been two meetings open to the public but the first did not provide any public notice and the second did not permit public participation, leaving the large turnout frustrated and angry.

You should also know that two people who have publicly expressed opposition to the VHA expansion, one a female and the other an elderly male, have received written threats because of their opposition.

Respectfully submitted, Jan Furl.

Randall Burdette  
State of Virginia Aviation Director

Dear Mr. Burdette,

As you can see from the attached *MEMORANDUM*, we are having quite a problem here in Abingdon trying to prevent our pristine Hills Town from being spoiled by an airport expansion. The remarks below are intended to follow those in the memo and hopefully complement it.

This has been a tough fight against formidable opponents, including the Federal Aviation Administration; the Board of Supervisors of Washington County, Virginia; Ron Delaney the airport manager; the Virginia Highlands Airport ("VHA") Commission and its consultants Delta Airport Consultants, Inc., and our local representative to Congress, the honorable Rick Boucher.

The FAA has exhibited a conspicuous partisan attitude towards the expansion project and assisted Mr. Delaney in his efforts to promote it. Mr. Delaney lives some distance away in Tennessee, and so does not share our concerns about the project. The Washington County Supervisors have economic development stars in their eyes and want the expansion for that reason, despite the fact that neighboring counties are attracting significant development without the benefit of airports. The VHA Commissioners claim they are just doing the County's bidding but there is evidence that the Commission is an attractive venue for self dealing. The consultants are just trying to do their job of completing this project with little or no bother from the public. Mr. Boucher wants the project to go through because he was able to get the federal money for it; also, he seems to feel the corporate planes using VHA should have a longer runway and own their owners loss to insure.

The Town of Abingdon once had a seat on the Airport Commission but gave it up back in the 1980's because the airport operation imposed an unacceptable expense burden. The Town still owns part of the airport real estate but the Town Council has so far ignored our pleas for protection against these adversaries. Some Town Council members are willing to ignore the public interest because they do not wish to offend Mr. Boucher; additionally, Mr. Delaney has been able to allay concerns about the project and convince at least some of the Council members that the expansion will in no way spoil Abingdon or affect our quality of life here. To enhance the feeling we are not getting needed help from our local government, we recently learned from FAA personnel that the FAA does not mandate noise abatement and considers that to be totally the responsibility of the airport owner.

The inaction of our local government has virtually disenfranchised and left us powerless. We therefore turn to you as State Aviation Director, the Commonwealth's representative in airport matters. We believe that the Commonwealth has a vital interest in balancing the need for economic development against the need to preserve historic resources and protect the public safety and welfare. We also believe that the VHA Commissioners' secretive proceedings and rejection of public participation, as well as the threats that have been made by presently unknown parties, are preventing that balancing from happening. Although one of our FAA contacts said that for us to get relief, attorneys would probably need to be involved, that does not seem to be an option since the majority of the residents in the immediate vicinity of the airport and others affected by the expansion are either elderly or low income.

I hope that your office will take note of these problems and advise us how to proceed. I can provide more detailed information if that would be helpful. We need your help.

Respectfully, Jan Flurt  
(703) 623-1926 + 623-1946 fax  
P.O. Box 1927, Abingdon VA 24212

To: Delta Airport Consultants  
From: Jan Hurt  
Re: Virginia Highlands Airport  
Environmental Assessment Meeting, 2/23/06

This was not a meeting. The format of three stations with exhibits and Delta employees explaining the exhibits was calculated to not impart information.

The exhibits were impossible for the average person to interpret. Due to the nature of the setup, anyone with a question generally either walked up in the middle of an explanation or had to wait in line to ask about a particular concern or asked a question at a station to be directed to another station, only to wait in line there.

There was absolutely no chance to hear the concerns of other residents, to hear their questions, or the responses to those questions.

At the prior meeting, residents requested a larger space with better acoustics and more seating for the next meeting. At this meeting, there was no seating at all. Many of those attending were older people for whom standing that length of time was a burden.

As to the information presented in your handouts, I have the following questions and comments:

1. You propose spending \$14 million, + or - on this project. You forecast that the number of aircraft based at the VHA will increase from 74 in 2007 to 83 in 2022. That is over \$1 million per plane. Is this a reasonable use of taxpayers money?

2. Relocating the airport is a reasonable option. The airport is on valuable commercial property, which could be sold to offset the cost of acquiring more land and building a new facility that will not have a negative impact upon the Town of Abingdon. Hangers can be moved. Land is available close by that is appropriate and would allow for long-term development and expansion of the airport, if that is warranted, which is certainly not the case now.

3. Although you say the airport will not become a cargo hub, that was certainly a potential being investigated by the VHA. There is no guarantee that it will not happen in the future.

4. Noise has already increased and will continue to increase.

5. Even though the St. John Cemetery is a small family cemetery, it should not be moved. You are planning to move the approximately 9 family graves that are marked and bulldoze the rest to use as fill at the west end of the project. Any old cemetery has unmarked graves. If the cemetery must be moved, a complete archaeological excavation must be done to be certain all remains are treated appropriately.

6. We keep hearing that pilots will not fly lower, or into the "safety zone" that will come about when trees are removed, and then hear that the reason the safety zone needs to be established is because a pilot clipped a tree on landing.

7. The questionable tactics used by the firm Delta employed to purchase land and air space need to be addressed.

The only acceptable alternative in the Environmental Assessment is No. 1 - No Build.

Thank you for this opportunity to present my views.

Jan Foust Hurt  
247 East Valley Street  
Abingdon, Va. 24210  
February 22, 2006

Delta Airport Consultants, Inc.  
1338 Hundred Oaks Drive  
Suite G  
Charlotte, NC 28217

Gentlemen:

As a citizen of both the Town of Abingdon and Washington County, I request Delta Airport Consultants, as agent for The Virginia Highlands Airport Commission, contact the Federal Aviation Agency and commence the National Historic Preservation Act Section 106 review to determine the impact of the expansion of The Virginia Highlands Airport, a federally funded project, upon the historic resources of Abingdon and Washington County.

Any project which receives federal funding must comply with this mandatory process when historic properties are threatened. Code of Federal Regulations (CFR) Part 800 - Protection of Historic Properties, subpart A 800.1 Purposes, (a) states in part "The Section 106 process seeks to accommodate the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertakings on historic properties, commencing at the early stages of project planning."

Additionally, Subpart A 800.1 Purposes, (c) Timing states in part "The agency official shall ensure that the Section 106 process is initiated early in the undertaking's planning, so that a broad range of alternatives may be considered during the planning process for the undertaking."

The Section 106 review must take into account the impact of the expansion upon the entire Town of Abingdon, including the Historic District, The William King Regional Art Center, The Virginia Highlands Community College and Taylor's Hill, not just the land on either side and end of the runway. It would seem prudent to complete this review before any further funds are spent on this project.

Sincerely,

Jan Foust Hurt

cc: Washington County Board of Supervisors  
Abingdon Town Council  
Hon. Rick Boucher

From: <Jhrrwm1@aol.com>  
To: <Susan321ss@aol.com>; <vjw@naxs.com>  
Sent: Friday, February 24, 2006 3:03 PM  
Subject: (no subject)

Dear Susan

I defended you once, not as a person but as what I thought was a person trying to be a professional.

Freedom of speech is a hard fought for right we have in this country. When we exercise it in a court of law we swear that what we are saying is the truth and if it is not we can be punished by law for offending the law and those that are entitled to the truth.

When we exercise our right to speak freely in and to the public we can not be punished for speaking untruthfully, for the purpose of a personal agenda, or deceiving the innocent. It is strictly a moral and or professional responsibility to speak the truth and not steal the truth from the innocent and make them a victim of a crime. The crime is stealing the truth from those that might be ignorant or innocent.

Susan, you, Lee and others that you have suckered in to your circle of deceivers and thieves of the truth which cause undue fear and worry in peoples lives, getting them upset for no reason should be prosecuted if it was possible. It probably is not possible because it is a moral obligation to speak the truth when we use the right to speak freely. But at any rate you and your circle of thieves are certainly not any form of a professional nor do you demonstrate any form of morality.

You need to rethink your agenda and actions. You need to decide if you want to be an aviation professional or a irresponsible activist.

John White

2/25/2006

# Stop the Airport Runway Extension

**The Airport Runway Extension will close Providence Road near the runway and reroute traffic to Westinghouse Road, a road that already is very busy with the mix of residential and industrial traffic.**

**This will cut off your direct access to the interstate and Lee Highway.**

**Why?** The consulting firm for the Airport Commission says this extension is so 3 to 4 additional corporate jets can land since the owners have insurance issues with the current runway length. They will try to tell you that we won't be able to have economic growth without this extension. However, Russell County has had wonderful success with attracting industry and business without an airport. Washington County has I-81, plenty of industrial parks and an airport just 30 minutes down the interstate.

This project will cost in excess of \$14,000,000 which works out to be several million per jet that potentially would land. *Do you think there would be a better way to spend this money?*

**Who owns the Airport? YOU DO** – the airport's website says the citizens of Washington County own the airport. Does this possible extension make sense to you or the majority of citizens?

**Your voice is crucial! Here's what you can do:**

**Call or write your supervisor.** The Board of Supervisors has the power to stop this extension and they are the ones who have authority over whether the rerouting of Providence Road will happen. They are waiting to hear from you. (Contact information is on the back.)

Attend the 2<sup>nd</sup> "Public Meeting" at the Virginia Highlands Airport on February 23<sup>rd</sup> from <sup>6</sup>2-8pm. At this meeting an environmental study is to be explained by Delta, the airport consulting firm. Some of us are a little skeptical about the results since it was put together by this firm and not really verified by any objective agency. Much of this expansion plan has been done without public knowledge or input. You need to ask questions. There will be lots of concerned citizens to join you there.

**A MOST important meeting**, called by the Board of Supervisors, will be held on Tuesday, March 21<sup>st</sup> at 7pm at the SW Higher Ed Center at Exit 14, located next to Virginia Highlands Community College. This is a public meeting set specifically to hear from the citizens and interested parties about the extension project. Please put this date on your calendar and attend. Anyone can speak at this meeting. If you have written material for the supervisors to review it must be submitted to them by March 13 at 5pm.

**Stay informed:** Send an email to [airportmail@comcast.net](mailto:airportmail@comcast.net) to get on the info update line. You can also request information and data compiled by Catherine Harper, an expert former FAA employee.

**DO NOT Let this Extension Take Away Your Access!!**

## Contact Information for Washington County Board of Supervisors

Phillip B. McCall  
24597 Walden Road  
Abingdon, VA 24210  
PH: (276) 628-4536 (H)

A-01  
Harrison

Paul O. Price  
26362 Shortsville Road  
Abingdon, VA 24210  
PH: (276) 944-4571 (H)  
(276) 628-4621 (O)

B-01  
Jefferson

**If you are not sure who your  
Supervisor is, call the County  
Administrator's Office at 676-6202**

Kenneth D. Reynolds  
19607 McCray Drive  
Abingdon, VA 24211  
PH: 276-628-5469

C-01  
Madison

Anthony S. Rector  
P. O. Box 715  
514 North Monte Vista  
Gladys Spring, VA 24340  
PH: (276) 429-2271 (H)

D-01  
Monroe

Jack R. McCrady, Jr.  
P. O. Box 298  
Damascus, VA 24236  
PH: (276) 475-5223 (H)

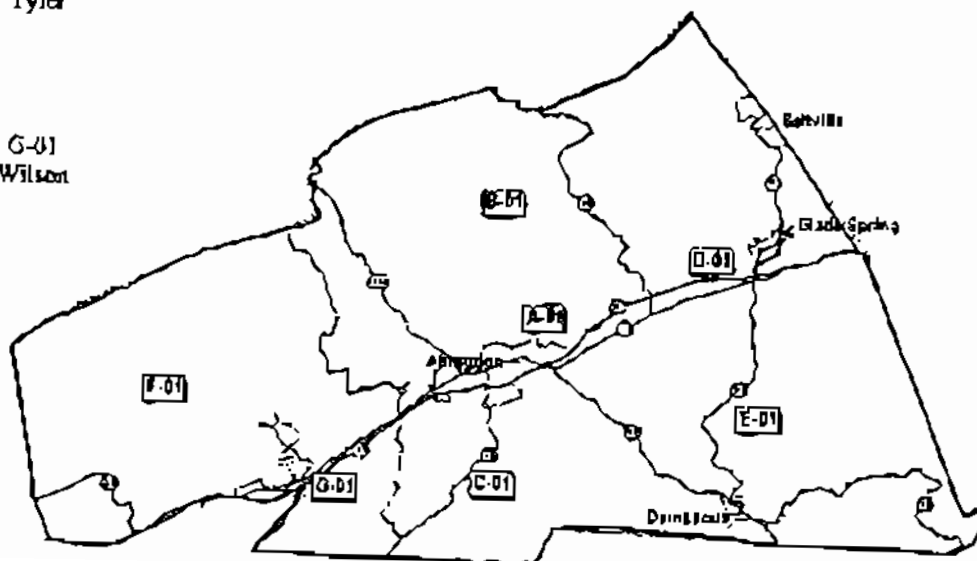
E-01  
Taylor

Odell Owens  
6471 Gate City Highway  
Bristol, VA 24202  
PH: 276-669-6881 (H)  
276-666-9392 (O)

F-01  
Tyler

Dulcie M. Mumpower  
15093 Cloudview Road  
Abingdon, VA 24210  
PH: (276) 669-5993 (H)  
(276) 628-3235 (O)

G-01  
Wilson





# ATTENTION

AIRPORT RUNWAY EXPANSION  
WILL CLOSE ROAD TO I-81  
TAKE FLYER - OR CALL 626-1727

**SAM E. HURT**  
**ABINGDON, VIRGINIA**

(776) 623-1926 Office

407 East Main Street (24210)  
Post Office Box 1927 (24212)  
janendh@comcast.net

(776) 623-1946 Fax

January 15, 2006

Honorable Rick Boucher  
123 W Main Street  
Abingdon, Virginia 24210

Dear Rick,

Thanks for your letter of January 5<sup>th</sup>, which I assume responds to my opinion piece about the airport expansion dated September 24, 2005 and edited November 28, 2005. I sent similar comments to our Town Council by letter dated September 8, 2005, which Tom Phillips forwarded to Ron Deloney for his comments. I expect you have seen and possibly been influenced by Mr. Deloney's rebuttal to my letter, along with Roy Lewis' rebuttal in the form of a suggested letter from Tom Phillips to me.

I was particularly pleased to receive your letter because it gives me the chance to express my point of view directly to you and to clarify my intent in opposing the airport expansion. For starters, I definitely *am not* opposed to growth and attracting 21<sup>st</sup> century jobs. Instead, I firmly believe that it is possible to have both growth and jobs and at the same time maintain the feel of the Abingdon that we both love.

Based on the recent news about the plans for significant future economic development in Russell County, where there is no airport, I respectfully differ with the statement in your letter that the presence of a well-developed airport is *essential* in terms of Washington County development goals. Certainly a general aviation airport is an asset that *could* assist in the achievement of those goals, but there is no overriding necessity, no force majeure I know about that makes the Virginia Highlands Airport expansion mandatory if, as I fear, its operation is going to materially compromise the safety, welfare and quality of life of the residents of Abingdon, and importantly, compromise our 228 year old historic heritage.

I will express up front that I am very concerned that the expansion *will* result in an increased number of larger aircraft flying lower and that such will indeed compromise our quality of life by adding to the already high noise level and detracting from the feeling of antiquity that we presently enjoy and which draws thousands of tourists yearly. Many Abingdon residents believe we are already hearing more noise.

Your letter expresses a different point of view, which I understand and respect, but I don't think you and I need to be polarized in the way we regard these issues. Instead, I suggest that it would be far more constructive to explore the idea that we have a great deal more in common than meets the eye.

We both own real property in Abingdon listed in the National Register of Historic Places. I have a large financial investment and am sure you do also. Importantly, we both love Abingdon and are willing to work in its behalf. In the seven years Jan and I have lived here I could not hope to make the contributions that you have, not only to the Town but also Washington County and the entire region we live in.

However, I have made a small start in the Town. I worked with my friend Tom Phillips for one of the seven years drafting and promoting the adoption of our highly successful tree ordinance, the first in Abingdon's 228 year history. I then served one more year as the first chairman of the Tree Commission.

After the time with the Tree Commission I worked for over two years with Tom Phillips to update and secure passage of our revised Preservation Ordinance, which updated the original 1971 ordinance to give the Board of Architectural Review badly needed power to protect the Town's historic resources

In the seven years I also restored three historic properties. At the present time I am serving on the Board of Zoning Appeals and Board of Directors of the Historical Society of Washington County

I am familiar with the environmental impact process that is being conducted at the airport but my experience so far with Messrs. Deloney, Hines and Lewis (as well as FAA official Terry Page) makes me doubt that the process will solve - or even address - all of the problems presented by the airport expansion. These gentlemen have consistently displayed a condescending attitude and pattern of non-response to most of the issues that have been raised about the airport expansion, to the point of being evasive. I would respectfully suggest that their behavior has also prevented rational discussion of the problems concerned.

I certainly hope that I am wrong and you are right in anticipating no appreciable increase in air traffic and in your belief that the corporate executives will use Gulfstream aircraft which are only slightly larger than the aircraft now in use at the field. Since there are seven models of Gulfstream ranging in operating weight from 14,635 pounds to 48,300 pounds, I don't understand how anyone can be certain about the size of the planes that will actually be using the airport. About the only deterrent seems to be runway width, which will accommodate Gulfstreams G1 through G4 presently - and the 94 foot wingspan G5 later if the recommendation of the state aviation plan to widen the runway to 100 feet is followed.

Past experience also makes me doubt that Messrs. Deloney et al are revealing full information about aircraft size and in general about the nature of the operations to be conducted at Virginia Highlands Airport in the future. More likely, they are continuing to reveal just that part of the information that makes it seem that the expansion will cause no change or only limited change in Abingdon and our quality of life.

Unfortunately, their lack of candor has left little room for consideration of alternatives such as the possibility that there could be reasonable limitations on future operations which would ensure that we will be protected in case your (as well as our) hopes for some kind of benign affect on the Town are mistaken and the future reality turns out to be more, heavier aircraft flying lower over us, as we fear.

The possibility of being wrong and having our pristine little town spoiled seems like too much to leave to chance. I ask for your help to prevent this from happening, just like I asked the Town Council.

Perhaps a public meeting at which you could hear the concerns of your constituents would be a way to pull together a solution that is a plus for Washington County economic development and at the same time protects and preserves that very important part of Washington County that we call Abingdon.

In the interest of everyone concerned, I respectfully suggest that such a public meeting should be scheduled as soon as possible, but in any event before the next airport meeting on February 23<sup>rd</sup>.

Rick, I appreciate so much your good work for the Town, county and region. I also appreciate your taking the time to write me about these issues that concern all of us and hope we can stay in touch.

Respectfully,

*Don Hunt*

cc: Town Council and Board of Supervisors

RICK BOUCHER  
RICHMOND, VIRGINIA

COMMITTEE ON  
ENERGY AND COMMERCE

LEGISLATIVE  
COUNCIL ON ENERGY AND THE  
ENVIRONMENT

COMMITTEE ON  
ENERGY AND THE ENVIRONMENT

JUDICIARY

LEGISLATIVE

COURTS, THE JUDICIAL  
AND INTELLECTUAL PROPERTY

LEGISLATIVE

CONGRESSIONAL INQUIRY



## Congress of the United States House of Representatives

January 5, 2006

WASHINGTON OFFICE

215 HAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-3887

E-MAIL: NINTHMET@MAIL.HOUSE.GOV  
WWW: HTTP://WWW.HOUSE.GOV/BOUCHER

CONSTITUENT SERVICE OFFICES

1307 ASH MOUNT STREET  
ABINGDON, VIRGINIA 24210  
(540) 426-1146

1 CLOVERLEAF SQUARE  
SUITE 2  
600 STONE CLIFF, VIRGINIA 24211  
(540) 523-8490

106 NORTH WASHINGTON AVENUE  
P.O. BOX 1208  
PINE BLUFF, VIRGINIA 24361  
(540) 880-4710

Mr. Sam Hurt  
402 East Main Street  
Abingdon, Virginia 24210

Dear Sam:

Thank you for sharing with me your views concerning the proposed runway extension at the Virginia Highlands Airport. I appreciate your desire to maintain the excellent quality of life that the town of Abingdon affords.

The presence of a well-developed airport is essential to the economic development goals of Washington County. Corporate executives, local planners, and transportation experts all agree that proximity to a modern airport is an important community asset when businesses seek new office and plant locations. For that reason, I strongly support funding for the federal programs which make the development of the airports in our region possible.

An environmental assessment is currently underway for the proposed development at the airport. This assessment, which must be completed before construction of the runway extension begins, will measure the effects of the runway extension on several factors including safety of the communities surrounding the airport as well as the noise levels.

The environmental assessment process includes three public information meetings and a final public hearing. The first meeting took place in November, and the second meeting is scheduled for February 23, 2006 from 6:00 p.m. to 8:00 p.m. at the airport's terminal building. Public comment is welcome at each of these meetings, and I encourage you to attend and make your views known to airport officials. I also suggest that you visit the Virginia Highlands Airport website, [www.vahighlandsairport.com](http://www.vahighlandsairport.com), for detailed information on the Airport Development Plan. This website includes the schedule for public meetings as well as detailed explanations of each step of the development process.

I anticipate that the extension will not cause an appreciable increase in air traffic at the field, and I am certain that the extension will not result in aircraft that are significantly larger using the field. Gulfstreams, which are slightly larger than the aircraft that now use the field will be accommodated. These are the aircraft that corporate executive personnel commonly use. For Washington County to be attractive to the technology companies offering 21st Century jobs that

Page 2

January 5, 2006

we want to attract, the runway extension is necessary

Sam, thank you again for sharing your concerns about the proposed runway extension at the Virginia Highlands Airport. If I can be of assistance to you in the future, please do not hesitate to contact me. With kind regards, I remain

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Boucher". The signature is stylized with a large, sweeping "R" and a cursive "Boucher".

Rick Boucher  
Member of Congress

RB/cal



# Virginia Highlands Airport Commission

18521 Lee Highway  
P. O. Box 531  
ABINGDON, VIRGINIA 24212-0631

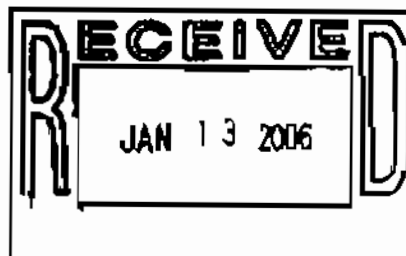


276-628-2900

FACSIMILE  
276-628-2693

January 11, 2006

Matthew Owens  
Highlands Properties, Inc.  
P.O. Box 2512  
Abingdon, VA 24212



Re: Property Tax Parcel No. 124-A-8  
Property Tax Parcel No. 124-A-18B

Dear Mr. Owens:

As you may be aware, the Virginia Highlands Airport Commission (VHAC), as Owner and Operator of the Virginia Highlands Airport, has initiated the Environmental Assessment (EA) process for proposed improvements at the airport. Previous correspondence dated September 26, 2005, requested access to your property for the purpose of environmental surveys and the first public meeting introducing the EA was held on November 9, 2005.

As the EA process continues, the VHAC is interested in keeping all concerned property owners informed, and as such, we would like to invite you to a meeting on February, 23, 2006 from 5:00 p.m. until 6:00 p.m. The meeting is to address any questions or concerns you may have in reference to the previously requested property access, future easement or fee simple acquisition, and environmental surveys. Following this meeting the second public meeting will be held from 6:00 to 8:00 PM for all interested citizens. Both meetings will take place in the terminal building at the Virginia Highlands Airport, 18521 Lee Highway Abingdon, Virginia 24210. Representatives from the VHAC, Delta Airport Consultants, Inc., and the FAA will be present at the meeting.

If you have any questions, comments, or concerns regarding the EA prior to the February meetings, please contact Mr. Roy G. Lewis or Ms. Colleen M. Angstadt, Delta Airport Consultants, Inc., at 704.521.9101.

Sincerely,

Ron Deloney  
Airport Manager



# Virginia Highlands Airport Commission

18521 Lee Highway  
P. O. Box 631  
ABINGDON VIRGINIA 24212-0631



276-624-2693

FACSIMILE  
276-624-2693

January 11, 2006

Rick Barrett  
Abingdon Livestock Exchange/  
Tri-State Livestock Market  
P O. Box 558  
Abingdon, VA 24212

Re: Property Tax Parcel No. 124-A-4

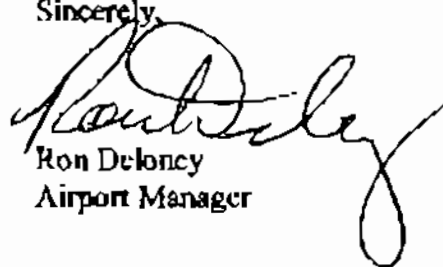
Dear Mr. Barrett:

As you may be aware, the Virginia Highlands Airport Commission (VHAC), as Owner and Operator of the Virginia Highlands Airport, has initiated the Environmental Assessment (EA) process for proposed improvements at the airport. Previous correspondence dated September 26, 2005, requested access to your property for the purpose of environmental surveys and the first public meeting introducing the EA was held on November 9, 2005.

As the EA process continues, the VHAC is interested in keeping all concerned property owners informed, and as such, we would like to invite you to a meeting on February, 23, 2006 from 5:00 p.m. until 6:00 p.m. The meeting is to address any questions or concerns you may have in reference to the previously requested property access, future easement or fee simple acquisition, and environmental surveys. Following this meeting the second public meeting will be held from 6:00 to 8:00 PM for all interested citizens. Both meetings will take place in the terminal building at the Virginia Highlands Airport, 18521 Lee Highway Abingdon, Virginia 24210. Representatives from the VHAC, Delta Airport Consultants, Inc., and the FAA will be present at the meeting.

If you have any questions, comments, or concerns regarding the EA prior to the February meetings, please contact Mr. Roy G. Lewis or Ms. Colleen M. Angstadt, Delta Airport Consultants, Inc., at 704.521.9101.

Sincerely,

  
Ron Deloney  
Airport Manager



# Virginia Highlands Airport Commission

18521 Lee Highway  
P O Box 631  
ABINGDON, VIRGINIA 24212-0631



276-628-2900

FACSIMILE  
276-628-2693

January 11, 2006

Irby & Elizabeth Sneed  
18428 Providence Road  
Abingdon, VA 24210

Re: Property Tax Parcel No. 124-A-27  
18428 Providence Road  
Abingdon, VA 24210

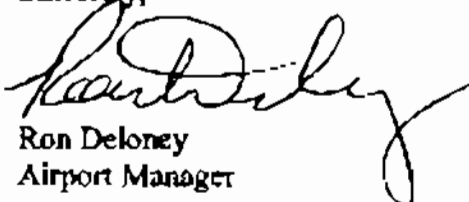
Dear Irby & Elizabeth Sneed:

As you may be aware, the Virginia Highlands Airport Commission (VHAC), as Owner and Operator of the Virginia Highlands Airport, has initiated the Environmental Assessment (EA) process for proposed improvements at the airport. Previous correspondence dated September 26, 2005, requested access to your property for the purpose of environmental surveys and the first public meeting introducing the EA was held on November 9, 2005.

As the EA process continues, the VHAC is interested in keeping all concerned property owners informed, and as such, we would like to invite you to a meeting on February, 23, 2006 from 5:00 p.m. until 6:00 p.m. The meeting is to address any questions or concerns you may have in reference to the previously requested property access, future easement or fee simple acquisition, and environmental surveys. Following this meeting the second public meeting will be held from 6:00 to 8:00 PM for all interested citizens. Both meetings will take place in the terminal building at the Virginia Highlands Airport, 18521 Lee Highway Abingdon, Virginia 24210. Representatives from the VHAC, Delta Airport Consultants, Inc., and the FAA will be present at the meeting.

If you have any questions, comments, or concerns regarding the EA prior to the February meetings, please contact Mr. Roy G. Lewis or Ms. Colleen M. Angstadt, Delta Airport Consultants, Inc., at 704.521.9101.

Sincerely,

  
Ron Deloney  
Airport Manager





# Virginia Highlands Airport Commission

18521 Lee Highway  
P O Box 631  
ABINGDON, VIRGINIA 24212 0631



276-628-2909

FACSIMILE  
276-628-2693

January 11, 2006

Fred B. Gent II  
18159 Lee Highway  
Abingdon, VA 24210

Re: Property Tax Parcel No. 124-A-29  
Property Tax Parcel No. 124-A-29A  
18159 Lee Highway  
Abingdon, VA 24210

Dear Mr. Gent:

As you may be aware, the Virginia Highlands Airport Commission (VHAC), as Owner and Operator of the Virginia Highlands Airport, has initiated the Environmental Assessment (EA) process for proposed improvements at the airport. Previous correspondence dated September 26, 2005, requested access to your property for the purpose of environmental surveys and the first public meeting introducing the EA was held on November 9, 2005.

As the EA process continues, the VHAC is interested in keeping all concerned property owners informed, and as such, we would like to invite you to a meeting on February, 23, 2006 from 5:00 p.m. until 6:00 p.m. The meeting is to address any questions or concerns you may have in reference to the previously requested property access, future easement or fee simple acquisition, and environmental surveys. Following this meeting the second public meeting will be held from 6:00 to 8:00 PM for all interested citizens. Both meetings will take place in the terminal building at the Virginia Highlands Airport, 18521 Lee Highway Abingdon, Virginia 24210. Representatives from the VHAC, Delta Airport Consultants, Inc., and the FAA will be present at the meeting.

If you have any questions, comments, or concerns regarding the EA prior to the February meetings, please contact Mr. Roy G. Lewis or Ms. Colleen M. Angstadt, Delta Airport Consultants, Inc., at 704 521.9101.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ron Deloney', is written over a horizontal line.

Ron Deloney  
Airport Manager



# Virginia Highlands Airport Commission

18521 Lee Highway  
P. O. Box 631  
ABINGDON, VIRGINIA 24212-0631



276-628-2809

FACSIMILE:  
276-628-2693

January 11, 2006

E. H. Johnson  
Edwin A Johnson Estate  
623 Hurt St.  
Abingdon, VA 24210

Re: Property Tax Parcel No. 123-A-144

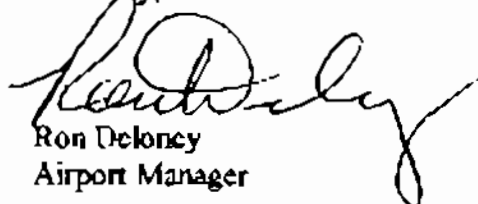
Dear Mr. Johnson:

As you may be aware, the Virginia Highlands Airport Commission (VHAC), as Owner and Operator of the Virginia Highlands Airport, has initiated the Environmental Assessment (EA) process for proposed improvements at the airport. Previous correspondence dated September 26, 2005, requested access to your property for the purpose of environmental surveys and the first public meeting introducing the EA was held on November 9, 2005.

As the EA process continues, the VHAC is interested in keeping all concerned property owners informed, and as such, we would like to invite you to a meeting on February, 23, 2006 from 5:00 p.m. until 6:00 p.m. The meeting is to address any questions or concerns you may have in reference to the previously requested property access, future easement or fee simple acquisition, and environmental surveys. Following this meeting the second public meeting will be held from 6:00 to 8:00 PM for all interested citizens. Both meetings will take place in the terminal building at the Virginia Highlands Airport, 18521 Lee Highway Abingdon, Virginia 24210. Representatives from the VHAC, Delta Airport Consultants, Inc., and the FAA will be present at the meeting.

If you have any questions, comments, or concerns regarding the EA prior to the February meetings, please contact Mr. Roy G. Lewis or Ms. Colleen M. Angstadt, Delta Airport Consultants, Inc., at 704.521.9101.

Sincerely,



Ron Deloney  
Airport Manager



# Virginia Highlands Airport Commission

18521 Lee Highway  
P. O. Box 631  
ABINGDON, VIRGINIA 24212-0631



276-628-2905

FACSIMILE  
276-628-2693

January 11, 2006

Rufus T. Jr. & Joanne L. Hairston  
18254 Providence Road  
Abingdon, VA 24210

Re: Property Tax Parcel No. 124-A-2E  
18254 Providence Road  
Abingdon, VA 24210

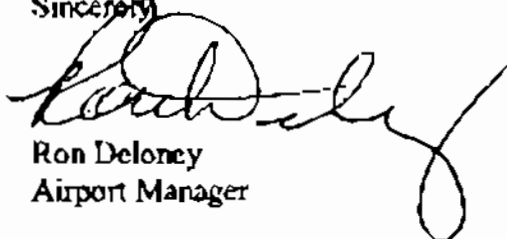
Dear Rufus T. Jr. & Joanne L. Hairston:

As you may be aware, the Virginia Highlands Airport Commission (VHAC), as Owner and Operator of the Virginia Highlands Airport, has initiated the Environmental Assessment (EA) process for proposed improvements at the airport. Previous correspondence dated September 26, 2005, requested access to your property for the purpose of environmental surveys and the first public meeting introducing the EA was held on November 9, 2005.

As the EA process continues, the VHAC is interested in keeping all concerned property owners informed, and as such, we would like to invite you to a meeting on February, 23, 2006 from 5:00 p.m. until 6:00 p.m. The meeting is to address any questions or concerns you may have in reference to the previously requested property access, future easement or fee simple acquisition, and environmental surveys. Following this meeting the second public meeting will be held from 6:00 to 8:00 PM for all interested citizens. Both meetings will take place in the terminal building at the Virginia Highlands Airport, 18521 Lee Highway Abingdon, Virginia 24210. Representatives from the VHAC, Delta Airport Consultants, Inc., and the FAA will be present at the meeting.

If you have any questions, comments, or concerns regarding the EA prior to the February meetings, please contact Mr. Roy G. Lewis or Ms. Colleen M. Angstadt, Delta Airport Consultants, Inc., at 704.521.9101.

Sincerely,



Ron Deloney  
Airport Manager

# Virginia Highlands Airport

Stay informed of your local  
Airport Development program

Please Visit:  
**[www.vahighlandsairport.com](http://www.vahighlandsairport.com)**  
and click on “**Airport Development Plan**”



\*\*Postcard sent to all attendees of first public meeting, FAA, DOAV, Sponsor, and other interested parties on December 15, 2005



# Virginia Highlands Airport Commission

18521 Lee Highway  
P. O. Box 631  
ABINGDON VIRGINIA 24212-0631



276-628-2903

FALSIMILE  
276-628-2903

September 26, 2005

Mr. & Mrs. Irby Sneed  
18428 Providence Road  
Abingdon, VA 24210

Re: Property Tax Parcel No. 124-A-27  
18428 Providence Road  
Abingdon, VA 24210

Dear Mr. & Mrs. Sneed:

In 2005, the Virginia Highlands Airport Commission (VHAC), as Owner and Operator of the Virginia Highlands Airport, received approval from the Federal Aviation Administration (FAA) for its Airport Layout Plan (ALP). The ALP Update report (2003) included specific actions required for the Airport to accommodate existing and future demand while fully complying with Federal Aviation Regulations related to providing a safe environment for those operating aircraft, as well as for the businesses and residents of the surrounding community. These proposed actions include meeting FAA design criteria and a runway extension, which will require the acquisition or easement of property adjacent to the Airport. The VHAC has now received approval from the FAA to proceed with the next phase of the proposed project implementation, an Environmental Assessment (EA).

The VHAC has retained Delta Airport Consultants, Inc. to conduct the EA and prepare a report for submittal to the FAA. The EA will be prepared consistent with the guidelines of the National Environmental Policy Act (NEPA), which requires field surveys (i.e. wetland delineation, endangered species survey, cultural resources, and environmental due diligence) to be completed on properties adjacent to and/or near the Airport that may in some manner be involved in the proposed action. The property referenced above has been identified as requiring field surveys due to proposed easement or fee simple acquisition of all, or a portion of, the property.

We are requesting your permission to allow our representatives access to the property for the purpose of performing these surveys. Many of the survey categories require only a walkover of the property by a surveyor working directly for Delta Airport Consultants, Inc. However, pursuant to NEPA and the National Historic Preservation Act, the cultural resources survey will consider standing structures on the property, as well as, require

surface and sub-surface soil sampling. The soil is collected as necessary to determine the presence of artifacts of archaeological significance. Surface survey will be the method of choice; however shovel tests (30 cm in diameter) will be employed as necessary, particularly in areas of reduced visibility or ground cover. Please be aware that any disturbance to the property resulting from this work will be minor, and that the site will be returned to its original condition upon completion of the surveys. Also, if wetland areas are identified on the property, it will be necessary for the surveyors to place small marker flags in the area for a short time period.

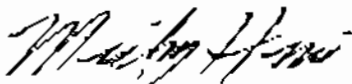
The subconsultants performing the surveys are Newkirk Environmental, Inc. of Charleston, South Carolina, Coastal Carolina Research, Inc., of Tarboro, North Carolina, and S&ME of Raleigh, North Carolina. Newkirk will be performing the wetland, endangered species and water quality surveys. Coastal Carolina will conduct the cultural resources survey. S&ME will conduct an environmental due diligence audit.

The Environmental Assessment process encourages and welcomes input from property owners and the general public. A series of public meetings will be held to provide information regarding the proposed action, answer questions from the public, and receive input and feedback on the projects being evaluated. Meetings will typically be published in local print media, and you may be added to a mailing list announcing such meetings by noting your interest on the attached form.

You are invited to attend a meeting on November 9, 2005 from 6:00 p.m. until 8:00 p.m. in the terminal building at the Virginia Highlands Airport, 18521 Lee Highway Abingdon, Virginia 24210. The meeting is to review any questions or concerns area residents may have in reference to the requested property access, future easement or fee simple acquisition, and environmental surveys. Representatives from the VHAC, Delta Airport Consultants, Inc., and the FAA will be present at the meeting.

Please sign and return the form in the enclosed addressed stamped envelope to Delta Airport Consultants, Inc. within seven (7) days of receipt or bring the form to the November 9, 2005 meeting. If you have any questions, comments, or concerns regarding the survey teams' access to the property, please contact Mr. Roy G. Lewis or Ms. Colleen M. Angstadt, Delta Airport Consultants, Inc., at 704-521-9101.

Sincerely,



Mickey Hines  
Airport Commission Chairman

**ENVIRONMENTAL FIELD SURVEYS  
PROPERTY ACCESS AUTHORIZATION**

**NAME:** \_\_\_\_\_  
(print name)

**PROPERTY LOCATION:** \_\_\_\_\_  
(tax map / parcel reference)

Phone number: \_\_\_\_\_ Day \_\_\_\_\_ Address \_\_\_\_\_  
\_\_\_\_\_ Evening \_\_\_\_\_

**ACCESS  
GRANTED:** \_\_\_\_\_ **DATE:** \_\_\_\_\_  
(signature)

**Special Instructions:**

- ➔ Would you like the consultants to contact you to coordinate their visit? Yes\_\_\_ No\_\_\_
- ➔ Would you like to join the consultants while they perform their work? Yes\_\_\_ No\_\_\_
- ➔ Other special instruction? \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
- ➔ Please notify me of public meetings to be held regarding the EA process Yes\_\_\_ No\_\_\_

**ACCESS  
DENIED:** \_\_\_\_\_ **DATE:** \_\_\_\_\_  
(signature)

**REASON FOR DENIAL:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please return in the enclosed stamped envelope to:

Ms. Colleen M. Angstadt  
Delta Airport Consultants, Inc  
1338 Hundred Oaks Drive, Ste. G  
Charlotte, NC 28217

*Letter received by the following.*

① Mr. & Mrs. Irby Sneed  
18428 Providence Road  
Abingdon, VA 24210

② Mr. Fred B. Gent II  
18159 Lee Highway  
Abingdon, VA 24210

③ Rufus T. & Joanne L. Hairston  
18254 Providence Road  
Abingdon, VA 24210

④ Edwin A. Johnson Estate  
623 Hurt Street  
Abingdon, VA 24210

⑤ Mr. Rick Barrett  
Tri-State Livestock Market  
17455 Skyking Drive  
Abingdon, VA 24210

⑥ Mr. Matthew Owens  
Highlands Properties, Inc.  
P. O. Box 1448  
Abingdon, VA 24212

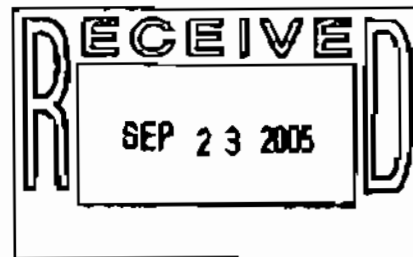


## VIRGINIA HIGHLANDS AIRPORT COMMISSION

## REGULAR MEETING

SB KPH KAM  
SRT SRT  
RGL SRT  
CMA

**Members Present:** Mickey Hines  
Kenneth Taylor  
Anthony Lambert  
Mark Nelson  
David Scyphers  
Carl McMurray  
Kenny Hobbs



**Visitors Present:** See attached list.

The Virginia Highlands Airport Commission met on Monday, August 8, 2005, at 6:00 P.M. in Conference Room "A" of the Terminal Building. Mr. Hines, Chairman, determined that a quorum of the Commission was present and called the meeting to order. Also present were Ron Deloney, Airport Manager, and Ms. Ruth Denton, Airport Secretary.

Mr. Hines called for the approval of the Minutes of the Regular Meeting of July 18, 2005.

Mr. McMurray moved that the Minutes of the Regular Meeting of July 18, 2005, be approved as presented. Mr. Nelson seconded the motion and the motion carried unanimously.

Mr. Hines called for the Financial Report.

Mr. Scyphers presented the Financial Report.

Mr. Scyphers moved to approve the Financial Report as presented. Mr. Nelson seconded the motion and the motion carried unanimously.

Mr. Hines called for the Manager's Report.

The Manager's Report was received.

Mr. Scyphers moved to give approval for the Grant Agreement for the Environmental Assessment for the runway extension from the FAA. Mr. McMurray seconded the motion and the motion carried unanimously.

Mr. Hines called for the Operations Committee Report.

Mr. Nelson stated the Operations Committee had not met, however, they were to have a meeting on Wednesday, August 17, 2005 at 5:15 P.M. to further discuss the Minimum Standards before submitting them to the FAA.

Mr. Hines called for the Development Committee Report.

Mr. Taylor stated that the Development Committee had not met.

Mr. Hines called for Unfinished Business.

None.

Mr. Hines called for New Business.

Mr. Hines stated that bids were being sought for some of the maintenance items that were listed in the Manager's Report.

Mr. Hines called for Public Comments.

Ms. Catherine Harper addressed the Commission with some concerns. (See attachments).

Mr. Hines called for Closed Session.

Mr. Elliott read the motion to conduct a Closed Session pursuant to Code of Virginia Section 2.2-3711 for the purpose of consultation with legal counsel pertaining to actual or probable litigation, where such consultation or briefing in open meeting would adversely affect the negotiating or litigation posture of the public body. Mr. Lambert moved to conduct a Closed Session under those reasons. Mr. McMurray seconded the motion and the motion carried unanimously.

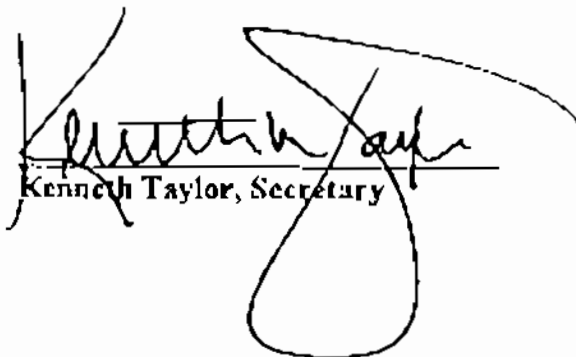
Mr. Hines stated that the Commission was back in Regular Session.

Mr. Elliott took a roll call vote to be included in the minutes of the body, certifying that to the best of each member's knowledge only public business matters as were identified in the motion by which the closed meeting was convened were heard, discussed or considered in the Closed Session by the public body.

Mickey Hines - I so certify  
Mark Nelson -- I so certify  
Kenny Hobbs -- I so certify  
David Scyphers - I so certify  
Kenneth Taylor -- I so certify  
Carl McMurray -- I so certify  
Anthony Lambert - I so certify

Mr. Elliott noted that all Commission members and the Airport Manager were given copies of the Virginia State and Local Government Conflict of Interest Act, the Virginia Public Procurement Act, and the Virginia Freedom of Information Act.

Mr. Scyphers moved to adjourn. Mr. Nelson seconded the motion and the motion carried unanimously. The meeting adjourned at 7:35 P.M.



Kenneth Taylor, Secretary



Mickey Hines, Chairman

Time 6:00 PM

ORG REPRESENTED

1	Count T Fields	628-7101	Wash. County News
2	Greg Quesenberry	628-2104	Self
3	LEE SALTONSTALL	669-3099	SELF
4	CATHERINE HARPER	466-3394	self
5	Margaret Dany Singleton	628-9176	Land Owner
6	James Tom Felt	628-7782	Self + Abingdon, Va.
7			
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			

Catherine Harper  
20045 Cole Lane  
Bristol, VA 24202

Comments to the Virginia Highlands Airport Commission meeting of August 8<sup>th</sup>, 2005:

Since attending the past few meetings, two issues have become key concerns. First is the absence of a formal public meeting or hearing. While the public has been allowed to address the Commission during regularly scheduled meetings, a properly advertised public hearing has not been held. Such a meeting can be called at any time by the sponsor of an airport project if circumstances warrant it. I believe the recently publicized rezoning proposals, the condemnation petitions, and controversial obstruction removal certainly warrants an opportunity for the affected tax-paying citizens to raise their concerns in a properly sanctioned public meeting no later than within the next 45 days.

The next issue is the Environmental Assessment. First, why is the EA only tied to the lengthening of the runway? Since construction of the new hangars, parking apron, connector taxiway, and access road is largely federally funded, and will no doubt increase the numbers of resident corporate aircraft and those flying in and out of VA Highlands, why was an EA not performed prior to the commencement of this phase of the expansion? I understand it does not physically extend outside the boundaries of the airport, but there are significant impacts on neighboring residents, landowners, and businesses, as the recently announced rezoning efforts, easement grants, and condemnation petitions clearly illustrate, not to mention potential impacts to the Historic District as described in Part 800 of 36 CFR and Section 11 of FAA Order 1050.1E, Environmental Impacts: Policies and Procedures dated June 8, 2004. This Order explains how Environmental Assessments are to be conducted, along with an accompanying order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects.

Secondly, I am concerned that the EA is to be handled by Delta Airport Consulting as explained at last month's meeting. I believe this action is not in compliance with paragraph 204 of FAA Order 1050.1E mentioned previously. After reading paragraph 204, it appears to be a clear conflict of interest for Delta to be involved in the solicitation or selection process for the EA for two reasons. Delta has a financial stake in the outcome due to the long-standing engineering relationship it has with the Airport Commission, and Delta produced both the Airport Master Plan and the detailed Airport Layout Plan. Since this would call into question Delta's objectivity, I ask that the Commission reconsider their plan to allow Delta Consulting to manage this all important task.

Thank you for your time.

**FONSI.** Applicants may fund the preparation of EIS's through third-party contracting (see paragraph 204 and Appendix R). In such cases, the role of the applicant is limited to providing, as appropriate, planning information, environmental studies (including studies to obtain incomplete information that the FAA finds to be required under the standards of 40 CFR 1502.22), other FAA-requested information, and financing for the EIS consultants costs.

**203c.** For projects directly undertaken by Federal agencies and requiring an EIS, the EIS shall be prepared at the feasibility analysis (go - no go) stage, and may be supplemented at a later stage. For applications to the FAA requiring an EA or EIS, preparation of the EA or EIS shall begin no later than immediately after the FAA receives the application or proposal.

#### **204. USE OF CONTRACTORS.**

**204a.** Contracted consulting services may be used to prepare essential environmental documents or information. Contractors also may be used to prepare background or supplemental material and otherwise assist in preparing draft or final environmental documents for which the FAA takes responsibility. When contractors prepare EA's and EIS's for the FAA or an FA for a non-FAA party seeking FAA approval or funding, the contractor must comply with the provisions of this order.

**204b.** In some circumstances, consultant services may be needed by FAA to perform environmental assessments for direct Federal actions. Under FAA Acquisition Management System policy, procurements may not be awarded to contractors who have unacceptable actual or potential organizational conflicts of interest. Organizational conflicts of interest result when, because of activities or relationships with other persons a person is unable or potentially unable to render impartial assistance to the agency or the person's objectivity in performing the contract work is or might be impaired, or the person has an unfair competitive advantage (as used herein, the term "person" includes any legal entity including a partnership, corporation, or association). For example, a contractor selected to prepare an environmental assessment would have a potential conflict of interest if also selected to conduct final design work when the final design work is part of the construction contract. "Final design work" means a bid-ready site-specific design package containing drawings, design data handbook and construction cost estimate. The FAA may select a contractor to prepare both an EA and preliminary design work provided the design work is conceptual in nature. "Preliminary design work" means design to local criteria based on a national facility design. When an actual or potential conflict of interest is identified by either the contractor or the agency official, the agency official must consult with AGC or Regional Counsel to determine whether there is a conflict and, if so, whether the conflict can be avoided or mitigated or waived at the FAA's discretion. Such determinations are made on a case-by-case basis. FAA Acquisition Management System June 1997, Section 3.1.7.

**204c.** When an EIS is required, the lead Federal agency is required to select the contractor, who will assist the lead agency in preparing the EIS. (See 40 CFR 1506.5(c) and Appendix B, FAA Guidance on Third-Party Contracting). It is advisable to follow these procedures when preparing an EA, as the EA may result in a decision to prepare an EIS. Further, delays in

preparing an EIS might be avoided by selecting the contractor in accordance with this paragraph and Appendix B.

**204il.** When a contractor prepares an EIS, the FAA requires the contractor to execute a disclosure statement prepared by the lead agency, or when appropriate, by the cooperating agency (for its portion of the EIS, as delegated by the FAA pursuant to 40 CFR 1501.6(b)(3)), specifying that the contractor has no financial or other interest in the outcome of the action (see 40 CFR 1506.5(c)).

**205. EFFECTIVE DATE.** This order is effective immediately upon signature.

**206. SPECIAL INSTRUCTIONS.** The responsible FAA official should not take any action or make any irretrievable and irreversible commitments of resources which would have an adverse environmental impact or limit the choice of reasonable alternatives until any required EIS has been completed that meets the requirements of this order (see 40 CFR 1506.1).

**206a.** Requirements that apply to EIS's may also be used for the preparation of EA's.

**206b. Land acquisition and facility construction.**

(1) The transfer of title or other interests in real property, including land, is not a major Federal action significantly impacting the environment or an irretrievable commitment of resources under NEPA, unless the acquisition of land is inextricable to the proposed project or effectively limits the choice of reasonable alternatives. The acquisition of land is inextricable to the proposed project where the acquisition is part of one continuous project leading inevitably to the proposed Federal action.

(2) If the FAA action requires acquisition of property and the action is not categorically excluded under Chapter 3 of this order, no formal contact with the property owner for the purpose of acquiring these interests, including any offer, should be made prior to filing of an EIS or issuance of a FONSI, except for

(a) Emergency situations;

(b) Obtaining rights-of-way for such purposes as preparation for site testing, obtaining data, property surveys, etc ; and

(c) Those cases where the NEPA review process indicates that the proposed site warrants further engineering study and requires an EIS. It assures the availability of the property pending and filing the EIS. In this event, the DEIS should state that the FAA has entered into an option and the reason for the option; that alternative sites are being considered through the EIS process, and that a decision to exercise the option will not be made until completion of the review and filing of the EIS.

# APPENDIX I

## MEMORANDUM OF AGREEMENT (MOA)



**DELTA AIRPORT  
CONSULTANTS, INC.**

8008 Corporate Center Drive, Suite 330 ♦ Charlotte, North Carolina 28226  
Phone (704) 521-9101 ♦ Fax (704) 521-9109 ♦ [www.deltaairport.com](http://www.deltaairport.com)





U S Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone: 703/661-1354  
Fax 703/661-1370

May 06, 2010

Mr. Marc Holma, Manager  
Department of Historic Resources  
2801 Kensington Avenue  
Richmond, Virginia 23221

Re: Executed Memorandum of Agreement - Virginia Highlands Airport, Washington  
County, Virginia

Dear Mr. Holma:

Enclosed is one original signed copy of the Memorandum of Agreement (MOA) for the proposed Runway Extension and other associated projects at Virginia Highlands Airport. The MOA is signed by the Federal Aviation Administration, the Virginia Highlands Airport Authority, and the Virginia Department of Historic Resources and is provided for your records. The attached would constitute the Final MOA for potential execution, following a letter dated April 21, 2010 from Mr. Wade Mussie notifying both the FAA and the VDHR of Mr. and Mrs. Hairston's election to not sign the MOA. In addition, I have included the received correspondence from the Advisory Council on Historic Preservation (ACHP) identifying their filing of the Virginia Highlands Airport MOA. We appreciated your support to date and look forward to continuing to work with you on this project.

If you have any questions, please contact me at 703-661-1365

Sincerely,

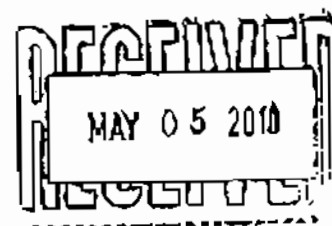
Christopher Osburn  
Environmental Specialist  
FAA - Washington Airports District Office

Enclosures

cc. Mr. Mickey Hines, Airport Manager, (Original Signed MOA)  
Mr. & Mrs. Rufus Hairston, (Copy of Signed MOA)  
Ms. Colleen Angstadt, Delta Airport Consultants, Inc. (via email)



Preserving America's Heritage



April 26, 2010

Mr. Christopher Osburn  
Environmental Specialist  
Federal Aviation Administration  
Washington Airports District Office  
23723 Air Freight Lane, Suite 210  
Dulles, VA 20166

***Ref: Proposed Extension of Runway 6 at Virginia Highlands Airport  
Abingdon, Virginia***

Dear Mr. Osburn:

On April 20, 2010, the Advisory Council on Historic Preservation (ACHP) received the Memorandum of Agreement (MOA) for the above referenced project. In accordance with Section 800.6(b)(1)(iv) of the ACHP's regulations, the ACHP acknowledges receipt of the MOA. The filing of the MOA, and execution of its terms, completes the requirements of Section 106 of the National Historic Preservation Act and the ACHP's regulations.

We appreciate you providing us with a copy of this MOA and will retain it for inclusion in our records regarding this project. Should you have any questions or require additional assistance, please contact me at (202) 606-8505, or via email at [rwallace@achp.gov](mailto:rwallace@achp.gov).

Sincerely,

*Raymond V. Wallace*

Raymond V. Wallace  
Historic Preservation Technician  
Office of Federal Agency Programs

Scanned



U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20168  
Telephone: 703/661-1354  
Fax: 703/661-1370

APR 20 2010

April 15, 2010

Mr. Reid Nelson, Director  
Office of Federal Agency Programs  
Advisory Council on Historic Preservation  
1100 Pennsylvania Avenue, NW, Suite 803  
Washington, D.C. 20004-2501

Re: Executed Memorandum of Agreement – Virginia Highlands Airport

Dear Mr. Nelson:

Enclosed is one signed copy of the executed Memorandum of Agreement (MOA) for the Treatment of Architectural Site VDHR #095-5264 (St. John House) for the proposed extension of Runway 6 at Virginia Highlands Airport signed by the Federal Aviation Administration, Virginia Highlands Airport Authority, and the Virginia Department of Historic Resources. A copy of the executed MOA has been submitted to all the signatory and concurring parties.

If you have any questions, please contact me at (703) 661-1365.

Sincerely,

Christopher Osburn  
Environmental Specialist  
FAA – Washington Airports District Office

Enclosure

cc: Mr. Marc Holma, Virginia Department of Historic Resources  
Mr. Mickey Hines, Airport Manager  
Ms. Colleen Angstadt, Delta Airport Consultants, Inc. ✓

**MEMORANDUM OF AGREEMENT  
AMONG THE  
FEDERAL AVIATION ADMINISTRATION,  
THE VIRGINIA STATE HISTORIC PRESERVATION OFFICE,  
AND THE VIRGINIA HIGHLANDS AIRPORT AUTHORITY  
REGARDING THE EXTENSION OF RUNWAY 6 AND ASSOCIATED PROJECTS  
FOR THE VIRGINIA HIGHLANDS AIRPORT**

**WHEREAS**, the Virginia Highlands Airport Authority (AUTHORITY) owns and operates the Virginia Highlands Airport located in Abingdon, Virginia, and proposes to construct an extension of Runway 6 and associated projects as included in the new Airport Layout Plan, and

**WHEREAS**, the Authority's proposed extension of Runway 6 and associated projects are described in Chapter 2 of the Environmental Assessment dated January 2009 and consists of the extension of Runway 6/24 to 5,500 feet long by 75 feet wide, construction of a parallel taxiway 3,060 feet long by 35 feet wide to serve the extension; construction of a borrow sites/grading areas; acquisition of approximately 52 acres of fee-simple land acquisition and 12.5 acres of aviation easements, removal of obstructions to the Part 77 surfaces; relocation of visual aids, navigational aids (NAVAIDS), and AWOS; construction of a 10-unit T-hangar and associated apron; installation of security fencing; relocation of State Road 611 (approximately 3,800 feet), demolition of a barn and relocation of a cemetery, all as depicted in Attachment 4; and

**WHEREAS**, the Federal Aviation Administration (FAA) plans to unconditionally approve the Virginia Highlands Airport's Airport Layout Plan (ALP)(Undertaking) for the Virginia Highlands Airport, Abingdon, Virginia pursuant 49 U.S.C. § 40101 et seq. and 49 U.S.C. § 47101 et seq ; and

**WHEREAS**, pursuant to regulations at 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended, 16 U.S.C. 470f, the FAA is required to consider the effects of its undertakings on properties included in or eligible for inclusion in the National Register of Historic Places prior to the approval of the undertaking and to consult with the Virginia State Historic Preservation Office (SHPO); and

**WHEREAS**, the FAA has defined its unconditional approval of an airport layout plan as an undertaking as defined in FAA Order 5050.4B, paragraph 9.g. and in 36 CFR Part 800.16(y), and

**WHEREAS**, pursuant to Section 404 of the Clean Water Act of 1973 (33 U.S.C. 1344), a Department of the Army permit is required from the Norfolk District Corps of Engineers (Corps), and the Corps has designated the FAA as the lead federal agency in a letter dated December 10, 2008 to fulfill their collective responsibilities under Section 106 of the NHPA; and

**WHEREAS**, the FAA in consultation with the SHPO has determined that the Undertaking's Area of Potential Effects (APE), as defined in 36 CFR Part 800.16(d), is all areas within airport property, construction limits, and those areas proposed for acquisition as depicted in the map attached to the FAA's March 31, 2006 letter to the SHPO; and

**WHEREAS**, pursuant to 36 CFR Part 800.2.(a)(3) the FAA has delegated the responsibility for completing the identification of historic properties to the AUTHORITY and the AUTHORITY, in consultation with the SHPO, has completed an identification survey of the Undertaking's APE and reported the results in the document titled *Phase I Cultural Resources Survey Proposed*

*Memorandum of Agreement  
Treatment of Architectural Site VDHR 4095-5264 (St. John House)  
Virginia Highlands Airport, Virginia*

*Improvements, Virginia Highlands Airport, Abingdon, Virginia (Coastal Carolina Research, Inc., October 2006) and identified one archaeological site, Site 44WG0579, and one architectural resource, the St. John's House (SHPO inventory no. 095-5264), requiring further study to determine their eligibility in terms of the National Register criteria; and*

**WHEREAS**, the AUTHORITY has completed an Evaluation (Phase I) survey titled *Archaeological Evaluation of Site 44WG0579, Virginia Highlands Airport, Washington County, Virginia* (Coastal Carolina Research, Inc., September 2007) and determined in consultation with the SHPO that Site 44WG0579 did not meet the criteria for inclusion in the National Register of Historic Places (NRHP); and

**WHEREAS**, the AUTHORITY in consultation with the SHPO has completed an Evaluation (Phase II or intensive level) survey titled *Architectural Evaluation Survey for the Proposed Improvements to Virginia Highlands Airport, Washington County, Virginia* (Coastal Carolina Research, Inc., November 2006); and

**WHEREAS**, the FAA in consultation with the SHPO has determined that the St. John House (SHPO survey no. 095-5264) is eligible for the National Register of Historic Places (NRHP) under Criterion C; and

**WHEREAS**, the FAA has determined in consultation with the SHPO pursuant to 36 CFR 800.5 that the Undertaking will have an adverse effect on the St. John House; and

**WHEREAS**, the AUTHORITY consistent with the FAA's requirements for environmental review has considered ways to avoid the effect on the St. John's House and evaluated a number of alternatives in consultation with the SHPO and other consulting parties as presented in Attachment B and has concluded that there is no prudent and feasible alternative; and

**WHEREAS**, the FAA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination pursuant to 36 CFR Part 800.6(a)(1), and invited the ACHP to participate in this consultation and the ACHP has elected not to participate; and

**WHEREAS**, the FAA has invited the AUTHORITY to participate in this consultation pursuant to 36 CFR Part 800.2(c)(4) and has invited the AUTHORITY to be a signatory to this Memorandum of Agreement (MOA) pursuant to 36 CFR Part 800.6(c)(2) and the AUTHORITY has elected to participate; and

**WHEREAS**, the FAA has invited Mr. & Mrs. Rufus Hairston (the Hairstons) as the current owners of the St. John House to participate in this consultation pursuant to 36 CFR Part 800.2(c)(5) and to sign this MOA as a concurring party pursuant to 36 CFR Part 800.6(c)(3), and the Hairstons have elected to participate; and

**WHEREAS**, the FAA has invited the Eastern Band of the Cherokee Indians (Band) to participate in consultation pursuant to 36 CFR Part 800.2(c)(2) and to sign this MOA as a concurring party pursuant to 36 CFR Part 800.6(c)(3), and the Band did not respond; and

**WHEREAS**, the FAA has invited the Historical Society of Washington County (Society) to participate in this consultation pursuant to 36 CFR Part 800.2(c)(5) and to sign this MOA as a concurring party pursuant to 36 CFR Part 800.6(c)(3) and the Society did not respond; and

**WHEREAS**, the FAA has invited the Virginia Council on Indians (VCI) to participate in this consultation pursuant to 36 CFR Part 800.2(c)(5) and to sign this MOA as a concurring party pursuant to 36 CFR Part 800.6(c)(3), and the VCI has elected not to participate; and

**WHEREAS**, the FAA has informed and involved the public in Section 106 review through public meetings, a public hearing and comment period pursuant to 36 CFR Part 800.2(d), and has specifically invited comments on the Section 106 process. The Draft Environmental Assessment was made available to the public from February 3, 2009 to March 13, 2009 and a public hearing was held on March 4, 2009. Three public meetings were held on November 9, 2005, February 23, 2006 and August 29, 2006;

**NOW, THEREFORE**, the FAA and the SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the Undertaking's effects on historic properties

### **STIPULATIONS**

The FAA shall ensure that the following stipulations are implemented: -

#### **I. Treatment of the St. John House**

**A. Treatment:** The AUTHORITY shall offer to purchase the 2.8-acre tax parcel containing the St. John House (the Property) pursuant to the following provisions

1. Before any other grant is offered to the AUTHORITY for the Undertaking, the first grant offered by the FAA will be for the purchase of the property.
2. The AUTHORITY shall offer to purchase the Property from the Hairstons at Fair Market Value within six (6) months from the execution of the grant agreement for purchase of the St. John House between FAA and AUTHORITY. At the option of both the AUTHORITY and the Hairstons, they may mutually agree on an appraiser to determine the Fair Market Value of the property. The AUTHORITY shall follow Federal Regulation 49 CFR Part 24 for the acquisition of the property.
3. If after a period of six (6) months from when the AUTHORITY makes a written offer to purchase the Property at Fair Market Value as determined pursuant to Stipulation I.A.2 above, the Hairstons do not accept the offer the AUTHORITY may withdraw its offer to purchase the Property.
4. If the AUTHORITY purchases the Property, the AUTHORITY shall develop a marketing plan to resell the Property to a private owner. The AUTHORITY shall submit a draft marketing plan to the FAA and the SHPO for review and approval. The AUTHORITY shall market the Property within six (6) months from the acceptance of the final marketing plan by the FAA and the SHPO. The Hairstons shall be given the first chance to repurchase the property from the AUTHORITY.
5. During the period that the AUTHORITY owns the Property it shall take all reasonable and prudent steps to protect the Property from vandalism and the elements.
6. The AUTHORITY shall market the Property for twelve (12) months. If the AUTHORITY cannot find a buyer for the Property within the twelve (12)-

- month period, the AUTHORITY shall notify the FAA, the SHPO, and the other consulting parties that it has failed to sell the Property. The SHPO, the AUTHORITY and the FAA shall re-consult to decide upon one of 3 (three) options: 1) the AUTHORITY shall market the Property for another twelve (12) months, 2) the AUTHORITY shall permanently maintain the Property in accordance with "The Secretary of the Interior's Standards for the Treatment of Historic Properties" (Standards) in order to preserve the historic integrity of the Property. The AUTHORITY may request technical assistance from the SHPO in the application of the Standards as long as the AUTHORITY owns the Property; or 3) the AUTHORITY may demolish the Property provided that the other conditions of this MOA have been met
7. The AUTHORITY shall construct a retaining wall on existing land owned by the AUTHORITY south of the St. John House as depicted in Attachment C. The construction of the retaining wall shall avoid physical impacts to the 2.8-acre historic Property. The AUTHORITY shall submit to the SHPO and the Hairstons the proposed design of the retaining wall for their review and comment. The AUTHORITY shall consider all comments received from the SHPO and the Hairstons in developing its final design
  8. A grant to build the retaining wall and other elements of the project cannot be given until after either the Property is purchased, or six (6) months have passed from the date of a grant, whichever ever occurs sooner.

**B. National Register of Historic Places and Virginia Landmark Nomination**

1. Within six (6) months from execution of this MOA the AUTHORITY shall submit to the SHPO a draft NRHP nomination to the SHPO for review and listing to the Virginia Landmarks Register (VLR) and forwarding to the National Park Service (NPS) for listing to the NRHP. If the AUTHORITY is the owner of the Property at the time the draft nomination is submitted to the SHPO, the AUTHORITY shall give its permission for the Property to be listed to the VLR and the NRHP. If the Hairstons are the owners of the Property at the time, the Hairstons agree to give permission for the Property to be listed to the VLR and the NRHP. If a third party is the owner of the Property at the time that the draft nomination is submitted to the SHPO then the AUTHORITY shall work with the SHPO to encourage the new owner to list the Property to the VLR and the NRHP.
2. The AUTHORITY shall contract with someone who meets the Professional Qualifications for an architectural historian as described in Stipulation II, below, to write and edit the draft NRHP nomination

**C. Review of Documentation and other Mitigation Deliverables.**

The SHPO and other consulting parties shall have thirty (30) days upon receipt of the complete documentation and other mitigation deliverables to provide comments to the AUTHORITY. If a party does not provide the AUTHORITY comments within the thirty (30) day review period, the AUTHORITY may assume that the non-responding party has no comment and may proceed pursuant to the terms of this MOA.

## **II Performance Standards**

The FAA shall ensure that all historic preservation work carried out pursuant to this MOA is carried out by or under the supervision of a person or persons meeting at a minimum the Secretary of the Interior's *Professional Qualifications Standards* (48 FR 44738-9, September 29, 1983) in Architectural History.

## **III. Post-Review Discoveries**

A. The FAA shall ensure that the AUTHORITY includes the provisions in Stipulation III.A 1 to 5 in all construction contracts:

1 If previously unidentified historic properties or unanticipated effects to historic properties are discovered during construction, the construction contractor shall immediately halt all activity within a one hundred (100) foot radius of the discovery, notify the AUTHORITY of the discovery and implement interim measures to protect the discovery from looting and vandalism

2 Immediately upon receipt of the notification required in Stipulation III.A.1, the AUTHORITY shall:

- (a) inspect the construction site to determine the extent of the discovery and ensure that construction activities have halted;
- (b) clearly mark the area of the discovery;
- (c) implement additional measures, as appropriate, to protect the discovery from looting and vandalism; and
- (d) have a professional archeologist inspect the construction site to determine the extent of the discovery and provide recommendations regarding its NRHP eligibility and treatment; and
- (e) notify the FAA and other consulting parties of the discovery describing the measures that have been implemented to comply with Stipulations III.A 1 and A.2.

3 Within forty-eight (48) hours of receipt of the notification described in Stipulation III.A.2 (e), the FAA shall provide the AUTHORITY, the SHPO, and other consulting parties with its assessment of the NRHP eligibility of the discovery and the measures it proposes to take to resolve adverse effects. In making its official evaluation, the FAA, in consultation with the SHPO, may assume the discovery to be NRHP eligible for the purposes of Section 106 pursuant to 36 CFR Part 800.13(c). The AUTHORITY, the SHPO and other consulting parties shall respond within forty-eight (48) hours of receipt.

4 The FAA, which shall take into account consulting parties' recommendations on eligibility and treatment of the discovery, shall ensure that the AUTHORITY carries out appropriate actions, and provides the FAA and consulting parties with a report on these actions when they have been implemented.

5. Construction activities may proceed in the area of the discovery, when the FAA has determined that implementation of the actions undertaken to address the discovery pursuant to Stipulation III. A are complete



B. When the discovery contains human remains, the AUTHORITY shall comply with Stipulation III.A.1 and A.2 and Virginia Code § 10.1-2305 and § 57-36 through 39. In addition in meeting the requirements of this statute, the AUTHORITY shall consult with the Band on ways to avoid impacts to any American Indian human skeletal remains, burial site or associated funerary artifacts, and make a good faith effort to ensure that the general public is excluded from viewing any American Indian human remains, burial site or associated funerary artifacts

1. The FAA, the AUTHORITY, the SHPO, and the other consulting parties to this MOA agree to release no photographs of any American Indian burial site or associated funerary artifacts to the press or general public.

2. If the AUTHORITY, in consultation with the Band and the FAA, determines that the American Indian human skeletal remains and associated funerary artifacts must be disinterred, the AUTHORITY will first apply for a permit pursuant to Virginia Code § 10.1-2305 and § 57-36 through 39. The AUTHORITY will then resolve disposition and reinterment of the remains, in consultation with the FAA, the Band and any other Indian tribes as appropriate, on the basis of the determination made by VCI in accordance with the Virginia Code. The disposition of any other human skeletal remains and associated funerary artifacts shall be governed as specified in any permit issued by the SHPO or any order of the local court authorizing their removal under state law.

#### **IV. Dispute Resolution**

##### **A. Disputes among the Signatory Parties**

1. Should any Signatory to this MOA object in writing to the FAA or to the AUTHORITY regarding any action carried out or proposed pursuant to this MOA, the FAA shall consult with the objecting Signatory to resolve the objection.
2. If after initiating such consultation the FAA determines that the objection cannot be resolved through consultation, the FAA shall forward all documentation relevant to the objection to the ACHP, including the proposed response to the objection
3. Within thirty (30) calendar days after receipt of all pertinent documentation, the ACHP shall exercise one of the following options
  - a) Advise the FAA that the ACHP concurs in the proposed response to the objection, whereupon the FAA shall respond to the objection accordingly;
  - b) Provide the FAA with recommendations, which the FAA shall take into account in reaching a final decision regarding its response to the objections; or
  - c) Respond to the FAA that it will not consider the dispute or provide recommendations, in which case the FAA may proceed with the proposed resolution or
  - d) Notify the FAA that the objections shall be referred for ACHP comment pursuant to 36 CFR Part 800.7(c), and proceed to refer the objection for comment. Any ACHP comment rendered pursuant to this stipulation shall be understood to apply only to the subject of the objection; all other responsibilities of the parties stipulated in this MOA shall remain unchanged.
4. Should the ACHP not exercise one of the above options within thirty (30) calendar days after receipt of all pertinent documentation, the FAA may move forward with its proposed response to the objection and make a final decision on how to respond to the objection.

- B. At any time during implementation of the measures stipulated in this MOA, should an objection pertaining to this MOA or the effect of the Undertaking on historic properties be raised by a member of the public, the FAA shall notify the parties to this MOA and take the objection into account, consulting with the objector and, should the objector so request, with any of the parties to this MOA to resolve the objection.

**V. Amendment**

- A. Any of the signatories may request that this MOA be amended according to 36 CFR Part 800.6(c)(7). Any amendment shall be effective on the date the amended MOA is signed by all signatories. The FAA shall ensure a copy of amended MOA is filed with the ACHP.
- B. The FAA shall provide an annual status report within twelve (12) months of the execution of this MOA, and every twelve (12) months thereafter, to all consulting parties until the stipulations laid out by this MOA are complete

**VI. Termination**

In the event the terms of this MOA cannot be or are not being carried out, the signatories shall consult to seek amendment of this MOA. If an agreement cannot be reached on an amendment, the FAA, SHPO or AUTHORITY may terminate it pursuant to 36 CFR Part 800.6(c)(8). The FAA shall either execute a new MOA under 36 CFR Part 800.6(c)(1) or request and consider the comments of the ACHP pursuant to 36 CFR Part 800.7(a).

**VII. Duration**

This MOA shall be considered null and void if its terms have not been implemented within five (5) years from the year of the MOA's execution. Six (6) months prior to this time the Signatories may meet to determine whether the MOA needs to continue and whether any changes may be needed. The review and determinations may take place on a conference call, in a physical meeting or in writing as needed. Reviews of this MOA shall occur until the successful completion of the mitigation measures stipulated in this MOA.

Execution of this MOA by the FAA and the SHPO, filing of the MOA with the ACHP pursuant to 36 CFR Part 800.6(b)(1)(iv), and implementation of its terms is evidence that the FAA has taken into account the effects of the undertaking on historic properties protected under Section 106 of the National Historic Preservation Act and afforded the ACHP an opportunity to comment on the undertaking pursuant to that Act.

*Memorandum of Agreement  
Treatment of Architectural Site VDHR #095-3264 (St. John House)  
Virginia Highlands Airport, Virginia*

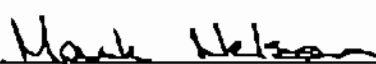
SIGNATORIES

**FEDERAL AVIATION ADMINISTRATION**

By:   
Terry J. Page  
Manager, Washington Airports District Office

Date: 3/31/2014

**VIRGINIA HIGHLANDS AIRPORT AUTHORITY**

By:   
Mark Nelson  
Chairman, Virginia Highlands Airport Authority

Date: 4/13/10

**STATE HISTORIC PRESERVATION OFFICER**

By:   
Kathleen S. Kilpatrick  
Director, Department of Historic Resources

Date: 4/9/10

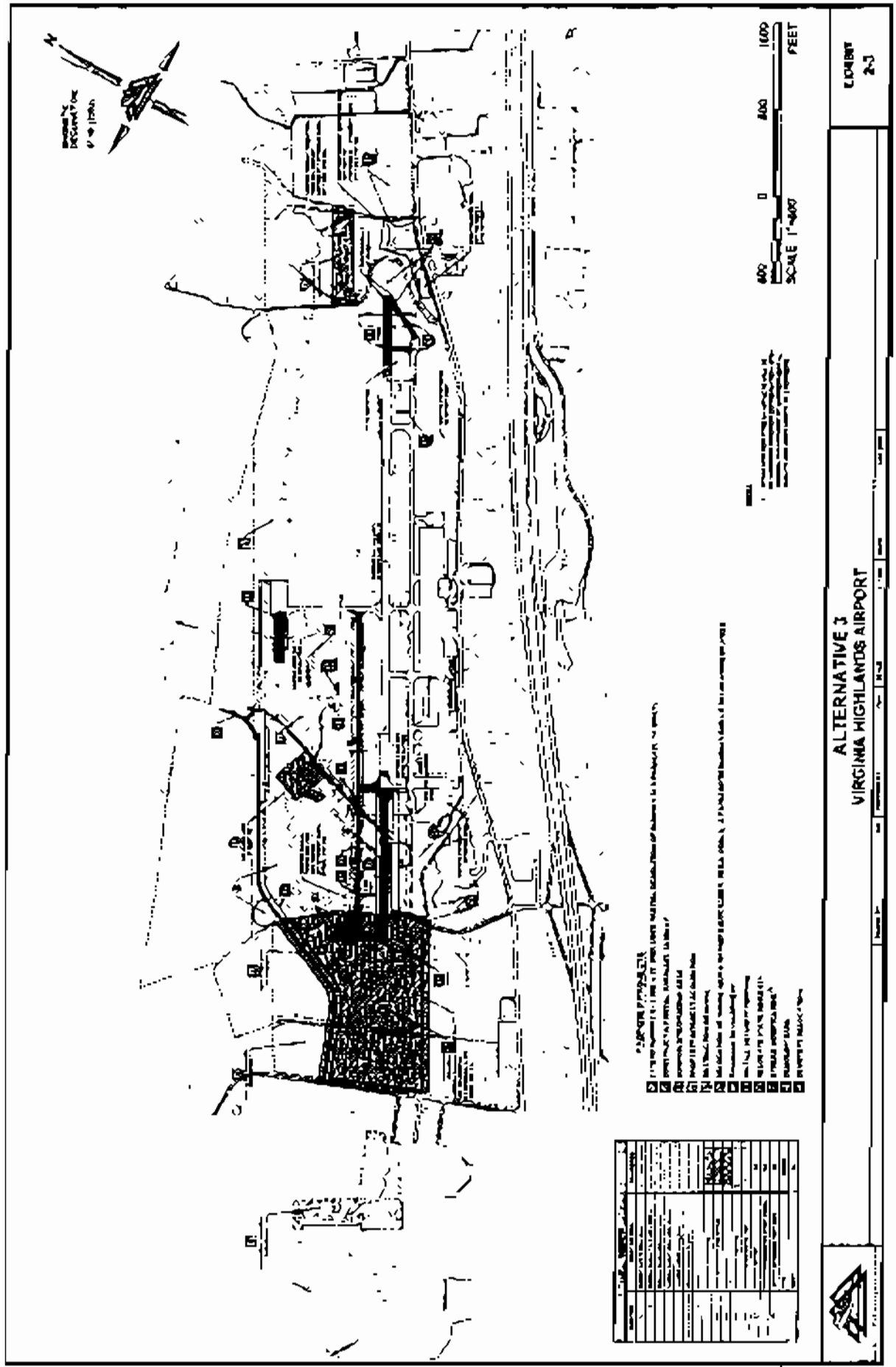
CONCURRING PARTIES

By: \_\_\_\_\_  
Mr. & Mrs. Rufus Hairston

Date: \_\_\_\_\_

*Memorandum of Agreement  
Treatment of Architectural Site VDHR #095-5264 (St. John House)  
Virginia Highlands Airport, Virginia*

**ATTACHMENT A  
Proposed Project**



# ALTERNATIVE 3 VIRGINIA HIGHLANDS AIRPORT

EXHIBIT  
2-3



**ATTACHMENT B**  
**Description of Measures Considered to Avoid Effects to Historic Properties**

Three alternatives were identified for evaluation: a No Action alternative was considered, as required by the NEPA and the FAA, as well as two build alternatives. The purpose of the build alternatives was to further develop the airport as a B-II, and included: Alternative 2 – Extend Runway 6 (34:1 Non-Precision Approach); Alternative 3 – Extend Runway 6 (20:1 Visual Approach)

As a result of the alternative screening, the sponsor's preferred alternative was selected. Although Alternative 1, No Action, involved the fewest environmental impacts, it did not meet the purpose and need of the proposed action. Both of the remaining development alternatives would have met the most critical aspects of the defined purpose and need, however, the potential impacts from Alternative 2 appeared to be significantly greater in terms of obstruction removal and property interest acquisition. Therefore, Alternative 3 was selected as the preferred development alternative from the EA, as it meets the defined purpose and need and significant environmental impacts are not anticipated with this alternative.

The sponsor's preferred action would require approximately forty-nine (49) acres of fee-simple land acquisition and twenty-three (23) acres of avigation easement. The fee-simple acquisition would include one (1) residential, out parcel within the existing airport boundary (St. John House), as well as the partial fee-simple acquisition of three (3) residential properties (Runway 6 end) and a portion of one (1) commercial property (Stockyard on Runway 24 end). In the preferred alternative, construction and operation of development areas would occur and would impact the NRHP eligible St. John House. Although the Hilt house is also eligible for the NRHP, neither build alternative would constitute a direct, indirect, or constructive use of this property for the following reasons.

- The resource is outside the identified APE, as depicted in the Phase II Survey.
- There is no physical taking (land or obstruction removal)
- The proposed project would not change the use of the property.
- The proposed project would not result in a significant noise impact as demonstrated in the EA.
- The proposed project would not adversely impact air quality as determined by an air quality analysis using the approved FAA EDMS model.

The St. John House is located on a parcel of land surrounded by existing airport property. The entire parcel is proposed for fee simple land acquisition to accommodate the proposed development which would result in an impact to the resource. The EA demonstrated that these impacts are unavoidable and necessary.

The St. John House had been planned for purchase and demolition; however, as the house has been determined eligible for the NHRP, alternatives to demolition have been reviewed and analyzed. In correspondence dated March 16, 2007, the SHPO concurred with these alternatives, however, an additional alternative has been added and is considered the preferred alternative.

The preferred alternative is to negotiate the purchase of the property by the AUTHORITY. If successful, the property would then be resold to a private owner. The current owner would be

*Memorandum of Agreement  
Treatment of Architectural Site VDH #093-5264 (St. John House)  
Virginia Highlands Airport, Virginia*

offered the first option to repurchase the house. In addition, the AUTHORITY would construct a retaining wall to keep the construction grading outside the property. This alternative would be preferable as all architectural elements would be preserved and the house would remain on its current site.

*Memorandum of Agreement  
Treatment of Architectural Site VDHK #095-S264 (St. John House)  
Virginia Highlands Airport, Virginia*

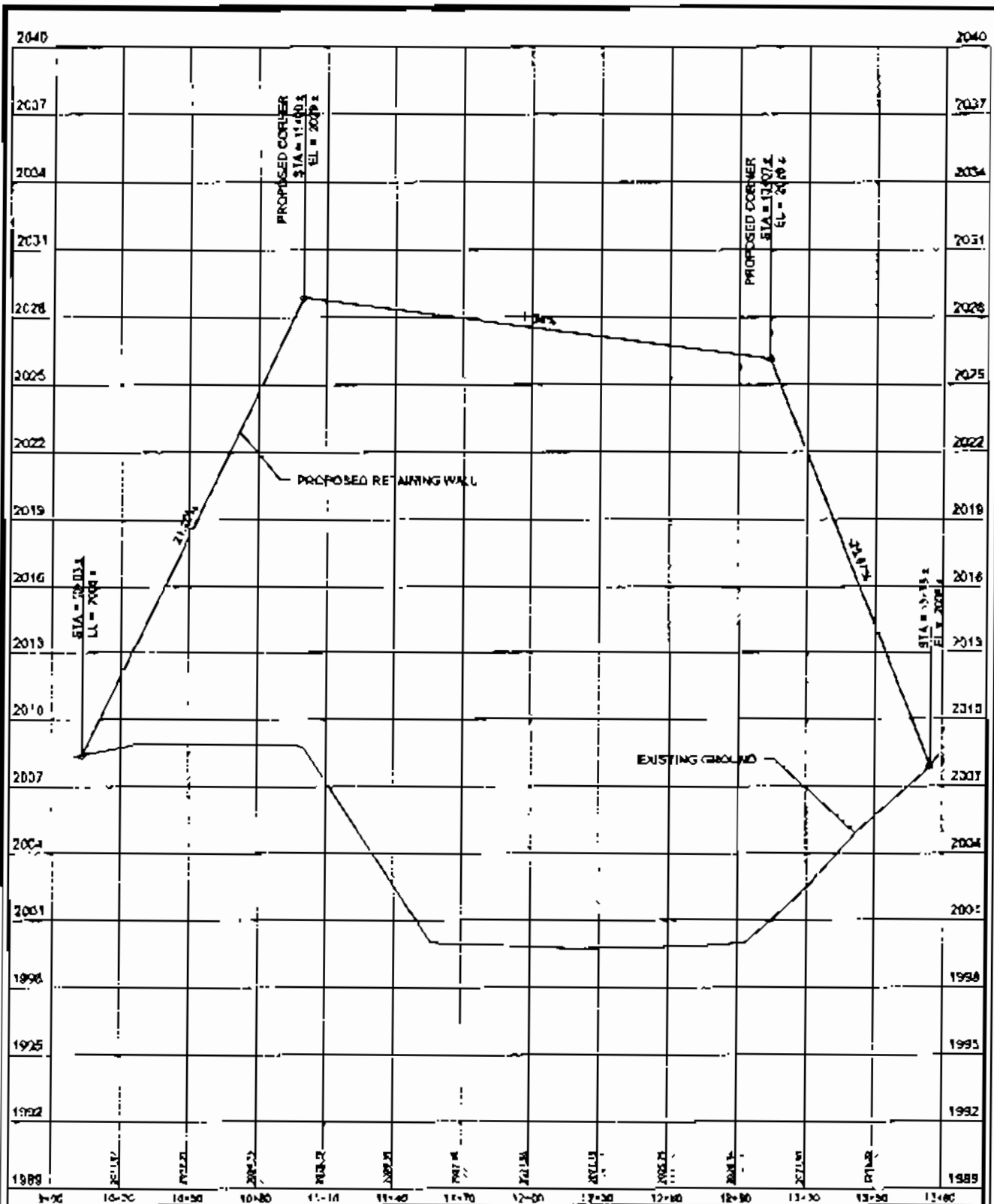
**ATTACHMENT C  
Proposed Retaining Wall Location and Profile**





K:\12004\proj\104\66\new\ext\10466\ext-wall Section-ACAD.dwg, Layout1, 5/26/2009 12:47:43 PM, lsh

ORANGE MAC/CAH VIAL SWING-STEERING LAYOUT - 00001



BASELINE "Wall"



# PROPOSED RETAINING WALL PROFILE VIRGINIA HIGHLANDS AIRPORT

EXHIBIT

DESIGNED BY: LSH DATE: 05/26/09 SCALE: 1" = 10' DATE: MAY 2009



U S Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166  
Telephone 703/661-1354  
Fax 703/661-1370

April 15, 2010

Mr. & Mrs. Rufus Hairston  
18254 Providence Rd  
Abingdon, VA 24210

Re: St. John House – Virginia Highlands Airport

Dear Mr. & Mrs. Hairston

Enclosed is a copy of the final Memorandum of Agreement (MOA) for the Treatment of Architectural Site VDHR #095-5264 (St. John House) for the proposed Runway Extension and other associated projects at Virginia Highlands Airport, signed by the Federal Aviation Administration (FAA), Virginia Department of Historic Resources (VDHR), and the Virginia Highland Airport Authority. The attached reflects changes to the MOA developed in accordance with the FAA letter dated March 1, 2010, and provided in response to the proposed five conditions and changes outlined in Mr. Massie's January 25, 2010 letter, sent on your behalf, to the FAA and VDHR.

Please sign and date the signed copy of the MOA and return all to this office. An additional unsigned copy of the MOA has been included for your files. Upon receipt a copy of the MOA containing all signatures will be returned to you.

We appreciated your support to date and look forward to continuing to work with you on this project. If you have any questions, please contact me at 703-661-1365.

Sincerely,

Christopher Osburn  
Environmental Specialist  
FAA - Washington Airports District Office

Enclosures

cc: Mr. Marc Holma, Virginia Department of Historic Resources (via email)  
Mr. Mickey Hines, Airport Manager (via email)  
Mr. Wade Massie, PennStuart  
Ms. Colleen Angstadt, Delta Airport Consultants, Inc. (via email)

# APPENDIX J

## SECTION 4(F) STATEMENT



**DELTA AIRPORT  
CONSULTANTS, INC.**

8008 Corporate Center Drive, Suite 330 ♦ Charlotte, North Carolina 28226  
Phone: (704) 521-9101 ♦ Fax: (704) 521-9109 ♦ [www.dellaairport.com](http://www.dellaairport.com)



U.S. Department  
of Transportation

Federal Aviation  
Administration

WASHINGTON AIRPORTS DISTRICT OFFICE  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20188  
Telephone: 703/661-1354  
Fax: 703/661-1370

April 21, 2010

Mr. Willie R. Taylor  
Director, Office of Environmental Policy and Compliance  
U.S. Department of Interior  
Main Building, MS 2342  
1849 C Street, S.W.  
Washington, DC 20240

Re: Submittal of Section 4(f) Statement for DOI Review - Virginia Highlands Airport Environmental Assessment

Dear Mr. Taylor:

The Washington Airports District Office of the Federal Aviation Administration (FAA), in cooperation with the Virginia Highlands Airport Authority, and their consultant, has prepared a Section 4(f) Evaluation for the proposed extension of Runway 6 and other airport development actions at Virginia Highlands Airport located in Abingdon, Virginia. In accordance with Section 4(f) of the Department of Transportation (DOT) Act and 49 U.S.C. 303, policy on lands, wildlife and waterfowl refuges, and historic sites, the FAA has enclosed, for Department of Interior review and comment, copies of the Section 4(f) Statement.

Enclosed you will find 12 hardcopies of the Section 4(f) Evaluation, including a copy of the Memorandum of Agreement (MOA) for the Treatment of Architectural Site VDHR #095-5264 (St. John House) at the Airport as signed by the FAA, Virginia Highlands Airport Authority, and the Virginia Department of Historic Resources within the Section 106 process. The Draft EA and supporting documents and Appendixes can be provided upon request.

FAA requests your review of the Section 4(f) Evaluation transmitted by this letter. The FAA would appreciate any comments within 45 days of the receipt of this letter. If you have any questions, please contact the undersigned at (703) 661-1365 or at [chris.osburn@faa.gov](mailto:chris.osburn@faa.gov).

Sincerely,

Christopher Osburn  
Environmental Specialist  
FAA - Washington Airports District Office

Enclosures - 12 Copies of Virginia Highlands Airport 4(f) Statement

cc: Mr. Mickey Hines, Airport Manager (via email)  
Ms. Colleen Angstadt, Delta Airport Consultants, Inc. (via email)



United States Department of the Interior

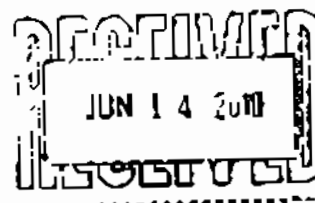
OFFICE OF THE SECRETARY  
Washington, DC 20240



JUN 9 2010

9043 1  
PEP/NRM

ER 10/372



Mr. Christopher Osburn  
Environmental Specialist  
Washington Airports District Office  
Federal Aviation Administration  
23723 Air Freight Lane, Suite 210  
Dulles, Virginia 20166

Dear Mr. Osburn:

This is in response to a request for the Department of the Interior's review and comment on the Draft Section 4(f) Evaluation for **Extension of Runway 6 and other developments located at the Virginia Highlands Airport in Abington, Virginia**. We offer the following comments on this project for your consideration.

**Section 4(f) Comments**

The Department concurs that there is no prudent and feasible alternative to the above listed project, which consists of providing airfield infrastructure at Virginia Highlands Airport, that safely and effectively accommodates current and projected demands for aviation activity in Washington County. The measures to minimize harm to historic resources eligible for the National Register of Historic Places must, however, be explicitly consistent with the Memorandum of Agreement (MOA) developed in consultation with the Virginia State Historic Preservation Officer and concurred with by the Advisory Council on Historic Preservation. We recommend that a signed copy of the MOA be included in the final documentation of compliance for the project to reflect procedures for protecting cultural resources.

We appreciate the opportunity to provide these comments.

Sincerely,

Willie R. Taylor  
Director, Office of Environmental  
Policy and Compliance

**VIRGINIA HIGHLANDS AIRPORT  
ENVIRONMENTAL ASSESSMENT  
SECTION 4(f) STATEMENT**

**PROJECT DESCRIPTION**

The purpose of the proposed action is to provide airfield infrastructure at Virginia Highlands Airport (VJI) that safely and effectively accommodates the current and projected demand for aviation activity in the Washington County Area. VJI is owned and operated by the Virginia Highlands Airport Authority (VHAA). VJI consists of one runway (8/24) which is 4,471 feet in length. Due to the current runway length the airport is currently categorized by the Federal Aviation Administration (FAA) guidance as an Airport Reference Code (ARC) B-II Small Airport. However, the existing and future aviation demand at the airport requires it to be converted to an ARC B-II Large Airport. In order to meet this need through this project VHAA proposes to extend the runway to 5,500 feet long by 75 feet wide; construct a parallel taxiway 3,060 feet long by 35 feet wide to serve the extension; construct borrow sites/grading areas, acquire approximately 52 acres of land in fee-simple and approximately 12.5 acres of aviation easements; remove obstructions to the Part 77 surfaces; relocate visual aids, navigational aids (NAVAIDS), and Automated Weather Observing System (AWOS); construct a 10-unit T-hangar and associated apron, install security fencing; relocate State Road 611 (approximately 3,800 feet); demolish a barn and relocate a cemetery. The runway extension would consist of an extension to the Runway 8 end.

**OWNER**

The Section 4(f) property has been identified as the St. John House. The current owners are Rufus T. and Joanne Hairston (the Hairston's). There are no existing easements, leases, or restrictions on the property.

**SIZE**

The approximate 2.8 acre property is entirely surrounded by airport property and is located on Route 611 (Providence Road), north of the Runway 8 end. The entire property is eligible for the National Register of Historic Places (NRHP) based upon Virginia Department of Historic Resources' (VDHR) determination on May 29, 2008 and FAA's concurrence dated September 12, 2008. Related correspondence may be found in Appendix C of the Environmental Assessment (EA).

**VISUAL INFORMATION**

A detailed map of the property may be found in the EA, Exhibit 4-3.

**USES**

The 4(f) property is a private residence eligible for the NRHP as described by the VDHR. The St. John House was built circa 1860 and embodies the distinctive Greek Revival style of the mid-nineteenth century. The interior of the house maintains the original form and materials from the time of its construction. Contributing interior factors to the integrity of the home include, but are not limited to, the hand hewn timbers in the framing, the hand hewn stair railing, the intact wall surfaces and floors, the intact moldings, the examples of finely crafted built-in cabinets, the original mantels that are still intact, and the examples of Greek Revival door and window surrounds. In addition to the significance of the interior is the integrity of the exterior, which has been diminished due to a rear addition, but still able to convey the architectural context of this period. The house was determined eligible for the NRHP under Criterion C for architecture.

The Phase II Architectural Report and related correspondence for the St. John House may be found in **Appendix C** of the EA.

The proposed action includes the airport offering a negotiated purchase of the property (with no threat of condemnation). If the Hairstons and VHAA reach an agreement on the purchase, the purchase of the property would constitute a physical use of the property under 4(F). If the purchase occurred the property would be listed with the National Register of Historic Places, and re-sold with an easement to protect the property. If VHAA and the Hairstons do not reach an agreement on the purchase, the Hairstons will retain ownership. In addition to the voluntary purchase, the project will construct a retaining wall on existing airport property, south of the St. John House. These actions would result in no direct physical impacts to the historic property. It was determined that construction of the wall would result in the fewest impacts to the site. No grading or construction would take place on the property and visual impacts would be mitigated by landscaping the area between the wall and St. John property to block the southern view to the extent possible. If the purchase of the property does not occur, these visual impacts associated with the construction of the retaining wall would result in a constructive use of the St. John's property under 4(f).

#### **ACCESS**

The St. John House property is located on Route 611 (Providence Road) and as a result of the proposed extension of Runway 6, it would be necessary to relocate Route 611 away from the St. John property. However, the portion of the existing Route 611 currently providing vehicular access to the St. John House property would remain open. See Exhibit 4-3 in the EA for an illustration of the proposed road relocation.

#### **ASSOCIATED AREAS**

The affected resource is not anticipated to have an impact on any other similarly used lands in the area.

#### **PRUDENT AND FEASIBLE ALTERNATIVES**

The EA fully evaluated two build alternatives to extend Runway 6, as well as a No Action alternative. Each of these build alternatives meet the purpose and need of the project and each create equivalent impacts to the St. John's property due to the extension of Runway 6. For the reasons that follow, however, it was determined that there were no prudent and feasible alternatives that met the purpose and need of this project and that also avoided impacting the St. John's property. The details of the alternatives fully evaluated in the EA are as follows:

- 1) Alternative 1 - (No Action Alternative) – Airport remains in its current configuration
- 2) Alternative 2 - Extend Runway 6 by 1,399 feet and change existing 20:1 visual approach to 34:1
- 3) Alternative 3 - (Preferred Alternative) – Extend Runway 6 by 1,399 feet and maintain existing 20:1 visual approach

Alternative 1, No Action, involved the fewest environmental impacts and would have avoided impact to the St. John property; however it did not meet the purpose and need of the proposed action. As stated above, both build alternatives would equivalent create impacts to the St. John property. However, the analysis concluded that the potential impacts from Alternative 2 (besides the impacts to the St. John's property) appeared to be significantly greater in terms of obstruction removal and additional property interest acquisition. Therefore, Alternative 3 was selected as the preferred development alternative from the EA, as it meets the defined purpose



and need and significant environmental impacts are not anticipated with this alternative. Alternative 3 is depicted on the existing Airport Layout Plan, approved by the FAA.

Additional Alternatives initially considered but not carried forward in the EA included an extension to Runway 24, which was considered as an alternative to extending Runway 6. However, this scenario was determined to be undesirable due to the terrain and impacts to the development beyond the runway end which includes the following.

- Relocation of State Route 11 (Lee Highway), Jerry Lane, and Skyking Lane – necessary to accommodate runway extension, parallel taxiway and associated safety areas,
- Placement of two Omnidirectional Approach Lighting System (ODAL) lights within the Forest Memorial Garden;
- Terrain – Substantial fill and grading would be required to meet safety area regulations and to address obstructions to the 34:1 approach surface (see Figure 1), thus impacting the church and memorial garden properties,
- Noise – Runway 24 extension would bring the runway end closer to the Town of Abingdon,
- Aviation Easement – required to clear FAA Part 77 obstructions; and
- Fee Simple Land Acquisition – 14 properties impacted
  - Three business relocations
  - Nine residential properties
  - Relocation of Emanuel Baptist Church (would fall within Runway 24 Runway Protection Zone (RPZ))
  - Fee simple acquisition of a portion of Forest Memorial Garden (would fall within Runway 24 RPZ)

The Virginia Highlands Airport Authority (VHAA) has also spent several years obtaining easements on the Runway 24 end to support a 34:1 approach. To date, easements over 17 parcels have been acquired. Extension on the 24 end would require additional easements and acquisition of properties.

Based upon the numerous impacts detailed here, it was determined that an extension on the Runway 24 end was not feasible.

**RUNWAY 24 APPROACH PROFILE**

NO. 1 TO SCALE

Due to the impracticality of extending the Runway 24 end and the inability of Tri-Cities Regional Airport to accommodate the project's purpose and need it was found that there is no prudent and feasible alternative for this project that does not involve the extension of Runway 6. Furthermore, as each of the two build alternatives considered in the EA would impact the St. John House, due to the extension of Runway 8, it is found that there is no prudent and feasible alternative that avoids 4(f) impacts to this historic property.

Mitigation requirements have been outlined in a Memorandum of Agreement (MOA) between the FAA, VHAA, and VDHR. Previously the preferred mitigation alternative contemplated clearing and grading a portion of the St. John Property, with accompanying impacts to Spring Creek and wetlands located on the site in order to meet FAA design standards for the proposed runway and parallel taxiway. As the entire 2.8 acre parcel was determined eligible for the NRHP, the earthwork would impact the historic setting of the property. As required by FAA Order 5050.48, additional mitigation alternatives that would minimize harm or avoid the 4(f) resource entirely were considered. Through the additional analysis the FAA and VDHR determined that the mitigation alternative that would mitigate impacts on the St. John property to the greatest extent possible would involve, 1) the construction of a retaining wall on existing airport property, south of the St. John property and historical boundary; and 2) the voluntary acquisition of the property. This mitigation alternative has been selected as the preferred mitigation alternative in the MOA.

Pursuant to the terms of the MOA, the retaining wall will be constructed whether or not VHAA and the Hairs ons reach an agreement on purchase of the property. The construction of the retaining wall will avoid physical impacts to the 2.8-acre historic property. Visual impacts would be mitigated by planting trees to block the southern view to the extent possible. The VHAA would be required to submit to the VDHR the proposed design of the retaining wall for their review. All related correspondence is located in Appendix C of the EA and the signed MOA has been included in Appendix I of the EA. A list of mitigation options in preferred order is included Table 1 below.

**Table 1 - St. John House 4(f) Mitigation Alternatives**

<b>Alternative</b>	<b>Description</b>	<b>Benefits</b>	<b>Cons</b>
<b>Preferred- Property bought and sold through voluntary acquisition and construct Retaining Wall to the South of the St. John House on Airport Property</b>	St. John house would remain on existing parcel (historic boundary). The property would be purchased by the FAA, DOAV, and VHAA and be sold to private owner with preservation covenants. The current owner shall be given the first chance to repurchase the property from the VHAA. A retaining wall would be constructed on existing airport property, south of the St. John House. Stream would flow under retaining wall. Historic boundary would not be impacted. Visual impacts from the wall would be mitigated by the planting of trees in front of it.	Architectural elements are preserved in current location.  Existing owner has option to remain.  Property is maintained.  No clearing and grading within the property's historic boundary would occur nor would there be impacts to Spring Creek and the wetland area within the historic boundary resulting in overall reduced physical and visual impacts.	Construction impacts including noise, visual, and air quality.  There would be enduring visual impacts from the retaining wall, however, those would be mitigated by the planting of trees to block the southern view.
<b>Property bought and sold to private owner with restrictive easements.</b>	St. John house would remain on existing parcel (historic boundary). The property would be purchased by the FAA, DOAV, and VHAA and be sold to private owner with preservation covenants. The current owner shall be given the first chance to repurchase the property from the VHAA. Construction easements would be necessary as grading and clearing are required to meet FAA design standards. Temporary construction impacts may occur but would be mitigated by use of Best Management Practices. Visual impacts would be mitigated through planting of trees to block the southern view.	Architectural elements are preserved in current location.  Property is maintained.	Possible difficulty finding buyer due to location.  Construction impacts including noise, visual, and air quality.  Historic boundary would be impacted by proposed development in order to meet FAA standards.  Impacts to the historical setting due to physical impacts including clearing and grading within the historical boundary as well as impacts to Spring Creek and wetlands within the historic.

Alternative	Description	Benefits	Cons
			boundary  Visual impacts within the historic boundary itself by virtue of the aforementioned physical impacts as well as additional enduring visual impacts to the southern view which would be mitigated through the planting of trees to block the southern view
Current owner maintains property with restrictive easements.	St. John house would remain on existing parcel (historic boundary) Preservation covenants would be placed upon the owner Construction easements would be necessary as grading and clearing are required to meet FAA design standards. Temporary construction impacts may occur but would be mitigated by use of Best Management Practices Visual impacts would be mitigated through planting of trees to block the southern view	Architectural elements are preserved in current location  Existing owner remains  Property is maintained.	Historic boundary would be impacted by proposed development in order to meet FAA standards.  Construction impacts including noise, visual, and air quality  Impacts to the historical setting due to physical impacts including clearing and grading within the historical boundary as well as impacts to Spring Creek and wetlands within the historic boundary.  Visual impacts within the historic boundary itself by virtue of the aforementioned physical impacts as well as additional enduring visual impacts to the southern view which would be mitigated through the planting of trees to block the southern view
Relocation via FAA, DOAV, & VHAA	House would be purchased from current owner at FMV Responsibility of FAA, DOAV, & VHAA to relocate the house and preserve elements. Following the house relocation, it may be sold to private party with preservation covenants The current owner shall be given the first chance to repurchase the property from the VHAA	All architectural elements are preserved.  Airport able to utilize property for aviation related uses.	Probable significant cost associated with purchase and relocation  Possible difficulty finding buyer  Historical setting of property completely destroyed

Alternative	Description	Benefits	Cons
Property purchased and ownership retained by VHAA	Property purchased by FAA, DOAV, and VHAA retains ownership. Property leased to private entity for use home, bed and breakfast or similar use.  Preservation easements over property would be incurred to preserve historic properties  Either retaining wall would be erected with the effects as described in alternative 1 or there would be clearing and grading and stream and wetland impacts as discussed in alternative 2	Architectural elements are preserved in current location.  Property is maintained.	Construction impacts including noise, visual, and air quality  More expensive than alternative 1 with no additional mitigation of adverse effects.
Dismantle & Preserve Architectural Elements for re-use.	FAA, DOAV, & VHAA purchase house at FMV. Architectural elements are advertised for sale and re-use prior to demolition. House is documented as required by DHR & ACHP.	Architectural elements are preserved and re-used in another structure.  House is documented	House is destroyed.
Demolition.	FAA, DOAV, & VHAA purchase house at FMV and demolish. Prior to demolition the house would be documented as required by DHR & ACHP.	Proposed development may move forward as planned.  House is documented	House is destroyed and no architectural elements are preserved

FMV – Fair Market Value

VHAA – Virginia Highlands Airport Authority


ACHP – Advisory Council on Historic Preservation

DOAV – Virginia Department of Aviation

FAA – Federal Aviation Administration

### DETERMINATION

Based on the attached Section 4(f) analysis, I have determined there is no prudent and feasible alternative that would avoid using the St. John House, a Section 4(f) protected resource. The project includes all possible planning to minimize harm to this resource. FAA will condition its approval of this project to fulfill its Section 4(f) responsibilities.

  
 William J. Flanagan  
 Eastern Region Airports, Division Manager

8/18/10  
 Date

**Exhibit 4-3 - Virginia Highlands Airport – St. John House**

La nostra è l'efficienza che si è dimostrata (e dimostrerà) nel tempo. Ma è anche la nostra capacità di

[illegible]

- [illegible]



## POTENTIAL CULTURAL RESOURCE IMPACTS - BUILD ALTERNATIVE (2 & 3) VIRGINIA HIGHLANDS AIRPORT

**EXHIBIT**  
**4-3**

