



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, MOBILE
CORPS OF ENGINEERS
P.O. BOX 2288
MOBILE, ALABAMA 36628-0001

CESAM-RD-I
PUBLIC NOTICE NO. SAM-2008-1087-JEB

3 OCTOBER 2008

**JOINT PUBLIC NOTICE
U.S. ARMY CORPS OF ENGINEERS
AND
STATE OF ALABAMA
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT**

**CONSTRUCT A RUNWAY AND TAXIWAY EXTENSION AT THE
ANDALUSIA-OPP REGIONAL AIRPORT BY FILLING 5.95 ACRES OF A
WETLAND DRAIN TO HOLLIS CREEK, SANFORD, COVINGTON COUNTY,
ALABAMA**

TO WHOM IT MAY CONCERN:

This District has received an application for a Department of the Army permit pursuant to Section 10 of the River and Harbor Act of 1899 (33 USC 403), and Section 404 of the Clean Water Act (33 USC 1344). Please communicate this information to interested parties.

**APPLICANT/AGENT: Andalusia-Opp Airport Authority
Attention: Ms. Misty Jones, Acting Director
21861 Bill Benton Lane
Andalusia, Alabama 36420**

LOCATION OF WORK: Andalusia-Opp Regional Airport at the approach end of runway 29, along an unnamed wetland drain to Hollis Creek, Section 19, Township 4 North, Range 17 East, 31° 18' 32" N/ 86° 23' 38" W, Sanford, Covington County, Alabama.

WATERWAY: Unnamed wetland drain to Hollis Creek, Section 19, Township 4 North, Range 17 East, 31° 18' 32" N/ 86° 23' 38" W, Sanford, Covington County, Alabama.

PROPOSED WORK: The applicant requests authorization to fill 5.95 acres of hardwood wetlands for the purposes of extending the approach end of the existing Runway 29 and associated taxiway by 1,000 feet, for a total length of 6,000 feet. The project also requires that the runway safety area (RSA) extend an additional 1,000 feet beyond the approach end of runway

CESAM-RD-I
PUBLIC NOTICE NO. SAM-2008-1087-JEB

29 in accordance with FAA safety requirements. The applicant proposes to offset wetland impacts by purchasing appropriate credits from the Week's Bay Mitigation Bank in Baldwin County, Alabama. **This Public Notice applies only to the area listed on the enclosed drawings as "Phase 1".**

The applicant has stated the following concerning avoidance and minimization to Waters of the United States: " Alternatives for accomplishing the objectives of the proposed airport facilities expansion have been evaluated as part of this Environmental Assessment. In this case, providing for airside facilities that can accommodate the anticipated traffic was the dominant criteria differentiating the available development alternatives. After careful evaluation of environmental impacts and design considerations, an alternative was selected that imparted the least amount of adverse environmental and social impact. "

The Corps has not verified the adequacy of the applicants avoidance and minimization statement at this time.

The applicant has stated the following concerning mitigation for unavoidable impacts to Waters of the United States: "In summary, the applicant proposes the utilization of the Weeks Bay Mitigation Bank to offset the proposed impacts to medium/high quality, previously altered wetland resources associated with the runway expansion. The plan as proposed compensates for the wetland loss." The Corps has not verified the adequacy of this mitigation proposal at this time.

The applicant has applied for certification from the State of Alabama in accordance with Section 401(a)(1) of the Clean Water Act, and upon completion of the required advertising, a determination relative to certification will be made.

This public notice is being distributed to all known interested persons in order to assist in developing facts on which a decision by the U.S. Army Corps of Engineers (Corps) can be based. For accuracy and completeness of the record, all data in support of or in opposition to the proposed work should be submitted in writing setting forth sufficient detail to furnish a clear understanding of the reasons for support or opposition. 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. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and

CESAM-RD-I
PUBLIC NOTICE NO. SAM-2008-1087-JEB

conservation, water quality, energy needs, safety, food production, and in general, the needs and welfare of the people.

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

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state with particularity, the reasons for holding a public hearing.

Evaluation of the probable impacts involving deposits of dredged or fill material into waters of the United States will include the application of guidelines established by the Administrator of the U.S. Environmental Protection Agency.

The National Register of Historic Places will be consulted for properties listed in or eligible for the National Register which are known to exist and would be affected by the proposed work. Additional notification will be furnished to the State Historic Preservation Officer via this Public Notice. This review constitutes the full extent of cultural resources investigations unless comment to this notice is received documenting that significant sites or properties exist which may be affected by this work, or that adequately documents that a potential exists for the location of significant sites or properties within the permit area. Copies of this notice are being sent to the U.S. Department of the Interior, National Park Service, Division of Archeological Services.

Preliminary review of this application and the U.S. Department of the Interior List of Endangered and Threatened Wildlife and Plants indicates that no listed endangered and threatened species or their critical habitat occur within the project area. Notification to the United States Fish and Wildlife Service will be furnished via this Public Notice.

Correspondence concerning this Public Notice should refer to Public Notice Number **SAM-2008-1087-JEB** and should be directed to the District Engineer, U.S. Army Engineer District, Mobile, Post Office Box 2288, Mobile, Alabama 36628-0001, Attention: Regulatory Division, with a copy to the Alabama Department of

CESAM-RD-I
PUBLIC NOTICE NO. SAM-2008-1087-JEB

Environmental Management, 4171 Commanders Drive, Mobile, Alabama 36615, (If not in coastal zone: Post Office Box 301463, Montgomery, Alabama 36130-1463).
Comments should be received no later than 30 days from the date of this Public Notice.

If you have any questions concerning this publication, you may contact this office, **Mr. Eric Buckelew**, telephone number **251-690-3184**, e-mail **james.e.buckelew@usace.army.mil**. Please refer to the above Public Notice number.

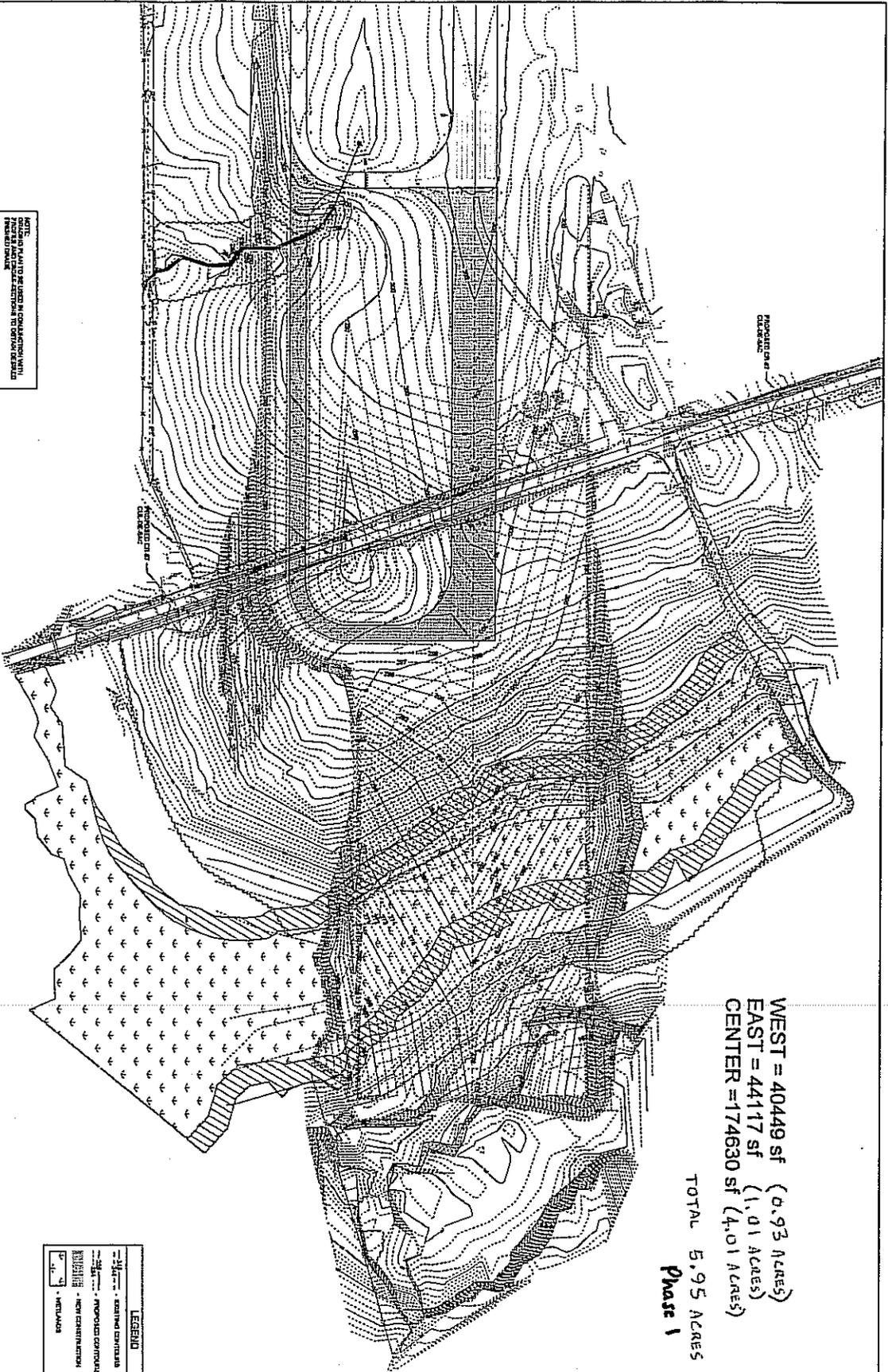
For additional information about our Regulatory Program, please visit our web site at www.sam.usace.army.mil/RD/reg, and please take a moment to complete our customer satisfaction survey while you're there. Your responses are appreciated and will allow us to improve our services.

MOBILE DISTRICT
U.S. Army Corps of Engineers

Enclosures

NOTES:
 1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ALABAMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADWAY CONSTRUCTION.

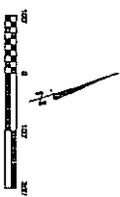
NOTE:
 1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE ALABAMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADWAY CONSTRUCTION.



WEST = 40449 sf (0.93 ACRES)
 EAST = 44117 sf (1.01 ACRES)
 CENTER = 174630 sf (4.01 ACRES)
 TOTAL 5.95 ACRES
 Phase 1

LEGEND

(Symbol)	EXISTING CENTERLINE
(Symbol)	PROPOSED CENTERLINE
(Symbol)	PROPOSED CONSTRUCTION
(Symbol)	EXISTING CONSTRUCTION
(Symbol)	WETLANDS



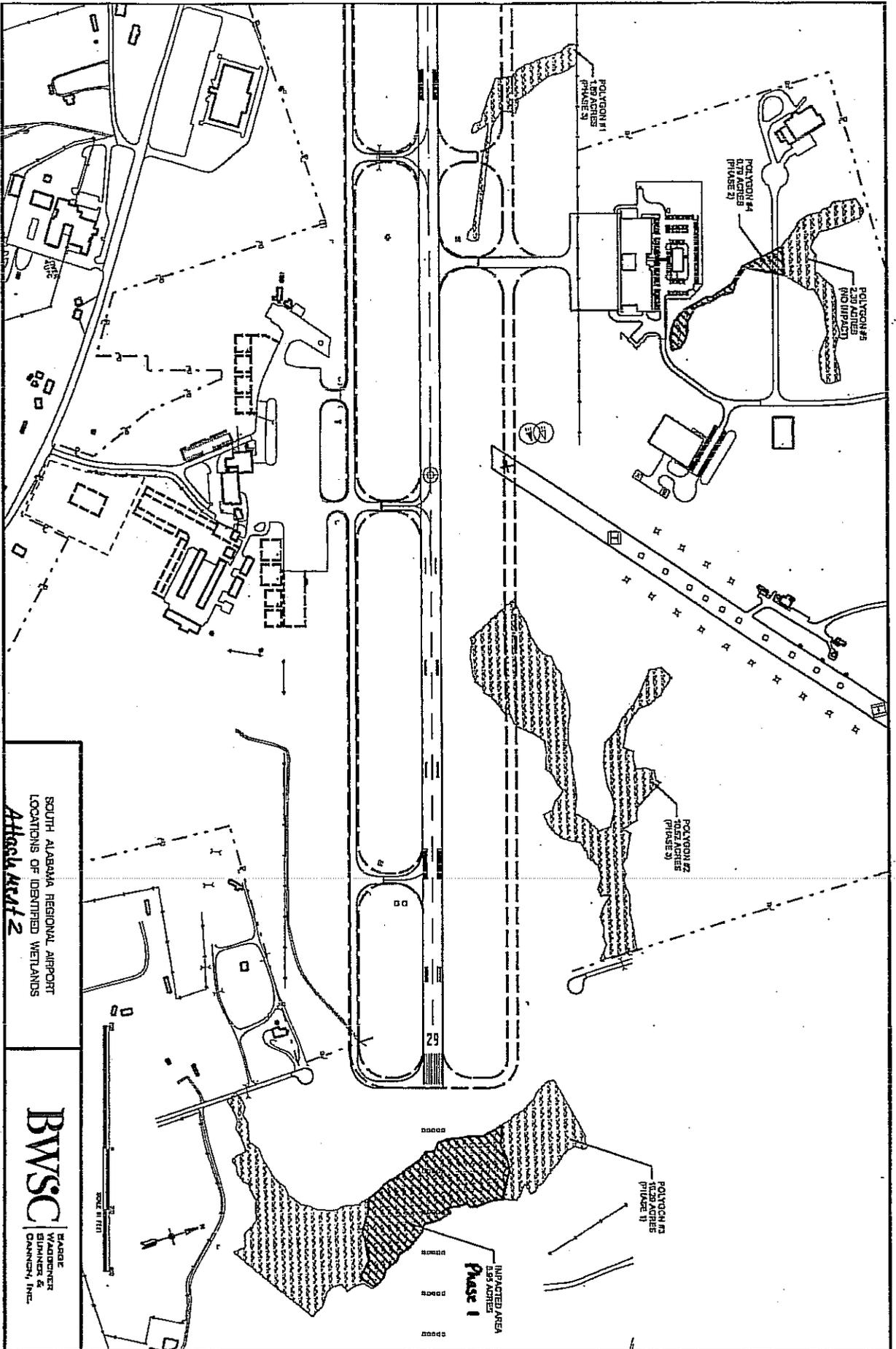
GRADING PLAN
SOUTH ALABAMA REGIONAL AIRPORT
 ANDALUSIA, ALABAMA
 A.I.P. PROJECT NO. 3-01-0007-012-2D08



BWSC
 BARD WASSON & CANNON, INC.
 ENGINEERS ARCHITECTS PLANNERS
 LANDSCAPE ARCHITECTS AND SURVEYORS

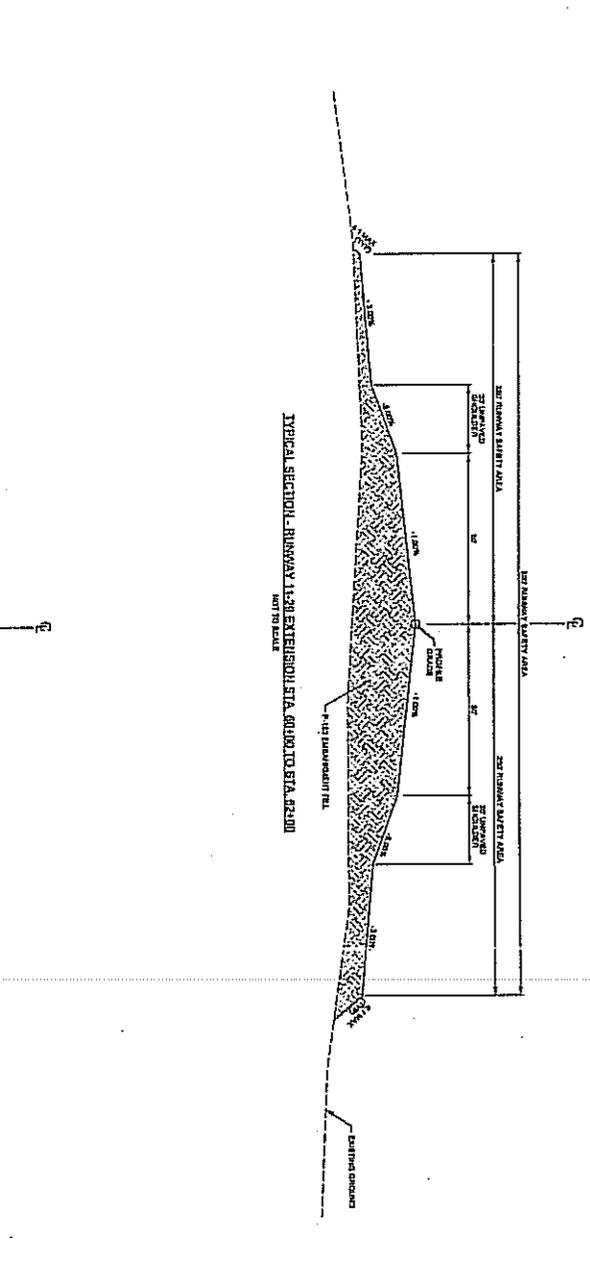
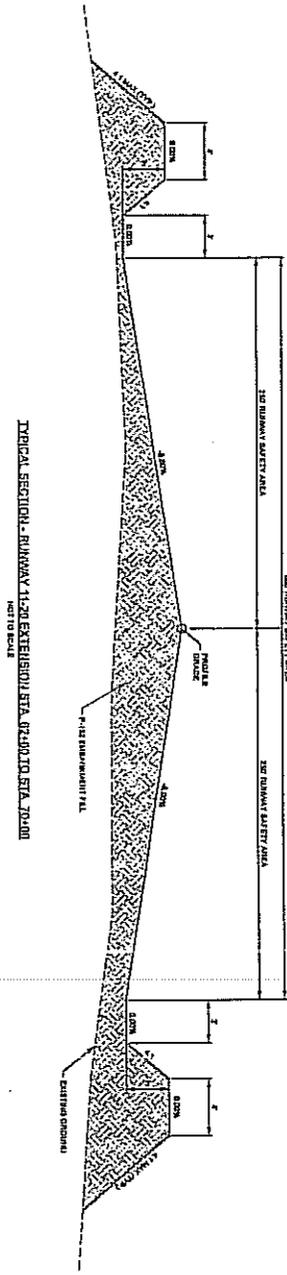
FILE NO. **C-3**
 3333-08

NO.	DATE	DESCRIPTION



SOUTH ALABAMA REGIONAL AIRPORT
 LOCATIONS OF IDENTIFIED WETLANDS
Attach Airt 2

BWSC
 BRADY
 WARDNER
 SHANNON &
 CANNON, INC.



TS-2
 FILE NO. 33531-04

DR	CHK.	DATE	DESCRIPTION

TYPICAL SECTIONS *Phase 1*
 SOUTH ALABAMA REGIONAL AIRPORT
 ANDALUSIA, ALABAMA
 A.I.P. PROJECT NO. 3-01-0007-012-2008



BWSC
 BARD, WAGGONER, SUMNER & CANNON, INC.
 ENGINEERS ARCHITECTS PLANNERS
 LANDSCAPE ARCHITECTS AND SURVEYORS

2841 Ann Road, Dothan, AL 36024
 Phone: (334) 721-4116 Fax: (334) 721-4168

- PROPOSED
 EXISTING CONDITIONS

WETLAND AND RAPID ASSESSMENT PROCEDURE

COUNTY: **Covington** PROJECT: _____ DATE: **1-Apr-06** REVIEWER: **G.K. Behrens** FLUCCS CODE: _____
 APP. #: _____ S. Alabama Regional WETLAND TYPE: FORESTED Non-Forested

LAND USE CATEGORY	WETLAND AREA	SECONDARY IMPACTS	MELALEUCA INVASION >50%
Wetlands	16.29 ACRES	<input type="checkbox"/> NO <input type="checkbox"/> YES % = _____	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
	5.95 ACRES OF IMPACT	_____ ACRES	

WILD LIFE UTILIZATION 2.5

WETLAND CANOPY 3

WETLAND GROUND COVER 3

HABITAT SUPPORT / BUFFER 2.5

BUFFER TYPE	SCORE	% AREA	SUB TOTAL
Natural	3	50	1.5
SF Res.	2	25	0.5
LV Hwy	2	25	0.5
			0
			0

WRAP SCORE

89.86%

FIELD HYDROLOGY 3

WATER QUALITY INPUT & TREATMENT 2.175

LAND USE CATEGORY	SCORE	% AREA	SUB TOTAL
Natural	3	20	0.6
LV Hwy.	1	10	0.1
Mining (soil pits)	1	10	0.1
LD Residential	2	20	0.4
Improved Pasture	1	40	0.4
		LU TOTAL	1.6

PRETREATMENT CATEGORY	SCORE	% AREA	SUB TOTAL
Natural	3	75	2.25
Grass Swales	2	25	0.5
			0
			0
			0
		PT TOTAL	2.75

WILDLIFE UTILIZATION
 Site is a high quality, mature closed canopy bottomland hardwood wetlands serving as riparian zone to perennial stream. Site is contiguous with upstream corridor containing non-impacted forested wetlands, uplands, open grassed lands. Stream and adjacent wetlands are high quality with abundant habitat for amphibians, fish and macroinvertebrates. Ample natural habitat and food sources located upstream and adjacent to the project site. Larger surrounding area comprised mostly of undeveloped lands and small rural residential homes.

WETLAND CANOPY
 Full healthy canopy comprised of target bottomland hardwood species. No exotic species noted in canopy. High quality wetland habitat.

WETLAND GROUND COVER
 High quality bottomland hardwood habitat with no identifiable disturbance to ground cover or soils, some exotic species located along wetland fringe, mostly privet.

HABITAT SUPPORT/BUFFER
 Natural buffer that is greater than 30 feet but less than 300 feet. Perimeter is surrounded by undeveloped lands, stream and riparian corridor and natural areas.

FIELD HYDROLOGY
 The bottomland hardwood wetland polygon is of high quality wetlands, serving as riparian buffer to a perennial stream, with unaltered hydrology and hydroperiod that is supporting healthy wetland plant community and stream habitat.

WQ INPUT & TREATMENT
 Site is located within rural Covington County, immediately adjacent to Firehouse Road. Wetland polygon is buffered by natural undeveloped lands and limited areas of compacted gravel road surface.

- PROPOSED
 EXISTING CONDITIONS

WETLAND AND RAPID ASSESSMENT PROCEDURE

COUNTY: PROJECT: DATE: REVIEWER: FLUCCS CODE:
 APP. #: WETLAND TYPE: FORESTED Non-Forestad

LAND USE CATEGORY	WETLAND AREA	SECONDARY IMPACTS	MELALEUCA INVASION >50%
Wetlands	0.79 ACRES	<input type="checkbox"/> NO <input type="checkbox"/> YES %= <input type="text"/>	<input checked="" type="checkbox"/> NO <input type="checkbox"/> YES
	0.68 ACRES OF IMPACT	<input type="text"/> ACRES	

WILD LIFE UTILIZATION

2

WETLAND CANOPY

2

WETLAND GROUND COVER

1.5

HABITAT SUPPORT / BUFFER

2

WRAP SCORE

62.64%

BUFFER TYPE	SCORE	% AREA	SUB TOTAL
Natural	3	25	0.75
Light Industrial	1.5	50	0.75
LV Hwy	2	25	0.5
			0
			0

FIELD HYDROLOGY

1.5

WATER QUALITY INPUT & TREATMENT

2.275

LAND USE CATEGORY	SCORE	% AREA	SUB TOTAL
Natural	3	20	0.6
LV Hwy.	1.5	20	0.3
Light Industrial	1.5	60	0.9
			0
			0
LU TOTAL			1.8

PRETREATMENT CATEGORY

PRETREATMENT CATEGORY	SCORE	% AREA	SUB TOTAL
Natural	3	75	2.25
Grass Swales	2	25	0.5
			0
			0
			0
PT TOTAL			2.75

WILDLIFE UTILIZATION

Site is a low quality, open canopy bottomland hardwood wetlands, recently select cut. Site is contiguous with light industrial operations associated with S. Alabama Regional Airport containing uplands, open grassed lands. NRPW stream and adjacent wetlands are low quality with limited habitat for amphibians, fish and macroinvertebrates. Area used as transition zone for small - large mammals. Ample natural habitat and food sources located downstream and adjacent to the project site.

WETLAND CANOPY

Moderate canopy comprised of target bottomland hardwood species. Some exotic species noted in canopy. Low quality wetland habitat.

WETLAND GROUND COVER

Low to moderate quality bottomland hardwood habitat with limited identifiable disturbance to ground cover or soils (sand deposition from upgradient), some exotic species located along wetland fringe, mostly privet.

HABITAT SUPPORT/BUFFER

Natural buffer that is greater than 30 feet but less than 300 feet. Perimeter is surrounded by undeveloped lands, stream and riparian corridor and natural areas.

FIELD HYDROLOGY

The bottomland hardwood wetland polygon is of low - moderate quality wetlands, serving as riparian buffer to a NRPW stream, with unaltered hydrology and hydroperiod that is supporting wetland plant community and stream habitat.

WQ INPUT & TREATMENT

Site is located within rural Covington County, immediately adjacent to South Alabama Regional Airport and Industrial Park. Wetland polygon is buffered by natural undeveloped lands and limited areas of paved road surface.

Project Description

A U.S. Army Corps of Engineers (USACE) Section 404 individual permit is being sought to allow for the extension of the existing runway and installation of a parallel taxiway in association with the existing South Alabama Regional Airport facility in an effort to comply with Federal Aviation Administration (FAA) design standards. In addition, this permit is being submitted in a phased approach to identify two additional projects, Phase II, Industrial Park development (independently funded) and Phase III, North Parallel Taxiway (FAA/ALDOT/Sponsor funded project). The mitigation narrative is being provided here to provide information associated with project justification and discuss details associated with the proposed compensatory mitigation.

In an attempt to provide a comprehensive wetland impact analysis Barge Waggoner Sumner & Cannon, Inc. (BWSC) evaluated long term (10yrs) projected design requirements of the project in relation to consistency with FAA airport design guidelines. The need for the extension of the runway was documented in a Runway Justification Study prepared in 2003 and submitted to the FAA and ALDOT Bureau of Aeronautics. The Runway Justification Study demonstrated an existing and additional aviation demand that exceeds the FAA criteria for extending a runway at the airport from its existing length of approximately 5,000 feet to 6,000 feet. The performance characteristics of the turbojet aircraft expected to utilize the airport necessitates the additional runway length for enhanced safety and operational safety.

Based on these design projections the Andalusia-Opp Municipal Airport expansion project will require a total of approximately 11.28 acres of modifications to existing jurisdictional wetlands. The proposed airport improvements includes an extension of runway 29 of approximately 1000 feet, the installation of an Instrument Landing System with MALSR, the construction of a parallel taxiway north of the existing runway and the establishment of obstruction free areas (OFA) and runway safety areas (RSA).

The properties located within the vicinity of the proposed airport improvement projects consist primarily of rural residential with minor sections of land devoted to agricultural and light industrial development.

Wetland Delineation

Staff associated with Wetland Sciences, Inc. (WSI) and BWSC performed a non-binding wetland delineation during March 2006 and this information is the basis for the development of the Section 404 permit application. Polygon #1 as depicted on the USGS topographic map, Attachment B, exists as an intermittent riparian system which ultimately connects to Mancil Creek. Wetland polygon #2 exists as a portion of an intermittent flow way to Hollis Creek, and polygons 3a-3b exist within a portion of Hollis Creek.

Ecological Assessment of Impact site

The proposed wetland impacts associated with improvement projects at the South Alabama Regional Airport have been divided into multiple phases, based on available funding and project priority. The Phase I project consists of the extension of the existing Runway (RW) 29 and partial extension of the south parallel taxiway, Phase II is the development of the Industrial Park site and Phase III is the proposed north parallel taxiway.

The wetlands proposed for impact fall into two general classifications, riparian system and bottomland hardwood forest. The wetland habitats of polygon 2 – ~3.26 acres (Phase III), 3a – ~0.93 acres (Phase I) and 3b – ~1.01 acres (Phase I) are being proposed for impacts associated with the construction of the parallel taxiway and obstruction free areas and runway safety areas. These areas are characterized as hydrologically altered medium quality riparian systems.

Very few mature canopy trees remain within polygon 2, 3a and 3b that are proposed for impact. The few remaining mature canopy specimens include the sweetbay (*Magnolia virginiana*), sweetgum (*Liquidambar stracciflua*), tulip poplar (*Liriodendron tulipifera*), and sycamore (*Platanus occidentalis*). The largest central area of polygon 2 maintains a dense sub-canopy of privet (*Ligustrum sp.*) which is precluding the development of appropriate ground cover.

The second distinct wetland typology included within the proposed impact is associated with a small tributary to Mancil Creek, polygon 1 – ~1.39 acres (Phase III) and a large section of swamp forest, polygon 3 – ~4.01 acres (Phase I). Polygon 3 has seen minor alterations in hydrology in the form of an impoundment (upstream) and edge alterations associated with pasture and grazing on the sides of the system (polygon 3a and 3b).

Mitigation Goals, Objectives, and Rationale

During site plan development, alternatives for accomplishing the airport facilities expansion were evaluated. The physical, environmental, and aeronautical constraints and advantages for extending the existing Runway 29 were analyzed. Runway development alternatives included extending Runway 11 to the west, but this alternative was eliminated from review as a practicable alternative due to the significant physical, environmental, and social constraints. This alternative would generate significant logistical impacts due to the extension of the runway would require the relocation of U.S. Highway 84.

In addition to the development cost associated with extending Runway 29, airspace considerations were also critical. The overflight of the urbanized areas of the city presents a significant concern in regards to this alternative. The introduction of flights and aircraft noise over sensitive areas has the potential to generate opposition and controversy among the citizens of the city.

Based on the information gathered for the different alternatives, it was recommended that the extension of Runway 29 be adopted for the long-range plan development for providing a 6,000 foot, precision instrument approach runway at the airport. Major factors supporting this recommendation include airspace issues related to establishing an Instrument Landing System.

Avoidance of wetland impacts could not be accomplished due to the extensive wetland complex located in close proximity to the existing runway. Minimization of impacts to existing wetland resources may be accomplished by the provision of temporary impact to wetlands which exist within the OFA and RSA. The remaining wetland impacts are associated with the installation of the runway extension and runway safety area whose design is consistent with strict Federal Aviation Administration guidelines. All wetland impacts proposed have been deemed un-avoidable.

The South Alabama Regional Airport Authority and BWSC, have discussed design, engineering and environmental specifics with regulatory agency representatives and the information generated from such discussions are incorporated in the conceptual design provided with the mitigation summary. A detailed site assessment of the wetlands proposed for impact as well as the surrounding habitats was performed by representatives of Barge Waggoner Sumner & Cannon, Inc. and Wetland Sciences, Inc. to examine the ecological status of the site and evaluate potential mitigation alternatives.

BWSC herein proposes the following mitigation plan for the airport improvement projects associated with the South Alabama Regional Airport to compensate for the filling of approximately 5.95 acres of federally regulated jurisdictional wetlands, under Phase I of the Proposed Runway 29 Extension Project.

A) Mitigation Concept: Purchase of appropriate Bank Credits

This proposed mitigation plan has been designed to offset the wetland impacts as follows:

1. The purchase of appropriate mitigation credits from Weeks Bay Wetland Mitigation Bank

Mitigation Specifications

As discussed within the preceding narrative, aviation constraints have eliminated the potential on-site mitigation alternatives due to potential hazards with wildlife as stipulated in FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On Or Near Airports*. The proposed wetland impacts were evaluated by the Wetland Rapid Assessment Procedure (WRAP) which provides a functional assessment of the wetland impact in terms of functional loss as associated with the unavoidable wetland impacts. The WRAP evaluated the distinct wetland polygons 3, 3a and 3b. The WRAP indicated a score of 89.86% indicating a highly functioning wetland system.

Functional loss equates to the WRAP score multiplied by the acres impacted. In total the airport expansion project incurs a 5.35 functional unit loss. Due to the fact that the project exists outside the Weeks Bay Wetland Mitigation Bank Service Area, a multiplier may be added to the current cost. In total the applicant agrees to purchase 5.35 forested wetland credits with a multiplier (to be determined) to offset the proposed fill activities.

Wetland Impact Summary

Within this Mitigation Plan the applicant proposes comprehensive impacts in an effort to provide a complete and thorough evaluation of the project in an effort to seek regulatory approval one time versus a partial submittal requiring regulatory approval numerous times for many aspects of the project over a long time frame. Therefore, it was decided to evaluate the project in a comprehensive phased approach. The runway expansion, partial south taxiway, and runway safety area necessitate wetland impacts totaling 5.95 acres. These areas cannot be avoided due to the orientation of the existing runway, and strict adherence to design specifications. Impacts are associated with a narrow band of riparian forested wetlands which run perpendicular to the existing runway (RW29) orientation.

In total the applicant proposes the filling of approximately 11.28 acres to complete the proposed airport and Industrial Park expansion project. Of the 11.28 acres, 5.88 acres are composed of previously timbered, hydrologically altered forested wetlands, the remaining 5.4 acres of impact is associated with intact forested wetlands.

The site development and construction project is part of a major economic development effort that will bring many needed jobs to Covington County. Rationales for the proposed mitigation plan, as well as the plan itself, are presented within this mitigation proposal.

Project Summary

1. Project Design: A copy of the preliminary Airport Layout Plan (ALP) exhibits the proposed improvements consistent with Federal Aviation Administration (FAA) design criteria is provided as Attachment 1.
2. Mitigation: A detailed site plan depicting proposed wetland impacts and associated Wetland Rapid Assessment Procedure is provided as Attachment 2
3. Jurisdictional Determination: A jurisdictional review of the site was accomplished by staff of BWSC and WSI and was developed in accordance with Part 33 code of Federal Regulations (CFR). A formal survey of the jurisdictional boundary accomplished by representatives of BWSC and WSI is the basis for the resulting impact analysis and development of the mitigation plan (Attachment 3).

Conclusions

In summary, the applicant proposes the utilization of the Weeks Bay Wetland Mitigation Bank to offset the proposed impacts to medium/high and low quality, previously altered wetland resources associated with the runway expansion. The plan as proposed compensates for the wetland loss.