

**Prepared By:**  
**Maxwell Air Force Base**  
**Alabama**  
**December 2023**

## Public Notice

Pursuant to the *National Environmental Policy Act (NEPA)*, the President's Council on Environmental Quality (CEQ) NEPA Regulations Title 40 Code of Federal Regulations (CFR) Parts 1500–1508, and 32 CFR Part 989, *Environmental Impact Analysis Process (EIAP)* this Environmental Assessment (EA) draft document is provided for public review and comments.

The EIAP provides an opportunity for public input on Air Force (AF) decision-making allowing the public to offer alternative ways for the AF to achieve its proposed goals and solicit comments on the AF's analysis of environmental effects.

Public commenting allows the AF to make better-informed decisions. Letters or other written or oral comments provided may be published in the EA. As required by law, comments provided will be addressed in the EA document and made available to the public.

Providing personal information is voluntary. Any personal information provided will be used only to identify your intention to make a statement during public comment portions of meetings or hearings or to fulfill requests for copies of the EA, or associated documents.

Private addresses will be compiled to develop a mailing list for those requesting copies of the EA; however, only the names of the individuals' making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the EA.

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## **GLOSSARY OF ABBREVIATIONS AND ACRONYMS**

AETC	Air Education and Training Command
AFB	Air Force Base
AFCEC	Air Force Civil Engineer Center
AF	Air Force
AICUZ	Air Installation Compatible Use Zone
AFI	Air Force Instruction
AFPD	Air Force Policy Directive
AT/FP	Anti-Terrorism/Force Protection
ADEM	Alabama Department of Environmental Management
AU	Air University
AQCR	Air Quality Control Region
42 ABW	42d Air Base Wing
BMP	Best Management Practices
CAA	Clean Air Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CVI	Commercial Vehicle Inspection
CSE	Comprehensive Site Evaluation
CWA	Clean Water Act
DOD	Department of Defense
DRMO	Defense Reutilization Marketing Officer
DOPAA	Description of the Proposed Action and Alternatives
EO	Executive Order
EA	Environmental Assessment
EESOH	Enterprise Environmental Safety and Occupational Health Management
ECF	Entry Control Facility
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
EPCRA	Emergency Planning and Community Right-to-Know Act
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FONPA	Finding of No Practicable Alternative
FONSI	Finding of No Significant Impact
IICEP	Interagency and Intergovernmental Coordination for Environmental Planning
MAJCOM	Major Command
MD	Munitions Debris
MEC	Munitions and Explosives of Concern
MOA	Memorandum of Agreement
MRP	Munitions Response Sites
MAFB	Maxwell Air Force Base
NEPA	National Environmental Policy Act

## **GLOSSARY OF ABBREVIATIONS AND ACRONYMS (Contd.)**

NFA	No Further Action
NPDES	National Pollutant Discharge Elimination System
OSHA	Occupational Safety and Health Act
PREIAP	Planning Requirements for the Environmental Impact Analysis Process
RCRA	Resource Conservation and Recovery Act
ROD	Record of Decision
ROI	Region of Influence
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
USGS	United States Geological Survey
USACE	United States Army Corps of Engineers
USAF	The United States Air Force
USC	United States Code
USFWS	United States Fish and Wildlife Service
42 CES	Maxwell Civil Engineer Squadron
42 CES/CEIE	Maxwell Civil Engineer Squadron/Environmental Office

## 1.0 PURPOSE OF AND NEED FOR ACTION

### 1.1 INTRODUCTION

The United States Air Force (USAF), specifically the 42<sup>nd</sup> Air Base Wing (ABW) and Air University (AU) at Maxwell Air Force Base (MAFB) in Alabama, under the Air Education and Training Command (AETC), have identified the need for a new Commercial Vehicle Inspection (CVI) Gate and an Entry Control Facility (ECF) construction to meet the current Air Force (AF) Anti-Terrorism/Force Protection (AT/FP) requirements.

This Environmental Assessment (EA) is prepared in accordance with the *National Environmental Policy Act of 1969 (NEPA)*, Title 42 of the *United States Code (USC)* Section 4321, the regulations of the President's Council on Environmental Quality (CEQ) implementing NEPA (Title 40 *Code of Federal Regulations [CFR]* Parts 1500-1508), and the Air Force *Environmental Impact Analysis Process (EIAP)* regulation, 32 CFR Part 989. The purpose of this EA is to evaluate the potential environmental impacts of the proposed CVI Gate and ECF construction.

In 2015, the new CVI Gate construction was identified as a priority project in the MAFB Installation Development Plan (IDP). This EA aims to address the activities necessary to support the mission of the 42<sup>nd</sup> ABW, AU, 908<sup>th</sup> Airlift Wing (AW), and over 40 tenants.

The 42<sup>nd</sup> ABW serves as the host unit for MAFB, providing essential support for AU and numerous other units, ensuring their readiness for deployment in support of U.S. military operations. MAFB currently has the following four access gates (Figure 1-1).

1. On the north end of the Base at Washington Ferry Road (i.e., FEMA) Gate;
2. Southwest of the site at Birmingham Highway (U.S. Highway 31) and Kelly Street;
3. South at Day Street and Air Base Boulevard; or
4. Southeast at Maxwell Boulevard.

Visitors without passes must enter through the Maxwell Boulevard gate, where they undergo processing at the visitor center before entering the Base perimeter. Commercial vehicles enter through the Kelly Street gate and proceed to a queuing and inspection area located within the Base.

The existing Kelly Street Gate, built in the 1940s with a gatehouse added in 1975, serves both privately-owned vehicles and commercial vehicles but does not meet Department of Defense (DoD) Force Protection requirements.

The evaluation for a new CVI Gate began in 2008 with the Maxwell Traffic Study, Montgomery, Alabama report (Skipper Consulting, 2009), which built upon data collected in a previous study (Skipper Consulting, 2007). Further evaluation occurred in the *Milcon Planning Charrette Report (PCR)*, FY20, *Commercial Vehicle Inspection (CVI) Gate, AETC / Maxwell AFB, AL, Project No. (PNQS 12-3835)* (Knight Architects, 2018).

This document will serve as the basis for determining whether the Proposed Action would significantly impact the human environment, requiring the preparation of an Environmental Impact Statement (EIS), or whether no significant impacts would occur, in which case a Finding of No Significant Impact (FONSI) would be appropriate.

If any part of the Proposed Action involves “construction” in a wetland as defined in Executive Order (EO) 11990, *Protection Of Wetlands*, or “action” in a floodplain under EO 11988, *Floodplain Management*, a Finding of No Practicable Alternative (FONPA) will be prepared in

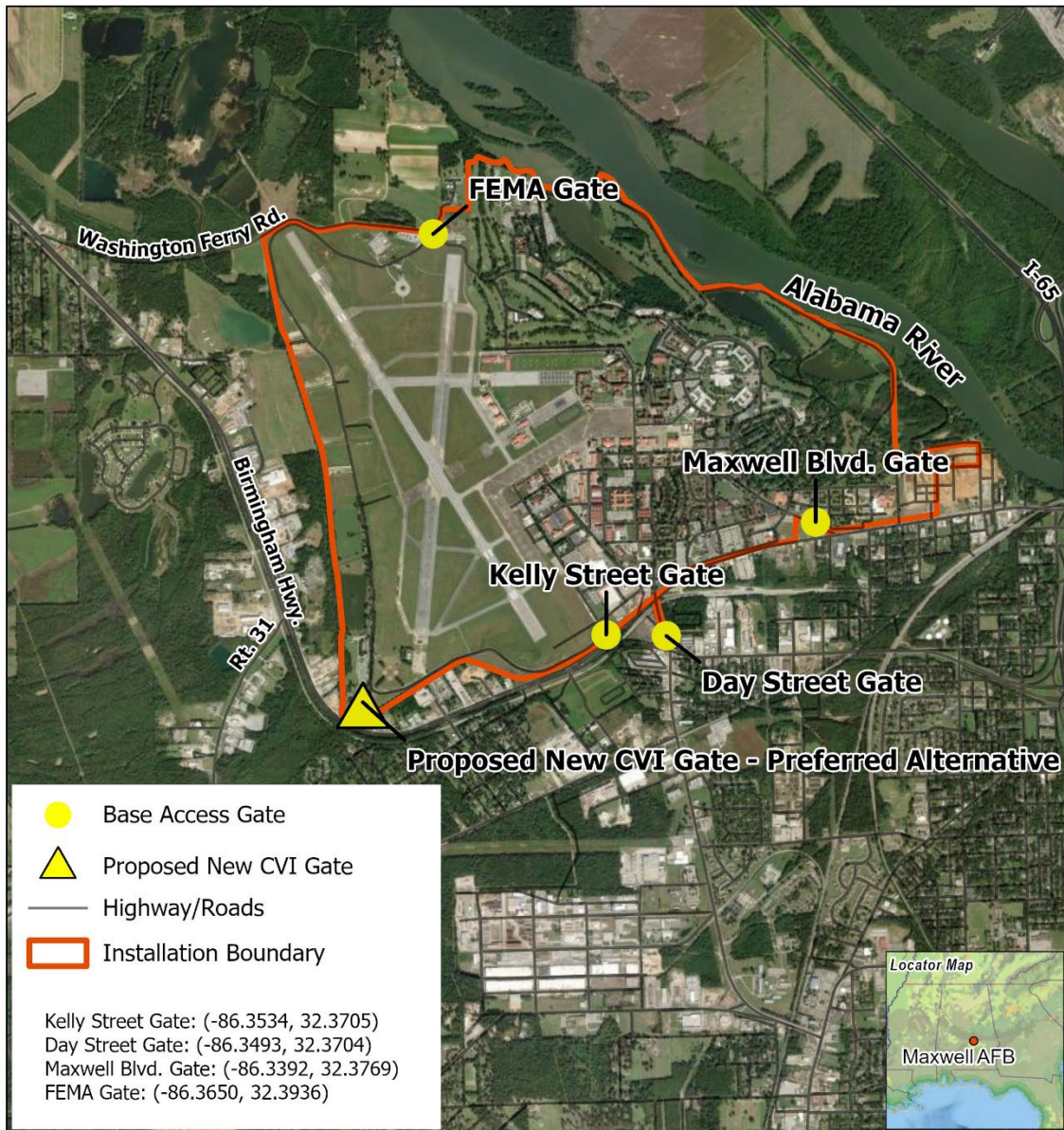
conjunction with the FONSI.

#### 1.1.1 Location

Maxwell AFB is a United States Air Force (USAF) installation under the Air Education and Training Command (AETC). It serves as the headquarters for the 42<sup>nd</sup> Air Base Wing (42<sup>nd</sup> ABW) and Air University (AU). The USAF has operated and maintained Maxwell AFB since the 1940s. The Base is situated in the northwest section of the City of Montgomery in Montgomery County, Alabama (refer to Figure 1-1).

The main Base covers approximately 2,527 acres, with most of the land being developed for various purposes. Of this, about 700 acres are occupied by buildings, structures, pavements, and landscaped residential housing. Additionally, the Base includes aircraft runways, taxiways, and adjacent airfield areas, accounting for a total of 880 acres.

Gunter Annex, an extension of Maxwell AFB, is situated approximately 5 miles east of Maxwell AFB, within the city of Montgomery. Gunter Annex comprises 377 fully developed acres, housing a mix of B industrial, academic, and administrative facilities, as well as residential areas.



## Maxwell AFB

Figure 1-1: Maxwell Air Force Base

Scale: 1:35,728

Coordinate System: WGS 1984 World Mercator

0 0.5 1 Miles

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Last Save Date: 10/25/2023

Map created for presentation purposes only. Although efforts have been made to verify data, accuracy cannot be guaranteed

## 1.2 PURPOSE OF THE ACTION

The Maxwell Installation Development Plan (IDP) of 2015 delineated short-, mid-, and long-range projects while aligning them with the IDP's goals and objectives. Complementing this plan, Air Force Instruction (AFI) 32-1015 (July 2019), *Integrated Installation Planning*, mandates the integration of the National Environmental Policy Act (NEPA) processes with other planning and review procedures as opposed to sequential execution.

One of the prioritized projects identified in the IDP is the new CVI Gate, which forms the central focus of this project. The primary aim of the Proposed Action is to provide a new CVI Gate and Entry Control Facility (ECF) area that not only meets mission requirements but also adheres to the current Anti-Terrorism/Force Protection (AT/FP) regulations. Currently, Security Forces personnel operate the CVI and ECF at the aging Kelly Street Gate, a facility that no longer provides sufficient time for the safe deployment of the existing final denial Active Vehicle Barrier (AVB).

The new CVI Gate assumes paramount importance in ensuring the security and protection of Air Force personnel and assets. It will deter unauthorized access to the base, enhance traffic flow, and project a professional image in line with the facilities excellence standards outlined in the Air Force Entry Control Design Guides.

Hence, this Proposed Action serves two primary purposes: first, to eliminate traffic hazards stemming from the current layout and address safety and security deficiencies, including AVB limitations; second, to meet the prevailing Department of Defense (DoD's) requirements for AT/FP regulations.

It's worth noting that the Alabama Department of Transportation (ALDOT) and US Army Corps of Engineers (USACE) will share project management responsibilities with MAFB, ensuring a cooperative approach to project supervision and execution.

## 1.3 NEED FOR THE ACTION

The necessity for the Proposed Action arises from the inadequacy of the current CVI gate located at Kelly Street in meeting contemporary AT/FP requirements and standards. The existing gate relies on removable concrete barriers to manage and channel traffic flow.

Furthermore, the present gate's facilities are makeshift and occupy the Airfield Clear Zone (CZ), bringing potentially hazardous vehicle traffic closer to the flight line and aircraft parked on the west apron. Additional shortcomings include deficiencies in pavement layout and lighting. The aged Kelly Street CVI Gate, situated at the eastern edge of the airfield CZ, imposes further construction constraints within its vicinity.

Consequently, the Proposed Action aims to alleviate traffic congestion, rectify safety issues including AVB concerns, fulfill DoD requirements for Entry Control Facilities (ECFs), and bolster the security posture of the Gate.

## 1.4 SCOPE OF THE ENVIRONMENTAL ANALYSIS

This Environmental Assessment (EA) examines and assesses the potential environmental impacts resulting from the implementation of the Proposed Action and Alternatives. The National Environmental Policy Act (NEPA), along with the Council on Environmental Quality (CEQ) implementing regulations and 32 CFR § 989 (*Environmental Impact Analysis Process*), mandates the identification and evaluation of environmental consequences associated with federal decisions.

In compliance with CEQ regulations, this EA comprises the following sections:

- Section 1: Purpose and Need for Action.
- Section 2: Description of the Proposed Action and Alternatives.
- Section 3: Affected Environment.
- Section 4: Environmental Consequences.
- Section 5: List of Preparers of this EA.
- Section 6: List of Persons and Agencies Consulted/Coordinated; and
- Section 7: References for Studies, Data, and Resources.

Additionally, appendices contain pertinent correspondence, air modeling results, and information related to public review.

Potential impacts of the Proposed Action and its Alternatives, as outlined in this document, will be assessed in accordance with the Environmental Impact Analysis Process (EIAP). EIAP mandates evaluating impacts on various resources with due consideration to their context, duration, and intensity.

The evaluation encompasses resources such as, noise; safety; air quality; biological resources; water resources; soils; land use; socioeconomics; environmental justice and protection of children; cultural resources; hazardous materials and wastes; and infrastructure, transportation, and utilities.

The analysis considers the broader context of Maxwell AFB and its surrounding environment to determine the Region of Influence (ROI) for each resource.

## 1.5 DECISION TO BE MADE

The evaluation and assessment carried out in this Environmental Assessment (EA) will guide the Air Force in making one of three decisions concerning the Proposed Action and its Alternatives:

1. Selection of the “No Action Alternative” means deciding not to proceed with the Proposed Action and its Alternatives.
2. Selection of the Proposed Action, accompanied by the signing of a Finding of No Significant Impact (FONSI), Finding of No Practicable Alternative (FONPA), or both, thereby permitting the implementation of the preferred alternative.
3. Initiation of the preparation of an Environmental Impact Statement (EIS) if it is determined that the implementation of the Proposed Action or its Alternatives would result in significant impacts. In the event of significant impacts, Maxwell AFB would either implement mitigation measures to reduce impacts to an acceptable level, proceed with the preparation of an EIS addressing the Proposed Action, or abandon the Proposed Action entirely.

These decisions will be made after thorough evaluation, ensuring compliance with environmental regulations, and considering the broader implications for the installation and its surrounding environment.

## 1.6 INTERGOVERNMENTAL COORDINATION AND CONSULTATIONS

### 1.6.1 Interagency and Intergovernmental Coordination and Consultations

In adherence to NEPA guidance, an environmental evaluation and assessment extends to the vital aspect of intergovernmental coordination and consultations. This process ensures that all pertinent information regarding the proposed and alternative actions is subject to review by both the public and relevant agencies. It begins with a crucial early step known as “Scoping,” where an early and open process for defining the breadth of issues to be addressed in this EA and identify significant concerns associated with the Proposed Action.

In accordance with the *Intergovernmental Cooperation Act of 1968* (42 USC § 4231[a]) and Executive Order (EO) 12372, titled “*Intergovernmental Review of Federal Programs*,” federal, state, local, and tribal agencies with jurisdiction that could potentially be affected by the Proposed Action and Alternatives were notified during the development of this EA.

Executive Order (EO) 13175, “Consultation and Coordination with Indian Tribal Governments” (2000), directs Federal agencies to coordinate and consult with Native American Tribal governments whose interests might be directly and substantially affected by activities conducted on federally administered lands.

Appendix A contains the Interagency and Intergovernmental Coordination letters and responses.

### 1.6.2 Agency Consultation

Under the *Endangered Species Act of 1973* (ESA) *Section 7* (16 USC §1536) and its implementing regulations (50 CFR Part 402), which requires communication with the US Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration National Marine Fisheries Services in cases where a federal action could affect listed threatened or endangered species, species proposed for listing, or candidate species for listing before implementation of the Proposed Action or Alternatives.

To ensure compliance with these requirements, the Air Force has initiated consultation with USFWS to determine whether any protected species inhabit the project area. Should any protected species be present, an evaluation will be conducted to assess potential adverse effects on these species.

If the Proposed Action or Alternatives do not impact protected species, no additional consultation is required. The MAFB will duly inform the relevant USFWS office and state agencies regarding the proposal, soliciting data on applicable protected species.

### 1.6.3 Government-to-Government Consultations

Government-to-government consultations, coupled with coordination with state government agencies and planning districts, constitute a critical aspect of the review process. In line with Section 106 of the National Historic Preservation Act (NHPA) Title 54 USC § 300101 and its implementing regulations (36 CFR Part 800), efforts were facilitated through engagement with the State Historic Preservation Office (SHPO). Response from the SHPO indicated a finding of “No adverse effect,” as detailed in **Appendix A**.

Moreover, the NHPA and its regulations at 36 CFR Part 800 mandate federal agencies to consult with Indian tribes when a Proposed Action or Alternative may affect tribal lands or properties of religious and cultural significance to a tribe.

In keeping with these requirements, and consistent with the DoD Instruction (DoDI) 4710.02, *Interactions with Federally Recognized Tribes*, and AFI 90-2002, *Air Force Interaction with Federally Recognized Tribes*, federally recognized tribes that are historically affiliated with lands in the vicinity of the Proposed Action or Alternatives have been invited to consult on all proposed undertakings that possess the potential to affect properties of cultural, historical, or religious importance. The tribal consultation process is distinct from NEPA consultation or the interagency coordination process and follows unique timelines.

Federally recognized tribes historically associated with the MAFB geographic region will be invited to consult on a proposed undertaking that has the potential to affect properties of cultural, historical, or religious significance. The point-of-contact (POC) for Native American tribes is the Installation Commander, and for consultation with Tribal Historic Preservation Officer and the Advisory Council on Historic Preservation is the Installation Cultural Resources Manager.

MAFB consultation with SHPO on the CVI Gate ECF project, conducted on July 28, 2020, resulted in SHPO concurring with the USAF's determination that "No historic properties affected" for the project. The concurrence letter for the project site is included in Appendix A.

Native American tribal governments were consulted in 2020 regarding these actions, and the consultation documents included in **Appendix A**. In addition, based on this final draft EA, once again the Native American tribal governments are being consulted for their review and response.

#### 1.6.4 Public and Agency Review of CVI Gate EA

On December 16, 2020, MAFB initiated a crucial phase of public involvement by issuing a Notice of Availability (NOA) for an initial draft EA and FONSI. This early public notice, published in the *Montgomery Advertiser* newspaper, delineated the proposed action within the floodplain and announced the availability of an EA document for review. The NOA invited the public to provide their input on the draft EA, and a copy of the advertisement is included in **Appendix A**.

For ongoing transparency and engagement, an updated and final draft EA and FONSI/FONPA will be published in the *Montgomery Advertiser* newspaper, and the document made accessible in designated libraries, such as the MAFB Air University Library (Building 1405), and Juliette Hampton Memorial (Public) Library located at 245 High Street, Montgomery, Alabama, 36104. Additionally, an online version of the updated draft will be available for at <https://www.maxwell.af.mil> under the Environmental information tab.

Copies of comments received from both the public and agencies will be included in **Appendix A**.

Through this comprehensive public involvement process for the CVI Gate ECF construction project, the MAFB will actively engage the seek input from federal, state, and local agencies, as well as the public, to address environmental concerns. This process ensures that all views and perspectives are considered in making an informed decision regarding the implementation of the Proposed Action.

Given that the Proposed Action area is located within the 100-year floodplain, it is subject to the requirements and objectives of EO 11988, "*Floodplain Management*," which underscores MAFB commitment to responsible environmental stewardship.

## 2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

### 2.1 PROPOSED ACTION

The United States Air Force's (USAF) 42<sup>nd</sup> Air Base Wing (ABW) and Air University (AU), operating under the Air Education and Training Command (AETC), propose the construction of a new Commercial Vehicle Inspection (CVI) Gate and Entry Control Facility (ECF) to meet the current AF Anti-Terrorism/Force Protection (AT/FP) requirements. The existing Kelly Street Gate constructed in the 1940s, currently serves both privately-owned passenger vehicles and commercial delivery and service vehicles.

An evaluation for a new CVI Gate at Maxwell Air Force Base (MAFB) commenced in 2008, with data collected in 2007. Further assessment of the preferred alternative occurred in the *Milcon Planning Charrette Report* (PCR) in 2018.

The purpose of this Environmental Assessment (EA) is to assess the potential environmental impacts resulting from the implementation of the project as outlined in the MAFB *Installation Development Plan* (2015). The Proposed Action aims to enhance perimeter protection, security, traffic flow, and professionalism at MAFB, aligning with AF Entry Control Facilities Design Guides.

### 2.2 SELECTION STANDARDS

The evaluation of alternatives is guided by three Selection Standards:

- **Selection Standard 1: Planning Constraints** - Planning constraints refer to physical factors that impose on building and roadway development. These constraints, when considered along with the Base's operational requirements, land use designations, and natural and built limitation, determine suitable development areas.
- **Selection Standard 2: Installation Capacity Opportunities** – This standard pertains to the existing infrastructure and its capacity to meet current and future mission needs. The Proposed Action must ensure adequate Base access capacity to support MAFB's mission requirements.
- **Selection Standard 3: Sustainability Development Indicators**- Sustainability Development Indicator address the ability to operate sustainably over time without negatively impacting the mission or the environment. It encompasses a holistic approach to asset management, minimizing adverse effects of USAF mission and operations on the environment.

The analysis conducted in this EA, along with feedback from the public and other relevant agencies, will inform decisions regarding whether, when, and how to proceed with the Proposed Action.

### 2.3 SCREENING OF ALTERNATIVES

To meet MAFB's purpose and need for a new CVI Gate and ECF, the Air Force evaluated the following potential action alternatives based on criteria established by the Selection Standard. These alternatives aim to satisfy current AT/FP requirements and mitigate traffic hazards associated with the current Kelly Street Gate:

- *Alternative 1* (Preferred Alternative) –The proposed site, also known as (a.k.a) "Paintball Site"

is situated approximately 1 mile west of the Kelly Street Gate, on the southwest edge of MAFB. It maintains a safe distance from the flight line, approximately 1,800 feet away from the nearest flight line area to the proposed CVI and ECF location (refer to Figure 2-1).

This site would serve both commercial and passenger vehicles, with minimal impact on populated areas. It offers the most favorable direct assess from major external roadways, among the three alternatives. Additionally, it eliminates two airfield waivers (Max 13 & 13a) and address vulnerabilities that have persisted for over 20 years. Furthermore, 2,000 feet explosive cordon will not affect airfield operations from this site.

- *Alternative 2 (FEMA Gate)* – This site, located on the north end of the Base off Washington Ferry Road at an existing FEMA gate (refer to Figure 1-1), presented significant challenges. Access to this site is limited to an unpaved road through a flood hazard zone and wetland area. The blast radius of this site significantly impacts the Blue Thunder Training Area, munitions storage, military range, and military quantity- distance arc areas (refer to Figure 2-1). Accessibility issues, safety concerns, and incompatibility with the DoD's AT/FP requirements led to the elimination of this alternative.
- *Alternative 3 (Kelly Street Gate)* – Alternative 3 involves the use of the existing Kelly Street Gate, which was originally constructed in the 1970s to facilitate access for both passenger and commercial vehicles. Situated on the south side of the Base and accessible via U.S. Highway 31 (i.e., Birmingham Highway), the Kelly Street Gate, unfortunately, presents several significant design issues, such as:
  - **Highway Blockage:** The gate's design results in the blockage of the public Highway 31 roadway. Large commercial vehicles encounter difficulties when attempting to make turns into the gate and navigating the bollard array (refer to Figure 1-1).
  - **AT/FP Non-Compliance:** Notably, the Kelly Street Gate does not meet the Anti-Terrorism/Force Protection (AT/FP) requirements, as illustrated in Figure 2-2.
  - **Proximity to Blast Radius:** Alarming, the gate is situated within 2000 ft., blast radius area, raising concerns about the potential impact in the event of explosives. Evacuation within the hazardous blast zone would be imperative (refer to Figure 2-2).
  - **Airfield Clear Zone (CZ):** The gate is positioned at the eastern edge of the Airfield Clear Zone (CZ), a flightline zone that considers frangibility.
  - **Temporary Non-Armored Facility:** The gate's existing facility lacks armored protection.
  - **Vehicle Inspection:** Vehicles are permitted to enter installation before undergoing necessary inspection procedures.
  - **Location Within CZ:** The gate's stress tensile structure is located within CZ, necessitating periodic waivers to sustain operations, as highlighted in Figure 2-2.
  - **Lack of Security Features:** Significantly, the gate lacks essential security features, including barrier controls, an over-watch facility, and ballistic/blast protection.
  - **Speed Mitigation:** There is insufficient space for the incorporation of additional speed mitigation tools.
  - **Non-Crash Rated Bollards:** The existing bollards at the Kelly Street Gate are not crash-rated.

- **Facility Amenities:** The gate lacks access to running water, potable water, and restrooms for both Defenders and visitors.
- **Proximity to Explosive Cordon:** Importantly, approximately 19 facilities, including the Kelly Street Gate are positioned within a 2,000 ft., explosive cordon, as illustrated in Figure 2-1.

In addition, a 200-square foot (SF) modular guardhouse located within the CZ is not categorized as a “Temporary facility,” instead, it is listed in the real property inventory with an assigned number. Over the 50-year analysis period considered in this EA, the current modular building would need replacement twice. Nonetheless, the Kelly Street Gate exhibits numerous shortcomings, most of which cannot be remedied through renovation or expansion. This limitation is primarily due to its location at the edge of the CZ and the proximity of other facilities to the gate’s hazardous blast zone.

For the reasons mentioned above and in accordance with Selection Standard 1 (*i.e.*, *Planning Constraints*), Alternative 3 was excluded from further consideration for the proposed action, whether involving the

upgrade of the existing Kelly Street Gate or constructing a new CVI Gate and ECF at the same location to align with the DoD’s AT/FP requirements (see Figure 2-2).

- **Alternative 4 (Day Street Gate)** - The Day Street Gate is an existing gate situated at the southern corner of the installation, approximately 1,277 feet away from the Kelly Street Gate (see Figure 2-2). This alternative necessitates approximately 3,541 square feet of space, including a connection road to the local off-base road system, entrance/exit lanes, a rejection lane/turnaround, a guardhouse, additional pavements, sidewalks, Day Street Gate bridge upgrades/improvements (refer to Figure 2-2), a vehicle inspection area, overhead canopy, bollards/mechanical barriers, fencing, a closeable gate, and security lighting.

However, implementing this alternative would require acquiring additional land to execute most of the project's components. The process, involving land appraisals, cost negotiations, legal analysis, purchase, and approval, would significantly extend the overall project acquisition timeline.

Furthermore, modifying the operational hours of the Day Street Gate to accommodate construction schedules and frequent closures would be necessary. Additionally, the existing Day Street Gate Bridge over US Hwy. 31 (as depicted in Figure 2-2) would need widening and strengthening, leading to the temporary closure of the Day Street Gate until the bridge work is completed.

Moreover, the Day Street Gate's proximity to commercial truck inspection and other potentially hazardous vehicular traffic would encompass a "Hazardous blast zone" that still covers high-population and critical areas on-base, including Base Supply, Command Post, Security Forces, Clinic, Base Communications, and Military Family Housing (MFH). Off-base businesses and civilian areas near the proposed location would also be adversely affected. Furthermore, this gate is located in close proximity to the military quantity distance arc, which imposes restrictions on development within specified distances of potentially dangerous areas (see Figure 2-2).

Due to these constraints and in accordance with Selection Standard 1, Alternative 4 has been excluded from further consideration for the proposed action, whether it involves upgrading the existing Day Street Gate or constructing a new CVI Gate and ECF at the same location to align

with DoD's AT/FP requirements.

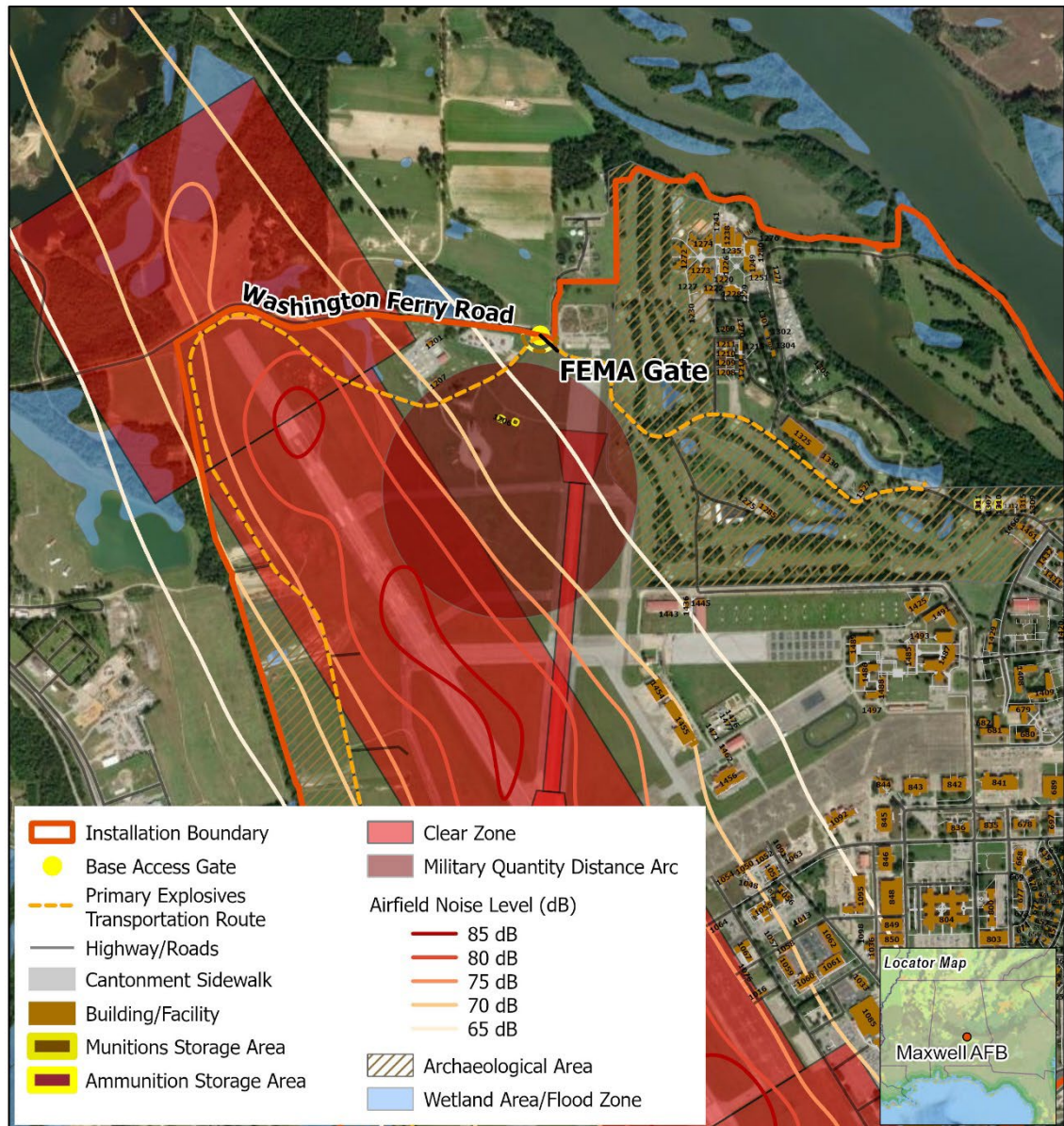
- *Alternative 5 (Maxwell Gate)* –This site is situated approximately 1.2 miles east of the Kelly Street Gate on the southeast end of the Base, off Maxwell Boulevard (Blvd.) (see Figure 2-3). As previously mentioned in Section 1.1, visitor to MAFB without passes must enter the Base at this gate, where they undergo processing at the visitor center before being granted access inside the base perimeter. However, it's important to note that this facility is not equipped to process commercial vehicles.

Figure 2-3 provides an aerial view illustrating the 2,000 feet radius of the explosive cordon's impact at Maxwell Gate. The presence of commercial truck inspection and other potentially hazardous vehicular traffic result in hazardous blast zone that continues to encompass high-population and critical areas on-base, including the Elementary School, Base Housing, and Child Development Center, post office, and other off Base facilities located within 2,000 feet radius of this gate.

Furthermore, the adjacent Whitewater Recreation Park and the presence of commercial heavy vehicles traffic on Maxwell Blvd., would lead to congestion and create additional hazards in the vicinity of this gate. Additionally, implementing this alternative's new road configuration would require acquiring additional land for the majority of the project's construction components.

Following a careful assessment of the purpose and need for the action and applying the Selection Standards 1 and 2, this alternative was excluded from further consideration due to the aforementioned reasons.

- *No Action Alternative* – Under the No Action Alternative, Air Force would not construct a new CVI Gate and ECF or upgrade the existing gates due to natural and operational constraints as stated above. As a result, this alternative does not meet the Purpose and Need of complying with the current DoD's AT/FP requirements and eliminating traffic hazards caused by the current layout at Kelly Street Gate. No Action Alternative provides the basis for comparing the environmental consequences of the Proposed Action.



## Maxwell AFB

Figure 2-1: FEMA Gate Constraints

Scale: 1:16,487

Coordinate System: WGS 1984 World Mercator

0 1,000 2,000 Feet

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**Maxwell AFB**  
Figure 2-2: 2,000 feet  
Explosive Cordon Affects  
Scale: 1:8,104

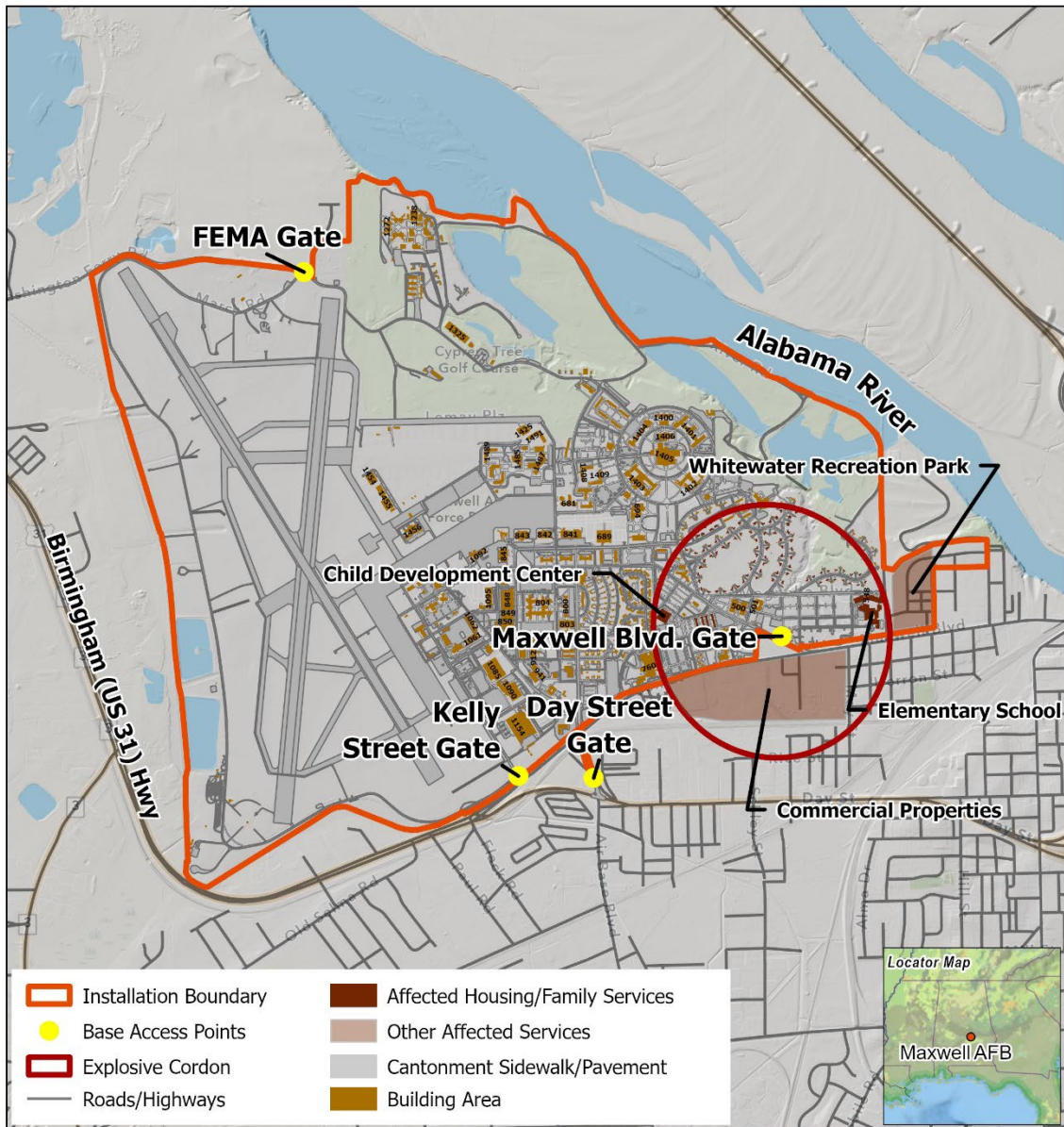
Coordinate System: WGS 1984 World Mercator

0 580 1,160 Feet

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0 0.5 1 Miles

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## 2.4 DETAILED DESCRIPTION OF THE ALTERNATIVE(S)

As stated in Section 2.3 that in 2009 five alternatives, *Alternative 1* (Preferred Alternative), *Alternative 2* (FEMA Gate), *Alternative 3* (Kelly Street Gate), *Alternative 4* (Day Street Gate), *Alternative 5* (Maxwell Blvd. Gate), and “*No- Action Alternative*” were evaluated and analyzed (Figure 1-1). However, a traffic study conducted by Skipper Consulting in 2009, and reported in their titled “*Commercial Vehicle Inspection Facility Location, Maxwell Traffic Study, Maxwell Air Force Base, Montgomery, Alabama*” report selecting Alternative 1 as the Preferred Alternative.

### 2.4.1 Alternative 1 (Preferred Alternative)

A preliminary design layout of this alternative is presented in Figure 2-4. The components of this alternative/site include a connection road to the local road system, entrance/exit lanes, rejection lane/turnaround, inspection guardhouse, additional pavements and sidewalks, vehicle inspection area, overhead canopies, bollards/mechanical barriers, fencing, closeable gate, and security lighting.

The following tasks are anticipated to take place at the new CVI Gate location roughly from March 2024 to October 2025, aligning with the completed 95% design plan (see Figure 2-4). The 100% design plan is projected to finalize by the end of 2023.

*Task 1 - New Highway Interchange:* Implement all the Birmingham Highway Improvements, which include construction of a new signalized intersection at the connection of Birmingham Highway and the access road. Design of the new 3-legged intersection will include right and left turn lanes into the base as well as an acceleration lane for vehicles making a right turn out of the Base. Geometric design of the intersection is such that all movements can be safely and successfully executed by the design vehicle (AASHTO WB-67).

Construction of the entrance onto the Base is included in this task, which extends up to the end of the entry radiuses before crossing the West End Ditch.

*Task 2 – New Bridge:* This task includes all the work associated with the construction of the entrance road, perimeter fence with cable barrier, roadway lighting, utility sleeves under the road, curb and gutter, and median island for the future guardhouse. This task’s substantial component is West End Ditch /Creek Crossing, which includes construction of a new bridge using Northeast Extreme Tee (NEXT) type D precast pre-stressed beams which includes an integral full-depth flange that serves as the bridge’s deck and girders.

*Task 3 – New Entry Control Facility:* Construction activities included in this task are all the work associated with the construction of the inspection area from the ECF road to the CVI exit, relocation of perimeter fence with cable barrier, and installing all the utility services to the facilities. This task also includes the construction of a new gatehouse, access control canopy, inspection building, and crash-rated passive barriers. The entry control facility will end at existing March Road.

The entrance into the new proposed CVI Gate, where it will connect to Birmingham Highway, crosses an existing drainage channel labeled as a Waters of the United States, and impacts on such natural resources require permitting through the United States Army Corps of Engineers (USACE).

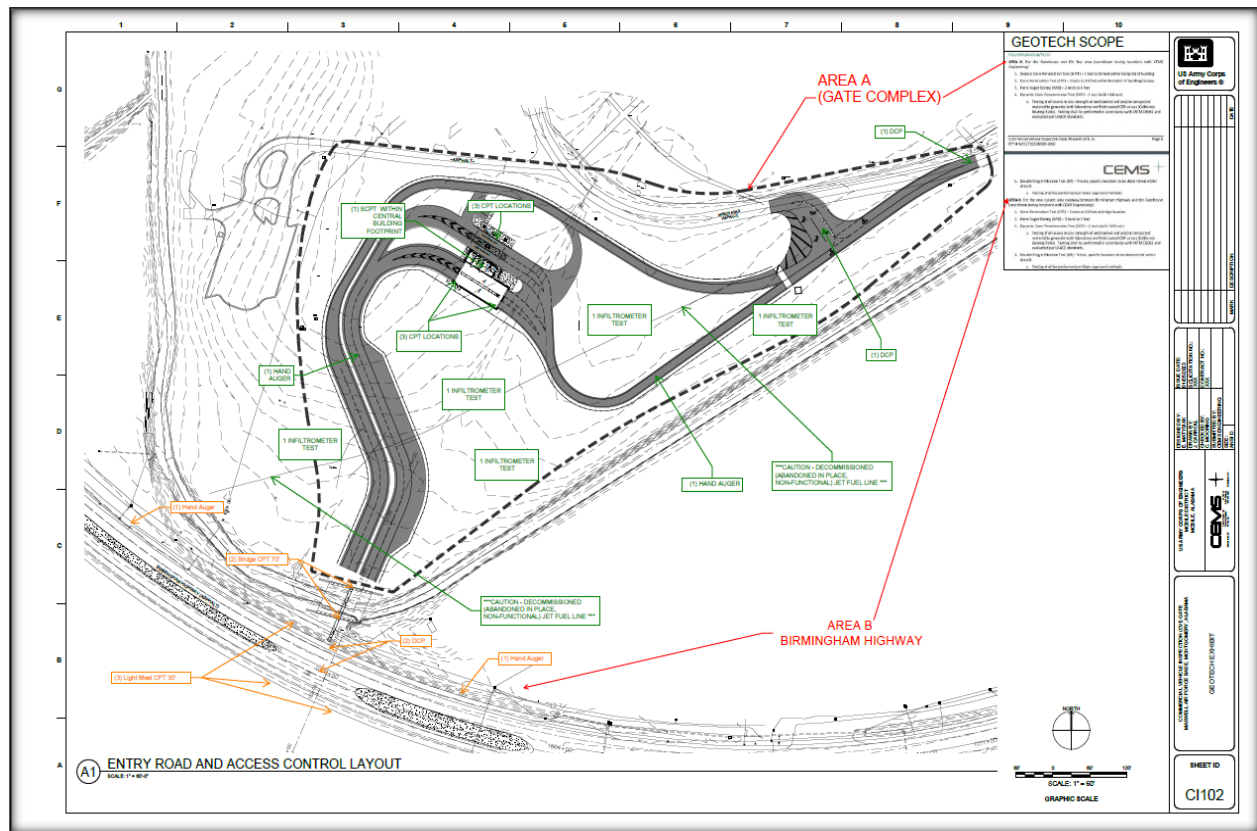
The project also will impact the 100-year (yr.) Floodplain (Zone AE) with a Base Flood Elevation of approximately 156 feet North American Vertical Datum (NAVD), as indicated in the Flood Insurance Study for Montgomery County and Incorporated Areas (01101CV001C – January 7,

2015). Areas outside of Zone AE are situated in Zone X corresponding to 500-Year Flood Plain.

The new entry road and bridge crossing of the West End Ditch requires the submittal of a Floodplain Development Permit to the City of Montgomery in accordance with the requirements of the Flood Damage Prevention Ordinance (Ordinance No. 27-2009) and No-Rise Certification to FEMA in accordance with the National Flood Insurance Program Requirements (CFR 60.3(D)(3)). No wetlands are present within the preferred alternative location.

## 2.4.2 No Action Alternative

Under the No Action Alternative, Air Force would not construct a new CVI Gate and ECF or upgrade the existing four existing gates due to natural and operational constraints as stated in Section 2.3 above. As a result, this alternative does not meet the Purpose and Need of complying with the current DoD's AT/FP requirements and eliminating traffic hazards caused by the current layout at Kelly Street Gate.



**Figure 2-4.** 95% design layout of the Preferred Alternative/Alternative 1 (Source: CEMS Engineering, Inc., August 2023.)

### 3.0 AFFECTED ENVIRONMENT

This section describes the environmental resources and conditions most likely to be affected by the Proposed Action and provides information to serve as a baseline that represents the current condition at the Base and from which to identify and evaluate potential environmental impacts that could result from the Proposed Action and No Action Alternatives.

#### 3.1 SCOPE OF THE ANALYSIS

The potential environmental impact of the Proposed Action and No Action Alternatives on the baseline conditions are described in the next section. However, as part of the environmental analysis, the following general resource categories are being evaluated:

- Air Installation Compatible Use Zone (AICUZ);
- Land Use;
- Noise;
- Air Quality;
- Water Resources;
- Safety and Occupational Health;
- Hazardous Material/Solid Waste;
- Biological/Natural Resources;
- Cultural Resources;
- Earth, or Geological Resources;
- Infrastructure, Transportation, and Utilities; and
- Cumulative Effects.

Resource areas that are not impacted (40 CFR 1501.7(3)) or that have been covered by prior environmental review (40 CFR 1506.3) are carried on for further environmental review. The determination of environmental resources to be analyzed versus those not carried forward for detailed analysis is part of the EA scoping process.

CEQ and USAF regulations (40 CFR §1501.7(a)3 and 32 CFR §989.18) encourage project proponents to identify and eliminate resource areas from the detailed study that are not important or have no potential to be impacted through the implementation of their respective proposed actions.

The following environmental resource area was found to have no applicability to the Proposed Actions, the Alternative Actions, or the No Action Alternative, as there would be no potential for direct, indirect, or cumulative impacts. Therefore, these environmental resource areas are not carried forward for detailed analysis in this EA.

Airspace: Airspace does not apply to this action and is not being analyzed further.

Socioeconomics: Potential socioeconomic impacts were assessed in terms of the direct effects of the Proposed Action on the local economy and the related effects on population and socioeconomic attributes. The new CVI Gate and ECF construction project that would take place over a year is expected to generate temporary jobs for construction workers in the local region and revenue to the local economy through the purchase of materials and supplies. However, no new military jobs would be generated as a result of the Proposed Actions.

Environmental Justice: Executive Order (EO)12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations* and EO 13045, *Protection of Children from*

*Environmental Health Risks and Safety Risks*, require that all federal agencies address the effects of policies on minorities, low-income populations, and children.

The new CVI Gate and ECF construction Proposed Action analyzed in this EA would be contained within the Maxwell AFB boundaries and would not significantly impact or off Base communities, other than the right-of-way (ROW) along Birmingham Highway. Therefore, no populations (minority, low-income, or otherwise) would be disproportionately or adversely impacted, and no adverse impact regarding environmental justice would result.

Implementation of the Proposed Actions would not increase children's exposure to environmental health risks or safety risks such as those associated with the generation, use, or storage of hazardous materials. Standard construction site safety precautions (e.g., fencing, and other security measures) would reduce potential risks to minimal levels, and any potential impacts to children would be negligible and short-term.

### 3.2 AIR INSTALLATION COMPATIBLE USE ZONE (AICUZ)/ LAND USE/NOISE

The Air Installation Compatible Use Zone (AICUZ) program is the Department of Defense (DoD's) discretionary program designed to promote development compatible with military flight operations. AICUZ is a land use planning program, not a land acquisition or land management program.

Therefore, the purpose of AICUZ is to promote public health and safety through the local adoption of compatible land use controls and to protect the operational capability of the air installation.

Maxwell AFB revised its AICUZ in 2009 (USAF, 2009), and this (i.e., AICUZ) report describes the following three (3) basic types of constraints that affect or result from flight operations:

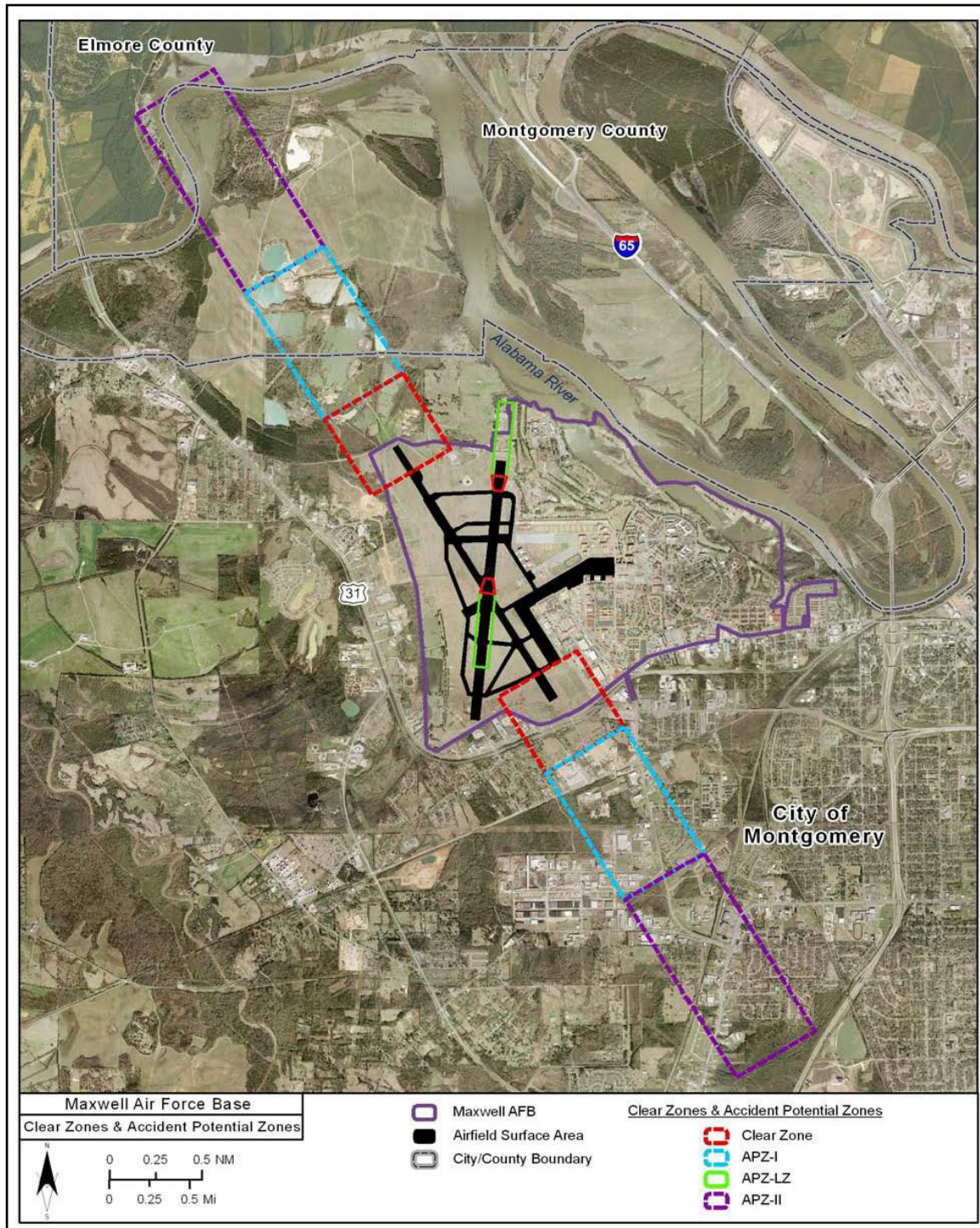
- The first constraint involves areas identified by the FAA and DoD, where height limitations on structures prevent obstructions to air navigation;
- The second constraint involves the potential effects of noise exposure resulting from aircraft overflight and the ground engine runs; and
- The third constraint involves accident zones based on statistical analyses of past DoD aircraft accidents.

#### 3.2.1 AICUZ - Land Use

Land use refers to the classification of land based on natural conditions and the types of human activity occurring on that land. Land-use planning combines both natural environments and associated human activity. Proper land-use planning considers the following functional interrelationships between natural conditions and human activities:

- The type of human activities occurring;
- Land use of adjacent and proximal to conservation or preservation areas, and
- Natural or scenic area.

A wide variety of land-use categories result from human activity and generally include commercial, industrial, military, residential, agricultural, institutional, transportation, utilities, and recreation. In the context of land use, the "Future Development Planning" element of the Maxwell AFB and areas are being distinguished based on the installation's broad function, character, and intensity of development or types of facilities.



**Figure 3-1.** Clear Zones (CZs) and Accident Potential Zones (APZs) on Maxwell AFB  
(Source: USAF, 2009)

Maxwell AFB occupies approximately 2,524 acres of land in the northwest section of the City of Montgomery, Alabama (Figure 1-1). It is bordered by the Alabama River and its floodplain on its northern and eastern sides. Land use in these areas consists mostly of agriculture and open land with some industry. The Base is mostly bordered on the west and south by commercial and industrial areas with some nearby residential development and agriculture. U.S. Highway 31 (i.e., Birmingham Highway) runs near along much of the Base's southern and western

perimeters and Interstates 65 and 85 nearby.

The USAF's AICUZ Program provides compatible use guidelines for land use areas exposed to aircraft noise and accident potential. Land-use guidelines include recommendations for Clear Zones (CZs) and Accident Potential Zones (APZs) at an airfield (see Figure 3-1).

These zones at MAFB are rectangular areas that extend outward from the end of active runways and determine the areas having the most significant risk of aircraft mishaps (mostly during take-offs and landings). The CZs have the highest accident potential, and these zones at MAFB begin at the end of the runway and extend outward 3,000 feet. The two APZs (APZ I and II) extend out from the CZ with an additional 5,000- and 7,000-feet distance, respectively.

The DoD generally purchases lands or establishes easements to avoid developments within the CZ and encourages local communities to prevent intensive land use within the APZs. MAFB utilizes these land-use guidelines for these zones (USAF, 2009). The current CVI gate at Kelly Street and its associated tensile structure lie within the southern CZ (refer to Figure 3-2).



Figure 3-2: South Gates  
In relation to Southern CZ

Coordinate System: WGS 1984 World Mercator

0 0.1 0.2 Miles

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### 3.2.2 AICUZ - Noise

Noise and sound share the same physical aspect, but noise is considered a disturbance while sound is defined as an auditory effect. This analysis's meaning of noise is an undesirable sound that interferences with verbal communication and hearing or is otherwise annoying (unwanted sound). Human response to increased noise levels varies according to the source type, characteristics of the noise source, the distance between source and receptor, sensitivity, and time.

Sound varies by both intensity and frequency. The sound pressure level is described in decibels (dB) and is used to quantify sound intensity. Sound frequency is quantified using the units of hertz (Hz). Sound level measurements used to characterize sound levels sensed by the human ear are designated "A-weighted decibel" (dBA). A weighted denotes the adjustment of the frequency content of a noise event to represent how the average human ear responds to the noise event.

The dBA noise metric describes steady noise levels, although very few noises are constant. Therefore, the A-weighted Day-Night Level (DNL) has been developed. The DNL is defined as the average sound energy in 24hours with a 10-dB penalty added to the nighttime level (10 p.m. to 7 a.m.). The DNL is a useful descriptor for noise because it averages ongoing yet intermittent noise and measures total sound energy over 24hours. Noise levels used to characterize community noise effects from such activities as aircraft or building construction are measured in the DNL.

Most people are exposed to a sound level of DNL 50 to 55 dBA or higher daily. Studies specifically conducted (FICON 1992) to determine noise effects on various human activities show that about 90 percent of the population is not significantly bothered by outdoor sound levels below a DNL of 65dBA.

The Noise Control Act of 1972 (Public Law 92-574) directs federal agencies to comply with applicable federal, state, and local noise control regulations. In 1974, the U.S. Environmental Protection Agency (USEPA) provided information suggesting continuous and long-term noise levels greater than 65 dBA DNL are generally unacceptable for noise-sensitive receptors such as residences, schools, churches, and hospitals.

Therefore, one of the AICUZ Program's purposes is a comparison of the land uses in the vicinity of its airfields to noise zones. Noise at Maxwell AFB is primarily generated by aircraft operations, on- and off-base vehicle operations, and intermittent construction projects. Construction noise is considered minimal due to the short-term effects that are isolated to the site and immediate vicinity.

The updated Maxwell AFB AICUZ reviewed noise contours plotted in increments of 5 dB, ranging from a day-night average DNL of 65 dB to 80 plus dB (USAF, 2009). These noise guidelines were essentially the same as those published in *Guidelines for Considering Noise in Land Use Planning and Control* by the Federal Interagency Committee on Urban Noise (1980).

The AICUZ noise contours show that aircraft noise of greater than 65 dB is closely associated with the runway, and all noise contours are confined to Maxwell AFB, except a small portion extending northward off base. None of these noise contours intersect with the proposed action's impact area (refer to Figure 3-3). Additionally, no noise-sensitive receptors such as schools and churches are located within the current noise contours.

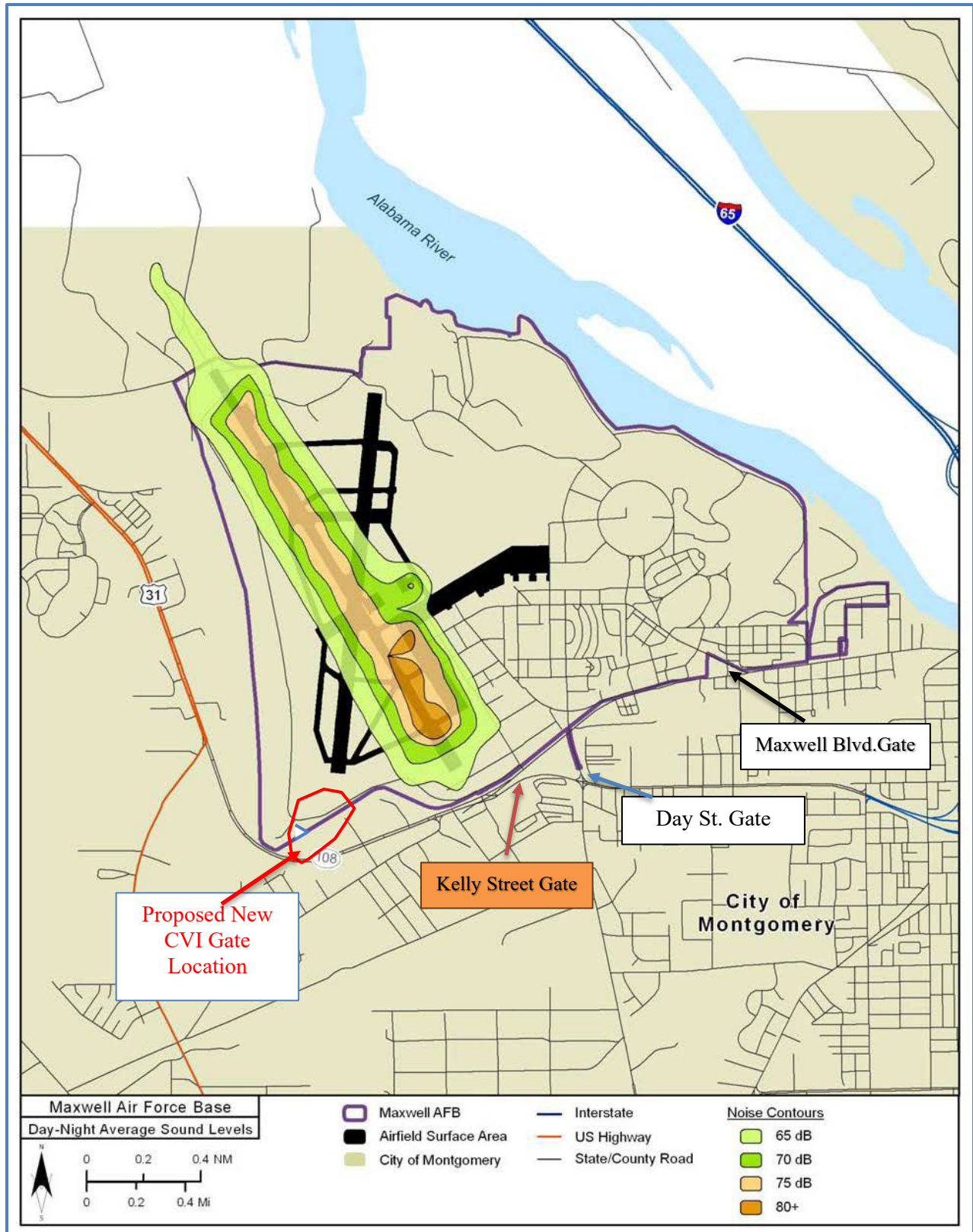


Figure 3-3 - Noise Contours on MAFB

### 3.3 AIR QUALITY

Air quality for a given location is defined by ambient air concentrations of specific pollutants determined by the USEPA to be of concern related to the health and welfare of the public and the environment. Pollutant emissions typically refer to the number of pollutants or pollutant precursors introduced into the atmosphere by a source or group of sources. Pollutant emissions contribute to the ambient air concentrations of criteria pollutants, either by directly affecting the pollutant concentrations measured in the ambient air or interacting in the atmosphere to form criteria pollutants.

Air quality is influenced by many factors, including the type and amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and local and regional meteorological influences. For this EA, the ROI for air quality analysis includes Maxwell AFB, the surrounding communities, and the area potentially affected by emissions from the projects. The project area for this analysis is the area where the proposed construction activities would occur.

#### National Ambient Air Quality Standards (NAAQS):

The significance of air pollutant concentrations in a region or geographical area is determined by comparing federal, and or state ambient air quality standards. Under the Clean Air Act (CAA) authority, the USEPA has established national air quality standards to protect public health and welfare with an adequate margin of safety. These federal standards, known as the National Ambient Air Quality Standards (NAAQS), represent the maximum allowable ambient concentrations and have been developed for six criteria pollutants:

1. Ozone (O<sub>3</sub>);
2. Nitrogen dioxide (NO<sub>2</sub>);
3. Carbon monoxide (CO);
4. Sulfur dioxide (SO<sub>2</sub>);
5. Lead (Pb); and
6. Respirable particulate matter is less than or equal to 10 micrometers in diameter (PM<sub>10</sub>), and particulate matter is less than or equal to 2.5 micrometers in diameter (PM<sub>2.5</sub>).

The NAAQS are defined in terms of concentration in parts per million (ppm) or micrograms per cubic meter (ug/m<sup>3</sup>) determined over various periods. Short-term standards (1-hour, 8-hour, or 24-hour periods) were established for pollutants with acute health effects and may not be exceeded more than once a year. Long-term standards (annual periods) were established pollutants with chronic health effects.

Based on measured ambient criteria pollutant data, the USEPA designates areas with air quality equal to or better than the NAAQS (attainment) or worse than the NAAQS (nonattainment). When nonattainment areas achieve the applicable NAAQS, the areas are in maintenance status for a period of 10 or more years. Areas are designated as unclassifiable for a pollutant when insufficient ambient air quality data are available to form a basis for an attainment status. In applying air quality regulations, unclassifiable areas are treated like areas in attaining the NAAQS.

State and local agencies may establish ambient air quality standards and regulations of their own, provided these are at least as stringent as the federal requirements. CO, SO<sub>2</sub>, NO<sub>2</sub>, Pb, and most particulate matter are emitted directly into the ambient air by mobile sources (e.g., on-road cars, trucks, buses, and non-road construction equipment); stationary point sources (e.g., power plants, industries, and refineries); and area sources (e.g., unpaved roads, wood burning, gas stations, dry cleaners).

The O<sub>3</sub> is formed after emissions of precursors nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs) combine in the presence of sunlight. PM<sub>2.5</sub> may also be formed from secondary chemical reactions in the ambient air. Air pollutants are also emitted by natural sources, including forest fires and volcanic eruptions. **Table 3-1** list both the federal and local standards.

Hazardous air pollutants (HAPs) are pollutants known or suspected to cause severe health or adverse environmental impacts if present above risk-based concentrations. CAA amendments identified 187 compounds as HAPs. HAPs are emitted by mobile sources, gasoline dispensing, industrial facilities, and aircraft and combustion processes.

The federal CAA establishes air quality processes and requires areas in non-attainment or maintenance of a NAAQS to develop a State Implementation Plan (SIP) that details how the state will attain and maintain the standard within mandated timeframes.

The *General Conformity Rule* was established under the CAA §176(c)(4) to ensure that federal agencies' actions in NAAQS non-attainment and maintenance areas do not interfere with a state's plans for bringing these areas back into attainment with the air quality standards.

Unlike the air permitting programs that only consider emissions from stationary sources, the *General Conformity Rule* requires federal agencies to consider emissions from all activities associated with the proposed federal action, including new or modified stationary, mobile, and fugitive emission sources.

The requirements of the *General Conformity Rule* do not apply to federal activities located in NAAQS attainment areas. The purpose of the rule is to ensure that federal actions do not cause or contribute to:

- New violations of the NAAQS;
- Worsening of existing violations of the NAAQS; and
- Delays in attaining the NAAQS.

A General Conformity assessment begins with an Applicability Analysis that includes screening for exemptions or presumes to conform actions and, if needed, an estimate of air emissions that the Proposed Actions would generate compared with the *de minimis* threshold levels defined in the rule. If the emissions levels are below the threshold levels, a *Record of Non-Applicability (RONA)* is prepared. If the emission levels are above the threshold levels, an in-depth Conformity Determination is required. The project identified in this EA, a *RONA* would be prepared because the calculated air emissions are below the threshold levels defined by the rule.

A General Conformity Applicability Analysis is required for this EA to calculate estimated air pollutant emissions due to the Proposed Actions. The AFMAN 32-7002, Air Quality Compliance, states that installations should assess, attain, and sustain compliance with the CAA and other federal, state, and local environmental regulations. Conformity to the SIP means that these activities will not cause new violations of the NAAQS.

Title I of the CAA Amendments of 1990 (Public Law 101-549) requires the federal government to reduce emissions from the combustion of fuels for transportation, utilities, and industries as well as to curb emissions from industrial and commercial sources to carbon monoxide, and PM<sub>10</sub>.

Under Title I, the federal government is tasked with developing the technical guidance that states need to control stationary sources of pollutants. Title I also allow the USEPA to define

boundaries of non-attainment areas.

Title V of the CAA Amendments of 1990 requires state and local agencies to implement permitting programs for major stationary sources.

The USEPA identifies regions that are in “attainment” or “non-attainment” with the NAAQS standards. Maxwell AFB is located within Air Quality Control Region (AQCR) 58. Montgomery County is classified as “attainment” for all NAAQS criteria pollutants: Ozone 8-hr (1997 standard), Ozone 8-hr (2008 standard), Lead (2008 standard), SO<sub>2</sub> 1-hr (2010 standard), PM<sub>2.5</sub> 24hr (2006 standard), PM<sub>2.5</sub> Annual (1997 standard), PM<sub>2.5</sub> Annual (2012 standard), and PM<sub>10</sub> (1987 standard) (USEPA, 2016).

Maxwell AFB does not have a Title V permit and is considered a minor source. The current levels of emissions from stationary sources at the Base do not exceed major source permitting thresholds to trigger the requirement for a covered source permit.

### 3.3.1 Greenhouse Gases

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). These emissions are generated by both natural processes and human activities. The accumulation of GHGs in the atmosphere helps regulate the earth’s temperature and contributes to global climate change. GHGs include water vapor, carbon dioxide, methane, nitrous oxide, ozone, and several hydrocarbons and chlorofluorocarbons.

Each GHG has an estimated global warming potential, which is a function of its atmospheric lifetime and its ability to absorb and radiate infrared energy emitted from the earth’s surface. The global warming potential of a particular gas provides a relative basis for calculating its carbon dioxide equivalent (CO<sub>2</sub>e) or the amount of CO<sub>2</sub>e to the emissions of that gas.

Carbon dioxide has a global warming potential of 1; therefore, the standard by which all other GHGs are measured. The GHGs and the resulting values are added together to estimate the total CO<sub>2</sub>e.

The USEPA regulates GHG primarily through a permitting program known as the *GHG Tailoring Rule*. This rule applies to GHG emissions from larger stationary sources. Additionally, the USEPA promulgated a rule for large GHG emission stationary sources, fuel and industrial gas suppliers, and carbon dioxide injection sites if they emit 25,000 metric tons or more of CO<sub>2</sub>e per year (40 CFR § 98.2[a][2]).

The *GHG Tailoring Rule* requires reporting of GHG data and other relevant information from larger GHG emission sources, fuel and industrial gas suppliers, and carbon dioxide injection sites in the US.

No air permits are associated with Maxwell AFB, it is presumed that stationary sources on the Base do not emit 25,000 metric tons or more. As a result, the *GHG Tailoring Rule* is not applicable.

**Table 3-1**  
**National and Local Ambient Air Quality Standards**

Criteria Pollutant	Primary/ Secondary <sup>a, b</sup>	Averaging Time	Level	Form
Carbon Monoxide	Primary	8 hours	9 ppm	Not to be exceeded more than once per year
		1 hour	35 ppm	
Lead	Primary and Secondary	Rolling 3-month average	0.15 µg/m <sup>3</sup>	Not to be exceeded
Nitrogen Dioxide (NO <sub>2</sub> )	Primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations averaged over 3 years
	Primary and Secondary	1 year	0.053 ppm	Annual Mean
Ozone (O <sub>3</sub> )	Primary and Secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentrations averaged over 3 years
PM <sub>2.5</sub>	Primary	1 year	12 µg/m <sup>3</sup>	Annual mean averaged over 3 years.
	Secondary	1 year	15 µg/m <sup>3</sup>	Annual mean averaged over 3 years.
	Primary and Secondary	24 hours	35 µg/m <sup>3</sup>	98 <sup>th</sup> percentile averaged over 3 years
PM <sub>10</sub>	Primary and Secondary	24 hours	150 µg/m <sup>3</sup>	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide (SO <sub>2</sub> )	Primary	1 hour	75 ppb	99 <sup>th</sup> percentile of 1-hour daily Maximum concentrations averaged over 3 years
	Secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

Source: USEPA, 021a Notes:

- Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health. Each state must attain the primary standards no later than three (3) years after that state's implementation plan is approved by the USEPA.
- Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Concentrations are expressed first in units in which they were promulgated.  
mg/m<sup>3</sup>=micrograms per cubic meter; NAAQS=National Ambient Air Quality standards; PM<sub>2.5</sub>=particulate matter with a diameter of less than 2.5 micrometers; PM<sub>10</sub>=particulate matter with a diameter of less than 10 micrometers; ppb=part(s) per billion; ppm= part(s) per million; USEPA = United States Environmental Protection Agency

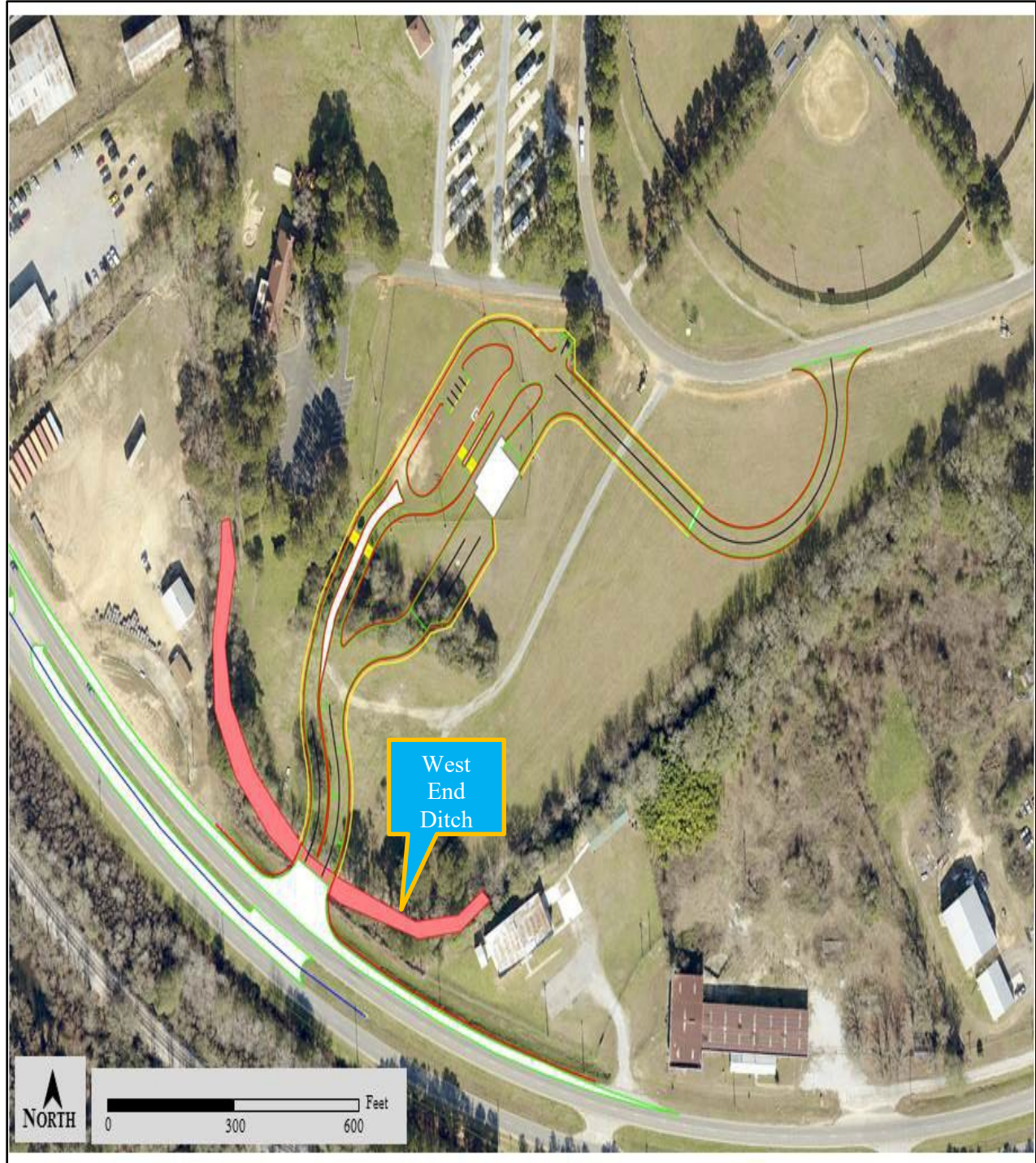
### 3.4 WATER RESOURCES

Jurisdictional Waters of the U.S. are defined by 33 CFR Part 328.3 (b) and are protected by Section 404 of the Clean Water Act (33 USC 1344), which is administered and enforced by the USACE. Delineations generally are performed using the *1987 Corps of Engineers Wetlands Delineation Manual* and further refined by regional supplements.

The only jurisdictional U.S. water identified in the project area is the West End Ditch, a stream that runs along Maxwell AFB's boundary in that area (refer to Figure 3-4). The stream was delineated and assessed on December 11, 2018 (CCR, 2019). According to this assessed report, the stream had an ordinary high watermark, a defined bed, bank, a perennial flow regime, and wrested vegetation.

The West End Ditch was channelized along the MAFB's southwestern boundary and, therefore, had low sinuosity with minimal current and severely degraded aquatic habitat. The stream channel was incised (5-7 feet), and moderate to extensive sedimentation and abundant trash were observed. Stream substrate consisted primarily of sand and gravel with some silt, riprap, and

cobble. Wetted widths ranged from approximately 13-23 feet, and water depths were 4 inches to 4+ feet.



**Figure 3-4.** Aerial of Proposed Action Area Showing Waters of the U.S.

According to the assessment, bank stability was moderate, and the canopy cover ranged from approximately 70-85%. Stream impairments included channelization, sedimentation, and an extensive amount of trash/litter in the stream, likely water quality degradation from non-point source runoff from an extensive impervious surface area within its watershed, stagnant flow conditions, and invasive vegetation along its banks. Just upstream of the project area, this

stream/canal was confined to a concrete channel.

The National Pollutant Discharge Elimination System (NPDES) permit program under the Clean Water Act (CWA), regulates point sources such as pipes or man-made ditches that discharge pollutants into the United States waters. Permitting authority for the NPDES permit program has been granted to the State of Alabama through the Alabama Department of Environmental Management (ADEM).

The CWA and federal regulations require construction site operators to obtain NPDES permit coverage for regulated land disturbances and associated discharges of stormwater runoff to state waters.

In Alabama, the ADEM established General NPDES Permit No. ALR100000 for discharges associated with regulated construction activity that will result in land disturbance equal to or greater than one acre or from construction activities involving less than one acre and which are part of a standard plan of development or sale equal to or greater than one acre.

This permit requires that all operators/owners of regulated construction sites implement and maintain effective erosion and sediment controls following Construction Best Management Practices Plan (CBMPP) prepared and certified by a Qualified Credentialed Professional (QCP).

This project will be subject to this regulation because an estimated 58,080 square yards or approximately 12 acres of grading are scheduled to occur due to project construction. Additionally, the site must comply with the base's *Stormwater Management Plan* (Construction Site Stormwater Run-Off Control section), requiring CBMPs to be implemented and overseen by the 42 CES/CEIE.

These specified control measures would help mitigate stormwater impacts from the proposed development. Finally, Maxwell AFB is registered with the ADEM's Phase II Storm Water Program, and any activities performed in conjunction with the proposed action must comply with Maxwell's Phase II requirements.

Floodplains are low-lying and relatively flat areas near water bodies or wetlands subject to at least a one percent chance or greater of flooding in any given year, and typically, these areas are dry. In their natural vegetated state, floodplains slow the rate at which the incoming overland flow reaches the main water body. The risk of flooding typically hinges on local topography, the frequency of precipitation events, and the size of the watershed above the floodplain.

The United States Federal Emergency Management Agency (FEMA) evaluates and maps flood potential, which defines the 100-year (regulatory) floodplain. The 100-year floodplain is the area that has a 1-percent chance of inundation by a flood event each year. Federal, state, and local regulations often limit floodplain development to passive uses, such as recreational and preservation activities, to reduce the risks to human health and safety.

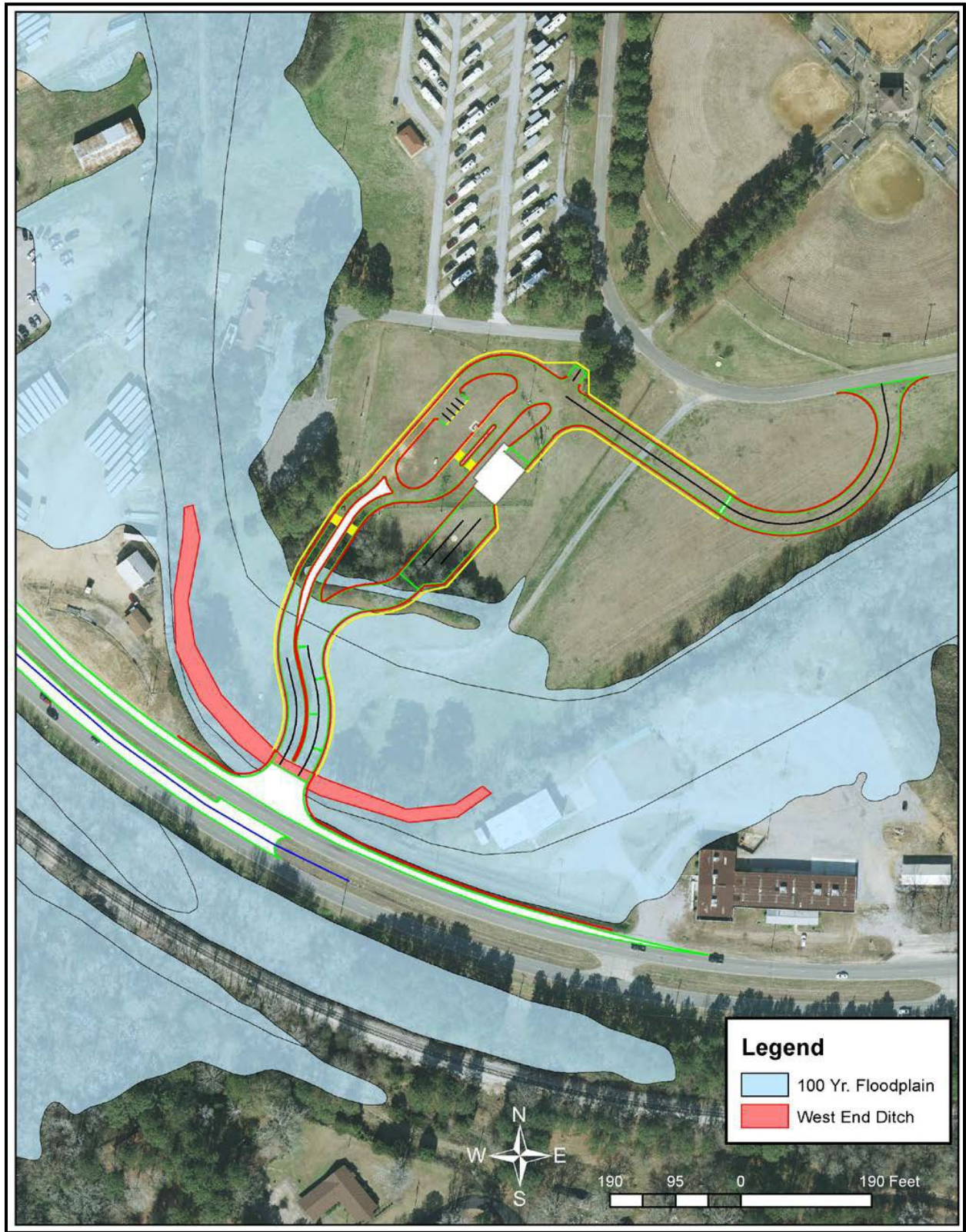
Alterations to floodplains are subject to Executive Order (EO) 11998, *Floodplain Management*, and it provides guidelines that agencies should carry out as part of their decision-making process on projects that have potential impacts on or within the floodplain.

The purpose of this EO is to avoid to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and requires federal agencies to avoid direct and indirect support of floodplain development wherever there is a practicable alternative.

AFMAN 32-7003 strongly discourages development in and around floodplains. Where no practicable alternative exists, the project should be designed to ensure the special qualities of floodplains are preserved to the maximum extent practicable and ensure the action does not lead to an increase in flood losses or losses of natural and beneficial floodplain values.

Before any construction activity in a floodplain, the proponent must first prepare a Finding of No Practicable Alternative (FONPA) in accordance with 32 CFR Section 989.15 to document that no practicable alternative exists and that the proposed action includes all practicable measures to minimize impacts to floodplains.

Much of the area in and around Maxwell AFB lies within the 100-year (yr.) floodplain, including the southwestern corner of the Base where the proposed action is anticipated to occur (refer to Figure 3-5).



**Figure 3-5.** Aerial View of Proposed Action Area and 100-Year Floodplain

### 3.5 SAFETY AND OCCUPATIONAL HEALTH

This section addresses Base personnel safety and occupational health primarily related to AT/FP considerations associated with the entrance gates' operation to Maxwell AFB.

The existing CVI area for the Base is accessed from the Kelly Street Gate, where vehicles must pass through the gate to an improvised inspection area approximately 500 feet away. The Kelly Street Gate currently does not have adequate AT/FP measures, which include proper placement of an Active Vehicle Barrier (AVB) as a final denial barrier(s) and placement of steel bollards and other traffic calming methods to control the direction and speed of traffic in and out of the installation, as well as providing a commercial vehicle search area that is separate from the normal flow of traffic entering the installation and providing an avenue for rejected traffic to exit the area/base.

The existing Kelly Street ECF is located directly adjacent to Birmingham Highway and only allows single-lane traffic to enter the base due to the installation of removable concrete barriers in 2001 to restrict and channel traffic flow. This condition creates a potential safety hazard between vehicles waiting to enter the Base and those traveling along Birmingham Highway during heavy traffic volume.

Additionally, as previously noted, the Kelly Street Gate and the CVI tensile structure lie within the airfield CZ requiring an airfield waiver.

### 3.6 HAZARDOUS MATERIALS/WASTE

Hazardous materials are defined by Title 49, Code of Federal Regulations (CFR), Section 171.8(49 CFR §171.8) as “hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous in the Hazardous Materials Table (49 CFR § 172.101), and materials that meet the defining criteria for hazardous classes and divisions” in 49 CFR § 173.

Hazardous wastes are defined by the RCRA at Title 42 USC Section 6903(5), as amended by the Hazardous and Solid Waste Amendments, as “a solid waste, or combination of solid wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may (1) cause, or significantly contribute to an increase in, mortality or an increase in serious irreversible, or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed.”

AFMAN 32-7002, Hazardous Materials Management, establishes procedures and standards for managing hazardous materials throughout the USAF to ensure compliance with the Emergency Planning and Community Right-to-Know Act (EPCRA), and applies to all USAF personnel who authorize, procure, issue, use, or dispose of hazardous materials, and to those who manage, monitor, or track any of those activities.

Under AFI 32-7002, USAF has established roles, responsibilities, and requirements for a hazardous materials management program. The purpose of the hazardous materials management program is to control the procurement and use of hazardous materials to support USAF missions, ensure the safety and health of personnel and surrounding communities, and minimize USAF's dependence on hazardous materials.

For the USAF, the management of hazardous materials, hazardous wastes, and special hazards is covered in Air Force Policy Directive 32-70, Environmental Quality, and the AFI 32-7000 series,

which incorporates the requirements of all federal regulations and other AFIs and DoD Directives.

Operations at Maxwell AFB involving the use of hazardous materials and generation of waste streams are evaluated and authorized through the installation's Hazardous Material Management Program (HMMP) using the Energy, Environmental, Safety and Occupational Health (EESOH) Mission, which provides centralized management of the procurement, handling, storage, and issuing of hazardous materials, and turn-in, recover, reuse, or recycling of hazardous materials.

The management of hazardous waste at Maxwell AFB is conducted according to the installation's Hazardous Waste Management Plan (HWMP) and Integrated Contingency Plan (ICP). The HWMP establishes procedures and policies and assigns responsibilities associated with the generation, handling, use, management, transportation, and disposal of hazardous materials and wastes at Maxwell AFB.

Following the HWMP requirements, hazardous waste is properly segregated, stored, characterized, labeled, and packaged for collection at designated initial accumulation points.

No existing aboveground storage tanks (ASTs), underground storage tanks (USTs), oil/water separators (OWS), or hazardous waste accumulation sites are located within the Proposed Action areas.

### 3.6.1 Environmental Restoration Program

The Defense Environmental Restoration Program (DERP), established by Section 211 of the Superfund Amendments and Reauthorization Act (SARA) of 1986 (10 USC § 2701-2707), focuses on investigating and cleaning contaminated sites on military installations, including active sites, those affected by Base Realignment and Closure, and Formerly Used Defense Sites.

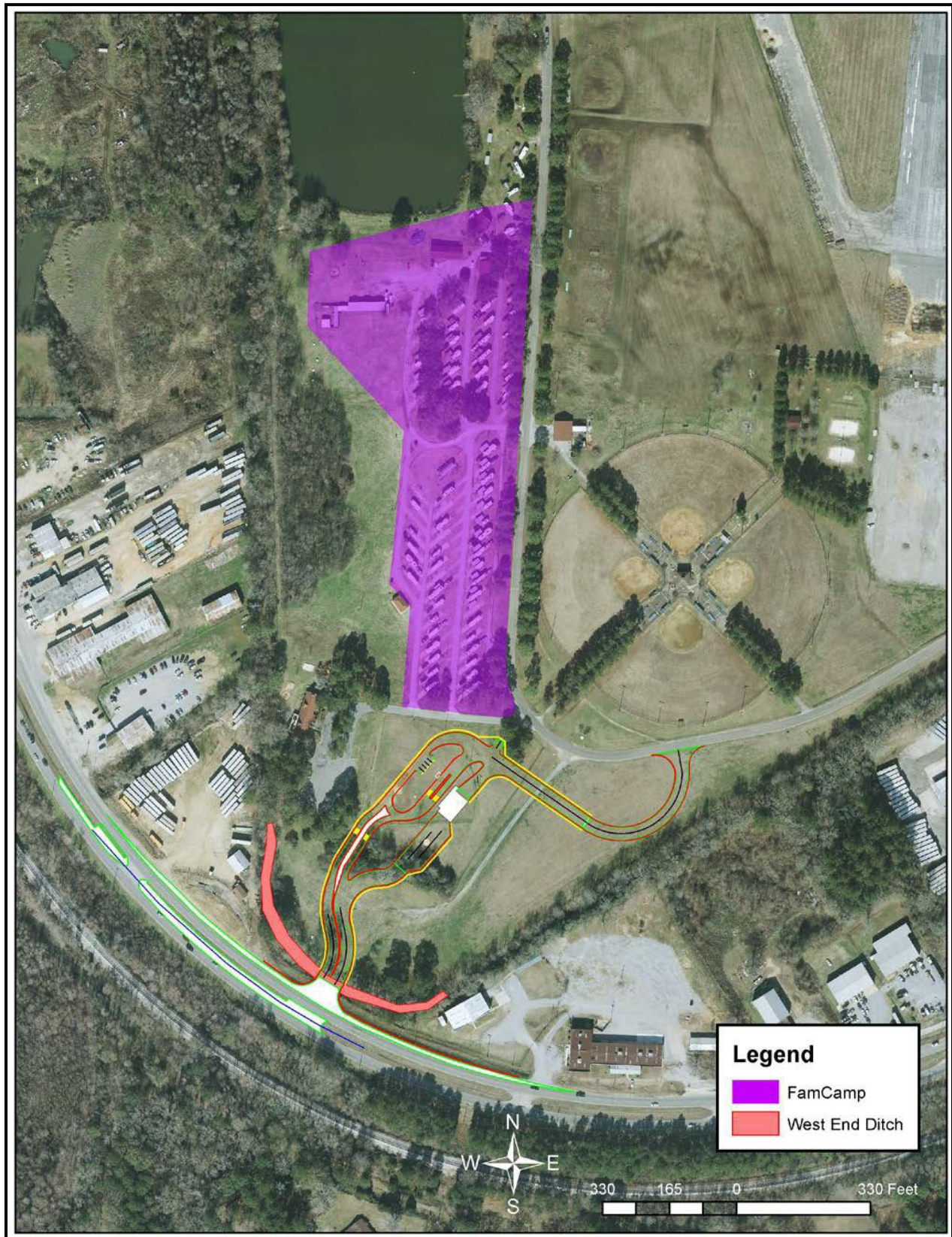
Within the Environmental Restoration Program (ERP), the Installation Restoration Program (IRP) and the Military Munitions Response Program (MMRP) are key components. The IRP (also known as ERP) mandates Department of Defense (DoD) installations to identify, investigate, and remediate hazardous waste disposal or release sites.

According to Mr. James (Bob) Barnwell, ERP Manager at Maxwell AFB, three groundwater monitoring wells are located in the southwest corner of the base identified as MMW-586 (15 feet below ground surface (bgs.)), MMW-119 (67 feet bgs.), and MMW-118 (133 feet bgs.). As per ERP Manager, over the past seven years, annual groundwater sampling and volatile organic compounds (VOCs) analysis for MMW-118 and MMW-119 showed non-detectable levels. Mr. Barnwell noted no potential sources warranting laboratory analysis of shallow groundwater. Moreover, he also stated that groundwater from the intermediate and deep aquifers in the southeast corner isn't impacting the construction of the new CVI gate.

Mr. Barnwell mentioned that historical sampling of the West End Ditch (WED), where a bridge will be constructed for the CVI gate, showed no conveyance of contaminated groundwater from Operable Unit #1 (OU-1) plume located in the former "Junk Yard." ERP Manager stated that the OU-1 plume, originating south of the Base, migrates northward via groundwater flow, turning northeast towards the Alabama River upon entering the Base.

Furthermore, Mr. Barnwell highlighted that the area north of Hopper Lodge, previously a skeet range (TS301, TS301a, TS301d), underwent MMRP investigations. TS301d was cleaned to Unlimited Use/Unrestricted Exposure (UU/UE) in 2014, while TS301 and TS301a have Environmental Use Restrictions and Land Use Controls (LUCs) as per the MMRP Record Of Decision (ROD). He confirmed that soil in the construction area doesn't impact the CVI gate's

construction. Refer to Figure 3-6 for visual context.



**Figure 3-6.** Aerial View of FamCamp and Proposed Action Area

### 3.7 BIOLOGICAL/NATURAL RESOURCES

Biological resources include native or natural plants and animals and the habitats such as wetlands, woodlands, and grasslands, in which they exist. Sensitive and protected biological resources include plant and wildlife species that are protected under the Federal Endangered Species Act (ESA) 16 USC 1532 et seq. of 1973, state legislation and regulations, wetland, and other protected natural communities.

Special-status plants are listed or proposed for listing as threatened or endangered under the ESA (50 CFR 17.12 [listed plants]), and candidates for possible future listing are threatened or endangered under the Federal ESA.

Special-status animals are listed or proposed for listing as threatened or endangered under ESA (50 CFR 17.11) and candidates for possible future listing as threatened or endangered under ESA.

The U.S. Fish and Wildlife Service (USFWS) implements the ESA. “Endangered” means a species is in danger of extinction throughout all or a significant portion of its range. “Threatened” means a species is likely to become endangered within the foreseeable future.

Candidate species are plants and animals for which USFWS has sufficient information on their biological status and threats to propose them as endangered or threatened. All federal agencies are required to implement protection programs for endangered and threatened species and to use their authority to further the act’s purposes. Although candidate species receive no statutory protection under the ESA, the USAF gives the same protection, when practical, to any candidate or state-listed species.

ESA Section 4(a) (3) (B) exempts military lands from critical habitat designation that are subject to an Integrated Natural Resources Management Plan (INRMP) prepared under Section 101 of the Sikes Act (16 USC 670a) if the Secretary of the Interior determines in writing that such plan provides a benefit to the species for which critical habitat is proposed for designation.

Moreover, federal agencies are required to comply with the Migratory Bird Treaty Act (MBTA) 16 USC 703-712 and EO 13186, *Responsible of Federal Agencies to Protect Migratory Birds*, for migratory bird protection, and the *Bald and Golden Eagle Protection Act* (16 USC 668-668d).

The MBTA establishes protections for migratory birds and their parts (e.g., eggs, nests, and feathers) from hunting, capture, transport, sale, or purchase. Most birds are classified as migratory under the MBTA, except for upland games and introduced birds.

The USFWS maintains a list of designated migratory birds occurring in various regions of the United States. Additionally, EO 13186 provides a specific framework for the federal government’s compliance with its MBTA obligations and aids in incorporating national planning for bird conservation into agency programs.

A memorandum of understanding (MOU) exists between the DoD and USFWS to promote migratory birds’ conservation in compliance with the EO 13186. DoD policy promotes and supports the protection and conservation of migratory birds and their habitat by protecting vital habitats, enhancing biodiversity, and maintaining healthy and productive natural systems consistent with the military mission.

The Bald and Golden Eagle Protection Act of 1940 (amended) prohibits anyone without a permit issued by the Secretary of the Interior from taking bald or golden eagles, including their parts (e.g., feathers), nests or eggs. “Take” is defined as to pursue, shoot, poison, wound, kill, capture, trap, collect, molest, and/or disturb bald and golden eagles. Disturbances near active eagle nesting sites

must be avoided.

Invasive species are non-native species whose introduction causes or is likely to cause economic or environmental harm or harm to human health. The Air Force is guided by AFMAN 32-7003, *Environmental Conservation*, to reduce invasive species' occurrence on Air Force installations, including Maxwell AFB.

*Affected Environment:* Description of vegetation and plant community associations at Maxwell AFB are provided in the Installation's INRMP, and the USFWS correspondence dated August 12, 2022, states that no federally listed species/critical habitat are known to occur in the project area, and the project will have no significant impact on fish and wildlife resources. USFWS correspondence is included in **Appendix A**.

### 3.8 CULTURAL RESOURCES

Cultural resources are districts, sites, buildings, structures, or objects considered vital to a culture or community for scientific, traditional, religious, or other purposes. They include archaeological resources, historic architectural/engineering resources, and Native American sacred sites and traditional resources. Historic properties are any prehistoric, historical, or traditional resource included in or eligible for inclusion in the National Register Historic Places (NRHP) (36 CFR 800.16(1)).

Properties that are less than 50 years old can be considered eligible for the NRHP under Criteria Consideration G if they possess exceptional historical importance. Those properties must also retain historic integrity and meet at least one of the four NRHP criteria (Criteria A, B, C, or D). The term "historic property" refers to National Historic Landmarks and NRHP-listed or NRHP-eligible cultural resources.

Federal laws protecting cultural resources include the *Archaeological and Historic Preservation Act of 1960*, as amended (16 USC § 469), the *American Indian Religious Freedom Act of 1978* (42 USC § 1996), the *Archaeological Resources Protection Act of 1979*, as amended (16 USC §§ 470aa–470mm), the *Native American Graves Protection and Repatriation Act of 1990* (25 USC § 3001, est. eq.) the NHPA, as amended through 2016, and associated regulations (36 CFR Part 800).

The NHPA requires federal agencies to consider effects of federal undertakings of historic properties prior to making federal agencies fulfill this requirement by completing the NHPA Section 106 consultation process, as set forth in 36 CFR Part 800. NHPA Section 106 also requires agencies to consult with federally recognized American Indian tribes with a vested interest in the undertaking. NHPA Section 106 requires all federal agencies to seek to avoid, minimize, or mitigate adverse effects to historic properties (36 CFR § 800.1[a]).

In the *Integrated Cultural Resources Management Plan (ICRMP)*, the Air Force has on the NHRP. Three archaeological sites (1Mt93, 1Mt200, 1Mt279) are present on the East Golf Course. Only site 1Mt200 is determined to be NHRP-eligible and is preserved in accordance with the ICRMP. This site is not within proximity to any activities under the Proposed Action (Maxwell AFB, 2017).

*Affected Environment:* Pursuant to Sections 101(d) (6) (B) and 106 of the National Historic Preservation Act (NHPA) and implementing regulations at 36 CFR Section 800.2(c) 2 and DoDI 4710.02, the MAFB consulted on a government-to-government basis with identified tribes culturally affiliated with the project, and a letter of concurrence from the State Historic Preservation Office (SHPO), and the respective tribal correspondences included in **Appendix A**.

### 3.9 EARTH, OR GEOLOGICAL RESOURCES

Earth resources include geology, soil, topography, and geologic hazards. The existing soils within the proposed action area consist of fill material for the original construction of the existing airfield development. Soils in the project area are part of the Cahaba-Wickham-Roanoke association, typically found on a level to gently sloping lowlands of floodplains and low stream terraces (DAF, 2013).

Maxwell AFB is in the East Gulf Coastal Plain ecoregion within the Alluvial-deltaic plain. The Base is underlain by alluvium deposits of the Alabama River and the Eutaw formation. Alluvium deposits are composed of sand, gravel, silt, and clay; Eutaw formation consists of two sandy units separated by a clay unit (Knowles et al., 1963).

The existing area (topography) is flat, and the soils are structurally stable and currently support some roadways and recreational fields. The limited surface disturbance is expected with the Proposed Action, and no subsurface geological resources are anticipated to be affected. Some fill is anticipated with the proposed action since much of the area is within the 100-year floodplain.

In relation to the seismic risk assessment for the general area, particularly in the context of the proposed project, the statement provided by Mr. Don Brown, a licensed Professional Engineer, and the Base Civil Engineering contractor for the 42nd Civil Engineer Squadron, is referenced. Mr. Brown's assessment, in accordance with Table 3-1 of UFC 3-310-04 Seismic Design for Buildings and based on Standard Penetration Test (SPT) values obtained from the upper 100 feet of the soil profile, classifies the project's seismic risk as Class D. This classification is attributed to the consistent granular soil composition within the soil profile. It is worth noting that the risk of soil liquefaction due to seismic loading is considered to be of low concern in this case, with minimal potential for horizontal spread.

### 3.10 INFRASTRUCTURE, TRANSPORTATION, AND UTILITIES

The infrastructure consists of the systems and structures that enable a population in a specified area to function. The availability of infrastructure and its capacity to support more users, including residential and commercial expansion, are generally regarded as essential to the economic growth of an area.

The infrastructure components include utilities, solid waste management, sanitary and storm sewers, and transportation. Utilities include electricity, natural gas, potable water supply, sanitary sewage/wastewater, and communications systems.

Solid waste management primarily relates to the availability of landfills to support a population's residential, commercial, and industrial needs. Sanitary and storm sewers (also considered utilities) include those systems that collect, move, treat, and discharge liquid waste and stormwater.

Transportation is defined as the system of roadways, highways, and transit services in the vicinity of the Base that potentially could be affected by a proposed action.

Montgomery Water Works and the Sanitary Sewer Board provide potable water to Maxwell AFB, with the water sourced from the Tallapoosa River and several groundwater wells around Montgomery County.

The Maxwell AFB drinking-water system provides water for domestic, irrigation, and fire protection, and includes delivery to the privately-owned housing units. There is currently no limitation on the volume of provided water.

Wastewater at Maxwell AFB is collected at Building M1313 and pumped north of the Base via a force main to the Towassa Water Pollution Control Plant (Maxwell AFB, 2015). There are 43 miles of sewer mains throughout Maxwell AFB and the Gunter Annex.

Industrial wastewater initially passes through an oil-water separator, with used oils recycled and sludge disposed of at an approved area. Four industrial waste discharge points connect to the main that flows to the Towassa plant. The overall condition of the wastewater collection system is degraded and will need repairs in the future (Maxwell AFB, 2015).

Stormwater runoff at Maxwell AFB is drained by over land flow to a variety of diversion structures, including inverts, stormwater channels, and open ditches. The underground stormwater lines measure 55 miles in length and there are 10 primary discharge points, with most of these points flowing into the Alabama River.

In recent years there have been significant localized flooding problems on the Base due to the inadequate capacity of the stormwater collection system, which was not built to withstand the current, needs of a base this size (Maxwell AFB, 2015).

The Municipal and residential solid waste generated at Maxwell AFB is collected by the City of Montgomery and disposed of at the North Montgomery landfill. Maxwell AFB generates approximately 9,900 tons of solid waste a year.

Maxwell AFB is located west of the city of Montgomery. Maxwell Boulevard connects the Base to downtown Montgomery. Maxwell Boulevard runs west-east along the southern boundary of Maxwell AFB, where it transitions to Bell Street.

The road network at Maxwell AFB consists of 3.9million square feet of pavement and about 35 miles of asphalt. Maxwell AFB also has over 6.8 million square feet of paved parking lots.

Maxwell AFB has four access control points across the Base: Day Street, Kelly Street, FEMA Gate and Maxwell Boulevard.

The average traffic count at each gate on Maxwell AFB in 2019 is shown in **Table 3-2**.

**Table 3-2**  
**Annual Average Daily Traffic Counts near Maxwell AFB Gates (2019) <sup>a</sup>**

<b>Gate Location</b>	<b>Average Inbound Vehicles Per Day<sup>a</sup></b>	<b>Average Outbound Vehicles Per Day</b>
Kelly Street	1,741	1,143
Day Street	2,931	3,473
Maxwell Boulevard	4,800	2,683
FEMA*	Not Surveyed	Not Surveyed

Source: Maxwell AFB, 2019

Notes: a. Traffic data are a daily average from January 2019 to December 2019.

\*FEMA Gate is only used for an emergency purpose by FEMA, and not used for privately-owned passenger vehicles and commercial delivery and service vehicles.

On December 1, 2022, the Traffic Impact Analysis (TIA) was conducted by Alliance Transportation Group (ATG) to evaluate the traffic impacts of the site on the adjacent roadway network. The study involved two-hour turning movement counts during the weekday 6:30 AM to 8:30 AM and 3:30 PM to 5:30 PM peak periods at the following intersection:

1. Birmingham Hwy at West Blvd/US 31 Hwy;
2. Days Street at Bells St./Birmingham Hwy; and

### 3. Kelly Street at Bell Street.

The study was to analyze the impact of relocating an access point/ gate for the MAFB from the existing location at Bell St and Kelly St to Birmingham Hwy approximately half a mile south of US 31.

Existing conditions capacity analysis results indicated the study intersections currently experience acceptable operating conditions in both the AM and PM peaks. Some delay occurred for the southbound approach of the existing gate location.

In addition, traffic signal warrant and turn lane warrant analysis was conducted for the proposed gate location on Birmingham Hwy. Traffic signal warrant analysis indicated a projected traffic volumes meet threshold warrants for consideration of installing a traffic signal. Turn lane warrant analysis indicated a left and right turn lanes into the proposed gate on Birmingham Hwy meet volume thresholds.

Furthermore, projected conditions capacity analysis was conducted for the study intersections and the proposed gate intersection on Birmingham Hwy under the following traffic control:

- Unsignalized
- Traditional Traffic Signal
- Continuous Green Traffic Signal

Projected conditions capacity results indicated unsignalized traffic control at the intersection of the proposed gate at Birmingham Hwy is expected to result in failing operation conditions. Both the traditional traffic signal and continuous green traffic signal are expected to result in acceptable operation conditions, and either can be considered for implementation.

Alabama Power provides electricity to Maxwell AFB through the electrical grid, with the substation located next to the Base medical center. Alabama Power owns the primary lines on Maxwell AFB, and Cooperative Utility Services owns the secondary lines. There are overhead and underground lines on Base.

The Alabama Gas Corporation distributes natural gas to the Base. The distribution system is owned by the Air Force, and there are 27 miles of gas mains throughout Maxwell AFB.

## **4.0 ENVIRONMENTAL CONSEQUENCES**

### **4.1 INTRODUCTION**

This Section presents an evaluation of the environmental impacts that could result from the implementation of the Proposed Actions or No Action Alternatives. Potential impacts are addressed in the context of the Proposed Actions as outlined in Section 2 and the characterization of the potentially affected environment, as detailed in Section 3.

The general approach in this Section involves describing the criteria for assessing significant impacts, followed by a discussion of the impacts associated with the Proposed Actions.

The criteria for evaluating the potential environmental effects are categorized by resource area:

- Air Installation Compatible Use Zone (AICUZ)/Land Use/Noise;
- Air Quality;
- Water Resources;
- Safety and Occupational Health;
- Hazardous Materials/Waste;
- Biological/Natural Resources;
- Cultural Resources;
- Earth, or Geological Resources;
- Infrastructure, Transportation, and Utilities; and
- Cumulative Effects.

The significance of an action is assessed considering context and intensity, including duration, direct or indirect impacts, magnitude, and whether impacts are adverse or beneficial:

- Short or long-term impacts
- Direct or indirect effects
- Magnitude categorization (negligible, minor, moderate, or significant); and
- Adverse or beneficial outcomes.

Additionally, where applicable site-specific analysis is presented for the Proposed Actions and No Action Alternatives. Applicability is determined by reviewing baseline conditions at the proposed site and assessing potential impacts.

### **4.2 AIR INSTALLATION COMPATIBLE USE ZONE (AICUZ)/ LAND USE/NOISE**

As discussed in Section 3.2, the DoD developed the AICUZ Program to safeguard aircraft operational capabilities and promote public health, safety, and quality of life near military airfields. This program addresses three constraints related to flight operations:

1. Height limitation on structures to prevent obstructions to air navigation identified by the Federal Aviation Administration (FAA) and DoD areas;
2. Potential noise exposure from aircraft overflight and ground engine runs; and
3. Accident potential zone (APZ) based on statistical analyses of past DoD aircraft accidents.

Based on past aircraft accidents, three zones with varying accident potentials were identified: Clear zone (CZ), APZ I, and APZ II. The CZ is the most hazardous area, generally acquired by

the DoD to prevent development. APZ I and APZ II also warrant attention for public safety but do not require land acquisition.

The CZ for the runway at Maxwell AFB (15/33) is 3,000 feet wide by 3,000 feet long. The APZ I for this runway is 3,000 feet wide by 5,000 feet long, and APZ II is 3,000 feet wide by 7,000 feet long. The Maxwell AFB CZs and APZs are based on the configuration of the runway.

#### 4.2.1 Proposed Action - Land

The Proposed Action will not occur in a CZ on Maxwell AFB, ensuring compliance with AICUZ land use plans and safeguarding public health and safety. However, it will direct more traffic through the southern CZ, potentially increasing exposure to aircraft operations. While this could slightly elevate accident potential, the impact remains within acceptable limits.

#### 4.2.2 No Action Alternatives - Land

Under the No Action Alternatives, no renovation or repair activities are conducted at Kelly Gate, and existing CZ conditions on MAFB remain unchanged.

#### 4.2.3 Proposed Action – Noise

The evaluation considers noise levels, with a threshold of 65 dBA or greater signifying an adverse effect. The Proposed Actions occur in areas with existing ambient noise levels exceeding this threshold, and construction -related noise is not expected to significantly impact noise levels.

#### 4.2.4 No Action Alternatives -Noise

Under the No Action Alternatives, the Kelly Street Gate remains unaltered, and noise conditions on Maxwell AFB stay the same.

### 4.3 AIR QUALITY

This section addresses compliance with CAA Section 176(c), *General Conformity*, which requires federal agencies to demonstrate adherence to state implementation plans for air quality. Impacts on air quality from the Proposed Action are evaluated, with an emphasis on emissions during construction.

#### 4.3.1 Proposed Actions

The Proposed Action is expected to have short-term and long-term minor impacts on air quality, primarily during construction. Emissions are analyzed using the Air Conformity Applicability Model (ACAM). ACAM results indicate that emissions associated with the action fall below regulatory thresholds, signifying no significant impact on air quality.

ACAM results summary is presented in Table 4-1.

**Table 4-1**  
**Total Construction Estimated Emission Factors**

Pollutant	Total Emissions (TONs)	Pollutant	Total Emissions (TONs)
VOC	0.312601	PM 2.5	0.061636
SO <sub>x</sub>	0.005977	Pb	0.000000
NO <sub>x</sub>	1.698861	NH <sub>3</sub>	0.002401
CO	2.454673	CO <sub>2</sub> e	585.9
PM 10	2.445583		

#### *4.3.1.1 Alternative 1 (Preferred Alternative)*

Construction-related dust and emissions are expected but remain within permissible levels, given Montgomery County's attainment status. ACAM analysis confirms no significant impact on air quality.

Assumptions of the model, methods, and detailed and summary results are provided in the ACAM report in **Appendix B**.

#### *4.3.1.2 No-Action Alternative*

No renovation or repair activities at Kelly Gate translate to no air pollutant emissions. Current air quality conditions are maintained.

### **4.4 WATER RESOURCES**

Impacts on water resources evaluated based on criteria related to water availability, quality, floodplains, and regulations. The Proposed Actions are assessed against these criteria to determine adverse effects.

#### **4.4.1 Proposed Action**

##### *4.4.1.1 Surface Water and Stormwater*

Construction-related impacts on water quality and surface water drainage are considered. Best Management Practices (BMPs) are employed to control erosion and prevent pollution, ensuring minimal adverse effects on surface water.

The Installation will mandate full utilization of BMPs, NPDES permit requirements, site-specific Stormwater Pollution Prevention Plan (SWPPP), and other pre-and post-construction BMPs to reduce the potential adverse impact to water bodies.

##### *4.4.1.2 Groundwater*

Potential impacts on groundwater are addressed, with BMPs in place to prevent contaminants from reaching the groundwater table during construction.

Moreover, according to Environmental Restoration Program (ERP) Manager, Mr. James R. (Bob) Barnwell, "Monitoring wells were in the path of construction, but modifications were made so that construction activities would not impact wells or any regulatory required monitoring. He stated that figures and well information were provided to contractor and the issues were discussed at several

meetings.

#### *4.4.1.3 Floodplains*

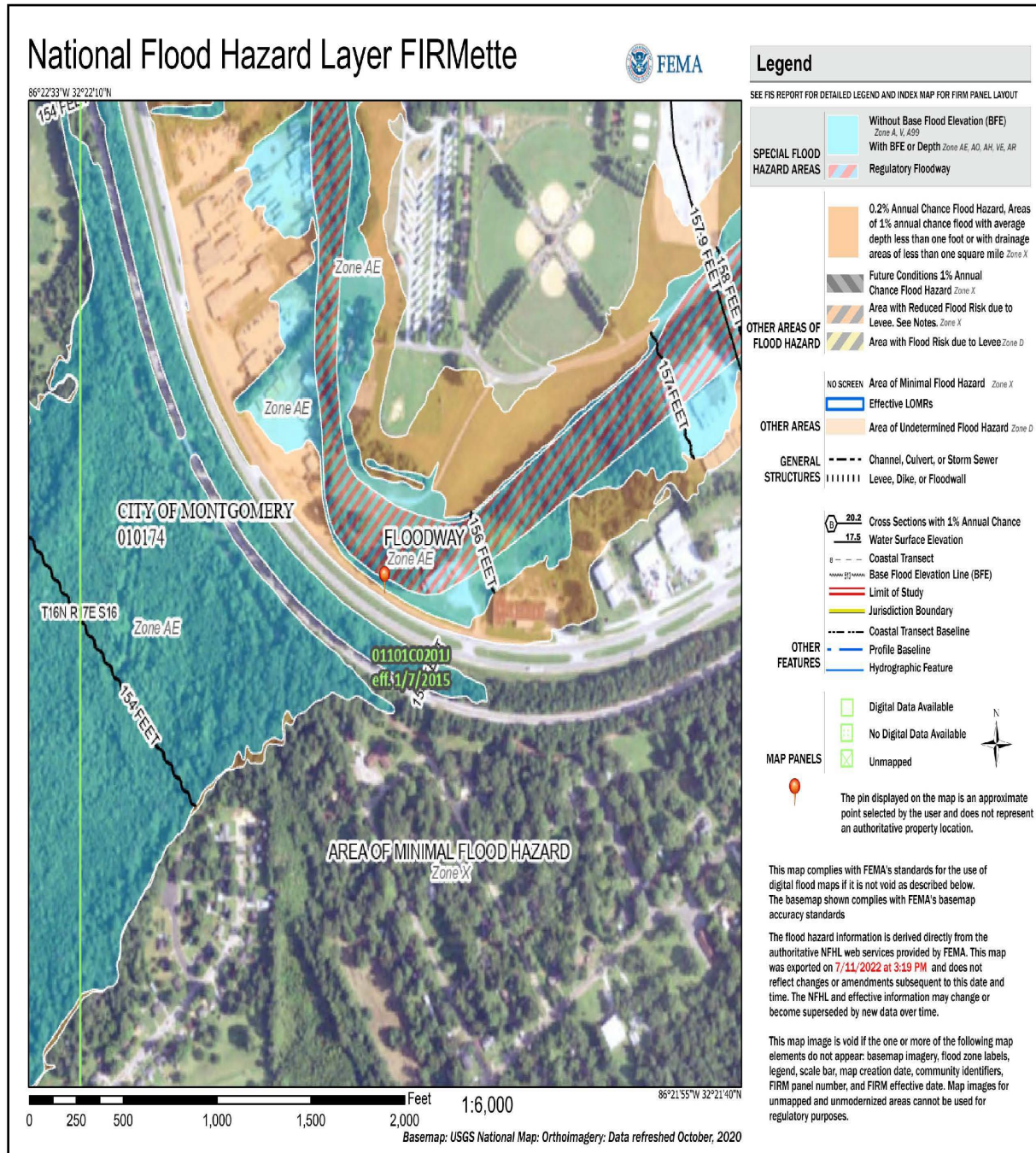
The project's location within a regulatory floodway is assessed for compliance with the Federal Emergency Management Agency (FEMA's) requirements.

According to the FEMA's Flood Insurance Rate Map (FIRM Panel: 01101C0201J Map Effective Date: Jan 06, 2015), the southern portion of the proposed site is located within a Regulatory Floodway (i.e., 100-year floodplain – Zone AE). (See Figure 4-1.)

FEMA defines the "Regulatory Floodway" as the channel of a river or other watercourse and the adjacent land areas that must be reserved the base flood without cumulatively increasing the water surface elevation more than a designated height.

Zone AE represents a studied reach of riverine (i.e., creeks, streams, rivers) flooding and indicates how far floodwaters will expand around a stream reach during the 100-year storm event. The 100-year storm has a 1% chance of occurring in any given year and serves as the basis for most floodplain regulations. Zone X, on the other hand, corresponds to a 0.2% annual chance of occurring (i.e., 500-year) floodplain, and an area located adjacent to the proposed location is in a 500-year floodplain zone (Figure 4-1).

Executive Order 11988 - Floodplain Management (E.O. 11988) requires federal agencies to avoid, to the extent possible, both long-term and short-term adverse impacts associated with the occupancy and modification of floodplains. Agencies must also refrain from providing direct or indirect support for floodplain development whenever a practicable alternative exists. If no practicable alternative is found, the agency must minimize potential harm to the floodplain and circulate a notice explaining why the action is to be located in the floodplain before proceeding.



**Figure 4-1** View of 100-year Floodplain and Floodway (Zone AE)

FEMA employs an 8-Step analysis to evaluate and mitigate potential effects on floodplains in compliance with EO 11988 and 44 CFR Part 9. EO 11988 mandates that if the only practicable alternative requires action in a floodplain, the agency must design or modify its action to minimize potential harm within the floodplain.

The proposed site falls within the "Special Flood Hazard Area (SFHA)," as per FEMA's definition. SFHA includes portions of the floodplain subject to inundation by the base flood (1% annual chance) and/or flood-related erosion hazards. Local floodplain development permits from the Alabama Department of Economic and Community Affairs (ADECA) are required for land-disturbing activities in the SFHA.

Floodplains are vital for storing floodwaters. Blocking storage space with fill material can exacerbate future flooding. Such actions can also disrupt valuable floodplain functions, including wildlife habitat and wetlands.

Building structures and roads within floodways can be particularly risky because of fast-flowing water. When crossing the floodplain with an access road and structure within the channel, a "No-rise" certification to FEMA of the base flood elevation is required. This certification, along with supporting documentation, must be signed, sealed, and dated by a registered professional engineer.

Given that only 95% of the design plan is complete in the final design, the appropriate and standard flood protective measures will be implemented. These measures include accepted floodproofing and protection, such as elevating structures above the base flood elevations (BFEs), rather than filling in the land. Additionally, Best Management Practices (BMPs) and Low Impact Development (LID) measures will be incorporated and implemented to reduce the potential for adverse impacts on the 100-year floodplain.

BMPs and LID measures include, but are not limited to:

- Control methods for grading, soil removal, replacement, etc., to minimize erosion and sedimentation during construction.
- Minimizing floodplain fills and actions that require fills during construction and using pervious surfaces where practicable.
- Adhering to minimum grading requirements and preserving as much of the site from compaction as possible.
- Maintaining floodplain vegetation buffers to reduce sedimentation and chemical pollutant delivery to water bodies.
- Controlling runoff and point and nonpoint discharges.
- Proper disposal of spoils and waste materials to prevent contamination of ground or surface water and changes to land contours.
- Utilizing containment booms and sediment curtains to contain debris in water, prevent the migration of disturbed sediment into adjacent water bodies, minimize turbidity, and ensure disturbed sediments settle near their original location.

Collectively, these measures, along with others to be determined, will minimize the loss of and impacts on floodplains at the site. These measures represent all practicable measures to minimize harm to floodplains. However, it's acknowledged that the effects on the floodplain will be moderate.

As outlined in the 95% design completion plan prepared by CEMS Engineering, Inc., the forthcoming entry road and bridge crossing over the West End Ditch necessitates the submission of a Floodplain Development Permit to the City of Montgomery, as per the stipulations of the Flood Damage Prevention Ordinance (No. 27-2009), and a No-Rise Certification to FEMA, in accordance with the National Flood Insurance Program Requirements (CFR60.3(d)(3)).

According to the design plan, a "Proposed Conditions model and No-rise calculations have

been meticulously developed for the proposed 60-foot span pre-cast bridge, and this has been carried out in close coordination with the roadway and structural design plans. The installation of the new bridge will require the widening of the West End Ditch along the northeast bank, commencing at the base of the bank elevation and extending 20 feet, while connecting it to the existing grade using a 1: (H: V) slope.”

It's worth noting that the engineering firm's analysis indicates that there will be no increase in the base flood elevations due to the proposed entry road and bridge, as supported by the No-Rise analysis results.

#### 4.4.2 Preferred Alternative 1

Alternative 1 would impact federally jurisdictional water, specifically, the West End Ditch. The project construction will involve construction of a new bridge using Northeast Extreme Tee (NEXT) type D precast pre-stressed beams which includes an integral full-depth flange that serves as the bridge's deck and girders. The design is for a single span bridge supported by reinforced concrete abutments on a steel H piling foundation. The bridge will include two cast in place concrete curbs offset from the centerline to match the median on the new roadway on each side of the bridge approaches. The total bridge width will be 69'.3" with a clear width of 66'.7" measured from the inside face of the ALDOT standard cast in place BBR-1 concrete barrier rails.

The new entry road and bridge crossing of the West End Ditch requires the submittal of a Floodplain Development Permit to the City of Montgomery in accordance with the requirements of the Flood Damage Prevention Ordinance and No-Rise Certification to FEMA in accordance with the National Flood Insurance Program Requirements (CFR 60.3(d)(3)).

CEMS Engineering, Inc. (CEMS) provided design services for the architecture, interiors, structural, mechanical, electrical and plumbing work, and conducted No-Rise calculations for the proposed 60-foot span pre-cast bridge in coordination with the roadway and structural design plans. CEMS in their 95% design narrative document stated that “The results of the No-Rise analysis indicate that there is no increase in the base flood elevations due to the proposed entry road and bridge (refer Section 2.1.7: No – Rise Analysis).”

Short-term sedimentation and turbidity in the project's receiving water may result from new bridge construction activities, such as piling for foundation in the waterway and some stormwater runoff from land disturbance associated with the construction of the new roadway and other project structures. However, proper construction practices and required BMPs will minimize these impacts. Site stabilization should result in no significant long-term effects on the Waters of the U.S. Furthermore, the current condition of the West End Ditch is severely degraded, and the project will comply with Clean Water Act permit requirements.

Based on an initial design plan, *Alternative 1* will require grading an estimated 58,080 square yards or approximately 12 acres of land to complete this project. Since this exceeds one acre in size, a Notice of Intent (NOI) will be filed for coverage under ADEM's General NPDES Construction Stormwater Permit (No. LR100000). This process will involve the installation and maintenance of appropriate Control Best Management Practices (CBMPs), regular CBMP inspections by qualified personnel from the 42 CES/CEIE, and the filing of a Notice

of Termination when the project is complete.

Additionally, the project will comply with any relevant requirements in the Base's Stormwater Management Plan (Construction Site Stormwater Run-Off Control section) and under the Base's Phase II Stormwater Program. Completion of these tasks will ensure that the proposed action does not significantly adversely impact stormwater on Maxwell AFB.

Project impacts on floodplains have been thoroughly assessed in this section for Alternative 1 (Preferred Alternative), and the No-Action Alternative. The following 8-Step Decision-Making Process, as mandated by EO 11988 (i.e., Floodplain Management) will be employed to select the Preferred Alternative (i.e., 44 CFR Part 9 § 9.6 Decision - Making process):

- Step 1: Determine whether the proposed action is located in a wetland and /or the 100-year floodplain (or 500-year floodplain for critical actions) and whether it has the potential to affect or be affected by the floodplain or wetland;
- Step 2: Notify the public of the intent to carry out an action in the floodplain or wetland at the earliest possible time and involve the affected and interested public in the decision-making process;
- Step 3: Identify and evaluate practicable alternatives for locating the proposed action in the floodplain or wetland, including alternative sites, actions, and the "no action" option. If practicable alternatives exist outside the floodplain or wetland, FEMA must locate the action at the alternative site;
- Step 4: Identify the potential direct and indirect impacts associated with the occupancy or modification of floodplains and wetlands, and the potential direct and indirect support of floodplain and wetland development resulting from the proposed action;
- Step 5: Minimize the potential adverse impacts and support with floodplains and wetlands identified in Step 4, restore and preserve the natural and beneficial values served by floodplains, and preserve and enhance the natural and beneficial values served by wetlands;
- Step 6: Reevaluated the proposed action to determine first, if it is still practicable considering its exposure to flood hazards, the extent to which it will aggravate hazards to other, and its potential to disrupt floodplain and wetland values. Second assess if alternatives preliminarily rejected in Step 3 are practicable based on the information from Steps 4 and 5 FEMA should not proceed in the floodplain or wetland unless it is the only practicable location;
- Step 7: Prepare and provide the public with findings and a public explanation of any final decision that the floodplain or wetland is the only practicable alternative; and
- Step 8: Review the implementation and post-implementation phases of the proposed action to ensure full compliance with the requirements stated in subsection 911. Oversight responsibility should be integrated into existing processes.

It should be noted that for an impact to be deemed significant, the Proposed Action would need to increase flood losses, cause losses of natural and beneficial floodplain values, or raise the risk to human life, health, and property.

According to Mr. Steve Thomas, CEMS's Project Manager statement dated November 8, 2023, "The final No-Rise Submittal package has been delivered to the City of Montgomery (approving authority for this Certification).

On December 18, 2023, the Engineering Department of the City of Montgomery, Alabama approved the "No Rise Certificate," and letter stated "The design professional(s) shall remain responsible for the adequacy, accuracy, and completeness of the plans and specifications as prepared for the above-referenced project," signed by Mr. Trent B. Deason Civil Engineer II.

#### *4.4.3 No-Action Alternative*

Under the No Action Alternative, no renovation or repair activities would be conducted at Kelly Gate. Implementing the No Action Alternative would not result in significant impacts on water resources.

Any soil erosion currently occurring at the Installation due to stormwater runoff would continue at the same rate and would be maintained in accordance with the procedures outlined in the SWPPP. Additionally, no additional activities would be performed that would impact water resources. Importantly, floodplain areas for 100-and 500-year floods will not be altered under the No Action Alternative.

### 4.5 SAFETY AND OCCUPATIONAL HEALTH

Personnel and public safety impacts of the Proposed Action have been thoroughly analyzed concerning construction activities to determine the associated risks and the Base's capacity for risk management and emergency response.

The impact on safety has been assessed in terms of its potential to increase or decrease risks to personnel, the public, and property. An impact on safety is considered significant if it would cause a major deviation from the baseline conditions of the affected environment: Such deviations include:

- A substantial increase in risks associated with the safety of construction personnel, contractors, military personnel, or the local community.
- A significant hindrance to the ability to respond to an emergency.
- The introduction of new health or safety risks for which the Base is unprepared or lacks adequate management and response plans.

#### 4.5.1 Proposed Action

Operations and maintenance procedures related to ground safety will continue as currently practiced by installation personnel. Activities under the Proposed Action will adhere to applicable regulations, technical orders, and Air Force Occupational Safety and Health (AFOSH) standards. No aspects of the Proposed Action at Maxwell AFB are expected to create new or unique ground safety issues.

The AT/FP security program will continue in compliance with regulations and force protection standards at Maxwell AFB.

The Proposed Action will result in short-term minor adverse impacts on health and safety during the project's construction activities. These construction activities will strictly follow applicable Air Force safety regulations, published Air Force Technical Orders, and standards prescribed by AFOSH Program. Construction contractors will also be required to adhere to applicable Occupational Safety and Health Administration (OSHA) requirements.

The primary ground safety concerns during construction and demolition will revolve around potential hazards such as slips, trips, falls, unfamiliar working environments, and task-specific hazards involving hand tools, power tools, and heavy equipment. Construction inherently involves some risk due to the use of large, powerful, and noisy equipment. However, these hazards will be minimized through Best Management Practices (BMPs) implemented at each phase of the work to ensure the safety of all involved. Clear demarcation of work areas and fencing will be employed to confine construction activities and debris, thereby safeguarding bystanders from potential hazards.

Construction employees will receive appropriate training to identify hazards and wear necessary personal protective equipment (PPE) to perform their jobs safely. PPE will include hard hats, steel-toed boots, hearing protection, work gloves, reflective vests, safety harnesses, signaling flags, communication devices, and any other required equipment. The use of PPE and clear signage at the construction site will protect workers and bystanders from sharp or heavy tools, construction materials, loose debris, large moving equipment, and biological hazards, ensuring that there is no expected increase in the number or severity of construction accidents under the Proposed Action.

#### 4.5.2 No Action Alternatives

Under the No Action Alternatives, the Kelly gate area will continue to require permanent Controlled Zone (CZ) waivers. Not implementing the Proposed Action will have no significant impact on safety at Maxwell AFB. Under the No Action Alternative, there will be no renovation or repair activities conducted in the Kelly gate area.

#### 4.6 HAZARDOUS MATERIALS AND WASTES

Impacts on hazardous materials and waste management are considered adverse if the Proposed Action results in noncompliance with applicable federal and state regulations. Impacts on Environmental Restoration Program (ERP) sites would be considered adverse if they impact contaminated sites, resulting in negative effects on human health or the environment.

Maxwell AFB has established guidelines for the handling, storage, and disposal of hazardous materials and wastes detailed in the following instructions and management plans:

- Maxwell AFB Hazardous Waste Management Plan.
- Maxwell AFB Asbestos Management Plan.
- Maxwell AFB Lead-Based Paint (LBP) Management Plan.
- AFMAN 32-7002 Waste Management.
- AFMAN 32-7002 Hazardous Materials Management.

Activities under the Proposed Action will comply with these guidelines, and compliance with hazardous materials and waste management procedures will minimize potential impacts.

The following thresholds have been used to determine if an impact on hazardous materials would be significant:

- Effects constitute a substantial risk to human health or environmental exposure.
- Impacts substantially increase solid waste or the quantity or toxicity of hazardous substances used or generated.
- The impact changes the quantity or types of hazardous substances or solid waste beyond the current management system's capacity.

#### 4.6.1 Proposed Action

Construction activities associated with the Proposed Action will result in short and long-term, negligible, adverse impacts on hazardous materials. Any hazardous materials proposed for use during construction or maintenance will be authorized and approved through the Maxwell AFB Hazardous Waste Management Plan (HMMP).

All hazardous materials and petroleum products will be managed in accordance with applicable USAF regulations and federal, state, and local requirements, as well as the Maxwell AFB HMMP and Installation Compliance Plan (ICP).

In the event that asbestos or lead-based paint (LBP) is encountered, the Maxwell AFB *Asbestos Management and Operations Plan* and Maxwell AFB *Lead-Based Paint Management Plan* will guide their proper handling and disposal.

There is a low potential for radon to pose a health hazard at Maxwell AFB. As such, no impact from radon is anticipated under the Proposed Action. Considering other past, present, and reasonably foreseeable future actions at Maxwell AFB, no significant cumulative effects from radon are expected.

##### 4.6.1.1 Environmental Restoration Program Sites

In Section 3.6.1, it is noted that there are three groundwater monitoring wells - MMW-586, MMW-118, and MMW-119 - situated in the southwest corner of the Base. Laboratory analysis over the last seven years of MMW-118 and MMW-119 has consistently shown non-detect (ND) results for VOCs. Additionally, no significant sources requiring further laboratory analysis of shallow groundwater monitoring well MMW-586, located 15 feet below the ground surface, have been identified.

Mr. Barnwell, the ERP Manager, has indicated that groundwater from the southeast corner's intermediate and deep aquifers does not impact the construction of the new CVI gate. He also clarified that historical sampling of the WED, where a bridge for the CVI gate will be built, did not reveal conveyance of contaminated groundwater from OU-1 plume situated in the former 'Junk Yard.' This plume, originating south of the Base, moves northward through groundwater flow, veering northeast towards the Alabama River upon entering the Base.

Furthermore, Mr. Barnwell highlighted investigations conducted in the area north of Hopper Lodge, previously a skeet range site at location TS301, TS301a, and TS301d. TS301d underwent cleaning to UU/UE standards in 2014, while TS301 and TS301a have Environmental Use Restrictions and LUCs per the ROD. The ERP Manager assured that soil in the

construction area does not impact the CVI gate's construction. Visual references are available in Figures 2-4, 3-4, and 3-6 for better context.

In the event of encountering contaminated soil or groundwater during construction, the responsible construction contractor will manage and dispose of all contaminated media. These media will be containerized, pending analysis and proper disposal. Considering past, present, and foreseeable actions at Maxwell AFB, it is expected that the Proposed Action will not significantly affect ERP sites in terms of cumulative effects."

#### 4.6.2 No Action Alternatives

No renovation, repair, or construction activities will be conducted at Kelly Gate under the No Action Alternatives. As no construction activities will be performed under the No Action Alternatives, there will be no potential impact on hazardous materials. Therefore, no significant impacts are expected.

### 4.7 BIOLOGICAL/NATURAL RESOURCES

The evaluation of impacts on biological resources is based on the types of activities associated with the project, primarily construction, and the existing environmental and ecological conditions in the area. The analysis presented here identifies conservation measures that can be applied to avoid, minimize, or mitigate impacts on vegetation communities, wildlife species, and habitats.

According to the Endangered Species Act (ESA), federal agencies must provide documentation ensuring that their Proposed Actions do not adversely affect the existence of any threatened or endangered species. The ESA requires that federal agencies avoid "taking" federally threatened or endangered species. Section 7 of the ESA establishes a consultation process with the United States Fish and Wildlife Service (USFWS) that concludes with USFWS concurrence or a determination of the risk of jeopardy from a federal agency's proposed project.

#### 4.7.1 Proposed Action

The areas designated for proposed construction activities under the Proposed Action are generally adjacent to existing facilities and consist of paved or graveled areas with limited vegetation and relatively small areas of fragmented native plant communities. Due to the lack of intact native vegetation in the areas designated for development and the minimal vegetation clearing associated with construction activities, no significant impacts on vegetation are anticipated under the Proposed Action. When considered alongside other past, present, and reasonably foreseeable future actions on Maxwell AFB, no significant cumulative effects on vegetation are expected under the Proposed Action.

Limited suitable habitat for wildlife exists in the Proposed Action areas. The developed portion of the area, where the Proposed Action would be located, supports relatively common wildlife species such as small mammals and migratory birds. Wildlife, including species utilizing small undeveloped areas between buildings for foraging and breeding, may be sensitive to increased noise impacts from construction activities. However, the temporary noise and movement caused by construction activities will have negligible short-term impacts on wildlife, including migratory birds. Considering other past, present, and reasonably foreseeable future actions on Maxwell AFB, no significant cumulative effects on wildlife are expected under the Proposed Action.

#### *4.7.1.1 Threatened and Endangered Species*

No federally listed threatened or endangered species are known to occur in the Proposed Action areas, and no federally designated critical habitat is present on the Base. Maxwell AFB will continue to adhere to its bird/wildlife aircraft strike hazard (BASH) plan, ensuring best practices for integrated wildlife damage management. These practices include wildlife hazard monitoring, wildlife strike avoidance, habitat modification and prevention, harassment, alteration of human activities, and legal take.

All projects under the Proposed Action will be sited in proximity to existing infrastructure. Suitable habitat for special-status species is not located in the vicinity of the Proposed Action areas. Based on other past, present, and reasonably foreseeable future actions on Maxwell AFB, no significant cumulative effects on special-status species are expected under the Proposed Action.

#### *4.7.1.2 Invasive Species*

None of the construction-related activities associated with the Proposed Action have the potential to directly impact invasive species. To limit the potential for the introduction of invasive species, equipment and off-Base vehicles will be required to be cleaned before use on Base. Fill dirt, straw, and any plantings will also be checked for evidence of invasive non-native plants. Based on past, present, and reasonably foreseeable future actions on Maxwell AFB, no significant cumulative effects related to invasive species are expected under the Proposed Action.

#### 4.7.2 No Action Alternative

Under the No Action Alternative, new CVI Gate construction will not occur at Maxwell AFB. No new gate and building construction activities will take place. Biological resources in the Proposed Action areas will remain unchanged from current conditions, and no significant impacts on biological resources are anticipated.

### 4.8 CULTURAL RESOURCES

#### 4.8.1 Proposed Actions

Impact analysis for cultural resources focuses on assessing whether the implementation of the Proposed Actions would potentially affect archaeological, architectural, and Native American resources that are listed in or eligible for listing in the National Register of Historic Places (NRHP) or would have significant effects on Native American Traditional Cultural Properties (TCPs).

For CVI Gate EA, impact analysis adheres to guidelines and standards outlined in the National Historic Preservation Act's (NHPA) Section 106 implementing regulations (36 CFR 800). According to Section 106, the entity proposing the action is responsible for identifying any historic properties in the area, evaluating whether the proposed action would adversely affect these properties, and notifying the Alabama State Historic Preservation Office (SHPO) of any potential adverse effects.

An adverse effect is identified when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in NRHP. If an adverse effect is identified, the federal agency consults with the SHPO and the federally recognized tribes

affiliated with the installation to develop measures to avoid, minimize, or mitigate those adverse effects. The assessment of effects takes into account the potential for physical damage or destruction of historic properties and the potential adverse effect of visual intrusions, noise, and vibration on these properties.

Under the Proposed Action, the construction project would not likely affect cultural resources significantly. This is because the project would be situated in areas of the Base that are already heavily disturbed. Furthermore, no NRHP-listed or eligible buildings are located within the direct Area of Potential Effect (APE). When considered along with other past, present, and reasonably foreseeable future actions at Maxwell AFB, no significant cumulative effects on cultural resources would be anticipated to occur under the implementation of the Proposed Action.

Based on the current status of cultural resources at Maxwell AFB, the United States Air Force (USAF) has determined that no historic properties have been identified. This finding is consistent with the concurrence of the SHPO (See **Appendix A**).

#### 4.8.2 No Action Alternatives

Under the No Action Alternatives, there would be no renovation, repair, or construction activities conducted at Kelly Gate under No Action Alternatives. Since no construction activities would be conducted under the No Action Alternatives, there would be no potential to affect architectural, archaeological, or trial resources.

### 4.9 EARTH, OR GEOLOGICAL RESOURCES

Protection of unique geological features, minimization of soil erosion, and the siting of facilities concerning potential geologic hazards and soil limitations are considered when evaluating the potential impacts associated with the implementation of a proposed action on geological resources. Impacts would be considered significant if a proposed action were significantly affected by any of these features.

The analysis of potential impacts on geologic resources typically involves identifying and describing resources that could potentially be affected, examining potential effects an action may have on the resources, assessing the significance of these potential effects, and providing management measures if potentially significant impacts are identified. Analysis of impacts on soil resources resulting from proposed activities examines the suitability of proposed operations and activities' location. Impacts on soil resources can result from earth disturbance that would expose soil to wind or water erosion.

Adverse impacts on soils and potential indirect impacts on water resources can be minimized through the implementation of Best Management Practices (BMPs), such as those typically required to comply with the Clean Water Act (CWA). The National Pollutant Discharge Elimination System (NPDES) program, administered by the United States Environmental Protection Agency (USEPA) and the Alabama Department of Environmental Management (ADEM), requires a Construction General Permit for surface disturbance of one acre or more. Compliance with this permit involves developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and an erosion and sediment control plan that includes site-specific management measures.

#### 4.9.1 Proposed Actions

The implementation of the Proposed Actions is not expected to have a significant impact on geology. Significant alteration of the stratigraphy and geological structures that control groundwater quality is not anticipated. However, construction activities under the Proposed Actions, such as grading, excavating, and re-contouring the soil would result in soil disturbances.

The implementation of the Proposed Actions would result in a limited area of impervious surfaces due to the construction. Any potential impacts resulting from erosion during construction activities would be controlled using standard erosion control measures, such as soil compaction, water, sandbags, silt fencing, earthen berms, or temporary sedimentation basins. Consequently, expected impacts from erosion would be minimal. Grading of existing soils and placement of structural fill for the proposed area would not substantially alter existing soil conditions at Maxwell AFB because much of the property has been previously disturbed from prior development, and naturally occurring surface soils no longer exist in these areas.

#### 4.9.2 No Action Alternatives

Under the No Action Alternative, there would be no construction or repair activities conducted at Kelly Gate. As no construction or repair activities would be conducted under the No Action Alternatives, existing identified resources would continue to be managed following the Maxwell Stormwater Pollution Prevention Plan (SWPPP), and no significant impacts on geological resources would be expected.

### 4.10 INFRASTRUCTURE, TRANSPORTATION, AND UTILITIES

Impacts on infrastructure from a proposed action are evaluated concerning their potential to disrupt or improve existing levels of service in the region of influence (ROI), generate additional requirements for energy or water consumption, and impact resources such as sanitary sewer systems and solid waste management.

Adverse transportation impacts would occur if a proposed action resulted in a substantial increase in traffic that would cause a decrease in the level of service, a substantial increase in the use of the connecting street systems or mass transit, or if on-Base parking demand would not be met by projected supply.

The proposed action's beneficial impact would not only alleviate traffic congestion and address safety deficiencies. As previously stated in Section 3.5, the current Security Forces personnel operating the Entry Control Point (ECP) do not have enough time to safely deploy the existing final denial Anti-Vehicle Barrier (AVB). The distance from the vehicle checkpoint to the AVB is insufficient to successfully deploy this countermeasure during a breach attempt.

The new CVI Gate, featuring an elevated overwatch station for multiple points of recognizing potential threats and an access road intersecting a four-lane divided Birmingham Highway in a large radius and super-elevated curve area, provides a direct line of sight to the access control zone of the ECF/Installation Access Control Points (ECF/IACP), including identification and inspection areas.

Adverse impacts related to utilities/services would occur if a proposed action required more than the existing infrastructure could provide or required services in conflict with adopted plans and policies for the area.

#### 4.10.1 Proposed Actions

No short-term, negligible, adverse impacts on the potable water supply and sanitary sewer systems would be expected during the new CVI Gate construction.

Short-term, minor, adverse impacts on solid waste management may occur under the Proposed Action. The USEPA guidance on estimating solid waste resulting from construction and demolition projects indicates that approximately 4.39 pounds per square foot of debris would be generated for each square foot of construction activity. Contractors would be required to comply with federal, state, and local regulations for the collection and disposal of the solid waste, and all solid waste generated would be collected and transported off Base for disposal or recycling in accordance with Air Force Manual 32-7002.

No long-term impacts on solid waste management would be anticipated under the Proposed Action because the project would not appreciably change the amount of solid waste generated on the Base from everyday functions. When considered with other past, present, and reasonably foreseeable future actions at Maxwell AFB, no significant cumulative effects on solid waste management would be expected.

Birmingham Highway and Maxwell AFB roadways would experience temporary impacts on transportation and circulation from construction-related traffic (i.e., heavy construction equipment and construction-worker vehicles) during construction projects related to the Proposed Action. This project would be expected to occur over a year from FY 2023 through FY 2024. On-Base traffic levels would be anticipated to increase during these activities, with potential impacts determined by the amount of construction occurring simultaneously.

However, upon completion of a new CVI Gate and ECF construction, the proposed drive features with a wide area and denial barrier allow vehicles to maneuver and exit the base by alleviating traffic congestion and addressing the safety deficiencies.

Construction vehicle entry through Maxwell AFB's three primary gates may result in minor delays between the peak hours of 7am and 4 pm; however, the overall potential impact on traffic at Maxwell AFB would be temporary and minor. Construction equipment and vehicle tagging would occur on previously developed or disturbed areas; therefore, potential impacts to parking in the vicinity of the Proposed Project areas would be temporary and minor. When considered along with other past, present, and reasonably foreseeable future actions at Maxwell AFB, no significant cumulative effects on transportation would be expected.

Potential short-term, negligible, adverse impacts on the electrical distribution system could occur during construction activities under the Proposed Action as a result of temporary electrical service interruptions, rerouting aboveground or underground electrical lines, or when a proposed facility is connected to the Base's electrical distribution system.

Short-term, negligible, adverse impacts on the electrical distribution system could occur under the Proposed Action because the operation of the newly constructed building may increase the demand on the system; however, energy-efficient construction to decrease energy consumption consistent with EO 13693, *Planning for Federal Sustainability in the Next Decade*. Therefore, net changes in long-term demand would be anticipated to be minimal. The electrical system would have the capacity required to meet new demands. When considered along with other past, present, and reasonably foreseeable future actions at Maxwell AFB, no significant cumulative effects on the electrical distribution system would be expected.

#### 4.10.2 No Action Alternative

Under the No Action Alternative, the new CVI Gate and ECF constructions would not be located at Maxwell AFB. There would be no renovation, repair, or construction activities conducted under the No Action Alternatives. Therefore, no significant impacts on infrastructure, transportation, and utilities would occur and remain unchanged from current conditions at Maxwell AFB.

#### 4.11 CUMULATIVE EFFECTS

The CEQ regulations stipulate that the cumulative effects analysis in an EA should consider the potential environmental consequences resulting 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 other actions (40 CFR 1508.7).”

Actions that have the potential to interact with the proposed action at Maxwell AFB are included in this cumulative effect analysis. This approach enables decision-makers to have the most current information available to evaluate the range of environmental consequences that would result from the implementation of the proposed actions at Maxwell AFB.

In this chapter, the USAF has identified past and present actions in the region of Maxwell AFB. Additionally, this analysis evaluates reasonably foreseeable future activities that are in the planning phase in this region.

The cumulative effects assessment begins with defining the scope of other project actions and the potential interrelationship with the proposed action. The analysis scope must consider other projects that coincide with the location and timetable of implementation of the proposed project at Maxwell AFB.

Cumulative effects can arise from single or multiple actions and additive or interactive processes acting individually or in combination. Actions that are not part of the proposal but could be considered actions connected in time or space (40 CFR 1508.25) may include projects that affect or are near Maxwell AFB.

This analysis addresses three questions to identify cumulative effects:

1. Does a relationship exist such that elements of the proposed action or alternatives might interact with aspects of past, present, or reasonably foreseeable actions?
2. If one or more of the elements of the alternatives and another action could be expected to interact, would the alternative affect or be affected by the impacts of the other action?
3. If such a relationship exists, does an assessment reveal any potentially significant effects not identified when the alternative is considered alone?

Two conditions must be met for the proposed actions under consideration to have cumulatively significant impacts on an environmental resource.

First, the combined impacts of all identified past, present, and reasonably foreseeable projects, activities, and processes on a resource, including the proposed action’s impacts, must be significant.

Second, the proposed action must make a substantial contribution to that significant cumulative impact.

Proposed actions of limited scope do not typically require comprehensive assessments of cumulative impacts as proposed actions that have significant environmental impacts over a large area.

In the following sections, the cumulative significance is based on the context, intensity, and timing of the project discussed in previous Chapters, related to the past, present, and reasonably foreseeable actions.

Actions announced for the region of influence (ROI) for this project that could occur during the same time as the proposed action are:

- Roadway improvements of March Road; and
- Roadway improvements of Birmingham Highway (see Figure 2-4).

The following cumulative effects are not anticipated for the Proposed Actions:

**Noise:** Due to the short-term nature of the construction activities, the likelihood of past, present, or reasonably foreseeable future actions causing significant adverse cumulative impacts to noise affecting Sensitive Receptors at Maxwell AFB is low. No significant adverse cumulative impacts on noise levels would be expected.

**Air Quality:** The Proposed Actions include construction activities that will occur over a limited period and would not have a cumulative effect on air quality in Montgomery County. The anticipated emissions from the Proposed Action are not significant based on the location, intensity, and timing of the projects. No significant long-term cumulative impacts on air quality are expected from the Proposed Actions.

Potential incremental impacts of the Proposed Actions on air quality must be considered when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other activities. The potential effect of greenhouse gas (GHG) emissions is by nature global and cumulative since worldwide sources of GHGs contribute to climate change. The USAF and Maxwell AFB take proactive measures to reduce their overall GHG emissions.

**Biological/Natural Resources:** Cumulative impacts resulting from the implementation of the Proposed Action in conjunction with present and reasonably foreseeable future actions on biological resources at Maxwell AFB would not be significant.

**Earth Resources:** Construction activities associated with the Proposed Actions would increase the amount of soil disturbed and have the potential to increase erosion and sedimentation into surface water features. However, cumulative impacts resulting from the implementation of the proposed action with present and reasonably foreseeable future actions on the soil resources at Maxwell AFB would not be significant.

**Water Resources:** The Proposed Actions could result in impacts on water resources during construction activities. Earthmoving activities during construction could affect water resources by decreasing the quality of surface water runoff during storm events.

Maxwell AFB currently has a Base-wide stormwater SWPPP. Impacts from multiple short-term construction projects throughout the installation could potentially affect water quality by contributing to sedimentation and runoff, but these impacts would be managed by compliance with regulatory requirements and the Base SWPPP.

Additionally, ongoing groundwater monitoring at the site ensures that groundwater resources remain protected. The potential impacts to water resources resulting from the proposed action are expected to be limited and manageable. Cumulative impacts on water resources are not expected to be significant.

**Infrastructure Transportation, and Utilities:** As previously discussed, construction activities associated with the Proposed Actions may result in short-term, temporary impacts on

infrastructure, transportation, and utilities. However, the impacts would be localized to the construction areas, and their significance would be minor. The cumulative impacts on infrastructure, transportation, and utilities are not expected to be significant.

**Socioeconomics:** The Proposed Actions, along with other past, present, and reasonably foreseeable future actions at Maxwell AFB, are not expected to have a significant cumulative impact on socioeconomics.

**Cultural Resources:** Cumulative impacts on cultural resources from the Proposed Actions in conjunction with other past, present, and reasonably foreseeable future actions are not expected to be significant.

The cumulative effects analysis demonstrates that the incremental impacts of the Proposed Actions, when combined with other past, present, and reasonably foreseeable future actions, do not result in significant adverse environmental effects on the resources and issues analyzed in this EA. Therefore, a Finding of No Significant Impact (FONSI) is appropriate for this action.

**Table 4-2**  
**Summary of Environmental Impacts**

<b>Resource Area</b>	<b>Alternative 1</b>	<b>No Action Alternative</b>
Noise	The Proposed Action would result in a slight short-term increase in noise on Birmingham Highway and FamCamp at Maxwell AFB.	No significant long-term impacts on noise are expected.
Safety	The Proposed Action would result in short-term construction health and safety issues.	No significant impacts on health and safety.
Air Quality	No significant impacts on regional air quality.	No impacts would occur on regional air quality under the No Action Alternative.
Biological Resources	No short- or long-term impacts on biological resources.	No significant impacts on biological resources.
Water Resources (Surface and Groundwater)	No significant impacts on surface water (i.e., 100-year floodplain), and groundwater (i.e., ERP's monitoring wells). Refer Sections 3.6.1, 4.4.1.2 and 4.6.1.1 for details.	Water resources would not change from the current condition, and no impacts on both surface and groundwater would occur.
Geological Resources	No significant impacts on geological resources.	No impacts on geological resources.
Land Use	The Proposed Action would result in a slight change to existing and use.	No changes to existing and use.
Socioeconomics	No impacts on population, economic environment, employment, housing, or educational resources.	No change to socioeconomic conditions.
Environmental justice and Protection of Children	No disproportionate impact on minority or low-income populations. No disproportionate impacts on children or the elderly.	No change to minority low-income, or youth populations.
Cultural Resources	No significant impact on historic buildings or archaeological deposits. No known traditional cultural resources or sacred sites are present.	Cultural resources would not change from the current condition, and no impacts on cultural resources would be anticipated to occur.
Hazardous Materials and Wastes	No impacts on hazardous wastes, asbestos-containing materials (ACM), and lead-based paint (LBP) management. No impacts from radon. The Proposed Action would result in short-term impacts on ERP's monitoring wells.	No change to hazardous materials and wastes, contaminated sites, and toxic substances.
Infrastructure, Transportation, and Utilities	The Proposed Action would result in a short-term impact on local traffic, but no impacts on infrastructure and utilities.	No impacts on local traffic or utilities.

## 5.0 LIST OF PREPARERS

The individuals that contributed to the preparation of this EA are listed below.

<b>Name/Organization</b>	<b>Education</b>	<b>Responsibilities</b>	<b>Years of Experience</b>
Chris Crow / CCR Environmental, Inc.	B.S., Zoology, 1983; M.S., Fisheries Science, 1987	Project Management. Primary Report Author	32
Randy Ficarrotta / CCR Environmental, Inc.	B.S., Biology, 2011	GIS; Report Reviewer	8
Benjamin Mark, PMP, CPG/PG Vectrus, BOS Contract Maxwell AFB, Alabama	B.Sc./M.Sc., Geology/1983 MBA Global Economics, 1993	Contribution: NEPA Program Manager EA Reviewer and Primary Editor	30

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The following Persons and Agencies were contacted in the preparation of this EA.

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Colonel Mike Tyynismaa  
CAP-USAF Commander  
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Montgomery, AL 36112

Juliette Hampton Morgan Memorial Library  
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Montgomery, AL 36104

## 7.0 REFERENCES

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- Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments*
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## **APPENDIX A**

### **Interagency and Intergovernmental Agency Coordination And Consultation And Public Notices**



Daily-Montgomery, Montgomery County, AL

TO: VECTRUS SYSTEMS CORPORATION  
400 CANNON ST  
MAXWELL AFB, AL 36112

# of Affidavits 1

**This is not an invoice**

E-Verify#: DHS72179

**PROOF OF PUBLICATION**

State of Alabama

County of Montgomery:

Before the undersigned authority personally appeared said Legal Clerk who on oath, says that he/she is a personal representative of the *Montgomery Advertiser*, a daily newspaper published in Montgomery, Alabama: that the attached copy of advertisement, being a Legal in the matter of:

**Ad Number: 0004509668**

Was published in said newspaper in the issue(s) of:

MGM-Montgomery Advertiser

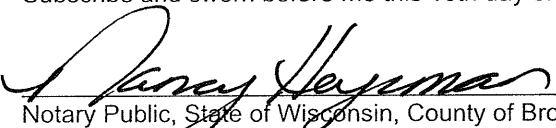
**12/16/2020**

Affiant further says that the said *Montgomery Advertiser* is a newspaper published in said Montgomery County, Alabama, and that the said newspaper has heretofore been published in said Montgomery County, Alabama, and has been entered as second class matter at the Post Office in said Montgomery County, Alabama, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Now due on said account is \$185.22

  
\_\_\_\_\_  
Legal Clerk

Subscribe and sworn before me this 16th day of December, 2020

  
\_\_\_\_\_  
Notary Public, State of Wisconsin, County of Brown  
**5.15.23**  
\_\_\_\_\_  
My Commission expires

NANCY HEYRMAN  
Notary Public  
State of Wisconsin

PUBLIC NOTICE OF ENVIRONMENTAL  
ASSESSMENT PREPARATION

Maxwell Air Force Base is initiating an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA)(42 United States Code 4321 et seq), to evaluate the potential environmental impacts of a proposed project. The installation is proposing to construct a new commercial vehicle inspection gate and entry control facility at the southwestern corner of the installation. Modifications would include constructing a roadway connection to Maxwell AFB from Birmingham Highway, a crossing over West End Ditch, a secure, closeable gate, and new facilities on the installation for vehicle inspection, installation security forces personnel, and associated security functions. The proposed actions would enhance security and bring Maxwell AFB into compliance with current Air Force Anti-Terrorism/Force Protection requirements.

The proposed project would involve construction within the floodplain and would affect the West End Ditch, which may be classified as a Water of the U.S. The actions would be subject to compliance with the Air Force's Environmental Impact Analysis Process (EIAP), Clean Water Act Guidelines, and U.S. Army Corps of Engineers permitting requirements.

As required, federal, state, and local agencies with interest, special expertise or jurisdiction are being contacted for their input on the proposed project. Comments are also requested from the general public. Please submit any comments on the proposed action in writing to Mr. Eric Sharman, Chief of Community Engagement, Air University Public Affairs, 55 LeMay Plaza South, Maxwell AFB, AL 36112, or by e-mail to eric.sharman.2@us.af.mil.

All written comments will be made available to the public and considered during preparation of the EA. Providing private address information with your comment is voluntary, and such personal information will be kept confidential unless release is required by law. However, address information will be used to compile the project mailing list, and failure to provide it will result in your name not being included on the mailing list. All comments must be received no later than 30 days from date of this publication.  
Mont. Adv. 12/16/2020  
0004509668



DEPARTMENT OF THE AIR FORCE  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell AFB, AL 36112

Mr. Bryant Celestine  
Tribal Historic Preservation Officer  
Alabama-Coushatta Tribe of Texas  
571 State Park Road 56  
Livingston, TX 77351

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Celestine:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

Maxwell AFB has supported U.S. military flying missions and maintained an active airfield at this location since the 1930s. One of Maxwell's entry gates, the Kelly Street Gate, was constructed in the 1940s at the eastern edge of the airfield. It is located at the intersection of Kelly Street, which is located on the installation, and Bell Street/Maxwell Boulevard, which is a public roadway that lies outside the installation along the south edge of Maxwell AFB. It serves as an entry point for privately-owned vehicles, as well as the primary inspection site for commercial vehicles entering the installation.

The existing site and facilities do not meet current Air Force standards. Therefore, Maxwell AFB has proposed a project to construct a new entry control point with an access gate, a gatehouse, a commercial vehicle inspection station, and roadways with proper traffic channeling and barriers. The proposed new gate would be located at the southwestern corner of the installation, creating access from Birmingham Highway, just south of the intersection of Birmingham Highway and US Highway 31. The attached map shows the location of the current Kelly Street Gate and the proposed location of a new Commercial Vehicle Inspection gate.

The Area of Potential Effect (APE) for this undertaking is therefore defined as the vacant area in the southwest corner of Maxwell Air Force Base west of the airfield, its connection with Birmingham Highway, and adjoining areas where roadways may be added or modified.

The initial Air Force Environmental Impact Analysis Process evaluation yielded the following information which is based on previous surveys, Maxwell AFB records and readily-available information.

- The proposed project location lies within a special flood hazard zone.
- The access roadway would cross the West End Ditch, which is a drainage channel maintained by the City of Montgomery.
- The installation has previously been surveyed for cultural and historical resources. None have been identified within the project area.
- Previous biological surveys have identified no biological species or habitat of special concern in the proposed project area.

The Environmental Assessment will evaluate the potential effects on the human and natural environment that may result from implementation of the proposed action. The Air Force will also consider the potential effects of the No-Action Alternative.

In accordance with The Air Force Environmental Impact Analysis Process (32 CFR 989) for implementing NEPA, and Executive Order 12372, *Intergovernmental Review of Federal Programs*, we are requesting any comments or concerns you may have with the proposed project. In order to properly evaluate cumulative impacts, we are also requesting that you identify any major projects (recently conducted, presently underway, or planned for the near future) that are in the vicinity of the proposed action.


Per Section 306108 of the National Historic Preservation Act (NHPA) of 1966, as amended, and 36 CFR Part 800, *Protection of Historic Properties*, the USAF is engaging with tribal governments as it formulates the undertaking. NHPA requires that Federal agencies consult with tribes when an agency action might affect historic properties of religious and cultural significance to the tribes. Maxwell AFB has previously been surveyed for historic properties of religious and cultural significance, and none have been identified in the project area. Nevertheless, we welcome any input you may have on the proposed undertaking described above.

Please respond, indicating whether you will be providing information or would like to consult on this undertaking. Your choice applies only to providing information and consultations under the NHPA. It will not affect the handling or disposition of human remains, funerary objects, sacred objects, or objects of cultural patrimony under the Native American Graves Protection and Repatriation Act. In the event such items are inadvertently discovered, we will follow approved procedures and contact you regarding their handling and disposition.

If you have any questions, please contact Mr. Jon Sawyer, Environmental Manager. Please send your comments, concerns and identified projects within 30 days of receipt of this letter. Comments may be submitted in writing to Mr. Jon Sawyer, 42 CES/CEIE, 400 Cannon Street, Maxwell AFB, AL 36112, or e-mailed to [jon.sawyer.ctr@us.af.mil](mailto:jon.sawyer.ctr@us.af.mil).

Thank you in advance for your assistance in this effort.

Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

#### **PRIVACY ADVISORY**

Your comments on this Proposed Action are requested. Letters or other written or oral comments provided to Maxwell Air Force Base may be published in the Final EA. As required by law, comments will be addressed in the Final EA and made available to the public. Any personal information provided will be used only to identify your desire to make a comment or to fulfill requests for copies of the Final EA or associated documents. Private addresses will be compiled to develop a mailing list for those requesting copies of the Final EA. However, only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EA.



DEPARTMENT OF THE AIR FORCE  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
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Ms. Samantha Robinson  
Alabama-Quassarte Tribal Town of the Creek Nation  
101 East Broadway  
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RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Ms. Robinson:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

Maxwell AFB has supported U.S. military flying missions and maintained an active airfield at this location since the 1930s. One of Maxwell's entry gates, the Kelly Street Gate, was constructed in the 1940s at the eastern edge of the airfield. It is located at the intersection of Kelly Street, which is located on the installation, and Bell Street/Maxwell Boulevard, which is a public roadway that lies outside the installation along the south edge of Maxwell AFB. It serves as an entry point for privately-owned vehicles, as well as the primary inspection site for commercial vehicles entering the installation.

The existing site and facilities do not meet current Air Force standards. Therefore, Maxwell AFB has proposed a project to construct a new entry control point with an access gate, a gatehouse, a commercial vehicle inspection station, and roadways with proper traffic channeling and barriers. The proposed new gate would be located at the southwestern corner of the installation, creating access from Birmingham Highway, just south of the intersection of Birmingham Highway and US Highway 31. The attached map shows the location of the current Kelly Street Gate and the proposed location of a new Commercial Vehicle Inspection gate.

The Area of Potential Effect (APE) for this undertaking is therefore defined as the vacant area in the southwest corner of Maxwell Air Force Base west of the airfield, its connection with Birmingham Highway, and adjoining areas where roadways may be added or modified.

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The Environmental Assessment will evaluate the potential effects on the human and natural environment that may result from implementation of the proposed action. The Air Force will also consider the potential effects of the No-Action Alternative.

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Thank you in advance for your assistance in this effort.

Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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DEPARTMENT OF THE AIR FORCE  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell AFB, AL 36112

Mr. Ian Thompson  
Director of Cultural Resources  
Choctaw Nation of Oklahoma  
PO Box 1210  
Durant, OK 74702

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Thompson:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

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DEPARTMENT OF THE AIR FORCE  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell AFB, AL 36112

Mr. David Cook  
Kialegee Tribal Town of the Creek Nation of Oklahoma  
PO Box 332  
Wetumka, OK 74883

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Cook:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

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Mr. Gregory E. Rollins

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DEPARTMENT OF THE AIR FORCE  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell AFB, AL 36112

Mr. Kenneth H. Carleton  
Tribal Archaeologist  
Mississippi Band of Choctaw Indians  
PO Box 6257  
Choctaw, MS 39350

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Carleton:

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Mr. Gregory E. Rollins

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DEPARTMENT OF THE AIR FORCE  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell AFB, AL 36112

Ms. Corain Lowe-Zepeda  
Cultural Preservation Manager  
Muscogee Creek Nation  
PO Box 580  
Okmulgee, OK 74447

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Ms. Lowe-Zepeda:

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42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell AFB, AL 36112

Ms. Carolyn White  
Tribal Administrator  
Poarch Band of Creek Indians  
5811 Jack Spring Rd  
Atmore, AL 36502

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Ms. White:

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell AFB, AL 36112

Mr. Terry Clouthier  
Tribal Historic Preservation Officer  
Thlopthlocco Tribal Town  
PO Box 188  
Okemah, OK 74859

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Clouthier:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

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The Environmental Assessment will evaluate the potential effects on the human and natural environment that may result from implementation of the proposed action. The Air Force will also consider the potential effects of the No-Action Alternative.

In accordance with The Air Force Environmental Impact Analysis Process (32 CFR 989) for implementing NEPA, and Executive Order 12372, *Intergovernmental Review of Federal Programs*, we are requesting any comments or concerns you may have with the proposed project. In order to properly evaluate cumulative impacts, we are also requesting that you identify any major projects (recently conducted, presently underway, or planned for the near future) that are in the vicinity of the proposed action.


Per Section 306108 of the National Historic Preservation Act (NHPA) of 1966, as amended, and 36 CFR Part 800, *Protection of Historic Properties*, the USAF is engaging with tribal governments as it formulates the undertaking. NHPA requires that Federal agencies consult with tribes when an agency action might affect historic properties of religious and cultural significance to the tribes. Maxwell AFB has previously been surveyed for historic properties of religious and cultural significance, and none have been identified in the project area. Nevertheless, we welcome any input you may have on the proposed undertaking described above.

Please respond, indicating whether you will be providing information or would like to consult on this undertaking. Your choice applies only to providing information and consultations under the NHPA. It will not affect the handling or disposition of human remains, funerary objects, sacred objects, or objects of cultural patrimony under the Native American Graves Protection and Repatriation Act. In the event such items are inadvertently discovered, we will follow approved procedures and contact you regarding their handling and disposition.

If you have any questions, please contact Mr. Jon Sawyer, Environmental Manager. Please send your comments, concerns and identified projects within 30 days of receipt of this letter. Comments may be submitted in writing to Mr. Jon Sawyer, 42 CES/CEIE, 400 Cannon Street, Maxwell AFB, AL 36112, or e-mailed to [jon.sawyer.ctr@us.af.mil](mailto:jon.sawyer.ctr@us.af.mil).

Thank you in advance for your assistance in this effort.

Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

#### **PRIVACY ADVISORY**

Your comments on this Proposed Action are requested. Letters or other written or oral comments provided to Maxwell Air Force Base may be published in the Final EA. As required by law, comments will be addressed in the Final EA and made available to the public. Any personal information provided will be used only to identify your desire to make a comment or to fulfill requests for copies of the Final EA or associated documents. Private addresses will be compiled to develop a mailing list for those requesting copies of the Final EA. However, only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EA.

**From:** [Section106](#)  
**To:** [SAWYER, JON B CTR USAF AETC 42 CES/CEIE](#)  
**Subject:** [Non-DoD Source] Re: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama  
**Date:** Tuesday, September 1, 2020 10:19:58 AM

---

This request is for formal consultation and will need the CRS to allow us to better assess any potential impacts. The Muscogee Nation will send our comments/response upon receipt. Thank you for your help.

**Robin Soweka Jr.**

Historic and Cultural Preservation Department | Cultural Resource Specialist

Muscogee (Creek) Nation

P.O. Box 580 | Okmulgee, OK 74447

T 918.732.7726

F 918.758.0649

<http://www.muscogeenation-nsn.gov/>

---

**From:** SAWYER, JON B CTR USAF AETC 42 CES/CEIE

**Sent:** Tuesday, September 1, 2020 9:54 AM

**To:** Section106

**Subject:** RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Mr. Soweka –

We have an excerpt of the cultural resource survey to send you that details the area of the proposed commercial vehicle inspection gate. To make sure we're following appropriate protocol, I want to make sure whether your request for this survey document is simply a request for information, or a request for formal consultation. We'll respond accordingly with the survey excerpt. Please feel free to contact me anytime with questions.

Regards –

**Jon (Bo) Sawyer**

*Environmental Management Chief*

**Maxwell-Gunter AFB**

Vectrus – 42 CES/CEIE

400 Cannon St, Bldg 1060

Maxwell AFB, AL 36112

Mobile: 832.977.9359

Office: 334.953.3954

DSN: 493.3954  
Fax: 334.953.4333

---

**From:** SAWYER, JON B CTR USAF AETC 42 CES/CEIE  
**Sent:** Friday, May 29, 2020 4:01 PM  
**To:** Section106 <[Section106@mcn-nsn.gov](mailto:Section106@mcn-nsn.gov)>  
**Subject:** RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Good afternoon, Mr. Soweka –

Thank you for your response. We are happy to provide a copy of the referenced CRS, and will have the survey sent to you soon. Contact me anytime with questions.

Regards –

**Jon (Bo) Sawyer**

*Environmental Management Chief*

**Maxwell-Gunter AFB**

Vectrus – 42 CES/CEIE  
400 Cannon St, Bldg 1060  
Maxwell AFB, AL 36112  
Mobile: 832.977.9359  
Office: 334.953.3954  
DSN: 493.3954  
Fax: 334.953.4333

---

**From:** Section106 <[Section106@mcn-nsn.gov](mailto:Section106@mcn-nsn.gov)>  
**Sent:** Thursday, May 28, 2020 10:52 AM  
**To:** SAWYER, JON B CTR USAF AETC 42 CES/CEIE <[jon.sawyer.ctr@us.af.mil](mailto:jon.sawyer.ctr@us.af.mil)>  
**Subject:** [Non-DoD Source] Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Good morning Mr. Sawyer,

The Muscogee (Creek) Nation has recently received correspondence from Mr. regarding the proposed new commercial vehicle inspection gate at Maxwell Air Force Base in Montgomery County, Alabama. Montgomery County is located within the Muscogee (Creek) Nation's historic area of interest and is of importance to us. The Muscogee Nation would like to request a copy of the previous cultural resource survey mentioned in the correspondence for the proposed APE. I will sent a response ASAP upon receipt of the CRS. Please feel free to contact me if there are any questions or concerns.

Thank you,

**Robin Soweka Jr.**

Historic and Cultural Preservation Department | Cultural Resource Specialist

Muscogee (Creek) Nation

P.O. Box 580 | Okmulgee, OK 74447

T 918.732.7726

F 918.758.0649

<http://www.muscogeenation-nsn.gov/>



DEPARTMENT OF THE AIR FORCE  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

Colonel Eries L.G. Mentzer  
Commander, 42d Air Base Wing  
50 LeMay Plaza South  
Maxwell AFB AL 36112

Chief James Floyd  
Muscogee (Creek) Nation  
P.O. Box 580  
Okmulgee Oklahoma 74447

Re: Consultation Response to Document Request  
MAFB Commercial Vehicle Inspection Gate  
Project Area Specific Cultural Resources Survey Excerpt  
Montgomery, Montgomery County, Alabama

Dear Chief Floyd,

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the *National Environmental Policy Act* (NEPA) that will evaluate the potential environmental impacts of a proposed action to construct a new commercial vehicle inspection gate (CVI Gate) at Maxwell Air Force Base in Montgomery County, Alabama. During initial coordination proceedings with the Muscogee (Creek) Nation, Mr. Robin Soweka, Jr., Cultural Resource Specialist, requested my office to provide a copy of the cultural resources survey that was performed for the proposed project area through formal consultation procedures. In accordance with government-to-government communications described by Section 2.11 of the AFI 90-2002, *Interactions with Federally Recognized Tribes*, Maxwell Air Force Base is proud to provide the enclosed excerpt from the *Archaeological Survey and Cold War Assessment of Maxwell Air Force Base and Gunter Annex Montgomery, Alabama*, 1997. No cultural resources were discovered by this survey within the proposed project area; therefore, we feel that the proposed action would have no effect upon such resources.

Please contact Mr. Jon Sawyer at 334-953-3954 or [jon.sawyer.ctr@us.af.mil](mailto:jon.sawyer.ctr@us.af.mil) with questions. We respectfully request your concurrence for the proposed project after you and Mr. Soweka review the enclosed information. Thank you for helping Maxwell Air Force Base during this review process.

Sincerely,

A handwritten signature in black ink, appearing to read "ERIES L.G. MENTZER", is located below the "Sincerely," text.

ERIES L.G. MENTZER, Colonel, USAF  
Commander

**From:** [Bryant Celestine](#)  
**To:** [SIMON, JAMI L CTR USAF AETC 42 CES/CEIE](#)  
**Subject:** RE: [Non-DoD Source] RE: Project Coordination Follow-up - CVI Gate - Maxwell AFB, Alabama  
**Date:** Thursday, February 4, 2021 1:22:04 PM

---

Dear Ms. Prewitt:

On behalf of Mikko Skaalaba Herbert Johnson and the Alabama-Coushatta Tribe, our appreciation is expressed on your efforts to consult us regarding the CVI Gate proposal in Montgomery County.

Our Tribe maintains ancestral associations throughout the state of Alabama despite the absence of written records to completely identify Tribal villages, trails, activities, or burial sites. However, it is our objectives to ensure significances of American Indian ancestry, especially of Alabama-Coushatta origin, are administered with the utmost considerations.

Upon review of your submission, no known impacts to cultural assets of the Alabama-Coushatta Tribe of Texas are anticipated in conjunction with this proposal. In the event of the inadvertent discovery of archaeological artifacts and/or human remains, activity in proximity to the location must cease and appropriate authorities, including our Office, notified without delay for additional consultations.

Should you require further assistance, please do not hesitate to contact our Office.

Sincerely,

*Bryant J. Celestine*

Historic Preservation Officer  
Alabama-Coushatta Tribe of Texas  
571 State Park Road 56  
Livingston, Texas 77351  
(936) 563 – 1181 (office)  
(936) 933 – 7297 (cell)  
[Celestine.bryant@actribe.org](mailto:Celestine.bryant@actribe.org)

**From:** [Karen D. Downen](#)  
**To:** [SIMON, JAMI L CTR USAF AETC 42 CES/CEIE](#)  
**Cc:** [Lindsey Bilyeu](#)  
**Subject:** [Non-DoD Source] Re: Project Coordination - CVI Gate - Maxwell AFB, Alabama  
**Date:** Monday, February 1, 2021 2:14:30 PM

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Ms. Simon:

The Choctaw Nation of Oklahoma thanks the USAF, Maxwell Air Force Base, for correspondence regarding the above referenced project. We can find no record of the original correspondence from April, 2020. Thank you for following up on this matter.

Montgomery County, Alabama lies outside of our area of historic interest. The Choctaw Nation Historic Preservation Department respectfully defers to the other Tribes that have been contacted.

If you have any questions, please contact me.

Respectfully yours,

Karen Denham Downen, BFA, MHP  
Graduate Certificate in Native American Studies  
Compliance Review Officer  
Historic Preservation Department  
Choctaw Nation of Oklahoma  
P.O. Box 1210, Durant, OK 74702  
Desk Phone: 580-924-8280 ext. 2117  
Cell Phone: 580-916-2670  
[kdownen@choctawnation.com](mailto:kdownen@choctawnation.com)  
[www.choctawnation.com](http://www.choctawnation.com)  
[www.choctawnationculture.com](http://www.choctawnationculture.com)

This message is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential and exempt from disclosure. If you have received this message in error, you are hereby notified that we do not consent to any reading, dissemination, distribution or copying of this message. If you have received this communication in error, please notify the sender immediately and destroy the transmitted information. Please note that any view or opinions presented in this email are solely those of the author and do not necessarily represent those of the Choctaw Nation.

## Call Log – Mississippi Band of Choctaw Indians

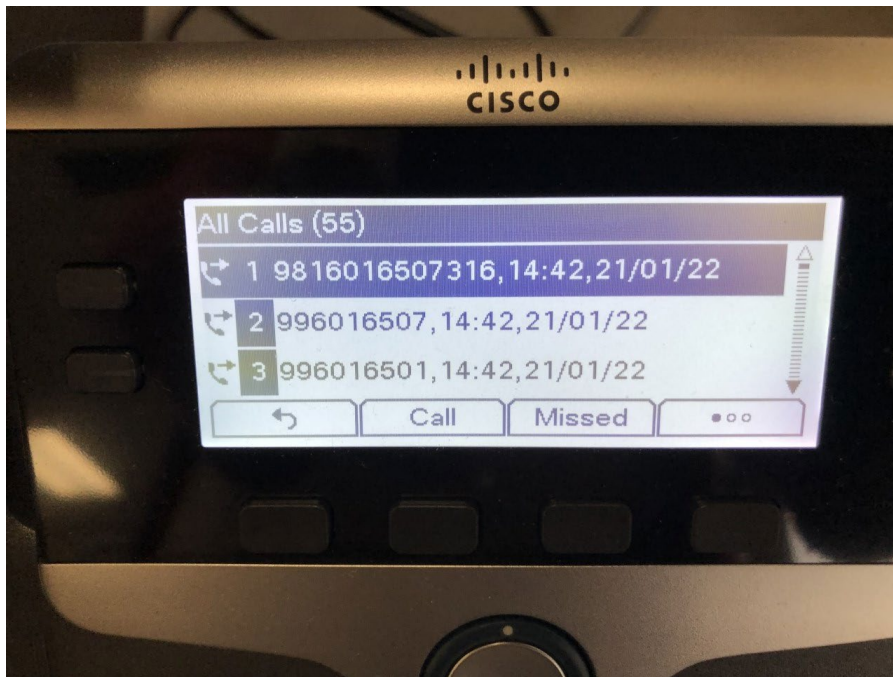


Photo 1. Call made on 21/01/22, no answer, left voice message.

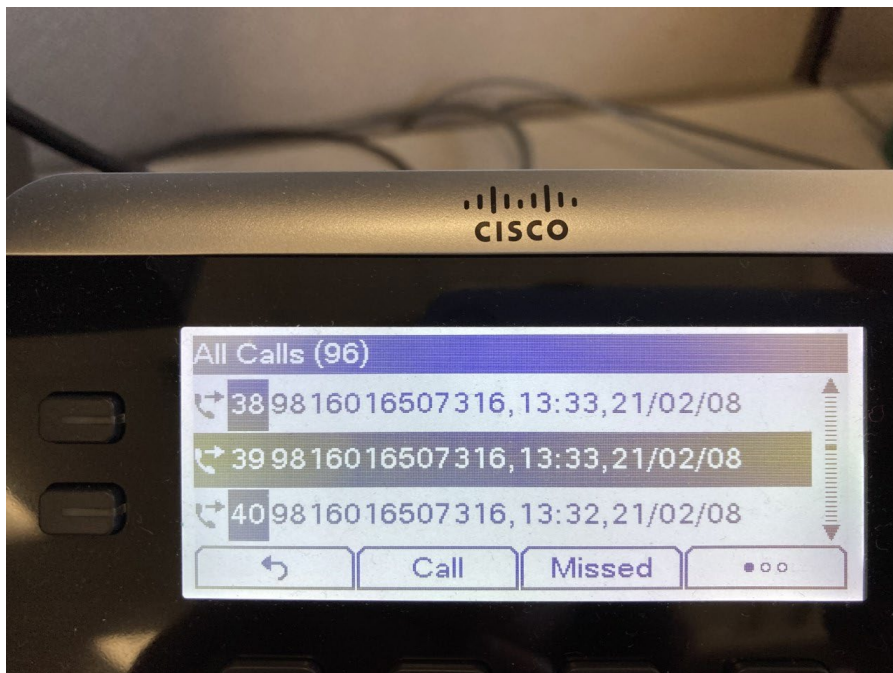


Photo 2. Call made on 21/02/08, no answer, left voice message.

## Call Log – Alabama – Quassarte Tribal Town of the Creek Nation

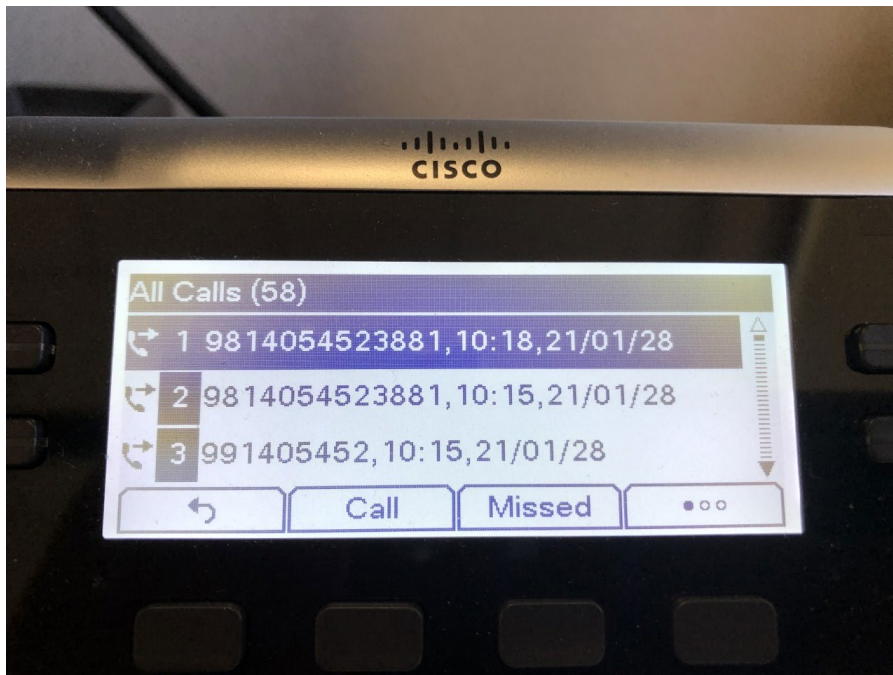


Photo 1. Call made on 21/01/28, no answer, no voicemail.

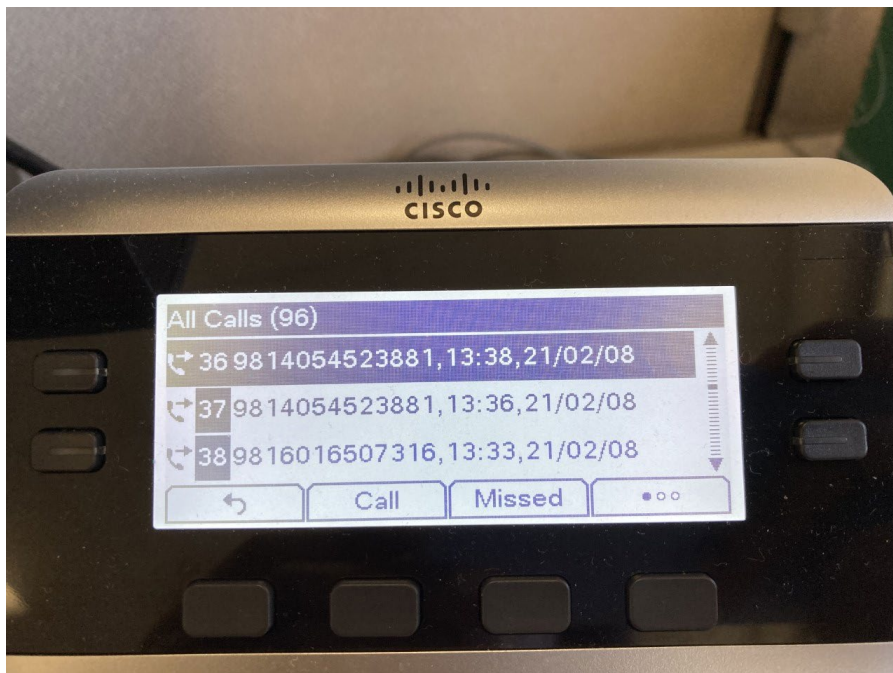


Photo 2. Call made on 21/02/08, no answer, no voicemail.

## COOKS, JAMI L CTR USAF AETC 42 CES/CEIE

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**From:** SIMON, JAMI L CTR USAF AETC 42 CES/CEIE  
**Sent:** Thursday, January 28, 2021 10:03 AM  
**To:** david.cook@kialegeetribe.net  
**Subject:** Project Coordination - CVI Gate - Maxwell AFB, Alabama  
**Attachments:** Kialegee Tribal Town of the Creek Nation of Oklahoma.pdf

Dear Mr. Cook:

Maxwell Air Force Base is completing an environmental assessment (EA) for the proposed construction of a new commercial vehicle gate. A letter dated April 28, 2020, was sent to the Kialegee Tribal Town of the Creek Nation of Oklahoma regarding this project to determine whether your Nation has interest in the proposed activity. We did not receive a response, so we are following-up to make sure that the letter was received and whether there is any interest in the proposed project. Please contact Ms. Jami Simon at 334-953-6417 with questions.

Respectfully,

Chris  
Christine D. Prewitt, GS-14, DAFC  
42d Mission Support Group Deputy  
50 LeMay Plaza South  
Maxwell AFB AL 36112  
DSN: 493-4204  
Commerical: 334-953-4204  
Cell: 334-328-8899

No Response

## COOKS, JAMI L CTR USAF AETC 42 CES/CEIE

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**From:** SIMON, JAMI L CTR USAF AETC 42 CES/CEIE  
**Sent:** Thursday, January 28, 2021 10:06 AM  
**To:** lhaikey@pci-nsn.gov  
**Subject:** Project Coordination - CVI Gate - Maxwell AFB, Alabama  
**Attachments:** Poarch Band of Creek Indians.pdf

Dear Mr. Haikey:

Maxwell Air Force Base is completing an environmental assessment (EA) for the proposed construction of a new commercial vehicle gate. A letter dated April 28, 2020, was sent to the Poarch Band of Creek Indians regarding this project to determine whether your Nation has interest in the proposed activity. We did not receive a response, so we are following-up to make sure that the letter was received and whether there is any interest in the proposed project. Please contact Ms. Jami Simon at 334-953-6417 with questions.

Respectfully,

Chris  
Christine D. Prewitt, GS-14, DAFC  
42d Mission Support Group Deputy  
50 LeMay Plaza South  
Maxwell AFB AL 36112  
DSN: 493-4204  
Commerical: 334-953-4204  
Cell: 334-328-8899

No Response

## COOKS, JAMI L CTR USAF AETC 42 CES/CEIE

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**From:** SIMON, JAMI L CTR USAF AETC 42 CES/CEIE  
**Sent:** Thursday, January 28, 2021 10:11 AM  
**To:** thpo@tttown.org  
**Subject:** Project Coordination - CVI Gate - Maxwell AFB, Alabama  
**Attachments:** Thlopthlocco Tribal Town.pdf

Dear Mr. Clouthier,

Maxwell Air Force Base is completing an environmental assessment (EA) for the proposed construction of a new commercial vehicle gate. A letter dated April 28, 2020, was sent to the Thlopthlocco Tribal Town regarding this project to determine whether your Nation has interest in the proposed activity. We did not receive a response, so we are following-up to make sure that the letter was received and whether there is any interest in the proposed project. Please contact Ms. Jami Simon at 334-953-6417 with questions.

Respectfully,

Chris  
Christine D. Prewitt, GS-14, DAFC  
42d Mission Support Group Deputy  
50 LeMay Plaza South  
Maxwell AFB AL 36112  
DSN: 493-4204  
Commerical: 334-953-4204  
Cell: 334-328-8899

No Response



# ALABAMA HISTORICAL COMMISSION

468 South Perry Street  
P.O. Box 300900  
Montgomery, Alabama 36130-0900  
334-242-3184 / Fax: 334-240-3477

Lisa D. Jones  
Executive Director  
State Historic Preservation Officer

July 28, 2020

Jami Simon  
Maxwell Airforce Base  
400 Cannon Street  
Montgomery, AL 36112

Re: AHC 20-1052  
Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama  
Montgomery County

Dear Ms. Simon:

Upon review of the above referenced project, we have determined that project activities will have no effect on cultural resources eligible for or listed on the National Register of Historic Places. Therefore, we concur with the proposed project activities.

Consultation with the State Historic Preservation Office does not constitute consultation with Tribal Historic Preservation Offices, other Native American tribes, local governments, or the public. If archaeological materials are encountered during construction, the procedures codified at 36 CFR 800.13(b) will apply. Archaeological materials consist of any items, fifty years old or older, which were made or used by man. These items include but are not limited to, stone projectile points (arrowheads), ceramic sherds, bricks, worked wood, bone and stone, metal, and glass objects. The federal agency or the applicant receiving federal assistance should contact our office immediately. If human remains are encountered, the provisions of the Alabama Burial Act (*Code of Alabama* 1975, §13A-7-23.1, as amended; Alabama Historical Commission Administrative Code Chapter 460-X-10 Burials) should be followed. This stipulation shall be placed on the construction plans to insure contractors are aware of it.

We appreciate your commitment to helping us preserve Alabama's historic archaeological and architectural resources. Should you have any questions, please contact Eric Sipes at 334.230.2667 or [Eric.Sipes@ahc.alabama.gov](mailto:Eric.Sipes@ahc.alabama.gov). Have the AHC tracking number referenced above available and include it with any future correspondence.

Sincerely,

Lee Anne Wofford  
Deputy State Historic Preservation Officer

LAW/EDS/law

OFFICE OF THE GOVERNOR

**KAY IVEY**  
GOVERNOR



**STATE OF ALABAMA**

ALABAMA DEPARTMENT OF ECONOMIC  
AND COMMUNITY AFFAIRS

**KENNETH W. BOSWELL**  
DIRECTOR

May 11, 2020

Mr. Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon Street  
Maxwell Air Force Base AL 36112

Re: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Rollins:

Thank you for the opportunity to review the plans for the proposed new commercial vehicle inspection gate at Maxwell Air Force Base. After a review of the plans, we concur that the proposed project would lie within in the Zone AE Special Flood Hazard Area and the floodway associated with the West End Ditch.

Under 44 CFR 60.3(d), you will be required to obtain all necessary permits required by the community for proposed construction and other developments. These required permits could include a Letter of Map Change (LOMC) or a No Rise Certificate.

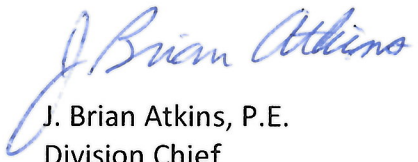
Because the West End Ditch is located in and maintained by the City of Montgomery, you will need to coordinate with the local Floodplain Administrator, whose contact information is listed below, to ensure all local and federal requirements have been met.

Please contact the local Floodplain Administrators, whose contact information is listed below, to ensure all requirements have been met under FEMA regulations.

Patrick Dunson  
City Engineer and Floodplain Administrator  
City of Montgomery  
Post Office Box 111  
Montgomery, AL 36101  
[pdunson@montgomeryal.gov](mailto:pdunson@montgomeryal.gov)  
334.625.2695

If you have any questions or if we can be of further assistance, please let us know.

Sincerely,

A handwritten signature in blue ink that reads "J. Brian Atkins". The signature is fluid and cursive, with the first name "J. Brian" and the last name "Atkins" clearly legible.

J. Brian Atkins, P.E.

Division Chief

Office of Water Resources

cc: Patrick Dunson, City Engineer and Floodplain Administrator, City of Montgomery



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**Jackson Airports District Office**  
100 West Cross Street, Suite B  
Jackson, MS 39208-2307  
(601) 664-9900 Fax: (601) 664-9901

July 9, 2020

Jon Sawyer  
Environmental Manager  
42<sup>nd</sup> CES / CEIE  
400 Cannon St.  
Maxwell Air Force Base AL 36112

**RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama**

Mr.Sawyer,

We have completed a review of the project identified above. The project described in your letter dated April 20, 2020 is not located on a public commercial or general aviation airport. The FAA has no environmental jurisdiction in regards to your project. Also, the project site or work poses no risk to the nearest airport runway protection zone (RPZ) nor does it appear to otherwise impact the safety, security, and efficiency of the National Airspace System.

Please call if you have any questions at 601-664-9897.

Sincerely,

Brian Hendry  
Community Planner

**From:** [DRESCHER, CRAIG W Col USAF AFRC 908 AW/CC](#)  
**To:** [SAWYER, JON B CTR USAF AETC 42 CES/CEIE](#)  
**Cc:** [PETERSEN, CRAIG S Col USAF AFRC 908 MSG/CC](#); [CATCHINGS, STEPHEN D Lt Col USAF AFRC 908 AW/SE](#); [BEACH, WILLIAM K CIV 908 MSG](#)  
**Subject:** Commercial Vehicle Inspection Gate  
**Date:** Thursday, May 14, 2020 11:01:11 AM  
**Attachments:** [Gate info.pdf](#)

---

Mr. Sawyer,

No concerns regarding the attached proposal.

Historically, we have challenges with the timeliness of the paper mail.  
In the future, don't hesitate to e-mail to any of the people on this e-mail.

V/R,

CRAIG W. DRESCHER, Col, USAF  
Commander, 908 AW  
493-9080  
(334) 953-9080

**From:** [Jannett, Richard](#)  
**To:** [SAWYER, JON B CTR USAF AETC 42 CES/CEIE](#)  
**Subject:** [Non-DoD Source] Proposed CVI gate at MAFB  
**Date:** Friday, May 29, 2020 2:11:04 PM

---

Mr. Sawyer,

I hope this email finds you well!

I've taken a look at the location of the proposed new commercial vehicle inspection gate at MAFB and don't currently see any issues with what's been proposed.

Thanks,

**Richard Jannett, Ph.D**  
Environmental Engineering Specialist  
Facilities Engineering Section  
Governmental Hazardous Waste Branch, Land Division  
Alabama Department of Environmental Management  
1400 Coliseum Boulevard  
Montgomery, AL 36110-2400  
(334) 270-5610 (office)  
(205) 541-3195 (mobile)  
[www.adem.alabama.gov](http://www.adem.alabama.gov)



**From:** [Robinson, Russell K NFG NG ALARNG \(USA\)](#)  
**To:** [SAWYER, JON B CTR USAF AETC 42 CES/CEIE](#)  
**Cc:** [ROLLINS, GREGORY E GS-14 USAF AETC 42 CES/CL](#)  
**Subject:** Proposed New Commercial Vehicle Gate, Maxwell AFB EA Comment Request  
**Date:** Wednesday, May 27, 2020 8:08:48 AM

---

Mr. Jon Sawyer  
Environmental Manager  
42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Re: Proposed New Commercial Vehicle Inspection Gate Environmental Assessment  
Maxwell Air Force Base, AL

Dear Mr. Sawyer:

Thank you for the opportunity to review and comment on the proposed plans for the proposed new commercial vehicle inspection gate. We have reviewed the information identified in your Air Force Environmental Impact Analysis Process (EAIP) process and do not have any additional comments, concerns or identified projects to submit at this time. If we may be of further assistance, please contact the undersigned below.

Sincerely,  
Russell K. Robinson  
State Military Environmental Supervisor  
Alabama National Guard Joint Force Headquarters

NGAL-FMO-ENV  
1720 Congressman Dickinson Drive  
P.O. Box 3711  
Montgomery, AL 36109-0711  
Phone: 334.271.8184  
Email: russell.k.robinson.nfg@mail.mil



## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Alabama Ecological Services Field Office  
1208 B Main Street  
Daphne, AL 36526-4419  
Phone: (251) 441-5181 Fax: (251) 441-6222



In Reply Refer To:  
Project Code: 2022-0074147  
Project Name: Proposed CVI Gate

August 12, 2022

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Project consultation requests may be submitted by mail or email (Alabama@fws.gov). **Ensure that the Project Code in the header of this letter is clearly referenced in any request for consultation or correspondence submitted to our office.**

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Ensure that the Project Code in the header of this**

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**letter is clearly referenced with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds
- Wetlands

## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Alabama Ecological Services Field Office**

1208 B Main Street

Daphne, AL 36526-4419

(251) 441-5181

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## Project Summary

Project Code: 2022-0074147

Project Name: Proposed CVI Gate

Project Type: New Constr - Above Ground

Project Description: Construction and operation of a new commercial vehicle inspection gate on the southwestern boundary of Maxwell AFB.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@32.36658695,-86.36994938323534,14z>



Counties: Montgomery County, Alabama

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## Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

### Birds

NAME	STATUS
Wood Stork <i>Mycteria americana</i> Population: AL, FL, GA, MS, NC, SC No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/8477">https://ecos.fws.gov/ecp/species/8477</a>	Threatened

### Clams

NAME	STATUS
Southern Clubshell <i>Pleurobema decisum</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/6113">https://ecos.fws.gov/ecp/species/6113</a>	Endangered

### Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Candidate

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## Flowering Plants

NAME	STATUS
Alabama Canebrake Pitcher-plant <i>Sarracenia rubra ssp. alabamensis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/1846">https://ecos.fws.gov/ecp/species/1846</a>	Endangered
Georgia Rockcress <i>Arabis georgiana</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/4535">https://ecos.fws.gov/ecp/species/4535</a>	Threatened

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

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# USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

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# Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

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1. The [Migratory Birds Treaty Act](#) of 1918.
  2. The [Bald and Golden Eagle Protection Act](#) of 1940.
  3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

**The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\)](#) list or warrant special attention in your project location.** To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
<b>American Kestrel <i>Falco sparverius paulus</i></b> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA <a href="https://ecos.fws.gov/ecp/species/9587">https://ecos.fws.gov/ecp/species/9587</a>	Breeds Apr 1 to Aug 31
<b>Bald Eagle <i>Haliaeetus leucocephalus</i></b> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Sep 1 to Jul 31

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NAME	BREEDING SEASON
<b>Brown-headed Nuthatch <i>Sitta pusilla</i></b> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 1 to Jul 15
<b>Chimney Swift <i>Chaetura pelagica</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
<b>Prairie Warbler <i>Dendroica discolor</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31
<b>Prothonotary Warbler <i>Protonotaria citrea</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Jul 31
<b>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
<b>Rusty Blackbird <i>Euphagus carolinus</i></b> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
<b>Swallow-tailed Kite <i>Elanoides forficatus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/8938">https://ecos.fws.gov/ecp/species/8938</a>	Breeds Mar 10 to Jun 30
<b>Wood Thrush <i>Hylocichla mustelina</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

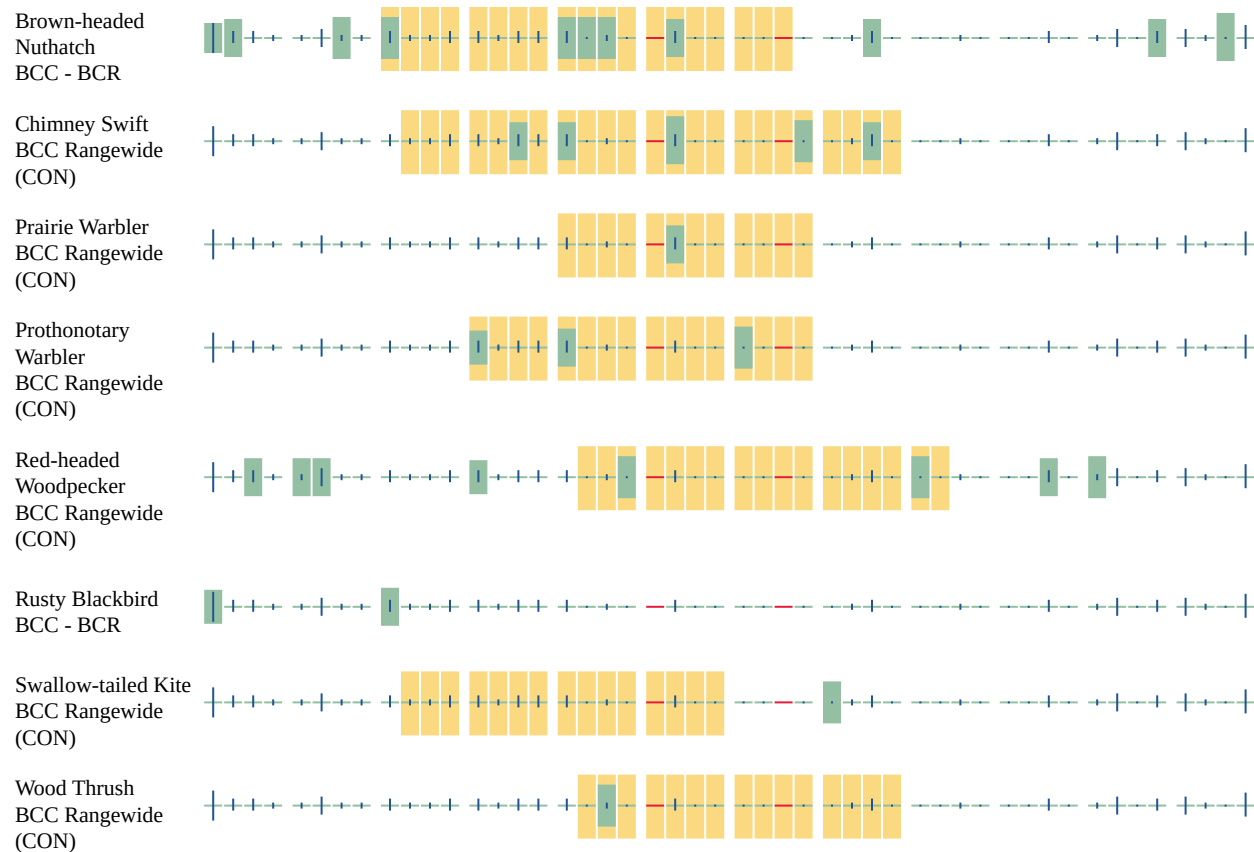
## Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.





Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

## Migratory Birds FAQ

**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?**

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

**How do I know if a bird is breeding, wintering or migrating in my area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

**What are the levels of concern for migratory birds?**

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
  2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
-

3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

### **Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

### **What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

### **Proper Interpretation and Use of Your Migratory Bird Report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell

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me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

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## Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

### RIVERINE

- [Riverine](#)
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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Mr. Larry O. Gissentanna  
NEPA Program Office, DoD and Federal Agency Project Manager  
U.S. Environmental Protection Agency, Region 4  
61 Forsyth Street SW  
Atlanta, GA 30303-8960

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Gissentanna:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

Maxwell AFB has supported U.S. military flying missions and maintained an active airfield at this location since the 1930s. One of Maxwell's entry gates, the Kelly Street Gate, was constructed in the 1940s at the eastern edge of the airfield. It is located at the intersection of Kelly Street, which is located on the installation, and Bell Street/Maxwell Boulevard, which is a public roadway that lies outside the installation along the south edge of Maxwell AFB. It serves as an entry point for privately-owned vehicles, as well as the primary inspection site for commercial vehicles entering the installation.

The existing site and facilities do not meet current Air Force standards. Therefore, Maxwell AFB has proposed a project to construct a new entry control point with an access gate, a gatehouse, a commercial vehicle inspection station, and roadways with proper traffic channeling and barriers. The proposed new gate would be located at the southwest corner of the installation, creating access from Birmingham Highway, just south of the intersection of Birmingham Highway and US Highway 31. The attached map shows the location of the current Kelly Street Gate and the proposed location of a new Commercial Vehicle Inspection (CVI) gate.

The initial Air Force Environmental Impact Analysis Process evaluation yielded the following information which is based on previous surveys, Maxwell AFB records and readily-available information.

- The proposed project location lies within a special flood hazard zone.
- The access roadway would cross the West End Ditch, which is a drainage channel maintained by the City of Montgomery.

- The installation has previously been surveyed for cultural and historical resources. None have been identified within the project area.
- Previous biological surveys have identified no biological species or habitat of special concern in the proposed project area.


The Environmental Assessment will evaluate the potential effects on the human and natural environment that may result from implementation of the proposed action. The Air Force will also consider the potential effects of the No-Action Alternative.

In accordance with The Air Force Environmental Impact Analysis Process (32 CFR 989) for implementing NEPA, and Executive Order 12372, *Intergovernmental Review of Federal Programs*, we are requesting any comments or concerns you may have with the proposed project. In order to properly evaluate cumulative impacts, we are also requesting that you identify any major projects (recently conducted, presently underway, or planned for the near future) that are in the vicinity of the proposed action.

Federal, state, and local agencies with special expertise, interest, or jurisdiction are being contacted for their comments. Agencies include the United States Army Corps of Engineers, United States Fish and Wildlife Service, United States Environmental Protection Agency, Federal Emergency Management Agency, Federal Aviation Administration, Alabama Department of Transportation, Alabama Department of Conservation and Natural Resources, Alabama Department of Environmental Management, Alabama Department of Emergency Management, Alabama Historical Commission, City of Montgomery, Native American Tribes, and others.

Please send your comments, concerns and identified projects within 30 days of receipt of this letter. Comments may be submitted in writing to Mr. Jon Sawyer, Environmental Manager, 42 CES/CEIE, 400 Cannon Street, Maxwell AFB, AL 36112, or e-mailed to: [jon.sawyer.ctr@us.af.mil](mailto:jon.sawyer.ctr@us.af.mil).

Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

#### **PRIVACY ADVISORY**

Your comments on this Proposed Action are requested. Letters or other written or oral comments provided to Maxwell Air Force Base may be published in the Final EA. As required by law, comments will be addressed in the Final EA and made available to the public. Any personal information provided will be used only to identify your desire to make a comment or to fulfill requests for copies of the Final EA or associated documents. Private addresses will be compiled to develop a mailing list for those requesting copies of the Final EA. However, only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EA.



**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Mr. William Straw  
Regional Environmental Officer  
Federal Emergency Management Agency  
3003 Chamblee Tucker Rd  
Atlanta, GA 30341

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Straw:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

Maxwell AFB has supported U.S. military flying missions and maintained an active airfield at this location since the 1930s. One of Maxwell's entry gates, the Kelly Street Gate, was constructed in the 1940s at the eastern edge of the airfield. It is located at the intersection of Kelly Street, which is located on the installation, and Bell Street/Maxwell Boulevard, which is a public roadway that lies outside the installation along the south edge of Maxwell AFB. It serves as an entry point for privately-owned vehicles, as well as the primary inspection site for commercial vehicles entering the installation.

The existing site and facilities do not meet current Air Force standards. Therefore, Maxwell AFB has proposed a project to construct a new entry control point with an access gate, a gatehouse, a commercial vehicle inspection station, and roadways with proper traffic channeling and barriers. The proposed new gate would be located at the southwest corner of the installation, creating access from Birmingham Highway, just south of the intersection of Birmingham Highway and US Highway 31. The attached map shows the location of the current Kelly Street Gate and the proposed location of a new Commercial Vehicle Inspection (CVI) gate.

The initial Air Force Environmental Impact Analysis Process evaluation yielded the following information which is based on previous surveys, Maxwell AFB records and readily-available information.

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Federal, state, and local agencies with special expertise, interest, or jurisdiction are being contacted for their comments. Agencies include the United States Army Corps of Engineers, United States Fish and Wildlife Service, United States Environmental Protection Agency, Federal Emergency Management Agency, Federal Aviation Administration, Alabama Department of Transportation, Alabama Department of Conservation and Natural Resources, Alabama Department of Environmental Management, Alabama Department of Emergency Management, Alabama Historical Commission, City of Montgomery, Native American Tribes, and others.

Please send your comments, concerns and identified projects within 30 days of receipt of this letter. Comments may be submitted in writing to Mr. Jon Sawyer, Environmental Manager, 42 CES/CEIE, 400 Cannon Street, Maxwell AFB, AL 36112, or e-mailed to: [jon.sawyer.ctr@us.af.mil](mailto:jon.sawyer.ctr@us.af.mil).

Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Mr. Craig J. Litteken, Regulatory Division Chief  
U.S. Army Corps of Engineers  
Mobile District  
PO Box 2288  
Mobile, AL 36628-0001

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Litteken:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

Maxwell AFB has supported U.S. military flying missions and maintained an active airfield at this location since the 1930s. One of Maxwell's entry gates, the Kelly Street Gate, was constructed in the 1940s at the eastern edge of the airfield. It is located at the intersection of Kelly Street, which is located on the installation, and Bell Street/Maxwell Boulevard, which is a public roadway that lies outside the installation along the south edge of Maxwell AFB. It serves as an entry point for privately-owned vehicles, as well as the primary inspection site for commercial vehicles entering the installation.

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The Environmental Assessment will evaluate the potential effects on the human and natural environment that may result from implementation of the proposed action. The Air Force will also consider the potential effects of the No-Action Alternative.

In accordance with The Air Force Environmental Impact Analysis Process (32 CFR 989) for implementing NEPA, and Executive Order 12372, *Intergovernmental Review of Federal Programs*, we are requesting any comments or concerns you may have with the proposed project. In order to properly evaluate cumulative impacts, we are also requesting that you identify any major projects (recently conducted, presently underway, or planned for the near future) that are in the vicinity of the proposed action.

Federal, state, and local agencies with special expertise, interest, or jurisdiction are being contacted for their comments. Agencies include the United States Army Corps of Engineers, United States Fish and Wildlife Service, United States Environmental Protection Agency, Federal Emergency Management Agency, Federal Aviation Administration, Alabama Department of Transportation, Alabama Department of Conservation and Natural Resources, Alabama Department of Environmental Management, Alabama Department of Emergency Management, Alabama Historical Commission, City of Montgomery, Native American Tribes, and others.

Please send your comments, concerns and identified projects within 30 days of receipt of this letter. Comments may be submitted in writing to Mr. Jon Sawyer, Environmental Manager, 42 CES/CEIE, 400 Cannon Street, Maxwell AFB, AL 36112, or e-mailed to: [jon.sawyer.ctr@us.af.mil](mailto:jon.sawyer.ctr@us.af.mil).

Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

#### **PRIVACY ADVISORY**

Your comments on this Proposed Action are requested. Letters or other written or oral comments provided to Maxwell Air Force Base may be published in the Final EA. As required by law, comments will be addressed in the Final EA and made available to the public. Any personal information provided will be used only to identify your desire to make a comment or to fulfill requests for copies of the Final EA or associated documents. Private addresses will be compiled to develop a mailing list for those requesting copies of the Final EA. However, only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EA.



**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Mr. Bill Pearson, Daphne Field Office Supervisor  
U.S. Fish and Wildlife Service, Region 4  
Alabama Ecological Services Field Office  
1208-B Main Street  
Daphne, AL 36526

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Pearson:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

Maxwell AFB has supported U.S. military flying missions and maintained an active airfield at this location since the 1930s. One of Maxwell's entry gates, the Kelly Street Gate, was constructed in the 1940s at the eastern edge of the airfield. It is located at the intersection of Kelly Street, which is located on the installation, and Bell Street/Maxwell Boulevard, which is a public roadway that lies outside the installation along the south edge of Maxwell AFB. It serves as an entry point for privately-owned vehicles, as well as the primary inspection site for commercial vehicles entering the installation.

The existing site and facilities do not meet current Air Force standards. Therefore, Maxwell AFB has proposed a project to construct a new entry control point with an access gate, a gatehouse, a commercial vehicle inspection station, and roadways with proper traffic channeling and barriers. The proposed new gate would be located at the southwest corner of the installation, creating access from Birmingham Highway, just south of the intersection of Birmingham Highway and US Highway 31. The attached map shows the location of the current Kelly Street Gate and the proposed location of a new Commercial Vehicle Inspection (CVI) gate.

The initial Air Force Environmental Impact Analysis Process evaluation yielded the following information which is based on previous surveys, Maxwell AFB records and readily-available information.

- The proposed project location lies within a special flood hazard zone.
- The access roadway would cross the West End Ditch, which is a drainage channel maintained by the City of Montgomery.

- The installation has previously been surveyed for cultural and historical resources. None have been identified within the project area.
- Previous biological surveys have identified no biological species or habitat of special concern in the proposed project area.


The Environmental Assessment will evaluate the potential effects on the human and natural environment that may result from implementation of the proposed action. The Air Force will also consider the potential effects of the No-Action Alternative.

In accordance with The Air Force Environmental Impact Analysis Process (32 CFR 989) for implementing NEPA, and Executive Order 12372, *Intergovernmental Review of Federal Programs*, we are requesting any comments or concerns you may have with the proposed project. In order to properly evaluate cumulative impacts, we are also requesting that you identify any major projects (recently conducted, presently underway, or planned for the near future) that are in the vicinity of the proposed action.

Federal, state, and local agencies with special expertise, interest, or jurisdiction are being contacted for their comments. Agencies include the United States Army Corps of Engineers, United States Fish and Wildlife Service, United States Environmental Protection Agency, Federal Emergency Management Agency, Federal Aviation Administration, Alabama Department of Transportation, Alabama Department of Conservation and Natural Resources, Alabama Department of Environmental Management, Alabama Department of Emergency Management, Alabama Historical Commission, City of Montgomery, Native American Tribes, and others.

Please send your comments, concerns and identified projects within 30 days of receipt of this letter. Comments may be submitted in writing to Mr. Jon Sawyer, Environmental Manager, 42 CES/CEIE, 400 Cannon Street, Maxwell AFB, AL 36112, or e-mailed to: [jon.sawyer.ctr@us.af.mil](mailto:jon.sawyer.ctr@us.af.mil).

Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Mr. Lance LeFleur, Director  
Alabama Department of Environmental Management (ADEM)  
1400 Coliseum Blvd  
Montgomery, AL 36110-2400

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. LeFleur:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

Maxwell AFB has supported U.S. military flying missions and maintained an active airfield at this location since the 1930s. One of Maxwell's entry gates, the Kelly Street Gate, was constructed in the 1940s at the eastern edge of the airfield. It is located at the intersection of Kelly Street, which is located on the installation, and Bell Street/Maxwell Boulevard, which is a public roadway that lies outside the installation along the south edge of Maxwell AFB. It serves as an entry point for privately-owned vehicles, as well as the primary inspection site for commercial vehicles entering the installation.

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Federal, state, and local agencies with special expertise, interest, or jurisdiction are being contacted for their comments. Agencies include the United States Army Corps of Engineers, United States Fish and Wildlife Service, United States Environmental Protection Agency, Federal Emergency Management Agency, Federal Aviation Administration, Alabama Department of Transportation, Alabama Department of Conservation and Natural Resources, Alabama Department of Environmental Management, Alabama Department of Emergency Management, Alabama Historical Commission, City of Montgomery, Native American Tribes, and others.

Please send your comments, concerns and identified projects within 30 days of receipt of this letter. Comments may be submitted in writing to Mr. Jon Sawyer, Environmental Manager, 42 CES/CEIE, 400 Cannon Street, Maxwell AFB, AL 36112, or e-mailed to: [jon.sawyer.ctr@us.af.mil](mailto:jon.sawyer.ctr@us.af.mil).

Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Ms. Lee Anne Wofford  
State Historic Preservation Officer  
Alabama Historical Commission  
468 South Perry Street  
Montgomery, AL 36130-0900

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Ms. Wofford:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

Maxwell AFB has supported U.S. military flying missions and maintained an active airfield at this location since the 1930s. One of Maxwell's entry gates, the Kelly Street Gate, was constructed in the 1940s at the eastern edge of the airfield. It is located at the intersection of Kelly Street, which is located on the installation, and Bell Street/Maxwell Boulevard, which is a public roadway that lies outside the installation along the south edge of Maxwell AFB. It serves as an entry point for privately-owned vehicles, as well as the primary inspection site for commercial vehicles entering the installation.

The existing site and facilities do not meet current Air Force standards. Therefore, Maxwell AFB has proposed a project to construct a new entry control point with an access gate, a gatehouse, a commercial vehicle inspection station, and roadways with proper traffic channeling and barriers. The proposed new gate would be located at the southwest corner of the installation, creating access from Birmingham Highway, just south of the intersection of Birmingham Highway and US Highway 31. The attached map shows the location of the current Kelly Street Gate and the proposed location of a new Commercial Vehicle Inspection (CVI) gate.

The initial Air Force Environmental Impact Analysis Process evaluation yielded the following information which is based on previous surveys, Maxwell AFB records and readily-available information.

- The proposed project location lies within a special flood hazard zone.
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The Environmental Assessment will evaluate the potential effects on the human and natural environment that may result from implementation of the proposed action. The Air Force will also consider the potential effects of the No-Action Alternative.

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Please send your comments, concerns and identified projects within 30 days of receipt of this letter. Comments may be submitted in writing to Mr. Jon Sawyer, Environmental Manager, 42 CES/CEIE, 400 Cannon Street, Maxwell AFB, AL 36112, or e-mailed to: [jon.sawyer.ctr@us.af.mil](mailto:jon.sawyer.ctr@us.af.mil).

Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Mr. Christopher Blankenship, Commissioner  
Alabama Department of Conservation and Natural Resources  
64 North Union Street  
Montgomery, AL 36130

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Blankenship:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

Maxwell AFB has supported U.S. military flying missions and maintained an active airfield at this location since the 1930s. One of Maxwell's entry gates, the Kelly Street Gate, was constructed in the 1940s at the eastern edge of the airfield. It is located at the intersection of Kelly Street, which is located on the installation, and Bell Street/Maxwell Boulevard, which is a public roadway that lies outside the installation along the south edge of Maxwell AFB. It serves as an entry point for privately-owned vehicles, as well as the primary inspection site for commercial vehicles entering the installation.

The existing site and facilities do not meet current Air Force standards. Therefore, Maxwell AFB has proposed a project to construct a new entry control point with an access gate, a gatehouse, a commercial vehicle inspection station, and roadways with proper traffic channeling and barriers. The proposed new gate would be located at the southwest corner of the installation, creating access from Birmingham Highway, just south of the intersection of Birmingham Highway and US Highway 31. The attached map shows the location of the current Kelly Street Gate and the proposed location of a new Commercial Vehicle Inspection (CVI) gate.

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The Environmental Assessment will evaluate the potential effects on the human and natural environment that may result from implementation of the proposed action. The Air Force will also consider the potential effects of the No-Action Alternative.

In accordance with The Air Force Environmental Impact Analysis Process (32 CFR 989) for implementing NEPA, and Executive Order 12372, *Intergovernmental Review of Federal Programs*, we are requesting any comments or concerns you may have with the proposed project. In order to properly evaluate cumulative impacts, we are also requesting that you identify any major projects (recently conducted, presently underway, or planned for the near future) that are in the vicinity of the proposed action.

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Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Mr. Art Faulkner, Director  
Alabama Emergency Management  
PO Box 2160  
Clanton, AL 35046-2160

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Faulkner:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

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Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

The Honorable Steven Reed  
Mayor  
City of Montgomery  
PO Box 1111  
Montgomery, AL 36101

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mayor Reed:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

Maxwell AFB has supported U.S. military flying missions and maintained an active airfield at this location since the 1930s. One of Maxwell's entry gates, the Kelly Street Gate, was constructed in the 1940s at the eastern edge of the airfield. It is located at the intersection of Kelly Street, which is located on the installation, and Bell Street/Maxwell Boulevard, which is a public roadway that lies outside the installation along the south edge of Maxwell AFB. It serves as an entry point for privately-owned vehicles, as well as the primary inspection site for commercial vehicles entering the installation.

The existing site and facilities do not meet current Air Force standards. Therefore, Maxwell AFB has proposed a project to construct a new entry control point with an access gate, a gatehouse, a commercial vehicle inspection station, and roadways with proper traffic channeling and barriers. The proposed new gate would be located at the southwest corner of the installation, creating access from Birmingham Highway, just south of the intersection of Birmingham Highway and US Highway 31. The attached map shows the location of the current Kelly Street Gate and the proposed location of a new Commercial Vehicle Inspection (CVI) gate.

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Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Mr. Robert E. Smith  
Director of Planning and Development  
City of Montgomery Planning Department  
103 North Perry St  
Montgomery, AL 36104

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Smith:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

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Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Mr. Joe Greene  
Vice President, Military and Federal Affairs  
Montgomery Area Chamber of Commerce  
41 Commerce Street  
Montgomery, AL 36101

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Greene:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

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- The installation has previously been surveyed for cultural and historical resources. None have been identified within the project area.
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The Environmental Assessment will evaluate the potential effects on the human and natural environment that may result from implementation of the proposed action. The Air Force will also consider the potential effects of the No-Action Alternative.

In accordance with The Air Force Environmental Impact Analysis Process (32 CFR 989) for implementing NEPA, and Executive Order 12372, *Intergovernmental Review of Federal Programs*, we are requesting any comments or concerns you may have with the proposed project. In order to properly evaluate cumulative impacts, we are also requesting that you identify any major projects (recently conducted, presently underway, or planned for the near future) that are in the vicinity of the proposed action.

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Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Mr. Greg Clark  
Executive Director  
Central Alabama Regional Planning and Development Commission  
430 South Court Street  
Montgomery, AL 36104

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Clark:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

Maxwell AFB has supported U.S. military flying missions and maintained an active airfield at this location since the 1930s. One of Maxwell's entry gates, the Kelly Street Gate, was constructed in the 1940s at the eastern edge of the airfield. It is located at the intersection of Kelly Street, which is located on the installation, and Bell Street/Maxwell Boulevard, which is a public roadway that lies outside the installation along the south edge of Maxwell AFB. It serves as an entry point for privately-owned vehicles, as well as the primary inspection site for commercial vehicles entering the installation.

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Mr. Gregory E. Rollins

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Mr. Brian Atkins  
Division Director  
Alabama Office of Water Resources  
P.O. Box 5690  
Montgomery, AL 36103-5690

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Atkins:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

Maxwell AFB has supported U.S. military flying missions and maintained an active airfield at this location since the 1930s. One of Maxwell's entry gates, the Kelly Street Gate, was constructed in the 1940s at the eastern edge of the airfield. It is located at the intersection of Kelly Street, which is located on the installation, and Bell Street/Maxwell Boulevard, which is a public roadway that lies outside the installation along the south edge of Maxwell AFB. It serves as an entry point for privately-owned vehicles, as well as the primary inspection site for commercial vehicles entering the installation.

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Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Mr. Michael O'Harra, Regional Administrator  
FAA Southern Region  
1701 Columbia Avenue  
College Park, GA 30337

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. O'Harra:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

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Sincerely,



Mr. Gregory E. Rollins

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Mr. Mark Bartlett, Division Administrator  
Federal Highway Administration-Alabama Division  
9500 Wynlakes Place  
Montgomery, AL 36117

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Bartlett:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

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Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Ms. Natasha Clay, NEPA Coordinator  
Alabama Department of Transportation, Design Bureau  
1409 Coliseum Blvd  
Montgomery, AL 36130-3050

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Ms. Clay:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

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Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Capt Sian D. Rizzo, Environmental Coordinator  
187 Fighter Wing  
5187 Selma Highway  
Montgomery, AL 36108

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Capt Rizzo:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

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Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Colonel Craig W. Drescher, Commander  
908th Airlift Wing, AFRC  
401 W. Maxwell Blvd  
Maxwell AFB, AL 36112-6501

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Col Drescher:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

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Please send your comments, concerns and identified projects within 30 days of receipt of this letter. Comments may be submitted in writing to Mr. Jon Sawyer, Environmental Manager, 42 CES/CEIE, 400 Cannon Street, Maxwell AFB, AL 36112, or e-mailed to: [jon.sawyer.ctr@us.af.mil](mailto:jon.sawyer.ctr@us.af.mil).

Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

#### **PRIVACY ADVISORY**

Your comments on this Proposed Action are requested. Letters or other written or oral comments provided to Maxwell Air Force Base may be published in the Final EA. As required by law, comments will be addressed in the Final EA and made available to the public. Any personal information provided will be used only to identify your desire to make a comment or to fulfill requests for copies of the Final EA or associated documents. Private addresses will be compiled to develop a mailing list for those requesting copies of the Final EA. However, only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EA.



**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

John W. Desmarais, Director of Operations  
Civil Air Patrol National Headquarters  
105 S. Hansell St., Bldg 714  
Maxwell AFB, AL 36112-6332

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Desmarais:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

Maxwell AFB has supported U.S. military flying missions and maintained an active airfield at this location since the 1930s. One of Maxwell's entry gates, the Kelly Street Gate, was constructed in the 1940s at the eastern edge of the airfield. It is located at the intersection of Kelly Street, which is located on the installation, and Bell Street/Maxwell Boulevard, which is a public roadway that lies outside the installation along the south edge of Maxwell AFB. It serves as an entry point for privately-owned vehicles, as well as the primary inspection site for commercial vehicles entering the installation.

The existing site and facilities do not meet current Air Force standards. Therefore, Maxwell AFB has proposed a project to construct a new entry control point with an access gate, a gatehouse, a commercial vehicle inspection station, and roadways with proper traffic channeling and barriers. The proposed new gate would be located at the southwest corner of the installation, creating access from Birmingham Highway, just south of the intersection of Birmingham Highway and US Highway 31. The attached map shows the location of the current Kelly Street Gate and the proposed location of a new Commercial Vehicle Inspection (CVI) gate.

The initial Air Force Environmental Impact Analysis Process evaluation yielded the following information which is based on previous surveys, Maxwell AFB records and readily-available information.

- The proposed project location lies within a special flood hazard zone.
- The access roadway would cross the West End Ditch, which is a drainage channel maintained by the City of Montgomery.

- The installation has previously been surveyed for cultural and historical resources. None have been identified within the project area.
- Previous biological surveys have identified no biological species or habitat of special concern in the proposed project area.


The Environmental Assessment will evaluate the potential effects on the human and natural environment that may result from implementation of the proposed action. The Air Force will also consider the potential effects of the No-Action Alternative.

In accordance with The Air Force Environmental Impact Analysis Process (32 CFR 989) for implementing NEPA, and Executive Order 12372, *Intergovernmental Review of Federal Programs*, we are requesting any comments or concerns you may have with the proposed project. In order to properly evaluate cumulative impacts, we are also requesting that you identify any major projects (recently conducted, presently underway, or planned for the near future) that are in the vicinity of the proposed action.

Federal, state, and local agencies with special expertise, interest, or jurisdiction are being contacted for their comments. Agencies include the United States Army Corps of Engineers, United States Fish and Wildlife Service, United States Environmental Protection Agency, Federal Emergency Management Agency, Federal Aviation Administration, Alabama Department of Transportation, Alabama Department of Conservation and Natural Resources, Alabama Department of Environmental Management, Alabama Department of Emergency Management, Alabama Historical Commission, City of Montgomery, Native American Tribes, and others.

Please send your comments, concerns and identified projects within 30 days of receipt of this letter. Comments may be submitted in writing to Mr. Jon Sawyer, Environmental Manager, 42 CES/CEIE, 400 Cannon Street, Maxwell AFB, AL 36112, or e-mailed to: [jon.sawyer.ctr@us.af.mil](mailto:jon.sawyer.ctr@us.af.mil).

Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Mr. Russell K. Robinson  
Alabama National Guard  
State Military Environmental Supervisor  
1720 Congressman W.L. Dickinson Dr.  
Montgomery, AL 36109-0711

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Mr. Robinson:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

Maxwell AFB has supported U.S. military flying missions and maintained an active airfield at this location since the 1930s. One of Maxwell's entry gates, the Kelly Street Gate, was constructed in the 1940s at the eastern edge of the airfield. It is located at the intersection of Kelly Street, which is located on the installation, and Bell Street/Maxwell Boulevard, which is a public roadway that lies outside the installation along the south edge of Maxwell AFB. It serves as an entry point for privately-owned vehicles, as well as the primary inspection site for commercial vehicles entering the installation.

The existing site and facilities do not meet current Air Force standards. Therefore, Maxwell AFB has proposed a project to construct a new entry control point with an access gate, a gatehouse, a commercial vehicle inspection station, and roadways with proper traffic channeling and barriers. The proposed new gate would be located at the southwest corner of the installation, creating access from Birmingham Highway, just south of the intersection of Birmingham Highway and US Highway 31. The attached map shows the location of the current Kelly Street Gate and the proposed location of a new Commercial Vehicle Inspection (CVI) gate.

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The Environmental Assessment will evaluate the potential effects on the human and natural environment that may result from implementation of the proposed action. The Air Force will also consider the potential effects of the No-Action Alternative.

In accordance with The Air Force Environmental Impact Analysis Process (32 CFR 989) for implementing NEPA, and Executive Order 12372, *Intergovernmental Review of Federal Programs*, we are requesting any comments or concerns you may have with the proposed project. In order to properly evaluate cumulative impacts, we are also requesting that you identify any major projects (recently conducted, presently underway, or planned for the near future) that are in the vicinity of the proposed action.

Federal, state, and local agencies with special expertise, interest, or jurisdiction are being contacted for their comments. Agencies include the United States Army Corps of Engineers, United States Fish and Wildlife Service, United States Environmental Protection Agency, Federal Emergency Management Agency, Federal Aviation Administration, Alabama Department of Transportation, Alabama Department of Conservation and Natural Resources, Alabama Department of Environmental Management, Alabama Department of Emergency Management, Alabama Historical Commission, City of Montgomery, Native American Tribes, and others.

Please send your comments, concerns and identified projects within 30 days of receipt of this letter. Comments may be submitted in writing to Mr. Jon Sawyer, Environmental Manager, 42 CES/CEIE, 400 Cannon Street, Maxwell AFB, AL 36112, or e-mailed to: [jon.sawyer.ctr@us.af.mil](mailto:jon.sawyer.ctr@us.af.mil).

Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

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**DEPARTMENT OF THE AIR FORCE**  
42D AIR BASE WING (AETC)  
MAXWELL AIR FORCE BASE ALABAMA

April 28, 2020

Gregory E. Rollins  
Director, 42d Civil Engineer Squadron  
400 Cannon St.  
Maxwell Air Force Base AL 36112

Ms. Nancy Carnley  
Commission Chairperson  
Alabama Indian Affairs Commission  
771 S. Lawrence St, Ste 106  
Montgomery, AL 36130

RE: Proposed New Commercial Vehicle Inspection Gate at Maxwell Air Force Base, Alabama

Dear Ms. Carnley:

The United States Air Force, through the 42d Air Base Wing at Maxwell Air Force Base, is preparing an Environmental Assessment (EA) in accordance with the National Environmental Policy Act (NEPA) that will evaluate the potential environmental impacts of a proposed action at Maxwell Air Force Base in Montgomery County, Alabama.

Maxwell AFB has supported U.S. military flying missions and maintained an active airfield at this location since the 1930s. One of Maxwell's entry gates, the Kelly Street Gate, was constructed in the 1940s at the eastern edge of the airfield. It is located at the intersection of Kelly Street, which is located on the installation, and Bell Street/Maxwell Boulevard, which is a public roadway that lies outside the installation along the south edge of Maxwell AFB. It serves as an entry point for privately-owned vehicles, as well as the primary inspection site for commercial vehicles entering the installation.

The existing site and facilities do not meet current Air Force standards. Therefore, Maxwell AFB has proposed a project to construct a new entry control point with an access gate, a gatehouse, a commercial vehicle inspection station, and roadways with proper traffic channeling and barriers. The proposed new gate would be located at the southwest corner of the installation, creating access from Birmingham Highway, just south of the intersection of Birmingham Highway and US Highway 31. The attached map shows the location of the current Kelly Street Gate and the proposed location of a new Commercial Vehicle Inspection (CVI) gate.

The initial Air Force Environmental Impact Analysis Process evaluation yielded the following information which is based on previous surveys, Maxwell AFB records and readily-available information.

- The proposed project location lies within a special flood hazard zone.
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- The installation has previously been surveyed for cultural and historical resources. None have been identified within the project area.
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The Environmental Assessment will evaluate the potential effects on the human and natural environment that may result from implementation of the proposed action. The Air Force will also consider the potential effects of the No-Action Alternative.

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Federal, state, and local agencies with special expertise, interest, or jurisdiction are being contacted for their comments. Agencies include the United States Army Corps of Engineers, United States Fish and Wildlife Service, United States Environmental Protection Agency, Federal Emergency Management Agency, Federal Aviation Administration, Alabama Department of Transportation, Alabama Department of Conservation and Natural Resources, Alabama Department of Environmental Management, Alabama Department of Emergency Management, Alabama Historical Commission, City of Montgomery, Native American Tribes, and others.

Please send your comments, concerns and identified projects within 30 days of receipt of this letter. Comments may be submitted in writing to Mr. Jon Sawyer, Environmental Manager, 42 CES/CEIE, 400 Cannon Street, Maxwell AFB, AL 36112, or e-mailed to: [jon.sawyer.ctr@us.af.mil](mailto:jon.sawyer.ctr@us.af.mil).

Sincerely,



Mr. Gregory E. Rollins

1 Enclosure: CVI Gate Locations Map

#### **PRIVACY ADVISORY**

Your comments on this Proposed Action are requested. Letters or other written or oral comments provided to Maxwell Air Force Base may be published in the Final EA. As required by law, comments will be addressed in the Final EA and made available to the public. Any personal information provided will be used only to identify your desire to make a comment or to fulfill requests for copies of the Final EA or associated documents. Private addresses will be compiled to develop a mailing list for those requesting copies of the Final EA. However, only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EA.

## **APPENDIX B**

### **AIR QUALITY ANALYSIS BACK-UP**

# AIR CONFORMITY APPLICABILITY MODEL REPORT

## RECORD OF AIR ANALYSIS (ROAA)

**1. General Information:** The Air Force's Air Conformity Applicability Model (ACAM) was used to perform an analysis to assess the potential air quality impact/s associated with the action in accordance with the Air Force Manual 32-7002, Environmental Compliance and Pollution Prevention; the Environmental Impact Analysis Process (EIAP, 32 CFR 989); and the General Conformity Rule (GCR, 40 CFR 93 Subpart B). This report provides a summary of the ACAM analysis.

**a. Action Location:**

**Base:** MAXWELL-GUNTER AFB  
**State:** Alabama  
**County(s):** Montgomery  
**Regulatory Area(s):** NOT IN A REGULATORY AREA

**b. Action Title:** New Commercial Vehicle Inspection (CVI) Gate Construction

**c. Project Number/s (if applicable):**

**d. Projected Action Start Date:** 3 / 2024

**e. Action Description:**

The United States Air Force's (USAF) 42nd Air Base Wing (ABW) and Air University (AU), operating under the Air Education and Training Command (AETC), are proposing the construction of a new Commercial Vehicle Inspection (CVI) Gate and Entry Control Facility (ECF) to meet current AF Anti-Terrorism/Force Protection (AT/FP) requirements. The existing Kelly Street Gate, which dates back to the 1940s, currently serves both privately-owned passenger vehicles and commercial delivery and service vehicles.

The evaluation for a new CVI Gate at Maxwell Air Force Base (MAFB) began in 2008, with data collected in 2007. A subsequent assessment of the preferred alternative took place in the Milcon Planning Charrette Report (PCR) in 2018.

The Environmental Assessment (EA) aims to evaluate potential environmental impacts resulting from the project's implementation, aligning with the guidelines outlined in the MAFB Installation Development Plan (2015). The Proposed Action seeks to enhance perimeter protection, security measures, traffic flow, and overall professionalism at MAFB, in accordance with the AF Entry Control Facilities Design Guides.

**f. Point of Contact:**

**Name:** Benjamin Mark  
**Title:** NEPA Program Manager  
**Organization:** Maxwell AFB - Contractor  
**Email:** benjamin.mark.ctr@us.af.mil  
**Phone Number:** 334-953-7155

**2. Air Impact Analysis:** Based on the attainment status at the action location, the requirements of the General Conformity Rule are:

\_\_\_\_\_ applicable  
  X   not applicable

## AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

Total net direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the start of the action through achieving “steady state” (i.e., net gain/loss upon action fully implemented) emissions. The ACAM analysis used the latest and most accurate emission estimation techniques available; all algorithms, emission factors, and methodologies used are described in detail in the USAF Air Emissions Guide for Air Force Stationary Sources, the USAF Air Emissions Guide for Air Force Mobile Sources, and the USAF Air Emissions Guide for Air Force Transitory Sources.

“Insignificance Indicators” were used in the analysis to provide an indication of the significance of potential impacts to air quality based on current ambient air quality relative to the National Ambient Air Quality Standards (NAAQSs). These insignificance indicators are the 250 ton/yr Prevention of Significant Deterioration (PSD) major source threshold for actions occurring in areas that are “Clearly Attainment” (i.e., not within 5% of any NAAQS) and the GCR de minimis values (25 ton/yr for lead and 100 ton/yr for all other criteria pollutants) for actions occurring in areas that are “Near Nonattainment” (i.e., within 5% of any NAAQS). These indicators do not define a significant impact; however, they do provide a threshold to identify actions that are insignificant. Any action with net emissions below the insignificance indicators for all criteria pollutant is considered so insignificant that the action will not cause or contribute to an exceedance on one or more NAAQSs. For further detail on insignificance indicators see chapter 4 of the Air Force Air Quality Environmental Impact Analysis Process (EIAP) Guide, Volume II - Advanced Assessments.

The action’s net emissions for every year through achieving steady state were compared against the Insignificance Indicator and are summarized below.

### Analysis Summary:

**2024**

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.172	250	No
NOx	1.002	250	No
CO	1.265	250	No
SOx	0.003	250	No
PM 10	2.423	250	No
PM 2.5	0.039	250	No
Pb	0.000	25	No
NH3	0.002	250	No
CO2e	314.4		

# AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

## 2025 - (Steady State)

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.000	250	No
NOx	0.000	250	No
CO	0.000	250	No
SOx	0.000	250	No
PM 10	0.000	250	No
PM 2.5	0.000	250	No
Pb	0.000	25	No
NH3	0.000	250	No
CO2e	0.0		

None of estimated annual net emissions associated with this action are above the insignificance indicators, indicating no significant impact to air quality. Therefore, the action will not cause or contribute to an exceedance on one or more NAAQSs. No further air assessment is needed.

Benjamin Mark  
Benjamin Mark, NEPA Program Manager

11/17/2023  
DATE

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

## 1. General Information

---

### - Action Location

**Base:** MAXWELL-GUNTER AFB  
**State:** Alabama  
**County(s):** Montgomery  
**Regulatory Area(s):** NOT IN A REGULATORY AREA

**- Action Title:** New Commercial Vehicle Inspection (CVI) Gate Construction

**- Project Number/s (if applicable):**

**- Projected Action Start Date:** 3 / 2024

### - Action Purpose and Need:

The purpose of the proposed action is to construct a new Commercial Vehicle Inspection (CVI) Gate and Entry Control Facility (ECF) area at Maxwell Air Force Base (MAFB). This initiative aims to align with mission requirements, encompassing the design specifications for a CVI facility while adhering to current Anti-Terrorism/Force Protection (AT/FP) regulations. The CVI facility is essential to ensure perimeter protection and security for Air Force personnel and assets by preventing unauthorized base access. Moreover, it seeks to optimize traffic flow and project an immediate sense of professionalism and dedication to facilities excellence, as delineated in the AF Entry Control Facilities Design Guides at Maxwell AFB.

### - Action Description:

The United States Air Force's (USAF) 42nd Air Base Wing (ABW) and Air University (AU), operating under the Air Education and Training Command (AETC), are proposing the construction of a new Commercial Vehicle Inspection (CVI) Gate and Entry Control Facility (ECF) to meet current AF Anti-Terrorism/Force Protection (AT/FP) requirements. The existing Kelly Street Grate, which dates back to the 1940s, currently serves both privately-owned passenger vehicles and commercial delivery and service vehicles.

The evaluation for a new CVI Gate at Maxwell Air Force Base (MAFB) began in 2008, with data collected in 2007. A subsequent assessment of the preferred alternative took place in the Milcon Planning Charrette Report (PCR) in 2018.

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### - Point of Contact

**Name:** Benjamin Mark  
**Title:** NEPA Program Manager  
**Organization:** Maxwell AFB - Contractor  
**Email:** benjamin.mark.ctr@us.af.mil  
**Phone Number:** 334-953-7155

### - Activity List:

Activity Type		Activity Title
2.	Construction / Demolition	Construction of a new Commerical Vehicle Inspection (CVI) Gate

Emission factors and air emission estimating methods come from the United States Air Force's Air Emissions Guide for Air Force Stationary Sources, Air Emissions Guide for Air Force Mobile Sources, and Air Emissions Guide for Air Force Transitory Sources.

# DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

## 2. Construction / Demolition

---

### 2.1 General Information & Timeline Assumptions

#### - Activity Location

County: Montgomery

Regulatory Area(s): NOT IN A REGULATORY AREA

- Activity Title: Construction of a new Commerical Vehicle Inspection (CVI) Gate

#### - Activity Description:

Construction activities include a connection road to the local road system, entrance/exit lanes, rejection lane/turnaround, inspection guardhouse, additional pavements and sidewalks, vehicle inspection area, overhead canopies, bollards/mechanical barriers, fencing, closeable gate, and security lighting.

#### - Activity Start Date

Start Month: 3

Start Month: 2024

#### - Activity End Date

Indefinite: False

End Month: 9

End Month: 2024

#### - Activity Emissions:

Pollutant	Total Emissions (TONs)
VOC	0.172437
SO <sub>x</sub>	0.003158
NO <sub>x</sub>	1.001854
CO	1.264582
PM 10	2.422946

Pollutant	Total Emissions (TONs)
PM 2.5	0.039022
Pb	0.000000
NH <sub>3</sub>	0.001604
CO <sub>2</sub> e	314.4

### 2.1 Demolition Phase

#### 2.1.1 Demolition Phase Timeline Assumptions

##### - Phase Start Date

Start Month: 3

Start Quarter: 1

Start Year: 2024

##### - Phase Duration

Number of Months: 2

Number of Days: 0

#### 2.1.2 Demolition Phase Assumptions

##### - General Demolition Information

Area of Building to be demolished (ft<sup>2</sup>): 1500

Height of Building to be demolished (ft): 25

- Default Settings Used: Yes

## DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

- Average Day(s) worked per week: 5 (default)

**- Construction Exhaust (default)**

Equipment Name	Number Of Equipment	Hours Per Day
Concrete/Industrial Saws Composite	1	8
Rubber Tired Dozers Composite	1	1
Tractors/Loaders/Backhoes Composite	2	6

**- Vehicle Exhaust**

Average Hauling Truck Capacity (yd<sup>3</sup>): 20 (default)

Average Hauling Truck Round Trip Commute (mile): 20 (default)

**- Vehicle Exhaust Vehicle Mixture (%)**

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

**- Worker Trips**

Average Worker Round Trip Commute (mile): 20 (default)

**- Worker Trips Vehicle Mixture (%)**

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

### 2.1.3 Demolition Phase Emission Factor(s)

**- Construction Exhaust Emission Factors (lb/hour) (default)**

Concrete/Industrial Saws Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0357	0.0006	0.2608	0.3715	0.0109	0.0109	0.0032	58.544
Rubber Tired Dozers Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.1747	0.0024	1.1695	0.6834	0.0454	0.0454	0.0157	239.47
Tractors/Loaders/Backhoes Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0348	0.0007	0.1980	0.3589	0.0068	0.0068	0.0031	66.875

**- Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)**

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2e</sub>
LDGV	000.294	000.002	000.221	003.370	000.006	000.006		000.023	00325.374
LDGT	000.376	000.003	000.389	004.772	000.008	000.007		000.024	00418.504
HDGV	000.739	000.005	000.983	014.997	000.018	000.016		000.045	00770.173
LDDV	000.101	000.003	000.131	002.585	000.004	000.004		000.008	00316.802
LDDT	000.237	000.004	000.371	004.398	000.007	000.006		000.008	00448.891
HDDV	000.458	000.013	004.584	001.678	000.167	000.154		000.028	01498.941
MC	002.697	000.003	000.706	013.124	000.026	000.023		000.054	00394.164

### 2.1.4 Demolition Phase Formula(s)

**- Fugitive Dust Emissions per Phase**

$$PM10_{FD} = (0.00042 * BA * BH) / 2000$$

PM10<sub>FD</sub>: Fugitive Dust PM 10 Emissions (TONs)

0.00042: Emission Factor (lb/ft<sup>3</sup>)

## DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

BA: Area of Building to be demolished (ft<sup>2</sup>)  
BH: Height of Building to be demolished (ft)  
2000: Conversion Factor pounds to tons

### - Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE<sub>POL</sub>: Construction Exhaust Emissions (TONs)  
NE: Number of Equipment  
WD: Number of Total Work Days (days)  
H: Hours Worked per Day (hours)  
EF<sub>POL</sub>: Emission Factor for Pollutant (lb/hour)  
2000: Conversion Factor pounds to tons

### - Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = BA * BH * (1 / 27) * 0.25 * (1 / HC) * HT$$

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)  
BA: Area of Building being demolish (ft<sup>2</sup>)  
BH: Height of Building being demolish (ft)  
(1 / 27): Conversion Factor cubic feet to cubic yards (1 yd<sup>3</sup> / 27 ft<sup>3</sup>)  
0.25: Volume reduction factor (material reduced by 75% to account for air space)  
HC: Average Hauling Truck Capacity (yd<sup>3</sup>)  
(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd<sup>3</sup>)  
HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)  
VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)  
0.002205: Conversion Factor grams to pounds  
EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)  
VM: Vehicle Exhaust On Road Vehicle Mixture (%)  
2000: Conversion Factor pounds to tons

### - Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT<sub>WT</sub>: Worker Trips Vehicle Miles Travel (miles)  
WD: Number of Total Work Days (days)  
WT: Average Worker Round Trip Commute (mile)  
1.25: Conversion Factor Number of Construction Equipment to Number of Works  
NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)  
VMT<sub>WT</sub>: Worker Trips Vehicle Miles Travel (miles)  
0.002205: Conversion Factor grams to pounds  
EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)  
VM: Worker Trips On Road Vehicle Mixture (%)  
2000: Conversion Factor pounds to tons

## 2.2 Site Grading Phase

### 2.2.1 Site Grading Phase Timeline Assumptions

## DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

### - Phase Start Date

Start Month: 3  
Start Quarter: 1  
Start Year: 2024

### - Phase Duration

Number of Month: 2  
Number of Days: 0

## 2.2.2 Site Grading Phase Assumptions

### - General Site Grading Information

Area of Site to be Graded (ft<sup>2</sup>): 87120  
Amount of Material to be Hauled On-Site (yd<sup>3</sup>): 10000  
Amount of Material to be Hauled Off-Site (yd<sup>3</sup>): 500

### - Site Grading Default Settings

Default Settings Used: Yes  
Average Day(s) worked per week: 5 (default)

### - Construction Exhaust (default)

Equipment Name	Number Of Equipment	Hours Per Day
Graders Composite	1	6
Other Construction Equipment Composite	1	8
Rubber Tired Dozers Composite	1	6
Tractors/Loaders/Backhoes Composite	1	7

### - Vehicle Exhaust

Average Hauling Truck Capacity (yd<sup>3</sup>): 20 (default)  
Average Hauling Truck Round Trip Commute (mile): 20 (default)

### - Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

### - Worker Trips

Average Worker Round Trip Commute (mile): 20 (default)

### - Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

## 2.2.3 Site Grading Phase Emission Factor(s)

### - Construction Exhaust Emission Factors (lb/hour) (default)

Graders Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0714	0.0014	0.3708	0.5706	0.0167	0.0167	0.0064	132.90
Other Construction Equipment Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0461	0.0012	0.2243	0.3477	0.0079	0.0079	0.0041	122.61
Rubber Tired Dozers Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.1747	0.0024	1.1695	0.6834	0.0454	0.0454	0.0157	239.47

## DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

Tractors/Loaders/Backhoes Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0348	0.0007	0.1980	0.3589	0.0068	0.0068	0.0031	66.875

### - Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2e</sub>
LDGV	000.294	000.002	000.221	003.370	000.006	000.006		000.023	00325.374
LDGT	000.376	000.003	000.389	004.772	000.008	000.007		000.024	00418.504
HDGV	000.739	000.005	000.983	014.997	000.018	000.016		000.045	00770.173
LDDV	000.101	000.003	000.131	002.585	000.004	000.004		000.008	00316.802
LDDT	000.237	000.004	000.371	004.398	000.007	000.006		000.008	00448.891
HDDV	000.458	000.013	004.584	001.678	000.167	000.154		000.028	01498.941
MC	002.697	000.003	000.706	013.124	000.026	000.023		000.054	00394.164

### 2.2.4 Site Grading Phase Formula(s)

#### - Fugitive Dust Emissions per Phase

$$PM10_{FD} = (20 * ACRE * WD) / 2000$$

PM10<sub>FD</sub>: Fugitive Dust PM 10 Emissions (TONs)

20: Conversion Factor Acre Day to pounds (20 lb / 1 Acre Day)

ACRE: Total acres (acres)

WD: Number of Total Work Days (days)

2000: Conversion Factor pounds to tons

#### - Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE<sub>POL</sub>: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

H: Hours Worked per Day (hours)

EF<sub>POL</sub>: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

#### - Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = (HA_{OnSite} + HA_{OffSite}) * (1 / HC) * HT$$

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

HA<sub>OnSite</sub>: Amount of Material to be Hauled On-Site (yd<sup>3</sup>)

HA<sub>OffSite</sub>: Amount of Material to be Hauled Off-Site (yd<sup>3</sup>)

HC: Average Hauling Truck Capacity (yd<sup>3</sup>)

(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd<sup>3</sup>)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)

VM: Vehicle Exhaust On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

## DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

### - Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

$VMT_{WT}$ : Worker Trips Vehicle Miles Travel (miles)

WD: Number of Total Work Days (days)

WT: Average Worker Round Trip Commute (mile)

1.25: Conversion Factor Number of Construction Equipment to Number of Works

NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

$V_{POL}$ : Vehicle Emissions (TONs)

$VMT_{WT}$ : Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

$EF_{POL}$ : Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

### 2.3 Trenching/Excavating Phase

#### 2.3.1 Trenching / Excavating Phase Timeline Assumptions

##### - Phase Start Date

Start Month: 4

Start Quarter: 1

Start Year: 2024

##### - Phase Duration

Number of Month: 1

Number of Days: 15

#### 2.3.2 Trenching / Excavating Phase Assumptions

##### - General Trenching/Excavating Information

Area of Site to be Trenched/Excavated (ft<sup>2</sup>): 43200

Amount of Material to be Hauled On-Site (yd<sup>3</sup>): 4800

Amount of Material to be Hauled Off-Site (yd<sup>3</sup>): 13225

##### - Trenching Default Settings

Default Settings Used: Yes

Average Day(s) worked per week: 5 (default)

##### - Construction Exhaust (default)

Equipment Name	Number Of Equipment	Hours Per Day
Excavators Composite	2	8
Other General Industrial Equipmen Composite	1	8
Tractors/Loaders/Backhoes Composite	1	8

##### - Vehicle Exhaust

Average Hauling Truck Capacity (yd<sup>3</sup>): 20 (default)

Average Hauling Truck Round Trip Commute (mile): 20 (default)

## DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

### - Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

### - Worker Trips

Average Worker Round Trip Commute (mile): 20 (default)

### - Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

## 2.3.3 Trenching / Excavating Phase Emission Factor(s)

### - Construction Exhaust Emission Factors (lb/hour) (default)

Graders Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0714	0.0014	0.3708	0.5706	0.0167	0.0167	0.0064	132.90
Other Construction Equipment Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0461	0.0012	0.2243	0.3477	0.0079	0.0079	0.0041	122.61
Rubber Tired Dozers Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.1747	0.0024	1.1695	0.6834	0.0454	0.0454	0.0157	239.47
Tractors/Loaders/Backhoes Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0348	0.0007	0.1980	0.3589	0.0068	0.0068	0.0031	66.875

### - Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2e</sub>
LDGV	000.294	000.002	000.221	003.370	000.006	000.006		000.023	00325.374
LDGT	000.376	000.003	000.389	004.772	000.008	000.007		000.024	00418.504
HDGV	000.739	000.005	000.983	014.997	000.018	000.016		000.045	00770.173
LDDV	000.101	000.003	000.131	002.585	000.004	000.004		000.008	00316.802
LDDT	000.237	000.004	000.371	004.398	000.007	000.006		000.008	00448.891
HDDV	000.458	000.013	004.584	001.678	000.167	000.154		000.028	01498.941
MC	002.697	000.003	000.706	013.124	000.026	000.023		000.054	00394.164

## 2.3.4 Trenching / Excavating Phase Formula(s)

### - Fugitive Dust Emissions per Phase

$$PM10_{FD} = (20 * ACRE * WD) / 2000$$

PM10<sub>FD</sub>: Fugitive Dust PM 10 Emissions (TONs)

20: Conversion Factor Acre Day to pounds (20 lb / 1 Acre Day)

ACRE: Total acres (acres)

WD: Number of Total Work Days (days)

2000: Conversion Factor pounds to tons

### - Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE<sub>POL</sub>: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

## DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

H: Hours Worked per Day (hours)  
EF<sub>POL</sub>: Emission Factor for Pollutant (lb/hour)  
2000: Conversion Factor pounds to tons

### - Vehicle Exhaust Emissions per Phase

$VM_{VE} = (HA_{OnSite} + HA_{OffSite}) * (1 / HC) * HT$   
VM<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)  
HA<sub>OnSite</sub>: Amount of Material to be Hauled On-Site (yd<sup>3</sup>)  
HA<sub>OffSite</sub>: Amount of Material to be Hauled Off-Site (yd<sup>3</sup>)  
HC: Average Hauling Truck Capacity (yd<sup>3</sup>)  
(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd<sup>3</sup>)  
HT: Average Hauling Truck Round Trip Commute (mile/trip)

$V_{POL} = (VM_{VE} * 0.002205 * EF_{POL} * VM) / 2000$   
V<sub>POL</sub>: Vehicle Emissions (TONs)  
VM<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)  
0.002205: Conversion Factor grams to pounds  
EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)  
VM: Vehicle Exhaust On Road Vehicle Mixture (%)  
2000: Conversion Factor pounds to tons

### - Worker Trips Emissions per Phase

$VM_{WT} = WD * WT * 1.25 * NE$   
VM<sub>WT</sub>: Worker Trips Vehicle Miles Travel (miles)  
WD: Number of Total Work Days (days)  
WT: Average Worker Round Trip Commute (mile)  
1.25: Conversion Factor Number of Construction Equipment to Number of Works  
NE: Number of Construction Equipment

$V_{POL} = (VM_{WT} * 0.002205 * EF_{POL} * VM) / 2000$   
V<sub>POL</sub>: Vehicle Emissions (TONs)  
VM<sub>VE</sub>: Worker Trips Vehicle Miles Travel (miles)  
0.002205: Conversion Factor grams to pounds  
EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)  
VM: Worker Trips On Road Vehicle Mixture (%)  
2000: Conversion Factor pounds to tons

## 2.4 Building Construction Phase

### 2.4.1 Building Construction Phase Timeline Assumptions

#### - Phase Start Date

Start Month: 6  
Start Quarter: 1  
Start Year: 2024

#### - Phase Duration

Number of Month: 2  
Number of Days: 0

## DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

### 2.4.2 Building Construction Phase Assumptions

#### - General Building Construction Information

**Building Category:** Commercial or Retail  
**Area of Building (ft<sup>2</sup>):** 7902  
**Height of Building (ft):** 25  
**Number of Units:** N/A

#### - Building Construction Default Settings

**Default Settings Used:** Yes  
**Average Day(s) worked per week:** 5 (default)

#### - Construction Exhaust (default)

Equipment Name	Number Of Equipment	Hours Per Day
Cranes Composite	1	4
Forklifts Composite	2	6
Tractors/Loaders/Backhoes Composite	1	8

#### - Vehicle Exhaust

**Average Hauling Truck Round Trip Commute (mile):** 20 (default)

#### - Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

#### - Worker Trips

**Average Worker Round Trip Commute (mile):** 20 (default)

#### - Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

#### - Vendor Trips

**Average Vendor Round Trip Commute (mile):** 40 (default)

#### - Vendor Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

### 2.4.3 Building Construction Phase Emission Factor(s)

#### - Construction Exhaust Emission Factors (lb/hour) (default)

Cranes Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0715	0.0013	0.4600	0.3758	0.0161	0.0161	0.0064	128.78
Forklifts Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0246	0.0006	0.0973	0.2146	0.0029	0.0029	0.0022	54.451
Tractors/Loaders/Backhoes Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0348	0.0007	0.1980	0.3589	0.0068	0.0068	0.0031	66.875

## DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

### - Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2e</sub>
LDGV	000.294	000.002	000.221	003.370	000.006	000.006		000.023	00325.374
LDGT	000.376	000.003	000.389	004.772	000.008	000.007		000.024	00418.504
HDGV	000.739	000.005	000.983	014.997	000.018	000.016		000.045	00770.173
LDDV	000.101	000.003	000.131	002.585	000.004	000.004		000.008	00316.802
LDDT	000.237	000.004	000.371	004.398	000.007	000.006		000.008	00448.891
HDDV	000.458	000.013	004.584	001.678	000.167	000.154		000.028	01498.941
MC	002.697	000.003	000.706	013.124	000.026	000.023		000.054	00394.164

### 2.4.4 Building Construction Phase Formula(s)

#### - Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE<sub>POL</sub>: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

H: Hours Worked per Day (hours)

EF<sub>POL</sub>: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

#### - Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = BA * BH * (0.32 / 1000) * HT$$

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

BA: Area of Building (ft<sup>2</sup>)

BH: Height of Building (ft)

(0.32 / 1000): Conversion Factor ft<sup>3</sup> to trips (0.32 trip / 1000 ft<sup>3</sup>)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)

VMT<sub>VE</sub>: Vehicle Exhaust Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

#### - Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

VMT<sub>WT</sub>: Worker Trips Vehicle Miles Travel (miles)

WD: Number of Total Work Days (days)

WT: Average Worker Round Trip Commute (mile)

1.25: Conversion Factor Number of Construction Equipment to Number of Works

NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

V<sub>POL</sub>: Vehicle Emissions (TONs)

VMT<sub>WT</sub>: Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

EF<sub>POL</sub>: Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

## DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

### - Vender Trips Emissions per Phase

$$VMT_{VT} = BA * BH * (0.05 / 1000) * HT$$

$VMT_{VT}$ : Vender Trips Vehicle Miles Travel (miles)

BA: Area of Building (ft<sup>2</sup>)

BH: Height of Building (ft)

(0.05 / 1000): Conversion Factor ft<sup>3</sup> to trips (0.05 trip / 1000 ft<sup>3</sup>)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VT} * 0.002205 * EF_{POL} * VM) / 2000$$

$V_{POL}$ : Vehicle Emissions (TONs)

$VMT_{VT}$ : Vender Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

$EF_{POL}$ : Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

## 2.5 Paving Phase

### 2.5.1 Paving Phase Timeline Assumptions

#### - Phase Start Date

Start Month: 7

Start Quarter: 1

Start Year: 2024

#### - Phase Duration

Number of Month: 2

Number of Days: 15

### 2.5.2 Paving Phase Assumptions

#### - General Paving Information

Paving Area (ft<sup>2</sup>): 5000

#### - Paving Default Settings

Default Settings Used: Yes

Average Day(s) worked per week: 5 (default)

#### - Construction Exhaust (default)

Equipment Name	Number Of Equipment	Hours Per Day
Cement and Mortar Mixers Composite	4	6
Pavers Composite	1	7
Rollers Composite	1	7
Tractors/Loaders/Backhoes Composite	1	7

## DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

### - Vehicle Exhaust

Average Hauling Truck Round Trip Commute (mile): 20 (default)

### - Vehicle Exhaust Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	0	0	0	0	0	100.00	0

### - Worker Trips

Average Worker Round Trip Commute (mile): 20 (default)

### - Worker Trips Vehicle Mixture (%)

	LDGV	LDGT	HDGV	LDDV	LDDT	HDDV	MC
POVs	50.00	50.00	0	0	0	0	0

## 2.5.3 Paving Phase Emission Factor(s)

### - Construction Exhaust Emission Factors (lb/hour) (default)

Graders Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0714	0.0014	0.3708	0.5706	0.0167	0.0167	0.0064	132.90
Other Construction Equipment Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0461	0.0012	0.2243	0.3477	0.0079	0.0079	0.0041	122.61
Rubber Tired Dozers Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.1747	0.0024	1.1695	0.6834	0.0454	0.0454	0.0157	239.47
Tractors/Loaders/Backhoes Composite								
	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	CH <sub>4</sub>	CO <sub>2e</sub>
Emission Factors	0.0348	0.0007	0.1980	0.3589	0.0068	0.0068	0.0031	66.875

### - Vehicle Exhaust & Worker Trips Emission Factors (grams/mile)

	VOC	SO <sub>x</sub>	NO <sub>x</sub>	CO	PM 10	PM 2.5	Pb	NH <sub>3</sub>	CO <sub>2e</sub>
LDGV	000.294	000.002	000.221	003.370	000.006	000.006		000.023	00325.374
LDGT	000.376	000.003	000.389	004.772	000.008	000.007		000.024	00418.504
HDGV	000.739	000.005	000.983	014.997	000.018	000.016		000.045	00770.173
LDDV	000.101	000.003	000.131	002.585	000.004	000.004		000.008	00316.802
LDDT	000.237	000.004	000.371	004.398	000.007	000.006		000.008	00448.891
HDDV	000.458	000.013	004.584	001.678	000.167	000.154		000.028	01498.941
MC	002.697	000.003	000.706	013.124	000.026	000.023		000.054	00394.164

## 2.5.4 Paving Phase Formula(s)

### - Construction Exhaust Emissions per Phase

$$CEE_{POL} = (NE * WD * H * EF_{POL}) / 2000$$

CEE<sub>POL</sub>: Construction Exhaust Emissions (TONs)

NE: Number of Equipment

WD: Number of Total Work Days (days)

H: Hours Worked per Day (hours)

EF<sub>POL</sub>: Emission Factor for Pollutant (lb/hour)

2000: Conversion Factor pounds to tons

## DETAIL AIR CONFORMITY APPLICABILITY MODEL REPORT

### - Vehicle Exhaust Emissions per Phase

$$VMT_{VE} = PA * 0.25 * (1 / 27) * (1 / HC) * HT$$

$VMT_{VE}$ : Vehicle Exhaust Vehicle Miles Travel (miles)

PA: Paving Area (ft<sup>2</sup>)

0.25: Thickness of Paving Area (ft)

(1 / 27): Conversion Factor cubic feet to cubic yards (1 yd<sup>3</sup> / 27 ft<sup>3</sup>)

HC: Average Hauling Truck Capacity (yd<sup>3</sup>)

(1 / HC): Conversion Factor cubic yards to trips (1 trip / HC yd<sup>3</sup>)

HT: Average Hauling Truck Round Trip Commute (mile/trip)

$$V_{POL} = (VMT_{VE} * 0.002205 * EF_{POL} * VM) / 2000$$

$V_{POL}$ : Vehicle Emissions (TONs)

$VMT_{VE}$ : Vehicle Exhaust Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

$EF_{POL}$ : Emission Factor for Pollutant (grams/mile)

VM: Vehicle Exhaust On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

### - Worker Trips Emissions per Phase

$$VMT_{WT} = WD * WT * 1.25 * NE$$

$VMT_{WT}$ : Worker Trips Vehicle Miles Travel (miles)

WD: Number of Total Work Days (days)

WT: Average Worker Round Trip Commute (mile)

1.25: Conversion Factor Number of Construction Equipment to Number of Works

NE: Number of Construction Equipment

$$V_{POL} = (VMT_{WT} * 0.002205 * EF_{POL} * VM) / 2000$$

$V_{POL}$ : Vehicle Emissions (TONs)

$VMT_{VE}$ : Worker Trips Vehicle Miles Travel (miles)

0.002205: Conversion Factor grams to pounds

$EF_{POL}$ : Emission Factor for Pollutant (grams/mile)

VM: Worker Trips On Road Vehicle Mixture (%)

2000: Conversion Factor pounds to tons

### - Off-Gassing Emissions per Phase

$$VOC_P = (2.62 * PA) / 43560$$

$VOC_P$ : Paving VOC Emissions (TONs)

2.62: Emission Factor (lb/acre)

PA: Paving Area (ft<sup>2</sup>)

43560: Conversion Factor square feet to acre (43560 ft<sup>2</sup> / acre)<sup>2</sup> / acre)

**APPENDIX C**

**FINDINGS OF NO SIGNIFICANT IMPACT (FONSI)**

**AND**

**FINDING OF NO PRACTICABLE ALTERNATIVE (FONPA)**

**(Draft)**  
**Finding of No Significant Impact (FONSI)/**  
**Finding of No Practicable Alternative (FONPA)**  
**For**  
**Maxwell New Commercial Vehicle Inspection Gate**  
**And**  
**Entry Control Facility Construction Project**

This Environmental Assessment (EA) has been prepared by the Maxwell Air Force Base (MAFB) in compliance with the regulations of the Council on Environmental Quality (CEQ) for implementing the procedural provisions of the National Environmental Policy Act of 1969 (NEPA) as outlined in Title 40 Code of Federal Regulations (CFR) Parts 1500-1507, and in compliance with the U.S. Air Force's Environmental Impact Analysis Process (EIAP) Regulations as detailed in 32 CFR Part 989.

The purpose of this EA is to assess the potential impacts on the natural and human environment associated with the construction of a new Commercial Vehicle Inspection (CVI) Gate and Entry Control Facility (ECF) at Maxwell Air Force Base, referred to herein as MAFB, located in Montgomery, Montgomery County, Alabama.

The EA evaluates the environmental impacts of two primary alternatives: *Alternative 1* (Proposed Action) and the *No Action Alternative*. Additionally, it assesses the cumulative environmental effects in conjunction with other projects within the Region of Influence (ROI).

It's important to note that all existing MAFB Gate complexes, such as FEMA, Kelly Street, Day Street, and Maxwell Boulevard currently fall short of meeting the Department of Defense's (DoD's) Anti-Terrorism/Force Protection (AT/FP) requirements.

**Purpose of and Need for Proposed Action**

The proposed action aims to enhance safety, security, and traffic flow at MAFB. It intends to address existing hazards at the outdated CVI Gate and ECF located at Kelly Street Gate. Additionally, the project aims to meet current DoD's security requirements.

***Description of the Preferred Alternative 1***

The preferred option involves constructing a new CVI Gate and ECF approximately 1 mile west of the Kelly Street Gate. This location provides adequate separation from the nearest flight line area, comprising various components such as roads, inspection areas, guardhouses, barriers, and lighting.

**Alternatives Considered**

Several alternatives were evaluated and initially considered for upgrading or replacing the CVI Gate and ECF, including *Alternative 2* (FEMA Gate), *Alternative 3* (Kelly Street Gate), *Alternative 4* (Day Street/Air Base Blvd. Gate), and *Alternative 5* (Maxwell Blvd. Gate). However, these alternatives were ultimately deemed impractical and dismissed due to various limitations, including failure to meet selection standards or significant impact on surrounding areas.

### ***No Action Alternative***

The CEQ regulation 40 CFR § 1502.14(d) requires the inclusion of a No Action Alternative in the NEPA analysis. Under the *No Action Alternative*, the Air Force would not construct a new CVI Gate and ECF or upgrade existing gates due to natural and operational constraints as stated above. This alternative does not meet the Purpose and Need of complying with current DoD's AT/FP requirements and eliminating traffic hazards at the Kelly Street Gate. The *No Action Alternative* provides the basis for comparing the environmental consequences of the Proposed Action.

### **Environmental Consequences**

The assessment concludes that the proposed action and preferred alternative would not significantly impact airspace, greenhouse gas emissions, biological and natural resources, cultural resources, socioeconomics, or environmental justice. Specific areas such as land use/noise, air quality, water resources, hazardous materials/wastes, and occupational health and safety underwent detailed analysis.

### **Resource Protection Measures**

Measures have been identified to protect the environment during and after construction. These include Best Management Practices (BMPs), safety training, hazardous waste management plans, water resource protection, cultural resource preservation, and consultation with relevant regulatory agencies.

### **Public Review and Stakeholder Coordination**

Efforts were made to engage relevant agencies and stakeholders during the scoping period, with details outlined in the Scoping Summary Report.

### **Conclusion**

Based on comprehensive analysis and adherence to environmental regulations, it is concluded that the proposed actions would not have a significant adverse impact on the environment, meeting the requirements of the NEPA and associated regulations.

### **Findings**

The Finding of No Significant Impact (FONSI) and Finding of No Practicable Alternative (FONPA) are presented, indicating that the proposed actions align with environmental regulations and necessary measures will be implemented to minimize adverse effects.

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Chief, Engineer Division  
HQ Air Education and Training Command

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Date