

Hurlburt Field

Hurlburt Field, Florida

Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate



Final

February 2013



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FINDING OF NO SIGNIFICANT IMPACT (FONSI)

Agency

Department of the Air Force, 1st Special Operations Wing, Hurlburt Field, Florida

Background

The U.S. Air Force proposes to relocate the Commercial Vehicle Inspection (CVI) point adjacent to the Hurlburt Field Main Gate. The need for the project is caused by congestion at the Cody Avenue-US 98 intersection (particularly during the morning and afternoon rush hours) and Antiterrorism/Force Protection (AT/FP) issues at the main gate. The CVI point currently has no visual screening, and the ability to view the CVI point from US 98 will increase following the construction of the interchange. Buildings exist within the 500-foot AT/FP setback and the 1,250-foot explosive clear zone radius from the existing CVI point. Finally, the existing CVI point does not have an overwatch position, and the distance from the CVI point to the active vehicle barrier does not currently meet United States Air Force (USAF) design standards.

Proposed Action and Alternatives

The Proposed Action is to relocate the existing operations at the CVI point from its current location at the Main Gate to the Downs Road Gate in the northeastern area of the base. The proposed CVI point at the Downs Road Gate will be located at an inactive Entry Control Facility (ECF) that will be demolished to allow for its construction. The proposed CVI point will include a covered, two-lane vehicle inspection area, a 635-square-foot gatehouse, steel catwalks with stairs, an overwatch point, active barriers and four passenger-car parking spaces (to provide staff parking). A stormwater management facility is proposed north of the CVI point and a smaller facility will be provided within the median island. Between 100 to 200 vehicles per day are anticipated to ingress through the CVI point following completion of construction.

Under Alternative 1, the CVI point would be relocated adjacent to the existing East Gate along Freedom Way. This alternative would include a two-bay CVI point located along the ingress route to the East Gate along Freedom Way, but prior to the gate's ECF. The CVI point would be constructed to the northwest of Freedom Way so that stopped vehicles in the CVI point would not block the movement of privately-owned vehicles.

The No-Action Alternative would continue commercial vehicle inspections at the Main Gate, as is currently being conducted. The No-Action Alternative would not reduce the traffic congestion issues at this gate. Also, buildings and other inhabited areas would continue to encroach upon the 500-foot AT/FP setback distance and the 1,250-foot explosive clear zone radius under the No-Action Alternative. Concerns over viewing the CVI point from major off-base roads would continue under the No-Action Alternative.

Summary of Findings

Based on the findings in the EA, the Proposed Action would have no effect or no significant effect to the following environmental categories:

- Air quality
- Noise



- Air Installation Compatible Use Zone (AICUZ)
- Soils
- Surface Water
- Floodplains
- Wetlands
- Vegetation
- Fish and Wildlife
- Listed Species
- Land Use
- Recreation
- Cultural Resources
- Hazardous Materials and Waste
- Safety and Occupational Health
- Socioeconomics
- Utilities
- Environmental Justice and Protection of Children

Alternative 1 would have similar effects to the environmental resource categories listed above for the Proposed Action; however, minor impacts to wetlands, potential listed species habitat and land use would occur with Alternative 1. These effects would not be significant. Alternative 1 would have an adverse effect to traffic flow within the installation due to an increase in miles traveled by commercial vehicles within the base. These effects are not considered to be significant when compensated for by the future widening of Independence Avenue.

The Proposed Action or the alternatives would not have disproportionately high or adverse effects on minority or low-income populations or result in environmental health or safety risks to children. Adverse effects to on-base traffic flow would likely occur under the Proposed Action, but these effects are not considered to be significant when compensated for by the future widening of Independence Avenue. Adverse cumulative impacts would not occur when the Proposed Action or the alternatives are combined with past, present or reasonably foreseeable future actions.

The Proposed Action will reduce the number of persons exposed to a potential explosion at the Main Gate CVI point by moving the CVI point to a less populated area of the base. Vehicle queuing lengths are longer at the proposed Downs Road Gate CVI point than at the Main Gate CVI point, reducing traffic congestion on off-base roadways. In the event of an emergency, a cordon can be in effect at the Downs Road Gate CVI point that will not affect off-base transportation networks. By moving the CVI point from the Main Gate to the Downs Road Gate, the exposure to children from a potential CVI point emergency will be eliminated.

Summary of Public Review and Interagency Coordination

During the Draft FONSI stage, a 30-day public review was held to solicit public comments beginning on 10 December 2012 and closing on 9 January 2013. The public review period was announced in the Northwest Florida Daily News on 7 December 2012, the Destin Log on 8 December 2012 and the Crestview News Bulletin on 8 December 2012. Copies of the Draft EA and Draft FONSI were made available to the public during the review period on the web at <http://www2.hurlburt.af.mil/library/index.asp>. Copies of the published public notices are presented in Appendix C of the Final EA. No comments in response to the public notices were received.

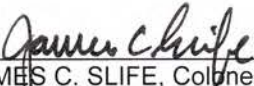
The Draft EA (including Hurlburt Field's Florida Coastal Management Program consistency determination) and Draft FONSI were sent to the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, the Florida Clearinghouse (for distribution to state agencies) and to local agencies.



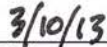
Comment letters received are included in Appendix B of the Final EA. There were no objections raised by the agencies to the Proposed Action or other comments requiring a response from Hurlburt Field.

Finding of No Significant Impact

Based on the analysis of the EA conducted in accordance with the requirements of NEPA, and the Council on Environmental Quality (CEQ) regulations, and after careful review of the potential impacts, I conclude that the Proposed Action and Alternative 1 would not have a significant impact on the natural and human environment either by themselves or considering cumulative impacts. Either of these alternatives may be considered for implementation. The requirements of NEPA, the CEQ and 32 CFR 989 have been fulfilled, and an Environmental Impact Statement is not required and will not be prepared.



JAMES C. SLIFE, Colonel, USAF
Commander, 1st Special Operations Wing



Date



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Final

**Environmental Assessment for a Commercial
Vehicle Inspection Point at the Downs Road Gate**

Prepared For:

1st Special Operations Civil Engineer Squadron
Hurlburt Field, Florida



Prepared By:



February 2013

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List of Acronyms and Abbreviations

AAFES	Army and Air Force Exchange Service
ACM	Asbestos Containing Material
AFB	Air Force Base
AFI	Air Force Instruction
AFSOC	Air Force Special Operations Command
AICUZ	Air Installations Compatible Use Zone
AOC	Area of Concern
APZ	Accident Potential Zone
AST	Aboveground Storage Tank
AT/FP	Antiterrorism/Force Protection
BMPs	Best Management Practices
CAA	Clean Air Act
CE	Civil Engineering
CEQ	Council on Environmental Quality
CES	Civil Engineering Squadron
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CRM	Cultural Resources Manager
CVI	Commercial Vehicle Inspection
CWA	Clean Water Act
CZ	Clear Zone
CZMA	Coastal Zone Management Act
dB	Decibel
DoD	Department of Defense
EA	Environmental Assessment



ECF	Entry Control Facility
EIS	Environmental Impact Statement
EO	Executive Order
ERP	Environmental Restoration Program
ESA	Endangered Species Act
FAMCAMP	Family Camping Area
FCMP	Florida Coastal Management Program
FDEP	Florida Department of Environmental Protection
FDEP-ERP	Florida Department of Environmental Protection Environmental Resource Permit
FDOT	Florida Department of Transportation
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FNAI	Florida Natural Areas Inventory
FONPA	Finding of No Practicable Alternative
FONSI	Finding of No Significant Impact
ICRMP	Integrated Cultural Resources Management Plan
IAP	Initial Accumulation Point
IICEP	Interagency and Intergovernmental Coordination for Environmental Planning
INRMP	Integrated Natural Resource Management Plan
LBP	Lead-Based Paint
LOS	Level of Service
MS4	Municipal Separate Storm Sewer System
MSL	Mean Sea Level
mph	Miles per Hour
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act of 1969



NHPA	National Historic Preservation Act of 1966
NOA	Notice of Availability
NO ₂	Nitrogen Dioxide
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NWFWMD	Northwest Florida Water Management District
O ₃	Ozone
OSHA	Occupational Safety and Health Administration
PL	Public Law
PM	Particulate Matter
POL	Petroleum, Oils, and Lubricants
POVs	Privately Owned Vehicles
RFFAs	Reasonably Foreseeable Future Actions
SDP	Subarea Development Plan
SHPO	State Historic Preservation Office
SO ₂	Sulfur Dioxide
SOF	Special Operations Forces
SOP	Standard Operating Procedure
SOW	Special Operations Wing
SPCCP	Spill, Prevention, Control and Countermeasures Plan
SWPPP	Stormwater Pollution Prevention Plan
TSD	Treatment, Storage and Disposal
UFC	Unified Facilities Criteria
USACE	United States Army Corps of Engineers
USAF	United States Air Force
USC	United States Code



UST	Underground Storage Tank
VOQ	Visiting Officers Quarters
vpd	Vehicles per day
WWTP	Wastewater Treatment Plant



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ES.0 EXECUTIVE SUMMARY

ES.1 Introduction

Hurlburt Field is home to the Air Force Special Operations Command (AFSOC). AFSOC's mission is to present combat ready Air Force Special Operations Forces to conduct and support global special operations missions.

The installation is located in Okaloosa County on the Florida panhandle, approximately 35 miles east of Pensacola. Hurlburt Field is surrounded by the city of Mary Esther and Fort Walton Beach to the east, Eglin Air Force Base to the north and west, and Santa Rosa Sound to the south.

The primary east-west road in this region is US 98, which bisects Hurlburt Field and separates the main portion of the installation from the Sound Side area. The Main Gate is immediately north of the US 98 and Cody Avenue intersection. The Downs Road Gate is currently closed and is located 2,800 feet west of where Downs Road intersects with Martin Luther King Jr. Boulevard in the northeast portion of the installation. The East Gate is located along the eastern boundary of the installation at Freedom Way.

The 1st Special Operations Wing (1 SOW), Hurlburt Field, with the support of AFSOC and the U.S. Army Corps of Engineers (USACE), has prepared this Environmental Assessment (EA) for the Proposed Action. This EA has been prepared in accordance with the National Environmental Policy Act ([NEPA], Title 42, U.S. Code, Section 4321 et seq.), Air Force implementing regulations (32 Code of Federal Regulations [CFR] Part 989), and Department of Defense (DoD) directives. It assesses the potential environmental impacts associated with the Proposed Action, as well as those associated with the alternatives to the Proposed Action, as described in Section 2.

ES.2 Purpose and Need

The purpose of the project is to relocate the operations of the Commercial Vehicle Inspection (CVI) point (currently located at the Main Gate) to another entry location.

The current CVI point is located immediately south of the main Entry Control Facility (ECF) along Cody Avenue at U.S. 98 in the south part of the installation. Currently, there are multiple deficiencies at the existing CVI point that support the need for the Proposed Action. Previous studies reported that traffic at the Cody Avenue-US 98 intersection is congested (particularly during the morning and afternoon rush hours). The U.S. Air Force (USAF) and the Florida Department of Transportation (FDOT) are collaborating on the construction of a new grade-separated interchange at this intersection.

Previous reports also described that the CVI point currently has no visual screening and the ability to view the CVI point from US 98 will increase following the construction of the interchange. Buildings exist within the 500-foot Anti-Terrorism/Force Protection (AT/FP) setback from the existing CVI point (as prescribed by the Hurlburt Field Antiterrorism office). The existing CVI point does not have an overwatch position and the distance from the CVI point to the active vehicle barrier does not currently meet USAF design standards. Occupied buildings and car occupants are present in the vicinity of the Main Gate CVI point, which presents a potential hazard in the event of a blast from an explosive-laden vehicle. Further, an emergency response to such an event would result in a cordon area that would block US 98, which is a major thoroughfare through the area.



ES.3 Proposed Action and Alternatives

The Proposed Action is to relocate the operations of the existing CVI point from its current location at the Main Gate to the Downs Road Gate in the northeastern area of the base. The Downs Road Gate is an existing ECF that was formerly accessed from Martin Luther King Jr. Boulevard. The Downs Road Gate is approximately 2,800 feet west of Martin Luther King Jr. Boulevard. The ECF is not in operation and does not meet current AT/FP requirements.

Presently, Downs Road intersects with Martin Luther King Jr. Boulevard at the installation boundary. The fence gate in that area is closed, locked and barricaded so access to the installation from the outside does not occur in this area. Within the installation, however, the gate at the Downs Road ECF is open so base traffic can travel along Downs Road to the Advanced Wastewater Treatment Facility to the east.

The proposed CVI point at the Downs Road Gate will be located at the current ECF and the existing ECF facilities will be demolished to allow for its construction. The proposed CVI point will include a covered, two-lane vehicle inspection area, a gatehouse, steel catwalks with stairs, an overwatch point and active barriers. A stormwater management facility is proposed north of the CVI point and a smaller facility will be provided within the median island. Between 100-200 vehicles per day are anticipated to ingress through the CVI point following completion of construction.

Downs Road east and west of the new CVI point will continue to be one through lane in each direction. Roadway and intersection improvements are being proposed by Okaloosa County and the Florida Department of Transportation, at the Downs Road intersection with Martin Luther King Jr. Boulevard, but these projects are separate from the Proposed Action. Their effects to the human and natural environment are included in the Cumulative Effects section of this EA.

ES.3.1 Alternative 1: New CVI Point at the East Gate

Alternative 1 includes the development of a new CVI point at the East Gate. The East Gate currently has a two-lane ECF with an overwatch location; however, the gate does not allow passage of commercial vehicles and does not have facilities for commercial vehicle inspections. Therefore, Alternative 1 includes construction of a two-lane CVI point with entry and exit lanes along the base ingress route prior to the East Gate.

ES.3.2 No-Action Alternative

The No-Action Alternative would continue commercial vehicle inspections at the Main Gate as is currently being conducted. The No-Action Alternative would not reduce the traffic congestion issues at this gate. Under this alternative, buildings and other inhabited areas would continue to encroach upon the 500-foot AT/FP setback distance and concerns over viewing the CVI point from major off-base roads would continue. Buildings would continue to exist within the 1,250-foot explosive clear zone.

ES.4 Environmental Consequences

Section 4 describes in more detail the environmental consequences of the Proposed Action. The implementation of the Proposed Action would not generate significant impacts to the human or natural environment. A summary of the environmental consequences is below.



- **Air Quality**—Demolition/construction activities would result in short-term, minor impacts to air quality from fugitive dust. Generated fugitive dust will be controlled at the site using best management practices such as dust suppression through water spraying.
- **Soils**—The Proposed Action will involve grading of soil and disturbing 2.03 acres of land. Best Management Practices (BMPs) for sediment and erosion control would be utilized during project construction in accordance with an approved Stormwater Pollution Prevention Plan (SWPPP) that meets Florida state requirements. Long-term vegetation stabilization of exposed soils would also be employed to reduce sediment runoff into receiving water bodies.
- **Surface Water**—Demolition/construction activities under the Proposed Action would not occur within any surface water body. Hurlburt Field would obtain a Florida Department of Environmental Protection (FDEP) National Pollutant Discharge Elimination System (NPDES) stormwater construction permit and would implement an associated SWPPP. A stormwater management retention facility would be constructed north of Downs Road to treat stormwater runoff. Stormwater management self-certification by the engineer of record would comply with Section 32-346 of the Florida Administrative Code (F.A.C.) for State of Florida Environmental Resource Permitting.
- **Hazardous Materials and Waste**—Demolition of the existing building at the Downs Road Gate for the construction of the new CVI point may generate hazardous waste such as asbestos and lead-based paint. A survey of the Downs Road Gate to be demolished for the presence of asbestos-containing material and lead-based paint would be conducted prior to demolition. Disposal of demolition material would be in accordance with all applicable environmental compliance regulations and Hurlburt Field environmental management plans.
- **Traffic and Transportation**—With the construction of the CVI point on Downs Road, traffic patterns for commercial vehicles would change. Commercial traffic from Navarre, Pensacola and other cities to the west will travel through streets in Mary Esther and Fort Walton Beach not previously traveled. The relocation of the CVI point is expected to move 100-200 incoming vehicles per day (vpd) from the Main Gate to the Downs Road Gate. This change would cause an approximate increase of 1% additional traffic to the Martin Luther King Jr. Boulevard daily traffic. An increase of that magnitude would not generate significant impacts to traffic or transportation networks (including along Hill Avenue north of Lovejoy Road within the residential land use area). Commercial vehicle miles traveled along installation roads will present an adverse effect to traffic flow on base; however, this impact will be partially compensated for by the future widening and realignment of Independence Road.
- **Safety**—In the event of an explosion at the Downs Road Gate CVI point, golf players and off-base workers at the Waste Management Inc. facility could be affected by high-speed, low-angle blast fragments; however, the number of persons that would be potentially affected would be less than the other alternatives. Additional trucks (including trucks hauling munitions) would travel adjacent to residential land uses along Hill Avenue north of Lovejoy Road; however, there would be minimal potential for increased traffic accidents with the Proposed Action along Hill Avenue/Martin Luther King Jr. Boulevard. Munitions haulers along Hill Avenue/Martin Luther King Jr. Boulevard would be in transportation mode, where a clear zone from a potential explosion would not be required. Munitions haulers entering the Downs Road Gate will travel farther on base to reach their destinations west of the flightline than under the current condition. Although there would be an increase in lane mileage on base by munitions haulers, the trucks will be in transportation mode where a clear zone from a potential explosion would not be required.

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1.0 PURPOSE AND NEED FOR THE PROPOSED ACTION

1.1 Introduction

Hurlburt Field is home to AFSOC. AFSOC is one of ten major Air Force commands, and the Air Force component of U.S. Special Operations Command, a unified command located at MacDill Air Force Base, Florida. AFSOC's mission is to present combat-ready Air Force Special Operations Forces to conduct and support global special operations missions (AFSOC, 2012).

AFSOC provides Air Force special operations forces (SOF) for worldwide deployment and assignment to regional unified commands. The command's SOF are composed of highly trained, rapidly deployable Airmen, conducting global special operations missions ranging from precision application of firepower to infiltration, exfiltration, resupply and refueling of SOF operational elements (AFSOC, 2012).

AFSOC's vision is to be
"America's specialized air power...a step ahead in a changing world, delivering Special Operations power anytime, anywhere."



AFSOC's unique capabilities include airborne radio and television broadcast for psychological operations, as well as aviation foreign internal defense instructors to provide other governments with military expertise for their internal development. The command's special tactics squadrons combine combat controllers, special operations weathermen and pararescuemen with other service SOF to form versatile joint special operations teams (AFSOC, 2012).

The command's core missions include battlefield air operations; agile combat support; aviation foreign internal defense; information operations; precision aerospace fires; psychological operations; specialized air mobility; specialized refueling; and intelligence, surveillance and reconnaissance. (AFSOC, 2012).

This EA analyzes the potential impacts to the human and natural environment from the relocation of the CVI point operations (currently located at the Hurlburt Field main gate) to a new location to assist with reducing traffic congestion and AT/FP concerns from commercial vehicle inspections.

1 SOW, Hurlburt Field, with the support of AFSOC and the USACE, has prepared this EA for the Proposed Action. This EA has been prepared in accordance with the National Environmental Policy Act ([NEPA], Title 42, U.S. Code, Section 4321 et seq.), Air Force implementing regulations (32 Code of Federal Regulations [CFR] Part 989), and Department of Defense (DoD) directives. It assesses the potential environmental impacts associated with the Proposed Action, as well as those associated with the alternatives to the Proposed Action, as described in Section 2.

1.2 Purpose and Need

The purpose of the project is to relocate the operations of the CVI point (currently located at the Main Gate) to another entry location.

The current CVI point is located immediately south of the main ECF along Cody Avenue at U.S. 98 in the south part of the installation. The existing CVI point is a two-bay, covered facility where any vehicle that is a commercial motor carrier or is placarded must stop and be inspected by security forces. If the vehicle passes inspection, then the driver is instructed to proceed to the ECF for entry onto the installation. If the vehicle does not pass inspection (or the driver is unable to obtain a base pass), then the driver is instructed to turn around prior to the ECF and leave the premises. This type of vehicle is



known as a “reject vehicle.” Other actions by security forces can also occur if the vehicle does not pass inspection.

Currently, there are multiple deficiencies at the existing CVI point that support the need for the Proposed Action. A Main Gate Study Subarea Development Plan was prepared in 2010 to understand deficiencies of the current CVI point, determine approaches to improving the Main Gate CVI point, and develop various alternatives for relocating the existing CVI point (if that action was determined to be necessary). The report stated that traffic at the Cody Avenue-US 98 intersection is congested (particularly during the morning and afternoon rush hours). Morning rush hour eastbound traffic and afternoon westbound traffic on US 98 at this intersection currently functions at a Level of Service (LOS) F.¹ The USAF and FDOT are collaborating on the construction of a new grade separated interchange at this intersection. Following construction, traffic flow at the interchange will function at LOS C during the morning rush hours and LOS F during the afternoon rush hours (Main Gate SDP, 2010).



Main Gate CVI Point

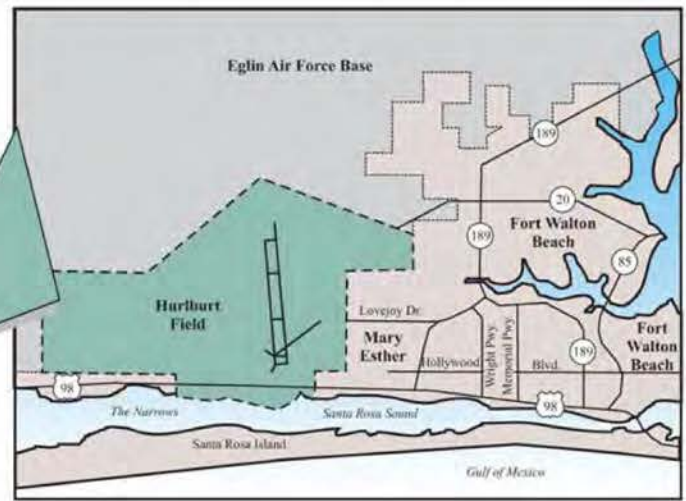
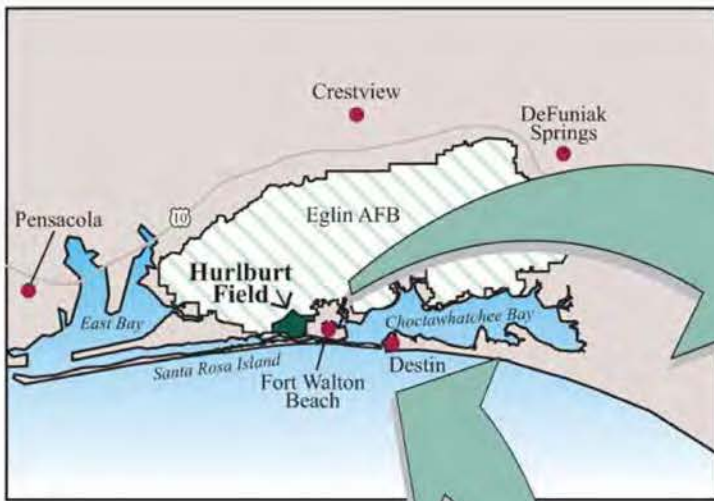
The report also described that the CVI point currently has no visual screening and the ability to view the CVI point from US 98 will increase following the construction of the interchange. Buildings exist within the 500-foot AT/FP setback from the existing CVI point (as prescribed by the Hurlburt Field Antiterrorism office). Buildings exist within a portion of a 1,250-foot explosive clear zone that would be in effect if a vehicle of explosive concern or an unoccupied munitions delivery vehicle would be present at the existing CVI point. Finally, the existing CVI point does not have an overwatch position and the distance from the CVI point to the active vehicle barrier does not currently meet USAF design standards as described in *Unified Facilities Criteria (UFC) 4-022-01 Security Engineering-Entry Control Facilities/Access Control Points 25 May 2005* (UFC, 2005; Main Gate SDP, 2010).

1.3 Location of the Proposed Action

Hurlburt Field is located in Okaloosa County on the Florida panhandle, approximately 35 miles east of Pensacola. The installation is surrounded by the city of Mary Esther and Fort Walton Beach to the east, Eglin Air Force Base to the north and west, and Santa Rosa Sound to the south. Figure 1-1 illustrates Hurlburt Field's location within the northwest Florida region.

The primary east-west road in this region is US 98, which bisects Hurlburt Field and separates the main portion of the installation from the Sound Side area. The Sound Side is along the Santa Rosa shoreline and includes the Sound Side Conference Center and temporary lodging facility; family housing, outdoor recreation facilities, family camping area (FAMCAMP) and the marine terminal. The Main Gate is immediately north of the US 98 and Cody Avenue intersection. The Downs Road Gate is currently closed and is located 2,800 feet west of where Downs Road intersects with Martin Luther King Jr. Boulevard in the northeast portion of the installation. The East Gate is located along the eastern boundary of the installation at Freedom Way (Main Gate SDP, 2010).

¹LOS is a measure of traffic flow through roadway intersections with LOS A being free-flow conditions and LOS F being extremely congested conditions with frequent stopped traffic conditions.



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida**
Location & Vicinity Map
Figure 1-1



Not to Scale





1.4 Applicable Regulatory Requirements

Regulations relevant to NEPA and the resources assessed in this EA include, but are not limited to, the following:

- Title 40, CFR, Parts 1500-1508
- Title 42, U.S. Code, Sections 4321-4370f
- Title 32 CFR Part 989, *Environmental Impact Analysis Process*
- Executive Order (EO) 11988, *Floodplain Management*, May 24, 1977
- EO 11990, *Protection of Wetlands*, May 24, 1977
- EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, February 11, 1994
- EO 13045, *Protection of Children from Environmental Health Risks and Safety Risk*, April 1997
- DoD Instruction 4715.9, *Environmental Planning and Analysis*, May 3, 1996
- Air Force Instruction (AFI) 32-7061, *The Environmental Impact Analysis Process*, March 12, 2003
- AFI 32-7064, *Integrated Natural Resources Management*, September 17, 2004
- AFI 32-7065, *Cultural Resources Management Program*, June 1, 2004
- Noise Control Act (Title 42, U.S. Code, Sections 4901 et seq.)
- Clean Air Act (CAA) (Title 42, U.S. Code, Sections 7401 et seq.)
- Clean Water Act (CWA) (Title 33, U.S. Code, Sections 1251 et seq.)
- Rivers and Harbors Act (Title 33, U.S. Code, Section 401)
- National Historic Preservation Act (Title 16, U.S. Code, Section 470)
- Archaeological Resources Protection Act (Title 16, U.S. Code, Section 470)
- Endangered Species Act (ESA) (Title 16, U.S. Code, Section 1531 et seq.)
- Coastal Zone Management Act (CZMA) (Title 16, U.S. Code, Section 1451 et seq.)
- Resource Conservation and Recovery Act (Title 42, U.S. Code, Section 6901 et seq.)

An EA is required to accomplish the following objectives:

- Briefly provide sufficient evidence and analysis for determining whether to prepare an Environmental Impact Statement (EIS) or a Finding of No Significant Impact (FONSI)
- Aid in an agency's compliance with NEPA when an EIS is not necessary and facilitate preparation of an EIS when necessary

AFI 32-7061 directs Air Force officials to follow 32 CFR 989, which specifies the procedural requirements for the implementation of NEPA and requires consideration of environmental consequences as part of the planning and decision-making process. 32 CFR 989.14(g) requires preparation of a Finding of No Practicable Alternative (FONPA), which must be submitted to the Major Command Environmental Planning Function when the alternative selected is located in jurisdictional wetlands/surface waters or floodplains.

1.5 Interagency Coordination and Public Involvement

The Air Force invites public participation in the evaluation of the Proposed Action and alternatives through the NEPA process. Consideration of the views and information of all interested persons promotes open communication and enables better decision-making. The Intergovernmental Coordination Act and EO 12372, *Intergovernmental Review of Federal Programs*, require federal agencies to cooperate with and consider state and local views in implementing a federal proposal. AFI 32-7060, *Interagency and Intergovernmental Coordination for Environmental Planning* (IICEP), requires the Air Force to implement the IICEP process, which is used for the purpose of facilitating agency coordination and implements scoping requirements under NEPA.



1.5.1 Coastal Zone Management Consistency

The federal Coastal Zone Management Act (CZMA) provides assistance to states, in cooperation with federal and local agencies, for developing land and water use programs in coastal zones. According to Section 307 of the CZMA, federal projects that affect land uses, water uses or coastal resources in a state's coastal zone must be consistent, to the maximum extent practicable, with the enforceable policies of that state's federally approved coastal zone management plan.



Santa Rosa Sound Shoreline

The Florida Coastal Management Program (FCMP) is based on a network of agencies implementing 23 statutes that protect and enhance Florida's natural, cultural and economic coastal resources. The Florida Department of Environmental Protection (FDEP) implements the FCMP through the Florida State Clearinghouse. The Clearinghouse routes applications for federal activities, such as EAs, to the appropriate state, regional and local reviewers to determine federal consistency with the FCMP. Applicants are encouraged to submit their own preliminary consistency determination along with the EA to the Clearinghouse. Following their review of the EA, the FCMP state agencies provide comments and recommendations to the Clearinghouse based on their statutory authorities. Based on an evaluation of the comments and recommendations, FDEP makes the state's final consistency determination, which will either agree or disagree with the applicant's own consistency determination. Comments and recommendations regarding federal consistency are then forwarded to the applicant in the state clearance letter issued by the Clearinghouse. Appendix A of this EA provides Hurlburt Field's proposed CZMA consistency determination.

The Florida State Clearinghouse was sent a Draft EA (including the applicant's consistency determination) on 4 December 2012. A letter from the Clearinghouse was issued in reply on 14 January 2013 (see letter in Appendix B). The letter commented that the proposed action is consistent with the FCMP and a final consistency determination will be made during later project permitting.

1.5.2 Regulatory Agency Consultation

The Draft EA (including Hurlburt Field's Florida Coastal Management Program consistency determination) and Draft FONSI were sent to the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, the Florida Clearinghouse (for distribution to state agencies) and to local agencies. Comment letters received are included in Appendix B. There were no objections raised by the agencies to the Proposed Action or other comments requiring a response from Hurlburt Field.

1.5.3 Public Involvement

During the Draft EA/FONSI stage, a 30-day public review was held to solicit public comments beginning on 10 December 2012 and closing on 9 January 2013. The public review period was announced in the Northwest Florida Daily News on 7 December 2012, the Destin Log on 8 December 2012 and the Crestview News Bulletin on 8 December 2012. Copies of the Draft EA and Draft FONSI were made available to the public during the review period on the web at <http://www2.hurlburt.af.mil/library/index.asp>. Copies of the published public notices are presented in Appendix C. No comments in response to the public notices were received.



1.6 Scope of the Environmental Assessment

This EA assesses the potential environmental impacts associated with the Proposed Action. More specifically, this EA assesses the potential environmental impacts of alternatives that would meet the goals and intent of the Proposed Action, as well as those of the No-Action Alternative. This EA addresses the relocation of the operations of the CVI point from the Main Gate to a new location. It does not address redevelopment of all areas proposed to be vacated, nor does it address potential future use of the areas under the No-Action Alternative. In the event the Proposed Action is implemented, redevelopment of the vacated areas not covered by this EA would be covered by separate NEPA documentation, as appropriate. In the event the Proposed Action is not implemented, proposed future use of the areas, if different from existing use, may require separate NEPA documentation depending on the proposed use.

1.7 Resources Considered but Eliminated from Further Analysis

The Proposed Action was determined to have no potential effect on several resources. Therefore, these resources were eliminated from further analysis and discussion in this EA. Table 1-1 identifies the resources that were considered but eliminated from further analysis because they have no potential to be affected by the Proposed Action.

Table 1-1: Resources Considered but Eliminated from Further Analysis

Resource	Determination
Geology	The Proposed Action would not involve any intrusive activity that would affect subsurface geological formations. Therefore, the Proposed Action would have no effect on geology.
Topography	The Proposed Action would not involve land contouring or any other activity that would affect site topography. Therefore, the Proposed Action would have no effect on topography.
Prime Farmland	There are no areas designated as prime farmland at Hurlburt Field. Therefore, the Proposed Action would have no effect on prime farmland.
Groundwater	The Proposed Action would not involve withdrawals from, or discharges to, groundwater. Any dewatering necessary during demolition/ construction activities would have no effect on groundwater quality or flow. Therefore, the Proposed Action would have no effect on groundwater.
Housing and Schools	The Proposed Action would not require permanent personnel relocations or permanent employee hires. Therefore, the Proposed Action would have no effect on the number of persons living in on-base or off-base housing, or the number of children attending schools in the area.
Medical, Police and Firefighting Services	The Proposed Action would not require permanent personnel relocations or permanent employee hires. Therefore, the demand for medical, police and firefighting services at Hurlburt Field would remain at current levels under the Proposed Action.

1.8 Organization of the EA

Table 1-2: EA Organization

Section	Title	Description
	Acronyms and Abbreviations	Identifies the acronyms and abbreviations used in the EA
ES.0	Executive Summary	An Executive Summary of the contents of the EA
1.0	Purpose and Need for the Proposed Action	Provides an introduction to the EA; identifies the need for and the purpose of the Proposed Action; describes the location of the Proposed Action; discusses the scope and organization of, and the regulatory, consultation and public involvement requirements for the EA
2.0	Description of the Proposed Action/Alternatives	Describes the alternatives development and selection processes; the Proposed Action, alternatives carried forward for detailed analysis, and alternatives eliminated from detailed analysis
3.0	Existing Conditions	Describes the existing conditions of each resource for which the Proposed Action is assessed
4.0	Environmental Consequences	Discusses the potential effects of implementing the Proposed Action described in Section 3
5.0	List of Preparers	Provides information on the persons who prepared the EA



Table 1-2: EA Organization

Section	Title	Description
6.0	List of Persons and Agencies Consulted	Presents a list of persons and agencies consulted during preparation of the EA
7.0	References	Presents bibliographical information for the sources used to prepare the EA
Appendix A	CZMA Consistency Determination	Presents Hurlburt Field's own CZMA consistency determination for the Proposed Action
Appendix B	IICEP Correspondence	Provides documentation of IICEP correspondence for the EA
Appendix C	Public Involvement	Presents documentation of public review of the EA



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2.0 DESCRIPTION OF PROPOSED ACTION/ALTERNATIVES

2.1 Description of Proposed Action: New CVI Point at the Downs Road Gate

The Proposed Action is to relocate the inspection operations for commercial vehicles (including vehicles hauling munitions) from the current location at the Main Gate to the Downs Road Gate in the northeastern area of the base (see Figures 2-1 and 2-2). Although CVI operations will relocate to the Downs Road Gate, the existing CVI point canopy at the Main Gate will not be demolished under the Proposed Action.

The Downs Road Gate is an existing ECF that was formerly accessed from Martin Luther King Jr. Boulevard. It is located adjacent to Hole 14 of the Gator Lakes Golf Course but otherwise is surrounded by undeveloped areas of the installation. Other than the ECF guardhouse, there are no buildings within a 500-foot radius of the Downs Road gate. The off-base Waste Management Inc. facility is within the 1,250-foot explosive clear zone.

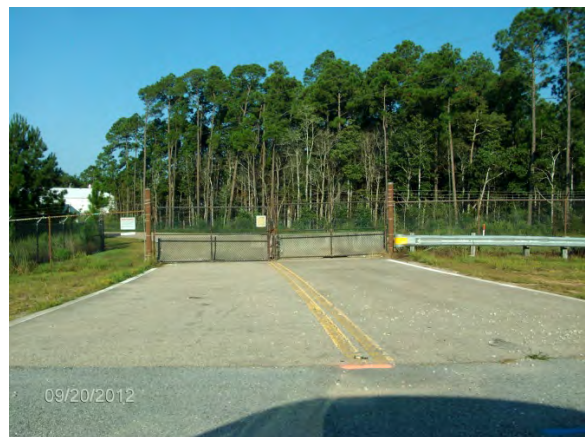
The Downs Road Gate is approximately 2,800 feet west of Martin Luther King Jr. Boulevard. The ECF is not in operation and does not meet current AT/FP requirements described in UFC 4-010-01, *DoD Minimum Antiterrorism Standards for Buildings*, 9 February 2012.

Presently, Downs Road intersects with Martin Luther King Jr. Boulevard at the installation boundary. The fence gate in that area is closed, locked, and barricaded so access to the installation from the outside does not occur in this area. However, within the installation, the gate at the Downs Road ECF is open so base traffic can travel along Downs Road to the Plasma Resource Recovery System Facility and the Advanced Wastewater Treatment Facility to the east.

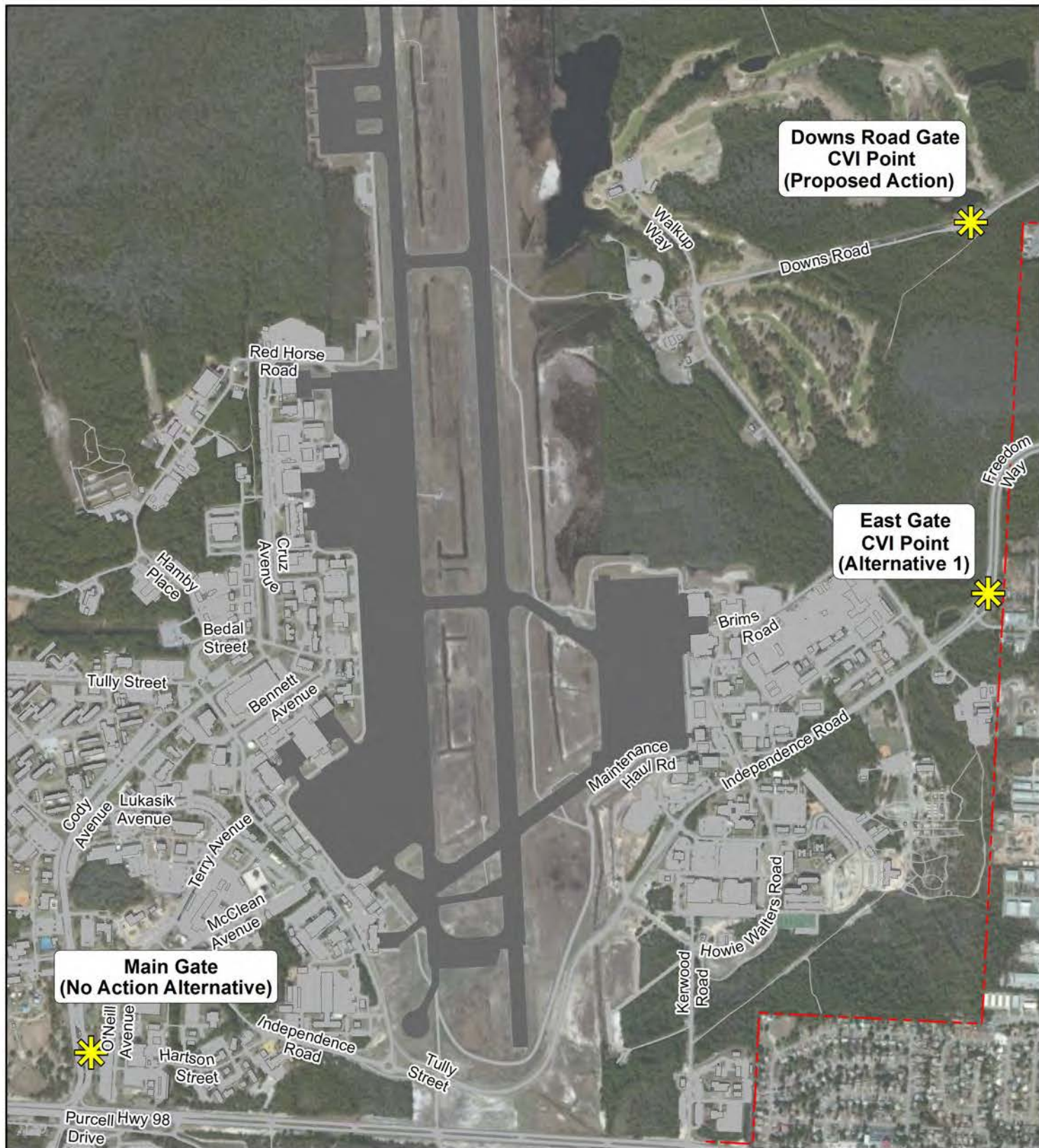
The proposed CVI point at the Downs Road Gate will be located at the current ECF and the existing ECF facilities will be demolished to allow for its construction. The proposed CVI point will include a covered, two-lane vehicle inspection area, a gatehouse, steel catwalks with stairs, an overwatch point and active barriers in accordance with UFC 4-022-01, *Security Engineering: Entry Control Facilities/Access Control Points*, 25 May 2005. Four passenger-car parking spaces will be provided on the north side of the CVI point to provide staff parking. A stormwater management facility is proposed north of the CVI point, and a smaller facility will be provided within the median island. Between 100 and 200 vehicles per day are anticipated to ingress through the CVI point following completion of construction.

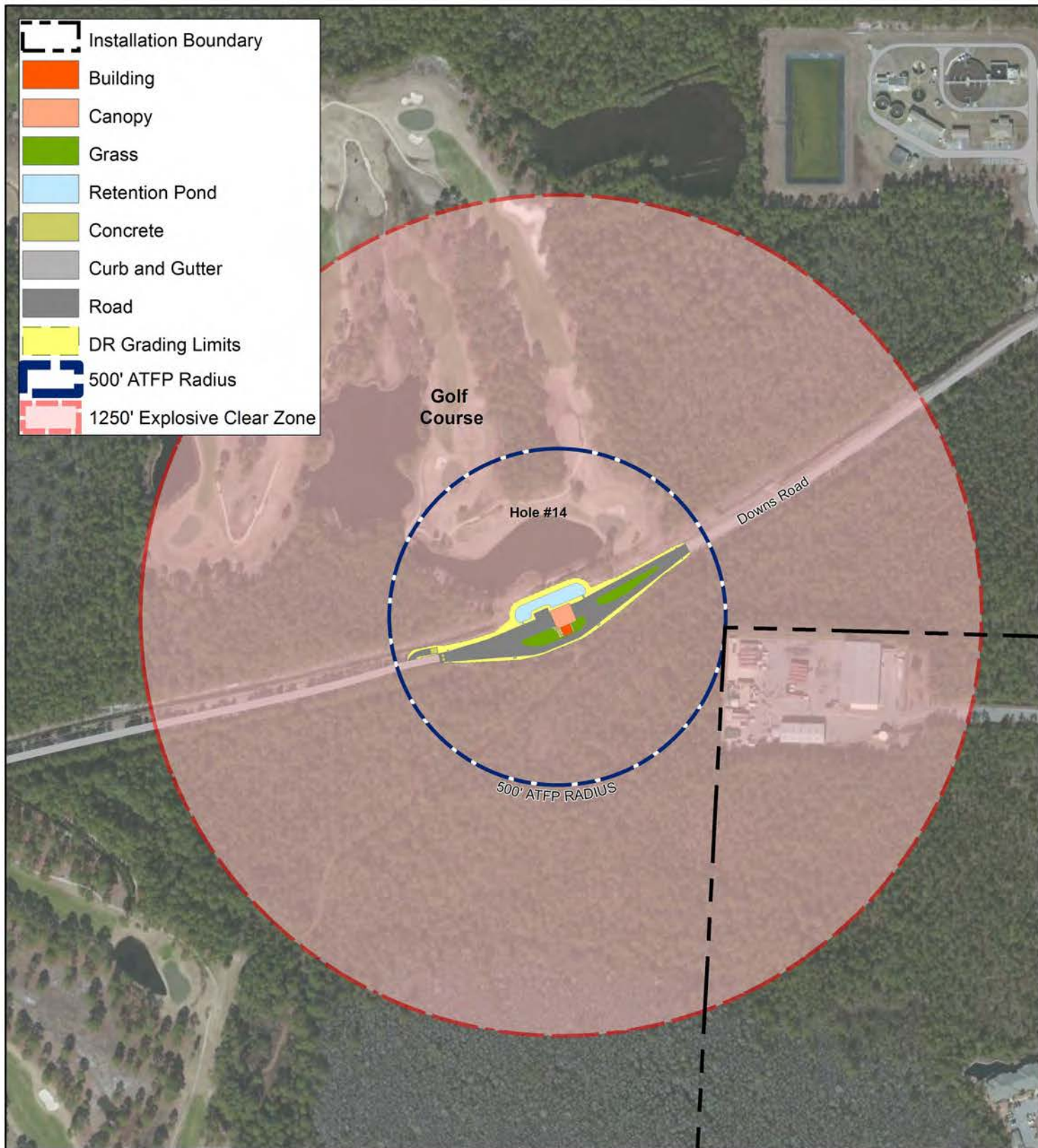


Downs Road Gate Entry Control Facility



Downs Road Locked Fence at Martin Luther King Jr. Boulevard





Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate Hurlburt Field, Florida



*Proposed Action Downs Road Gate
Figure 2-2*



0 200 400 800
Feet



The CVI point guard building will be one story, with 635 square feet of environmentally conditioned space. An electric heat pump with auxiliary strip heat will provide heating and air conditioning. The building will include a driver waiting area, work stations, toilet room, break room and weapons storage closet. The CVI point will have a 50-foot wide by 70-foot long canopy. The overwatch position will have a four-foot-tall crash wall enclosure around three sides. The buildings will be constructed to meet the UFC 4-010-01 AT/FP standards (KHA, 2012).

Downs Road east and west of the new CVI point will continue to be one through lane in each direction. Under the Proposed Action, the new CVI point will be open from 0600 hours to 1800 hours allowing access to the Plasma Resource Recovery System Facility and the Advanced Wastewater Treatment Plant from inside or outside the installation. Between 1800 hours and 0600 hours, the Downs Road Gate at the intersection of Martin Luther King Jr. Boulevard will be closed. During those hours, access to the Plasma Resource Recovery System Facility and the Advanced Wastewater Treatment Plant will be from within the installation.

Roadway and intersection improvements are being proposed by Okaloosa County and FDOT at the Downs Road intersection with Martin Luther King Jr. Boulevard, but these projects are separate from the Proposed Action. Their effects to the human and natural environment are included in the Cumulative Effects section of this EA.

2.2 Alternatives Development

Under NEPA and 32 CFR Part 989, this EA is required to address the potential environmental impacts of the Proposed Action, No-Action Alternative and “reasonable” alternatives. Reasonable alternatives are those that meet the underlying Purpose and Need for the Proposed Action, are feasible from a technical and economic standpoint and meet reasonable screening criteria (selection standards) that are suitable to a particular action. Screening criteria may include requirements or constraints associated with operational, technical, environmental, budgetary and time factors. Alternatives that are determined unreasonable can be eliminated from detailed analysis in this EA.

During preparation of the Main Gate Study Subarea Development Plan, an alternatives analysis was conducted to identify potential reasonable alternatives. These alternatives were evaluated based on their ability to meet the goals and intent of the Proposed Action, and based on applicable screening criteria. The screening criteria used to identify reasonable alternatives for the action are presented in Table 2-1.

Table 2-1: Screening Criteria

Screening Criteria	Description
1	To minimize implementation cost, the new CVI point should be located at an existing entrance road and/or ECF to Hurlburt Field.
2	The new CVI point should be located at an area where AT/FP setbacks can be attained to the maximum practicable extent.
3	Vehicle queues at the CVI point should not extend to where they adversely affect traffic flow on public roadways.
4	Impacts to the human and natural environment should be minimized.
5	A new CVI point should not encroach upon airfield clearance areas.

Based on the alternatives analysis, two action alternatives (the Proposed Action and Alternative 1) were selected to be carried forward for detailed analysis in this EA along with the No-Action Alternative. These action alternatives were determined to be reasonable alternatives because they would meet the goals and intent of the Proposed Action, and they meet the screening criteria used for alternatives selection presented in Table 2-1.



These action alternatives and the No-Action Alternative are described in Section 2.3 and analyzed in detail in Section 4. Several other action alternatives that were considered during preparation of the Main Gate Study Subarea Development Plan did not meet one or more of the screening criteria. These alternatives were, therefore, determined to not be reasonable and were eliminated from detailed analysis in this EA. These other alternatives that were considered and the reasons they were determined to not be reasonable are discussed in Section 2.4.

2.3 Alternatives Carried Forward for Detailed Analysis

Table 2-2 (below) summarizes the names and descriptions of the alternatives that were carried forward for detailed analysis in this EA.

Table 2-2: Alternatives Carried Forward for Detailed Analysis

Alternative Name	Description
Preferred Alternative (Proposed Action)	New CVI Point at the Downs Road Gate
Alternative 1	New CVI Point at the East Gate
No Action Alternative	Continuance of Commercial Vehicle Inspections at the Main Gate

2.3.1 Alternative 1: New CVI Point at the East Gate

Alternative 1 includes the development of a new CVI point at the East Gate (see Figure 2-3). The East Gate currently has a two-lane ECF with an overwatch location; however, the gate does not allow passage of commercial vehicles and does not have facilities for commercial vehicle inspections. Therefore, Alternative 1 includes construction of a two-lane CVI point with entry and exit lanes along the base ingress route prior to the East Gate. The new CVI point would function similarly to the existing CVI point where commercial vehicles are separated from privately owned vehicles (POV) for inspection and then returned to the ingress route for passage through the East Gate ECF. Rejected vehicles would pass through the East Gate ECF, make a U-turn and then leave the installation. The new CVI point would be constructed in accordance with UFC 4-010-01 and UFC 4-022-01. Alternative 1 meets the screening criteria described in Section 2.2.



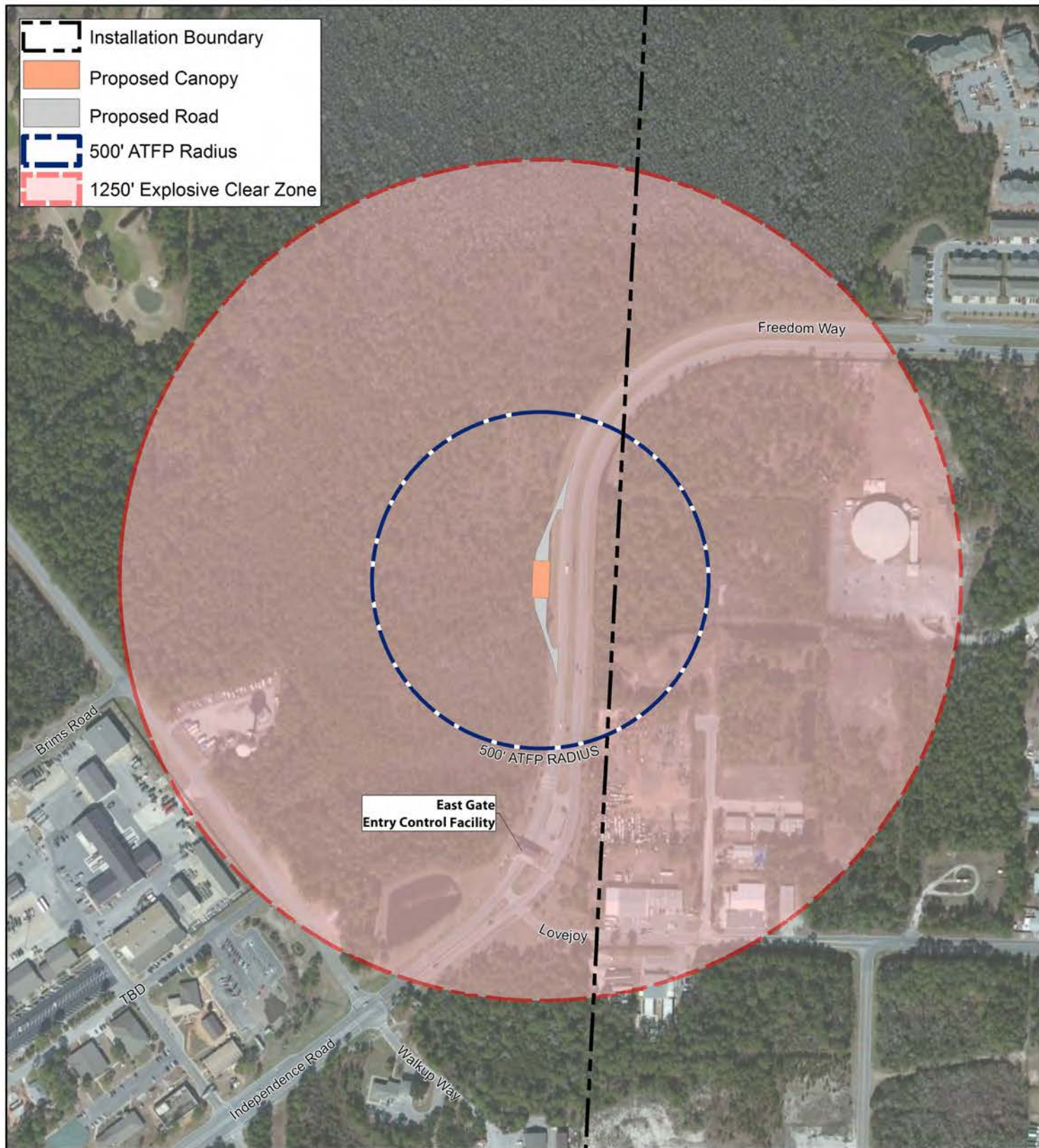
East Gate Ingress Lanes

2.3.2 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

The No-Action Alternative would continue commercial vehicle inspections at the Main Gate as is currently being conducted (see Figure 2-4). The No-Action Alternative would not reduce the traffic congestion issues at this gate. Also, buildings and other inhabited areas would continue to encroach upon the 500-foot AT/FP setback distance and the 1,250 explosive clearance zone under the No-Action Alternative. Concerns over viewing the CVI point from major off-base roads would continue under the No-Action Alternative.



Main Gate Ingress Lanes



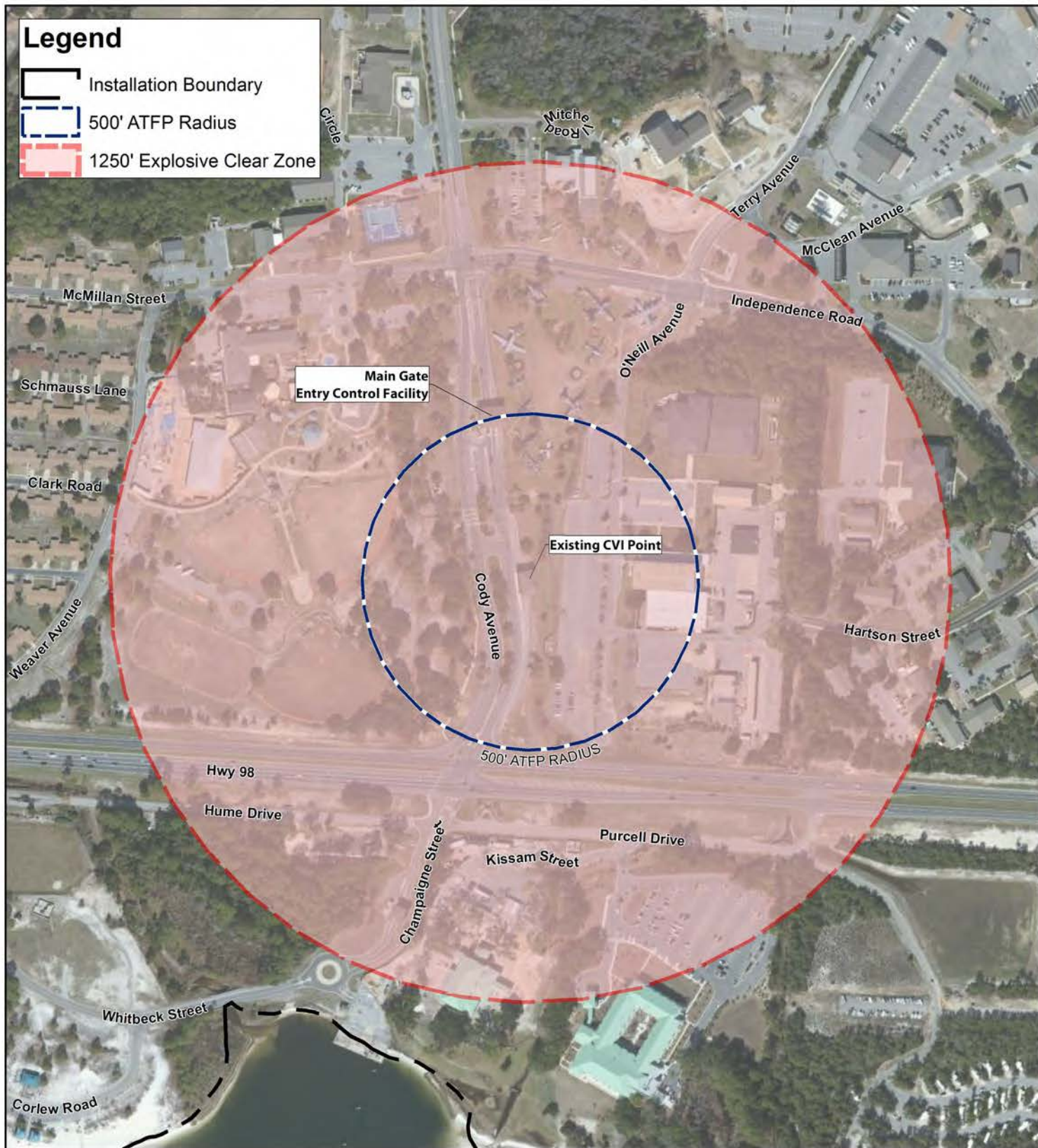
Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate



Hurlburt Field, Florida
Alternative 1 - East Gate
Figure 2-3



0 200 400 800
Feet



Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate Hurlburt Field, Florida



*No Action Alternative - Main Gate
Existing CVI Point
Figure 2-4*



0 200 400 800 Feet



2.3.3 Identification of the Preferred Alternative: New CVI Point at the Downs Road Gate

The Air Force's preferred alternative is the Proposed Action: a new CVI point at the Downs Road Gate.

2.4 Action Alternatives Eliminated from Detailed Analysis

Table 2-3: Summary of Action Alternatives Eliminated from Detailed Analysis

Alternative	Reason for Elimination	Screening Criteria from Table 2-1 Applied to Eliminate the Alternative
Munitions Haul Road	Military family housing privatization would occupy the munitions haul road route or adequate AT/FP setbacks from off-base and on-base housing could not be achieved.	1
Former Construction Access Gate	Installation of a traffic signal at this location is not feasible and this site is within the airfield clear zone.	2, 3, 5
Kerwood Road Gate	Commercial vehicles would travel unacceptably close to the Combat Communications Squadron facilities.	2, 3
Kerwood Road Gate-Road Relocation to the West	The site would be within the airfield clear zone and likely traverse archaeological sites, wetlands and floodplains.	3, 4, 5
Sound Side Site	The site would be too near the Sound Side Visitors Quarters and Conference Center. The site is under consideration for the site of the Air Commando Museum and Heritage Center and Air Park. This mixture of visitors and families in the area with commercial vehicle inspections was determine to be incompatible with AT/FP requirements.	1, 2, 3, 4
Northwest Bypass Site	The construction of a new CVI point at this location does not meet the near term Purpose and Need for the Proposed Action.	1, 4

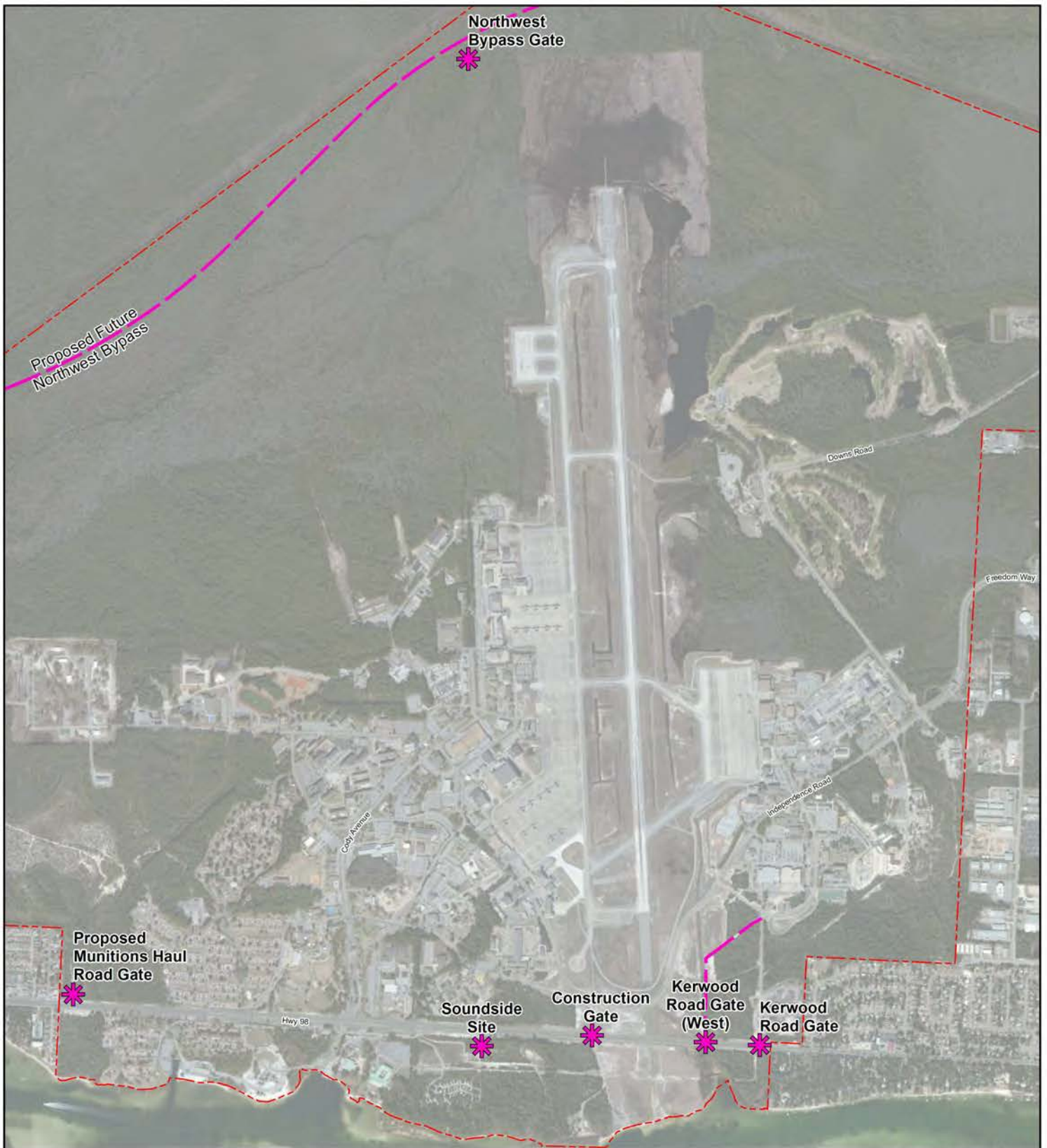
Several action alternatives considered during preparation of the Main Gate Study Subarea Development Plan (SDP) did not meet one or more of the screening criteria presented in Table 2-1 (see Figure 2-5). These alternatives were, therefore, determined to not be reasonable and were eliminated from detailed analysis in this EA. These alternatives and the reasons they were determined to not be reasonable are discussed below and described in Table 2-3.

2.4.1 Munitions Haul Road Alternative

The munitions haul road alternative would entail construction of a new ECF and roadway on the west side of the base, along US 98. The road would continue north from the new ECF to the munitions storage area; however, this alternative was eliminated during the Main Gate Study SDP because future development of the military family housing privatization would occupy the munitions haul road route or adequate AT/FP setbacks from off-base and on-base housing could not be achieved. This area will be studied in the future as a potential new ECF, but not as a new CVI point.

2.4.2 Former Construction Access Gate Alternative

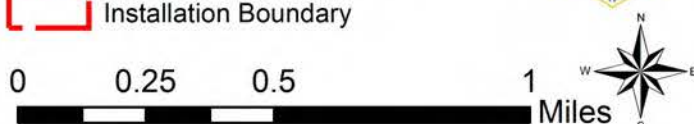
A new ECF and associated CVI point was considered for the former construction access gate along US 98 south of the airfield by the Main Gate Study SDP. This entry point was previously used as a construction traffic access point and aligns with a median break in US 98; however, installation of a traffic signal at this location is not feasible because the intersection is too close to the US 98/Cody Avenue intersection. Further, this site is within the airfield clear zone, where permanent structures are disallowed in accordance with UFC 3-260-01 Airfield and Heliport Planning and Design. For these reasons, this alternative was dismissed from further consideration by the Main Gate Study SDP.



Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate Hurlburt Field, Florida

*Action Alternatives Eliminated
From Further Analysis
Figure 2-5*

 Eliminated Alternatives
 Installation Boundary





2.4.3 Kerwood Road Gate

The Kerwood Road Gate is a closed, locked and barricaded fence gate at the intersection of Kerwood Road and US 98. This gate will be modified and reopened in 2013 during construction of the US 98/Cody Avenue interchange. Acceleration and deceleration lanes, a new traffic signal and an eastbound turn lane on US 98 will be built. Following improvements, the gate will be used for identification card access only and likely only during peak hours.



Locked and Barricaded Kerwood Road Gate

AT/FP concerns eliminated this site from further consideration during the preparation of the Main Gate Study SDP because commercial vehicles would travel unacceptably close to the Combat Communications Squadron facilities. Further, adequate queuing lengths for a CVI would not be feasible at this location, leading to added traffic congestion along US 98, which is a safety issue.

2.4.4 Kerwood Road Gate: Road Relocation to the West

In response to the concerns with the Kerwood Road Gate site, the Main Gate Study SDP considered a new ECF and CVI point to the west of the existing Kerwood Road Gate; however, that site would be within the airfield clear zone and likely traverse archaeological sites, wetlands and floodplains. For these airfield clearance and environmental reasons, this site was eliminated from further consideration by the Main Gate Study SDP.

2.4.5 Sound Side Site

The Sound Side Site is located along Purcell Drive south of US 98. This site was eliminated from further consideration because of land use compatibility and AT/FP concerns. The site would be too near the Sound Side Visitors Quarters and Conference Center. Further, this site is under consideration for the site of the Air Commando Museum and Heritage Center and Air Park. This mixture of visitors and families in the area with commercial vehicle inspections was determined to be incompatible with AT/FP requirements and was eliminated from further consideration in the Main Gate Study SDP.

2.4.6 Northwest Bypass Site

The Main Gate SDP considered a new ECF and CVI point at a location along the Northwest Bypass that is under consideration for development by the Northwest Florida Transportation Corridor Authority. While this site could be an acceptable solution for the relocation of the CVI point, the construction of the Northwest Bypass is many years in the future. Therefore, the construction of a new CVI point at this location does not meet the near term Purpose and Need for the Proposed Action.



3.0 EXISTING CONDITIONS

3.1 Air Quality

Air quality is determined by the type and amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Pollutants, such as ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂) and particulate matter (PM), are considered criteria air pollutants for which an ambient air quality standard has been set. Attainment status is determined by comparing the ambient pollutant concentrations to the baseline standards. The baseline standards for pollutant concentrations are the National Ambient Air Quality Standards (NAAQS) and state air quality standards. These standards represent the maximum allowable atmospheric concentration that may occur and still protect public health and welfare. Okaloosa County is classified as being in attainment for all criteria pollutants under the NAAQS (CH2MHill, 2011).

The base has a Synthetic Minor air quality permit and emissions base-wide are not of a level requiring a Clean Air Act Title V permit. Generators, boilers or other stationary sources of air emissions are not present within the study areas encompassing the various alternatives (Walsh Interview, 2012).

3.2 Noise

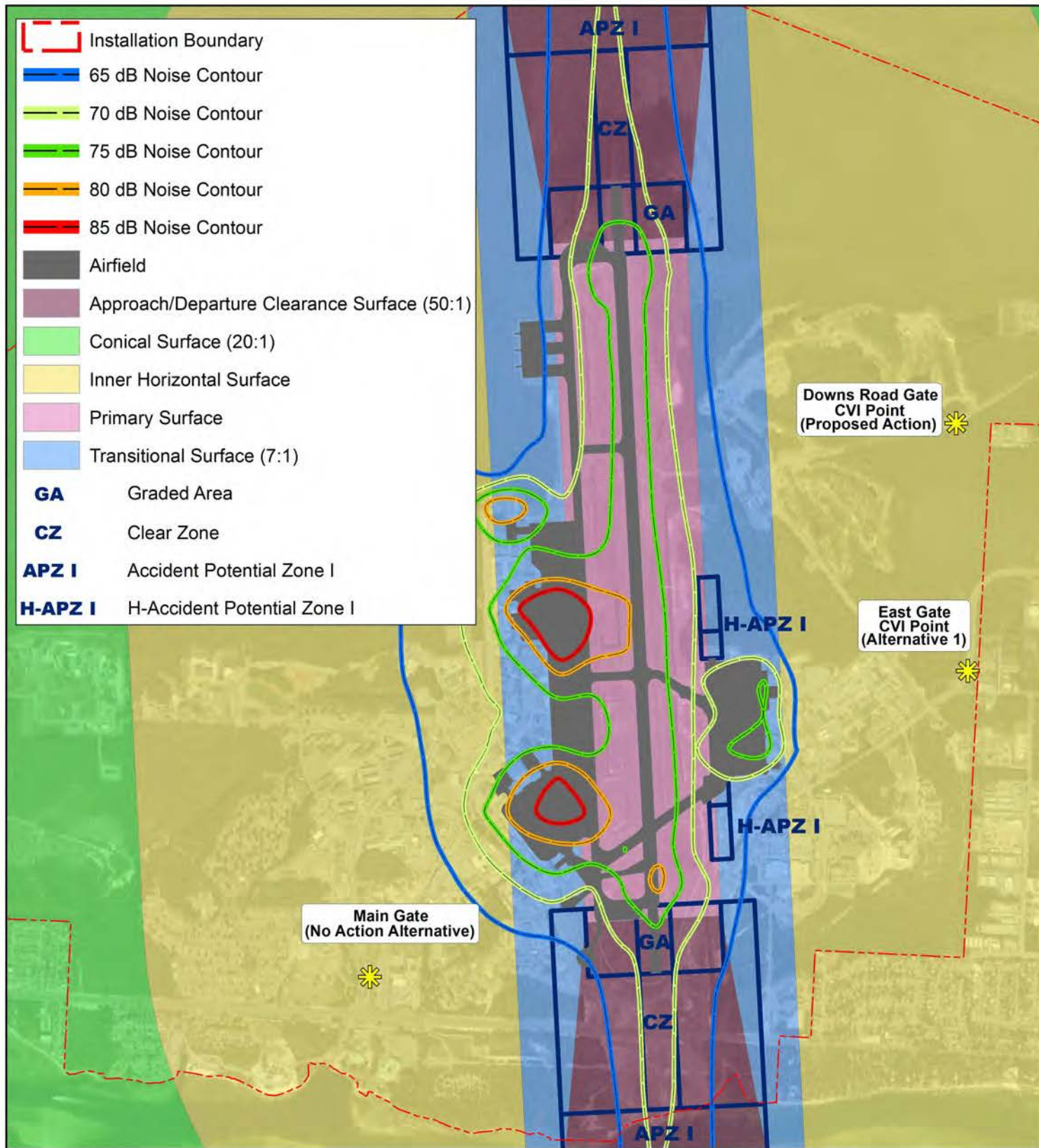
Noise, in the context of acoustics, is defined as unwanted sound. The unit used to measure the intensity of sound is the decibel (dB). At distances of about three feet, normal human speech ranges from 63 to 65 dB, loud kitchen appliances (e.g., a blender) range from about 83 to 88 dB and rock bands may approach 110 dB.

Hurlburt Field received an exemption from public release of noise contours from AFSOC on 11 January 2010 because all 65 dB or greater noise remains on Air Force land or over undeveloped land or water (Lattanze Interview, 2012). There are no noise-sensitive areas in the study area; the higher noise levels are located near the runway. ECFs and CVI inspection points are not considered noise-sensitive areas. The 65 dB noise contour associated with airfield operations is located 3,570 feet west of the Downs Road Gate, 2,515 feet west of the East Gate and 1,850 feet east of the Main Gate (see Figure 3-1).

3.3 Air Installation Compatible Use Zone

The airfield is comprised of one main runway (Runway 18/36), which is 9,600 feet in length. Various taxiways provide access to the runway, including Taxiway Alpha, which connects to the south end of Runway 18/36 and Taxiway Foxtrot, which connects to the north end of Runway 18/36.

To support safe aircraft operation, the airfield has a primary surface, transitional surface, inner horizontal surface, conical surface, approach/departure surface and outer horizontal surface (as required by UFC 3-260-01, *Airfield and Heliport Planning and Design*) as shown on Figure 3-1. Clear Zones (CZ) and Accident Potential Zones (APZ) I and II exist at each end of the runway, restricting land use in those areas to minimize harm to persons and property on the ground from an aircraft accident (in accordance with DoD Instruction 4165.57, *Air Installations Compatible Use Zones* [AICUZ]). In addition to the APZs, runway overruns are in place at each end of Runway 18/36 to minimize damage to an aircraft in the event it runs off the end of the runway during a takeoff or landing (in accordance with UFC 3-260-01, *Airfield and Heliport Planning and Design*). The Downs Road Gate, East Gate and Main Gate areas and existing structures at the gates are not horizontally within (and do not encroach vertically within) any of the zones and surfaces described above.



Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate Hurlburt Field, Florida



Airspace and Noise
Figure 3-1





3.4 Soils

Within Hurlburt Field, soils are of fluvial and marine origin from sedimentary deposits. Most of the soils are sandy with low fertility. Sandy soils and flat topography result in little direct runoff at the installation and low levels of erosion, except along Santa Rosa Sound where slopes are more moderate. There are no prime farmland soils found at Hurlburt Field. Twelve soil series are represented within the installation—seven are considered upland soil types and the other five are hydric (wetland) soil types (GP, 2011).

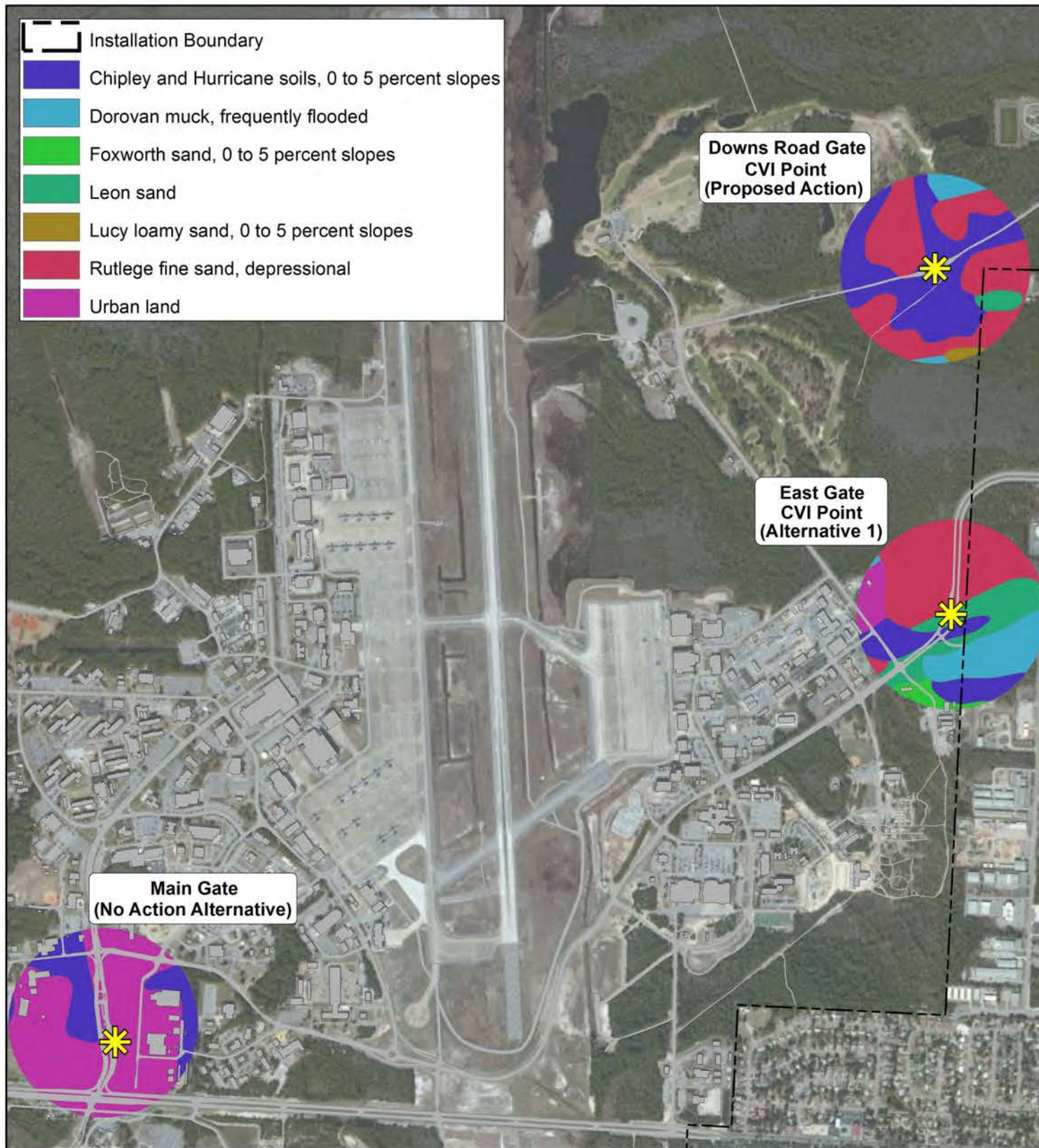
Soil map units that underlie the Downs Road Gate and East Gate areas are Chipley-Hurricane Soils and Rutledge Sand (see Figure 3-2). Chipley-Hurricane Soils are very deep, somewhat poorly drained, rapidly permeable soils formed in sandy marine sediments. Rutledge Sand soils are very deep, poorly drained and very poorly drained, rapidly permeable soils that formed in thick, sandy sediments of marine terraces. Urban Land soils underlie the Main Gate area (Soil Survey, 1995).

3.5 Surface Waters

Hurlburt Field is divided into two main drainage basins. Figure 3-3 shows the surface waters, floodplains and wetlands located in the vicinity of the Proposed Action and alternatives. The northern two-thirds of the installation predominantly drains northward and northwestward into East Bay Swamp, and the southern third of the installation predominantly drains southward into Santa Rosa Sound. The primary surface water bodies within the boundaries of Hurlburt Field are the East Bay River, Gator Lake and several unnamed ponds on and near the golf course. Secondary surface waters include stormwater retention ponds and drainage ditches/swales. The majority of stormwater on Hurlburt Field is transported by natural drainage features, underground concrete pipes, channels and drainage swales to five on-base retention ponds. Most of the stormwater flows under US 98 through a series of culvert systems and drains into Santa Rosa Sound (CH2MHill, 2011).

As authorized by the CWA of 1977, NPDES controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Hurlburt Field is classified as a Phase II Municipal Separate Storm Sewer System (MS4), which is defined as a system of publicly owned stormwater conveyances that discharge to surface waters of the state. As a Phase II MS4, Hurlburt Field operates under an FDEP NPDES *Generic Permit for Discharge of Stormwater from Phase II MS4s*. Hurlburt Field implements a Stormwater Management Plan (SWMP) to comply with the requirements of this permit. Hurlburt Field also operates under an FDEP NPDES *Multi-Sector Generic Permit for Stormwater Discharge Associated with Industrial Activity* (MSGP). The MSGP regulates stormwater associated with industrial activity. Hurlburt Field implements a SWPPP to comply with the requirements of this permit. Stormwater from construction sites that will result in a disturbance of one acre or more are regulated under the FDEP NPDES *Generic Permit for Stormwater Discharge from Large and Small Construction Activities* (CH2MHill, 2011).

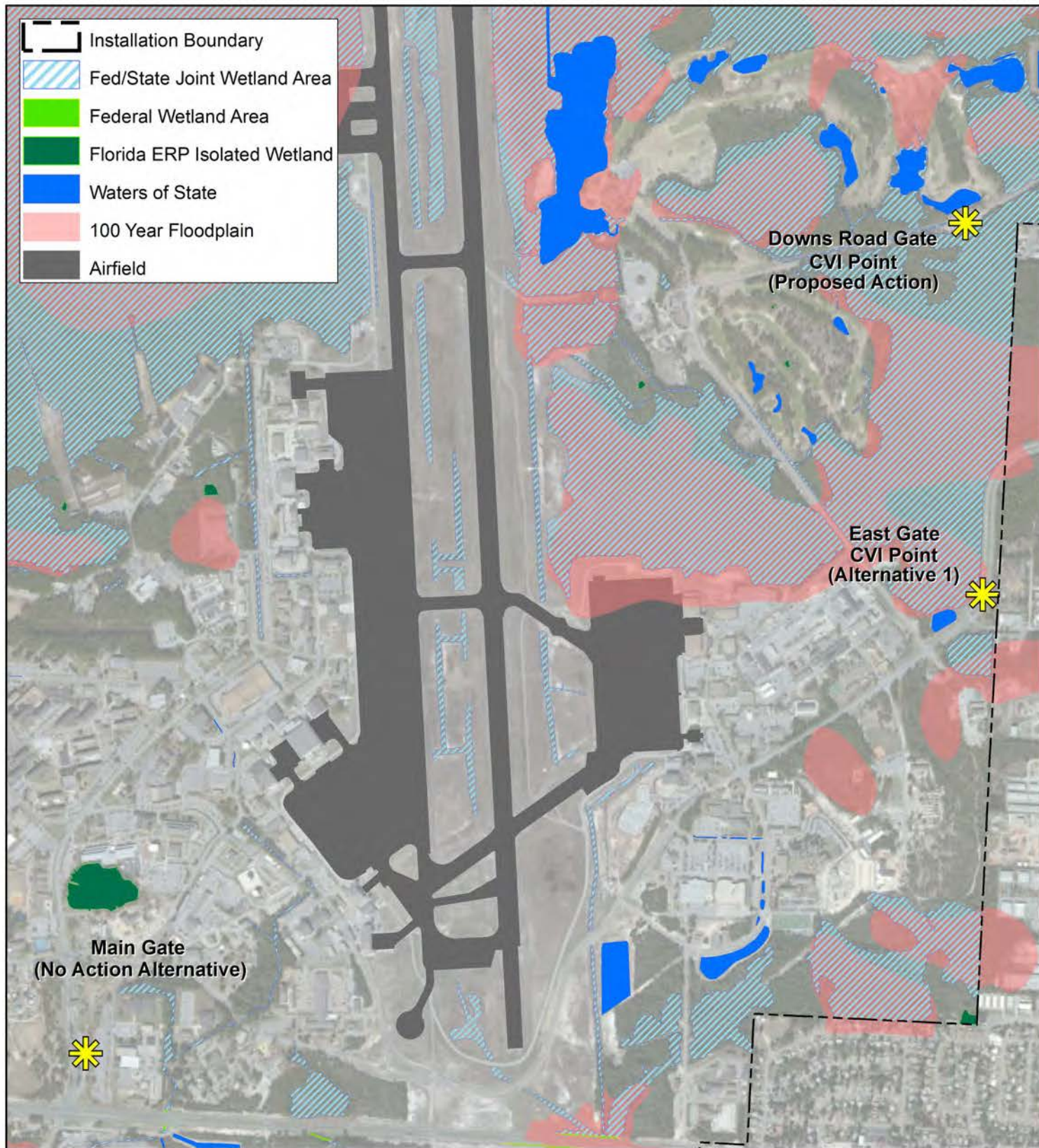
A golf course pond is located immediately adjacent to (and north of) the Downs Road Gate. Surface water from that pond flows westward along a roadside ditch parallel to the north side of Downs Road. A stormwater pond is located adjacent to (and northeast of) the East Gate. Overflow from the stormwater pond flows into a forested swamp north of the East Gate. There are no surface waters within the vicinity of the Main Gate.



Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate Hurlburt Field, Florida



Soils
Figure 3-2



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida
Surface Waters, Floodplains & Wetlands
Figure 3-3**

0 0.125 0.25 0.5
Miles





3.6 Floodplains

Executive Order (EO) 11988, *Floodplain Management*, directs federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct or indirect support of floodplain development wherever there is a practicable alternative. The 100-year floodplain and other floodplain classifications are mapped on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). Based on the FEMA FIRMs that cover Hurlburt Field, a relatively large amount of the total area occupied by the installation is mapped as 100-year floodplain (CH2MHill, 2011).

The nearest 100-year floodplain areas to the Downs Road Gate are 700 feet to the northeast and 1,000 feet to the southwest in forested wetlands. 100-year floodplain is located adjacent to the west edge of Freedom Way at the East Gate. 100-year floodplain is also located 500 feet south of the East Gate. There are no 100-year floodplains within the vicinity of the Main Gate. The nearest 100-year floodplain to the Main Gate is along Santa Rosa Sound on the south side of US 98.

3.7 Wetlands

EO 11990, *Protection of Wetlands*, directs federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative. Federal and state wetlands were delineated and mapped throughout the majority of the installation and were certified by FDEP and USACE in 2011 and 2012. Nearly half of the base is occupied by wetlands including bay swamps, wet flatwoods, wet prairies, depression marshes, blackwater streams, floodplain swamps, tidal marshes and basin swamps. Included in the wetland area is a large wetland complex along the northern boundary of the installation known as East Bay Swamp (Wetlands, 2012).



Typical Wet Flatwoods

Forested wetlands are present along the entire south boundary of the Downs Road Gate area. The north side of the Downs Road Gate area does not contain wetlands between Downs Road and the golf course pond. A vegetated swale that contains jurisdictional wetlands is present adjacent to the northeast boundary of the Downs Road Gate area. At the East Gate, forested wetlands are present along the entire frontage of Freedom Way from the base boundary to the East Gate. The stormwater management area located west of the East Gate is considered waters of the state. A forested wetland is also located south of the East Gate bordered by Independence Avenue, Lovejoy Road and Walkup Way. Wetlands are not present in the vicinity of the Main Gate.

Forested wetlands are present along the entire south boundary of the Downs Road Gate area. The north side of the Downs Road Gate area does not contain wetlands between Downs Road and the golf course pond. A vegetated swale that contains jurisdictional wetlands is present adjacent to the northeast boundary of the Downs Road Gate area. At the East Gate, forested wetlands are present along the entire frontage of Freedom Way from the base boundary to the East Gate. The stormwater management area located west of the East Gate is considered waters of the state. A forested wetland is also located south of the East Gate bordered by Independence Avenue, Lovejoy Road and Walkup Way. Wetlands are not present in the vicinity of the Main Gate.

3.8 Vegetation

The most common natural communities on Hurlburt Field are forested wetlands (e.g., baygall, bottomland forest, dome swamp, floodplain swamp) and mesic pine flatwoods. Natural communities that have lesser coverage include depression marsh, wet prairie, maritime hammock, sandhill, scrub and scrubby flatwoods. The developed parts of Hurlburt Field primarily contain maintained lawn, scattered trees and landscaping vegetation (CH2MHill, 2011).



Vegetation at the Downs Road Gate area includes pine flatwoods to the south and west. An area of upland scrub vegetation is present between the Downs Road Gate and the golf course pond. Mowed lawn is present around the guard house and the roadsides in this area. At the East Gate, pine flatwoods occupy the majority of the landscape north of the gate and along the west edge of Freedom Way. Mowed lawn with occasional landscape trees is present along the roadside, within the median and between Freedom Way and the installation boundary. A stormwater management facility is located west of the East Gate which is not a permanent detention pond. Therefore, during dry periods, a variety of emergent and shrub wetland vegetation occupies the facility. The area around the Main Gate is vegetated with mowed lawn and landscape trees.

3.9 Fish and Wildlife

Hurlburt Field has considerable amounts of undeveloped land that support a high diversity of wildlife species. The large forested wetlands in the northern part of Hurlburt Field and the pine flatwoods in the western part of the installation, in particular, serve as high-quality habitat for wildlife. Santa Rosa Sound, the East Bay River, Gator Lake and several unnamed ponds on and near the golf course are the primary habitats for fish and other aquatic biota. Hunting is not allowed on Hurlburt Field, and fishing is limited to Gator Lake and Santa Rosa Sound. The Hurlburt Field Integrated Natural Resources Management Plan (INRMP) lists fish and wildlife species that are common on the installation (CH2MHill, 2011).



Florida Black Bear (Photo Courtesy of 1 SOCES CEAN)

The pine flatwoods adjacent to the Downs Road Gate and the East Gate provide habitat for Florida black bear (*Ursus americanus floridanus*), other mammals, amphibians and reptiles such as diamondback rattlesnakes (*Crotalus adamanteus*). The golf course pond located north of the Downs Road Gate provides habitat for egrets, fish, ducks and alligators. The urban area surrounding the East Gate and the Main Gate provides habitat for perching and song birds and small mammals accustomed to urban environments.

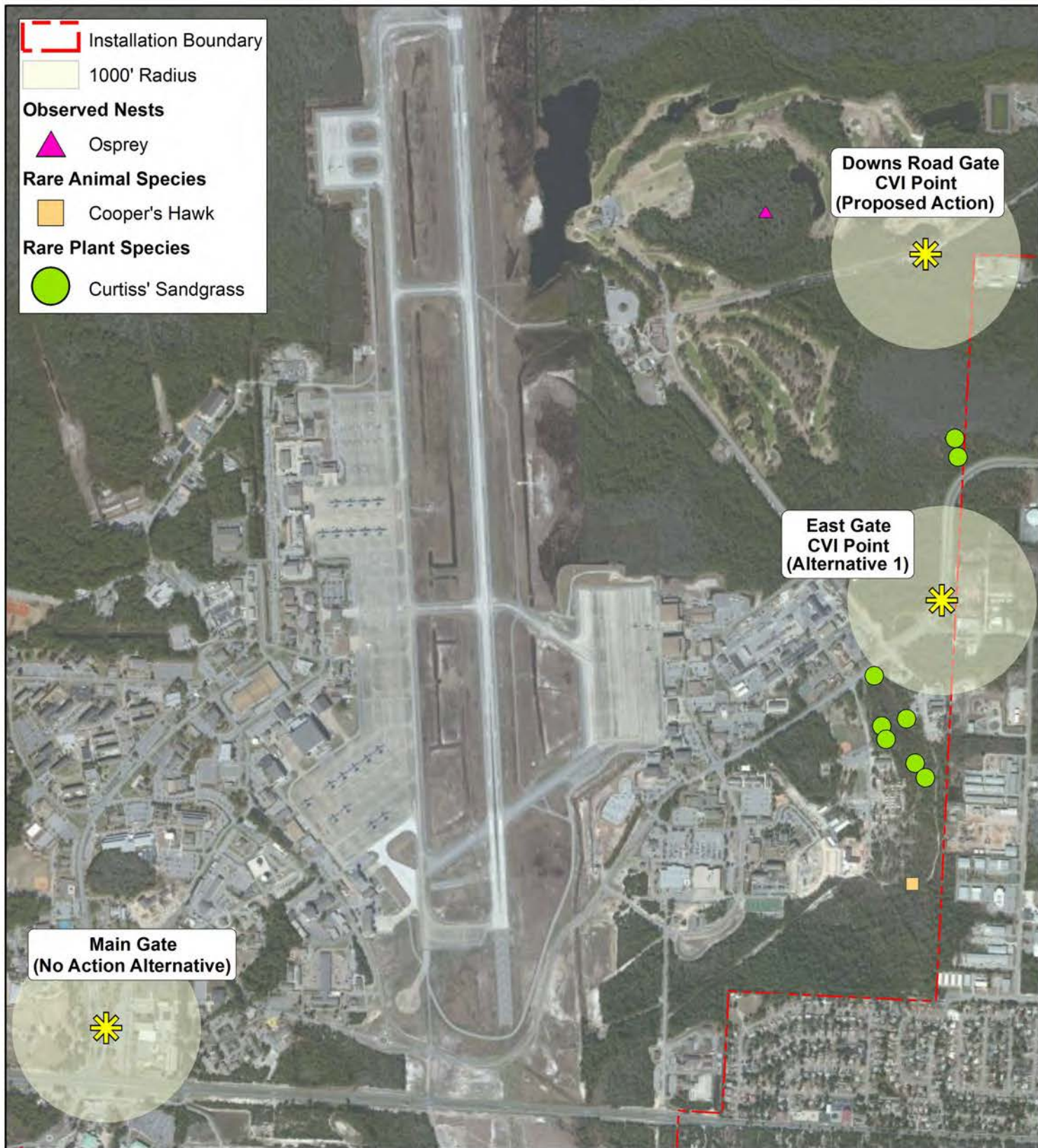
3.10 Listed Species

The Hurlburt Field INRMP provides guidance on the management of listed species and their habitat on the installation. Several species-specific and comprehensive listed species surveys have been conducted on Hurlburt Field. The most recent comprehensive base-wide survey was conducted by the Florida Natural Areas Inventory (FNAI) during 2008-2009 (Surdick, 2009). Figure 3-4 shows the observed listed species in the vicinity of the Proposed Action and alternatives. Table 3-1 lists the plant and animal species observed by the FNAI at Hurlburt Field during the 2009 survey. Listed plant or animal species were not observed by the FNAI in the Downs Road Gate, East Gate or Main Gate areas.



Pitcher Plants (Photo Courtesy of 1 SOCES CEAN)

In addition to the species noted in Table 3-1, Table 3-2 describes listed species that have the potential to occur (or have historically occurred) in the vicinity of Hurlburt Field.



Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate Hurlburt Field, Florida



*Listed Species
Figure 3-4*



0 0.25 0.5 1 Miles



Table 3-1: Species Listed in 2009 Hurlburt Field FNAI Species Survey

Common Name	Scientific Name	State Status	Federal Status
Plants			
Hairy Wild Indigo	<i>Baptisia calycosa</i> var. <i>villosa</i>	LT	MC
Curtiss' Sandgrass	<i>Calamovilfa curtissii</i>	LT	MC
Spoon-Leaf Sundew	<i>Drosera intermedia</i>	LT	N
Pine Lily	<i>Lilium catesbaei</i>	LT	N
Panhandle Lily	<i>Lilium iridollae</i>	LE	N
Southern Twayblade	<i>Listera australis</i>	LT	N
West Florida Cowli	<i>Nuphar lutea</i> ssp. <i>ulvacea</i>	N	MC
Chapman's Butterwort	<i>Pinguicula planifolia</i>	LT	N
Yellow Butterwort	<i>Pinguicula lutea</i>	LT	N
Azalea	<i>Rhododendron</i> sp.	N or LE	N
White-Top Pitcher-Plant	<i>Sarracenia leucophylla</i>	LE	MC
Parrot Pitcher-Plant	<i>Sarracenia psittacina</i>	LT	N
Gulf Purple Pitcher-Plant	<i>Sarracenia rosea</i>	LT	N
Animals			
Cooper's Hawk	<i>Accipiter cooperi</i>	N	N
Bachman's Sparrow	<i>Aimophila aestivalis</i>	N	N
Alligator	<i>Alligator mississippiensis</i>	LS	SAT
Reticulated Flatwoods Salamander	<i>Ambystoma bishopi</i>	LS	LE
Gopher Tortoise	<i>Gopherus polyphemus</i>	LT	LE
Bald Eagle	<i>Haliaeetus luecocephalus</i>	N	N
Osprey	<i>Pandion haliaetus</i>	N	N
Red-Cockaded Woodpecker	<i>Picoides borealis</i>	LS	LE
Florida Black Bear	<i>Ursus americanus floridanus</i>	LT	N

Key:

LE = Endangered

LT = Threatened

MC = Not currently listed (management concern)

N = Not currently listed

LS = Species of special concern

SAT = Threatened due to similarity in appearance

Table 3-2: Species with the Potential to Occur (or Have Historically Occurred) in the Vicinity of Hurlburt Field

Common Name	Scientific Name	State Status	Federal Status
Plants			
Pine-Woods Bluestem	<i>Andropogon arctatus</i>	LT	N
Godfrey's Goldenaster	<i>Chrysopsis godfreyi</i>	LE	N
Cruise's Goldenaster	<i>Chrysopsis gossypina</i> ssp. <i>cruiseana</i>	LE	N
Perforate Reindeer Lichen	<i>Cladonia perforata</i>	LT	LE
Gulf Coast Lupine	<i>Lupinus westianus</i>	LE	N
West's Flax	<i>Linum westii</i>	LE	N
Hummingbird Flower	<i>Macranthera flammea</i>	LE	N
Primrose-Flowered Butterwort	<i>Pinguicula primuliflora</i>	LE	N
Yellow Fringeless Orchid	<i>Plantanthera integra</i>	LE	N
Large-Leafed Jointweed	<i>Polygonella macrophylla</i>	LT	N
White-Top Pitcher Plant	<i>Sarracenia leucophylla</i>	LE	N
Florida Flame Azalea	<i>Rhododendron austrinum</i>	LE	N
Small-Flowered Meadow Beauty	<i>Rhexia parviflora</i>	LE	N
Panhandle Meadow Beauty	<i>Rhexia salicifolia</i>	LT	N
Pineland Hoary-Pea	<i>Tephrosia mohrii</i>	LT	N
Chapman's Crownbeard	<i>Verbesina chapmanii</i>	LT	N
Harper's Yellow-Eyed Grass	<i>Xyris scabrifolia</i>	LT	N
Animals			
Eastern Indigo Snake	<i>Drymarchon corais couperi</i>	N	LT

Key:

LE = Endangered

LT = Threatened

MC = Not currently listed (management concern)

N = Not currently listed

SSC = Species of special concern

SAT = Threatened due to similarity in appearance

Source: US 98 (SR 30) at the Entrance to Hurlburt Field Draft Environmental Assessment, HDR, July 2010

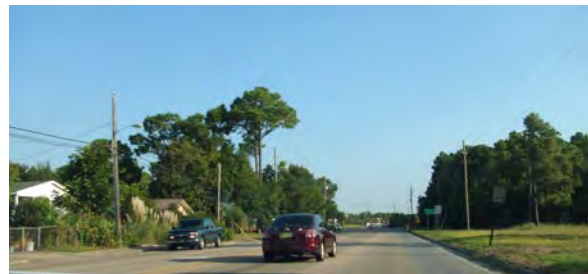


3.11 Land Use

Eleven land use categories exist on the installation:

- Airfield (runways, taxiways, aprons, ramps and airfield clear zones)
- Aircraft operations and maintenance (squadron operations, the weather facility and the control tower)
- Industrial (warehousing, shipping, receiving, fuel storage, motor pool activities, base engineering shops and ranges)
- Administrative (offices, personnel, headquarters, communications and security forces)
- Community commercial (commissary, Soundside Club, Base Exchange, credit union and dining facilities)
- Community service (post office, Child Development Centers, education center and chapel)
- Medical (medical/dental clinic and other health care facilities)
- Housing (accompanied and unaccompanied housing and their support service facilities)
- Outdoor recreation (tennis and basketball courts, ballfields, Gator Lakes Golf Course, running track and parks/picnic areas)
- Open space (vast wetlands of the base and other undeveloped areas such as explosive safety clearance areas)
- Water (ponds, major streams and lakes such as Gator Lake)

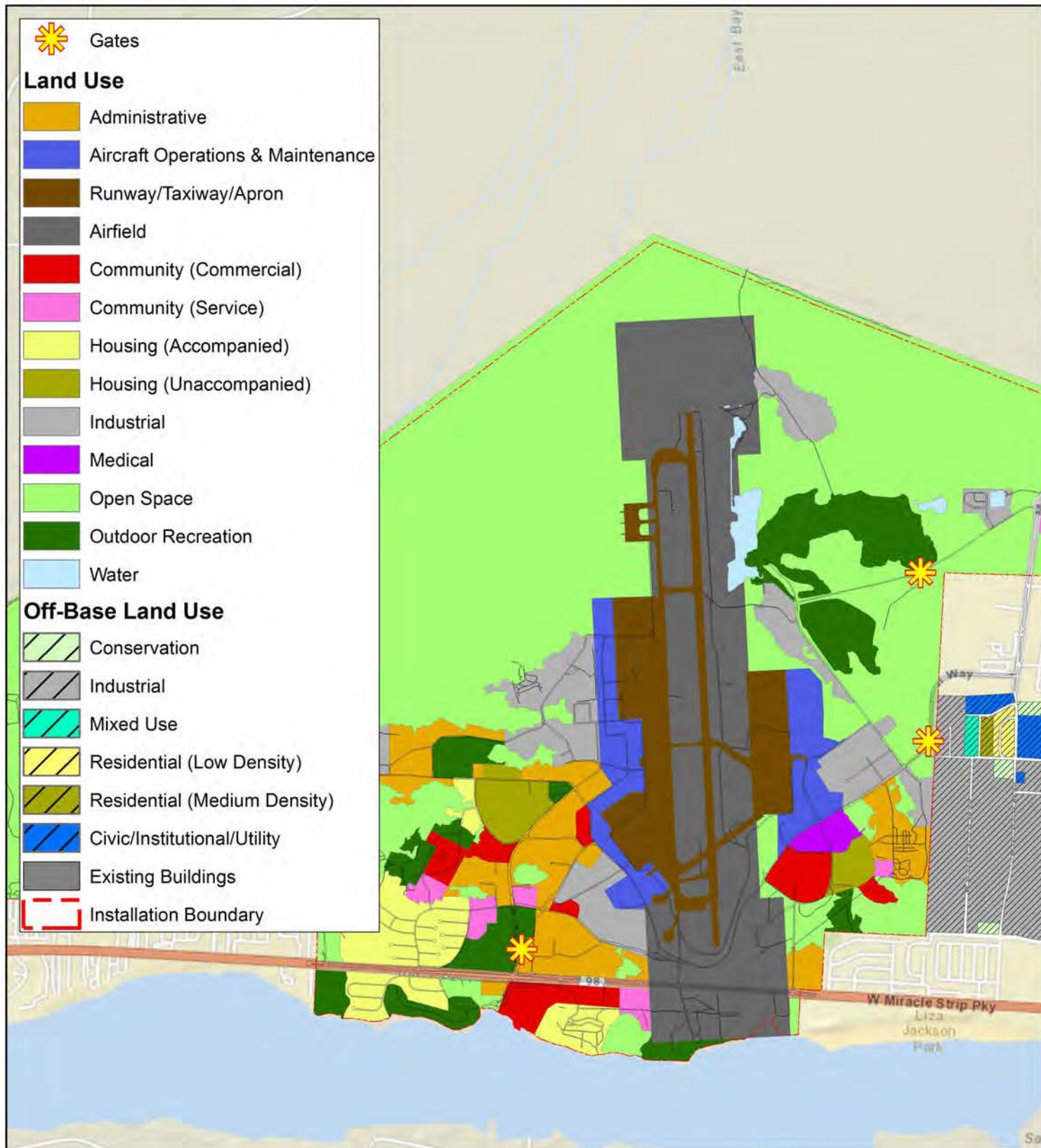
The area surrounding the Downs Road Gate includes recreation land uses (Gator Lakes Golf Course) and open space (see Figure 3-5). The Plasma Resource Recovery System Facility and the Advanced Wastewater Treatment Facility are located east of the Downs Road Gate near the installation boundary adjacent to Martin Luther King Jr. Boulevard. Open space land uses surround the East Gate on the installation. Outside the installation, industrial land uses in the City of Fort Walton Beach exist east of Freedom Way. West of the CVI point at the Main Gate are open space and recreation land uses. East of the CVI point at the Main Gate are recreation land uses (the airpark), open space land uses and administrative land uses.



Hill Avenue North of Lovejoy Road

Land uses east of the base in Fort Walton Beach and Mary Esther include residential and commercial along US 98 from the installation boundary to Doolittle Drive. The Oak Tree Nature Preserve and industrial facilities border Doolittle Drive from US 98 to Hollywood Boulevard. The City of Fort Walton Beach Commerce and Technology Park exists along Hollywood Boulevard and Hill Avenue from Doolittle Boulevard to Lovejoy Road. Single-family residences and the Abundant Life Church front Hill Avenue from Lovejoy Road to Freedom Way. North of Freedom Way, Hill Avenue becomes Martin Luther King Jr. Boulevard. Along that road from Freedom Way to Downs Road are multi-family residences, commercial land uses, single-family residences, and industrial land uses.

A force protection area encompassing a 500-foot radius is preferred at CVI points according to the 1SOW Antiterrorism Office. Inhabited buildings should not be present within the 500-foot AT/FP radius. Building 90005 of the 505th Command and Control Wing is within 500 feet of the Main Gate CVI point. There are no buildings within 500 feet of the CVI site at the East Gate, but the 500-foot radius extends to private lands outside the installation where a dumpster storage yard is located. There are no buildings within 500 feet of the Downs Road Gate, and the 500-foot radius is entirely within Hurlburt Field. The Plasma Resource Recovery System Facility and the Advanced Wastewater Treatment Facility are not within the 500-foot AT/FP radius.



Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate Hurlburt Field, Florida



*Land Use
Figure 3-5*



0 0.5 1 2 Miles



Golf holes of Gator Lakes Golf Course and the off-base Waste Management Inc. facility would be within a 1,250-foot explosive clear zone in the vicinity of the Downs Road Gate. The Plasma Resource Recovery System Facility and the Advanced Wastewater Treatment Facility would not be within the 1,250-foot explosive clear zone. At the East Gate, land uses are primarily industrial and include the Lighthouse of Faith Community Church, the Abundant Life Church of Fort Walton Beach, the Hill and Brooks Coffee Company, the Panhandle Animal Welfare Society, and various light-industrial buildings located along Lovejoy Road and Stokes Avenue. These buildings would be within the 1,250-foot explosive clear zone associated with the alternative that would relocate the CVI point to the East Gate.

At the main gate, multiple roads and buildings would be located within a 1,250-foot explosive clear zone from the CVI point. These buildings include the western Child Development Center, the base chapel, the 505th Command and Control Wing, base housing along Weaver Avenue, the aquatic center and the gymnasium. Roads that would be within a 1,250-foot explosive clear zone from the Main Gate CVI point include McMillan Street, Weaver Avenue, O'Neill Avenue, Purcell Drive, Whitbeck Street and US 98.

3.12 Recreation

There are several outdoor recreation areas at Hurlburt Field, as shown in Figure 3-6. The largest outdoor recreation use, in terms of land area, is the Gator Lakes Golf Course on the northeast side of the installation. Hole number 14 is north of (and adjacent to) the Downs Road Gate site. At the main entrance to Hurlburt Field is an airpark with aircraft from various periods of aviation history. West of the main gate is a large community park that includes a pavilion for large groups and ceremonial activities, a soccer field, an interactive water fountain and batting cages. The park also includes a widened walkway equipped with electricity and water to support large community functions such as a community fair. Other significant outdoor recreation areas include several baseball and softball fields scattered on the east side of the installation as well as tennis courts and a skate park. Several small playgrounds and tot lots are found in the housing areas and near the western Child Development Center. A network of jogging/walking trails is also available on base, including the Grace Brown Nature Trail. Fishing opportunities exist at Hurlburt Lake, a 22-acre man-made impoundment between the flight line and the golf course. Several outdoor recreation activities are found in the Sound Side area. Outdoor recreation activities found in this location include the Hurlburt Marina, a beach area with fishing pier, the FAMCAMP, a paintball area and a picnic area with nature trails. Construction of a relocated FAMCAMP is currently being undertaken across Martin Luther King Jr. Boulevard from its intersection with Downs Road (GP, 2011).

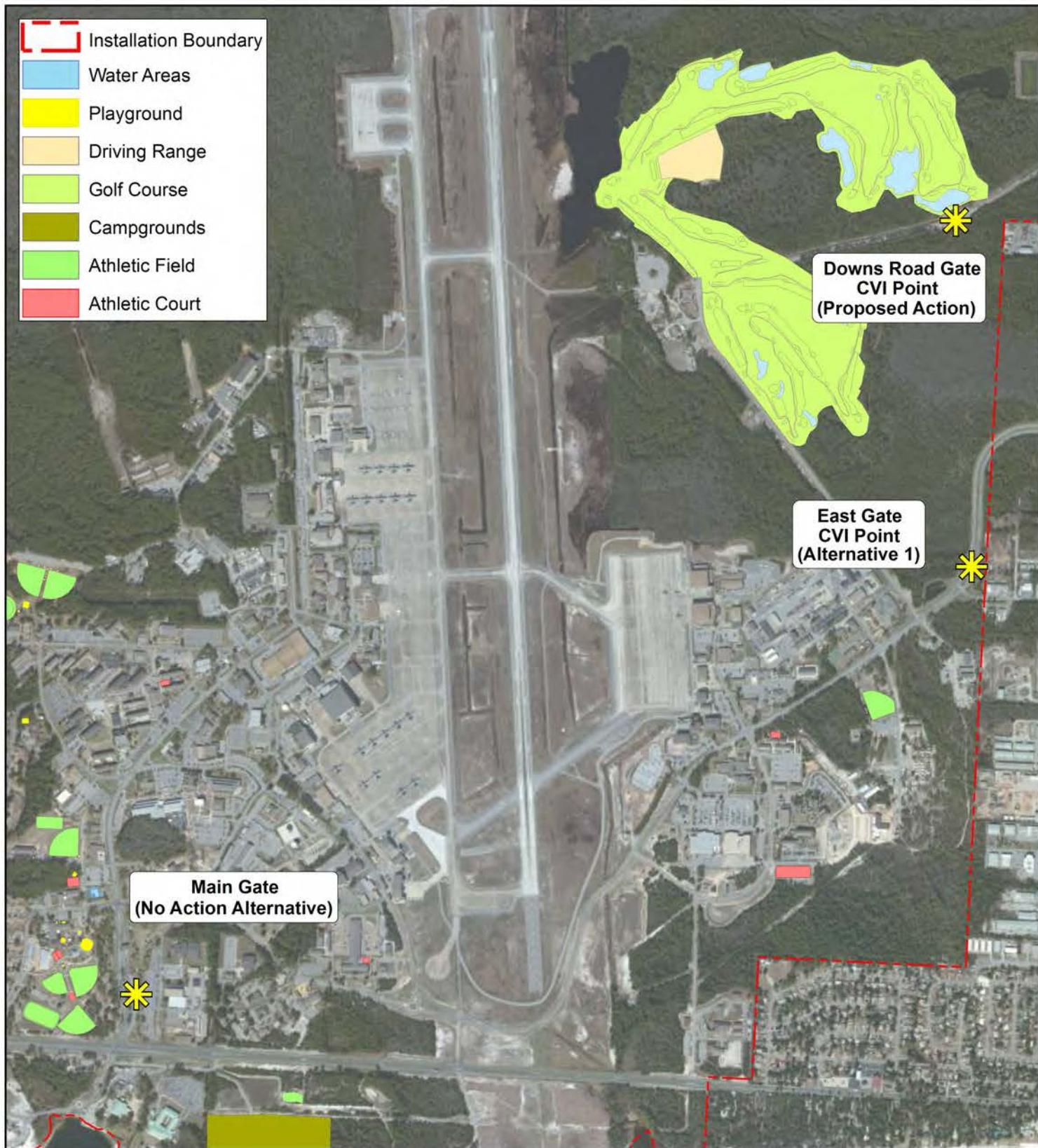


Gator Lakes Golf Course

3.13 Cultural Resources

Cultural resources are prehistoric and historic sites, structures, districts, artifacts or any other physical source of human activity considered to be culturally important. Cultural resources include historic resources (historic buildings and structures) and archaeological resources (prehistoric, historic and traditional) (CH2MHill, 2011).

The Hurlburt Field Integrated Cultural Resources Management Plan (ICRMP) provides guidance on how to identify, evaluate and treat cultural resources at the installation in compliance with DoD and state regulations. Development and approval requirements for the ICRMP are included in Air Force Policy Directive 32-70, *Environmental Quality*, and AFI 32-7065, *Cultural Resources Management* (CH2MHill, 2011).



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida**



*Recreation Areas
Figure 3-6*



0 0.25 0.5 1 Miles



Numerous archaeological surveys were conducted at Hurlburt Field between 1982 and 2003. Of the archaeological sites that have been identified to date, five sites have been determined eligible for listing in the National Register of Historic Places (NRHP), and one site requires further investigation to determine its NRHP eligibility (CH2MHill, 2011). None of these sites are located within the immediate vicinity of the Downs Road Gate, East Gate, or Main Gate.

Three architectural inventories have been conducted at Hurlburt Field. These inventories included evaluations of buildings that were 50 years or older and buildings that could potentially be considered Cold War-era resources. All three architectural inventories concluded there are no buildings at Hurlburt Field that are eligible for listing in the NRHP, and that there are no historic districts at the installation (CH2MHill, 2011).

Standard Operating Procedure (SOP) 2 of the Hurlburt Field ICRMP, *Inadvertent Discovery of Cultural Materials*, provides policy and procedures for the protection, evaluation and coordination of cultural materials in the event they are inadvertently discovered at Hurlburt Field (CH2MHill, 2011).

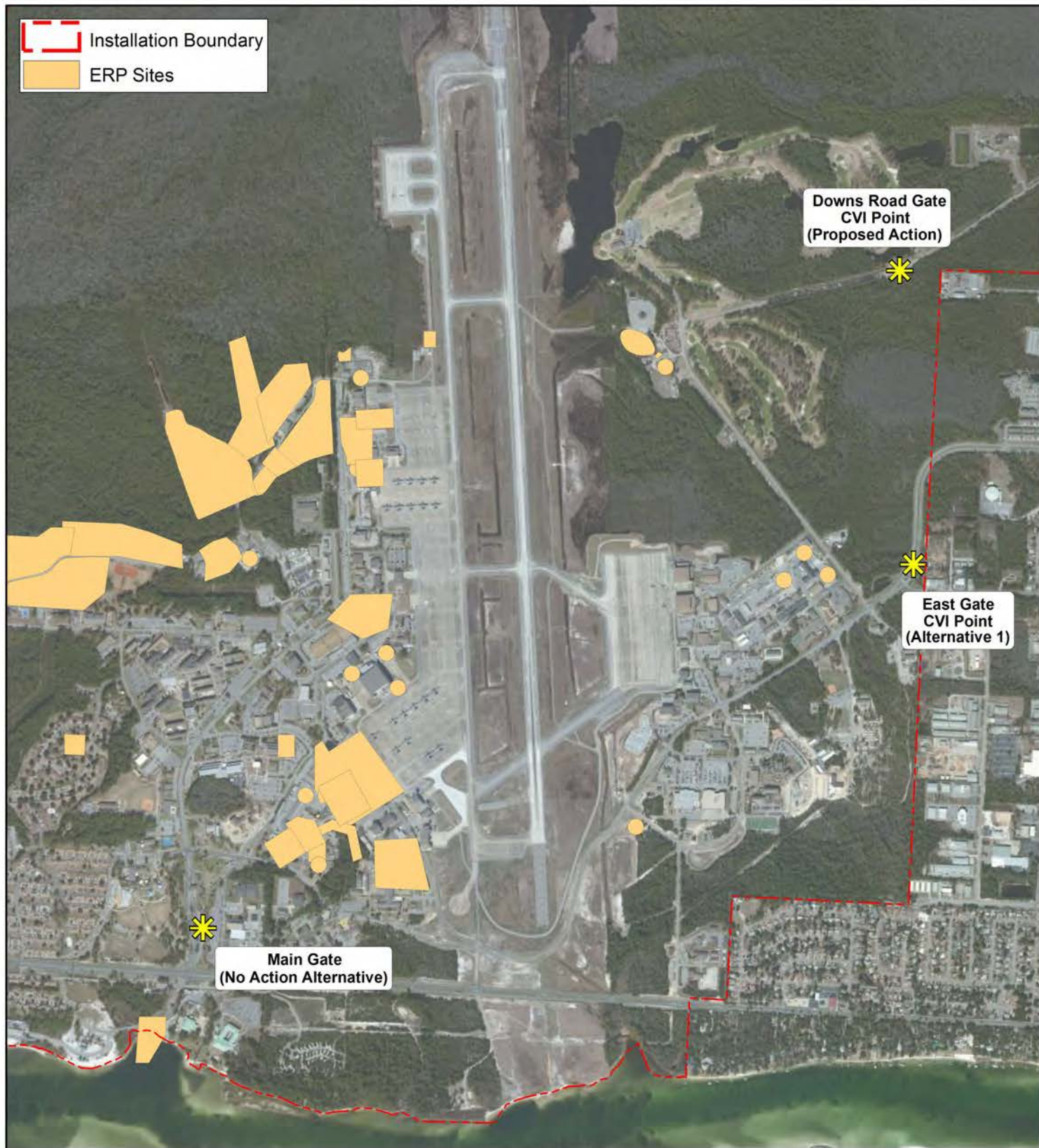
3.14 Hazardous Materials and Wastes

The Hurlburt Field Hazardous Waste Management Plan provides guidance on the proper handling and disposal of hazardous waste, special waste, universal waste and used oil at the installation. Hurlburt Field is classified as a large-quantity generator of hazardous waste. Typical wastes generated at the installation include spent solvents, waste paints, paint-related materials, used oil, fluorescent lamps and batteries. Wastes at Hurlburt Field are controlled and managed from the point of generation to the point of ultimate disposal. Wastes are accumulated in designated Initial Accumulation Points (IAP) located throughout the installation and from there are transferred to the 90-Day Accumulation Site (Building 90523). Within 90 days, the wastes are transported off-base and properly disposed of by a licensed contractor (CH2MHill, 2011).

Although motor carriers hauling hazardous materials onto the base may be inspected on a regular basis by security forces at the Main Gate CVI point, hazardous materials are not stored or used there. Hazardous materials are also not stored or used at the Downs Road Gate or the East Gate.

Hurlburt Field administers 48 Environmental Restoration Program (ERP) sites including environmental sites and Areas of Concern (AOC). These sites were former landfills, firing ranges, explosive ordnance sites and subsurface contamination areas. Some sites are undergoing cleanup activities, some are undergoing long-term monitoring, some have land use controls and less than half of the sites require no further action. None of the ERP sites are within the vicinity of the Downs Road Gate, East Gate or the Main Gate. These sites are shown on Figure 3-7 (ERP-MAP, 2008).

There are several bulk storage areas for petroleum, oils and lubricants (POL) at Hurlburt Field. The main POL storage area (located near the intersection of McClean Avenue and Tully Street) has five aboveground storage tanks (AST). An 8-inch underground pipe running from the Marine Transportation-Related Facility near the Soundside Club to the POL area is used to deliver bulk fuel. Other areas that have POL storage requirements are the wastewater treatment plant (3,000 gallon DL-2 tank) located east of the Downs Road Gate, the Army and Air Force Exchange Service (AAFES) service station (three 10,000 gallon ASTs) at Terry Avenue and the marina (one 2,000 gallon AST). Potential for contamination exists with fuel storage and transfer but steps have been taken to minimize the extent if there is a spill. These steps are outlined in the installation's Spill Prevention, Control and Countermeasure Plan and Facility Response Plan. (GP, 2010).



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate**



Hurlburt Field, Florida
Hazardous Materials & Waste
Figure 3-7



0 0.25 0.5 1 Miles



The Hurlburt Field Asbestos Management and Operations Plan provides guidance on the proper management of asbestos at the installation. The Hurlburt Field Lead-Based Paint and Lead Hazard Management Plan provides guidance on the proper management of lead-based paint (LBP) and other sources of lead at the installation. The purpose of these plans is to protect personnel who live and work at Hurlburt Field from exposure to airborne asbestos fibers and lead and to ensure that the installation remains in compliance with all regulations applicable to asbestos and lead management. Based on their ages, all of the facilities proposed to be demolished under the Proposed Action have a low probability of having asbestos-containing materials (ACM) or LBP; however, surveys for the presence of asbestos and LBP are recommended for all facilities proposed to be demolished at Hurlburt Field, regardless of facility age (CH2MHill, 2011).

3.15 Safety and Occupational Health

Hurlburt Field is operated in compliance with all applicable federal laws, codes and regulations and with all applicable laws, ordinances, codes and regulations of the State of Florida and Okaloosa County with regard to construction, health, safety, food service, water supply, sanitation, and licenses and permits to do business (CH2MHill, 2011).

Contractors at Hurlburt Field are responsible for following all applicable Occupational Safety and Health Administration (OSHA) regulations and for conducting their work in a manner that does not pose unacceptable risk to workers or installation personnel. Industrial hygiene responsibilities of contractors as applicable include reviewing potentially hazardous workplaces; monitoring exposure to workplace chemicals (e.g., asbestos, lead, hazardous materials) and physical (e.g., noise propagation) and biological (e.g., infectious waste) agents; recommending and evaluating controls (e.g., personal protective equipment) to ensure personnel are properly protected or unexposed; and ensuring a medical surveillance program is in place to perform occupational health physicals for those workers subject to any accidental chemical exposures or engaged in working with hazardous waste (CH2MHill, 2011).

Other than being exposed to traffic hazards and AT/FP threats, personnel working at the gates are not exposed to other safety and occupational health hazards. Personnel working at the gates are appropriately trained for the hazards of their occupations. A 500-foot radius zone surrounds commercial-vehicle inspection points where buildings should not be present for force protection. Further, a 1,250-foot explosive clear zone surrounds commercial vehicle inspection points when a vehicle of explosive concern or an unoccupied munitions delivery vehicle would be present. This zone is imposed to protect persons from low-angle, high-speed blast fragments in the event of an explosion.

3.16 Socioeconomics

Okaloosa County's 2011 population was 183,482. Table 3-3 shows the racial mix of Okaloosa County based on 2011 U.S. Census Bureau data. Of the 2011 population of Okaloosa County, 82.7% identify themselves as Caucasian, compared to 78.5% for Florida statewide (U.S. Census Bureau, 2012a).

Table 3-3: 2010 Racial Mix in Okaloosa County

Race	Okaloosa County
Caucasian	82.7%
Black	9.8%
Asian	3.1%
American Indian or Alaskan Native	0.7%
Persons of Two or More Races	3.6%
Persons of Hispanic or Latino Origin	7.2%

The total estimated civilian labor force in Okaloosa County in 2010 was 96,337, of which 82,822 were employed. In 2010, 9,229 armed forces personnel were employed in Okaloosa County. The 2010 unemployment rate for the county was 7.1%. The per capita income in 2010 was \$28,621 in Okaloosa County compared to the state average of \$26,551 and the national average of \$27,334. An estimated 7.4% of families lived in poverty in Okaloosa County in 2010 compared to 13.8% for the state and nation (U.S. Census Bureau, 2012b and 2012c).



No persons live in the vicinity of the Downs Road Gate, the East Gate or the Main Gate; however, commercial vehicle traffic from the west that would normally enter the installation at the Main Gate will now travel along roads east of the installation in Mary Esther and Fort Walton Beach where residences exist, as described in the Land Use section, above.

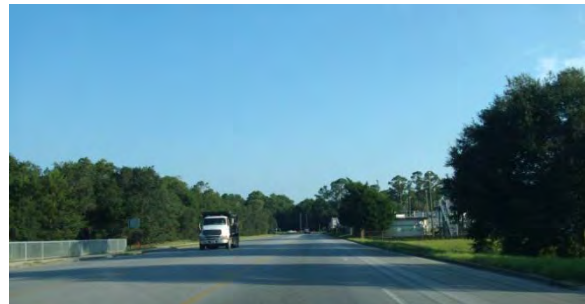
3.17 Traffic and Transportation

The primary east-west road in the area is US 98, which bisects Hurlburt Field and separates the main portion of the installation from the Sound Side area. The Sound Side area is along the Santa Rosa Sound shoreline and includes the Soundside Conference Center and Visitor Officer Quarters (VOQ); family housing, outdoor recreation facilities, the FAMCAMP, picnic area, marina and the fuel pier. US 98 is a four-lane divided highway with a posted speed limit of 45 miles per hour (mph). Cody Avenue is a varying-width roadway providing the main access from US 98 north through the main gate as well as south through the Soundside Gate. Downs Road is a two-lane, on-base roadway with a 35 mph speed limit. Independence Road is a two-lane roadway with turn lanes as needed that provides the primary connector between the Main Gate and the East Gate on base. Other traffic routes located to the east of the installation in Mary Esther and Fort Walton Beach include Doolittle Boulevard, Hollywood Boulevard, Hill Avenue, S. Ferdon Boulevard (SR 85), SR 123, SR 189, Beal Parkway and Mary Esther Boulevard. Area roadways are shown on Figure 3-8.

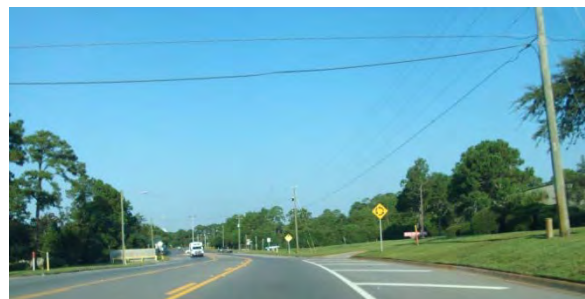
Hurlburt Field is accessed through three gates:

- Main Gate
- East Gate
- Soundside Gate

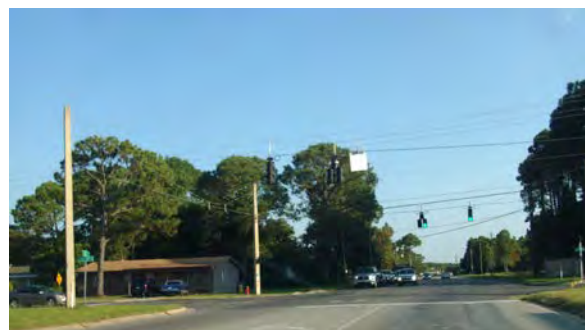
The Main Gate area is immediately north of the US 98 and Cody Avenue intersection. The East Gate is located west of Martin Luther King Jr. Boulevard at Independence Road/Freedom Way. The majority of people access the base using the main gate at U.S. 98. Primary roads on Hurlburt Field include Independence Road, Freedom Way and Cody Avenue. Collector roads include Cruz Avenue, Simpson Avenue, Terry Avenue and Tully Street. The Downs Road Gate is a former ECF that is now no longer used. Downs Road intersects Martin Luther King Jr. Boulevard in the northeastern portion of the installation. Entry into Downs Road from outside the installation is currently not allowed and the fence gate is closed and barricaded.



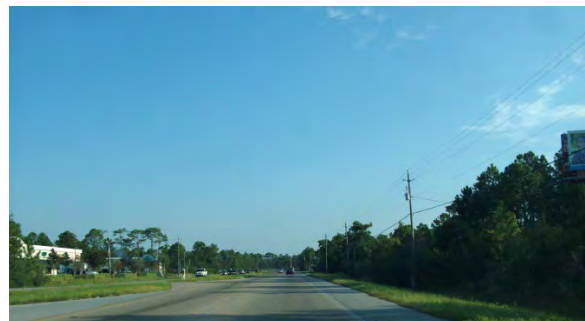
Doolittle Boulevard



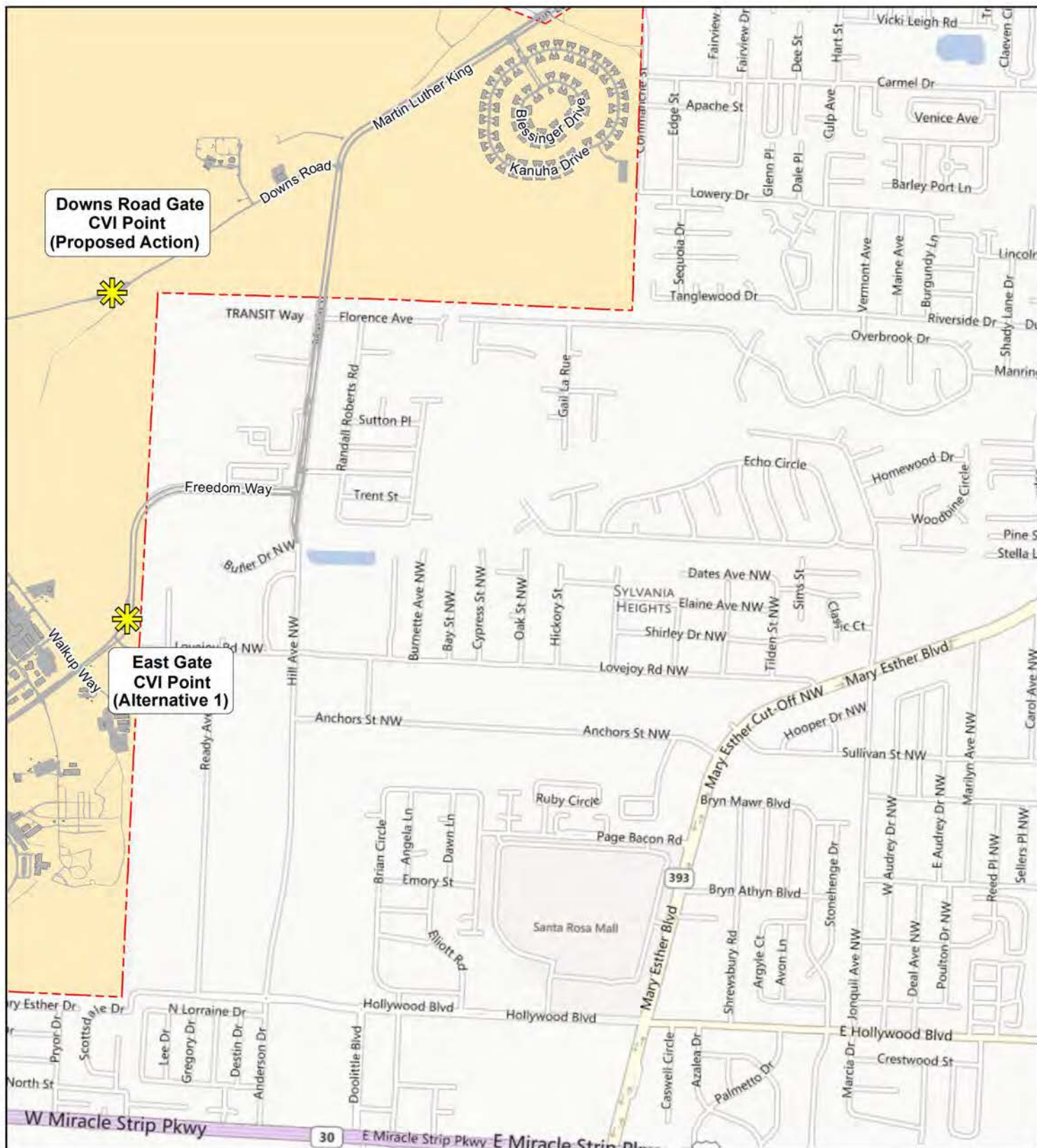
Hollywood Boulevard



Hill Avenue at Lovejoy Road



Martin Luther King Jr. Boulevard



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida
Off-Base Roadways
Figure 3-8**





According to the 2008 Transportation Plan by Black & Veatch, 57% of the surveyed entries to the base and 55% of the exits from Hurlburt Field occur at the Main Gate. The East Gate accounts for 38% of the entries and 40% of the exits. Figure 3-9 shows the estimated routes of commercial vehicles traveling to the main gate based on vehicle origin and destination data collected by Hurlburt Field security forces at the Main Gate CVI point during October 2012. The data found that 33% of commercial vehicles arrive from west of the base with the remainder arriving from points north and east of the base. However, Hurlburt Field staff report that 60% of munitions delivery vehicles arrive from west of the base with the remainder arriving from east of the base. Complaints have been made that the Main Gate access is congested and it takes too long to enter the installation. The current CVI is located on Cody Avenue adjacent to the Main Gate. Cody Avenue widens as it travels north from US 98 to three lanes, with a pull-off area for the CVI point (Black & Veatch, 2008).

The Main Gate SDP summarized the findings and recommendations for the traffic at the Main Gate based on an extensive study and site observation and identified several deficiencies and recommendations. One of the main issues related to the Main Gate was the current CVI point configuration. Even though there are existing dual left turn lanes at the Main Gate, commercial traffic traveling eastbound is forced to remain in the outside left turn lane. Once they make their turn, they must merge over through the westbound, right-turning traffic to access the CVI point. This configuration occasionally contributes to backups during the morning peak hours and creates conflicts between POVs and commercial vehicles. An analysis of the accidents that occurred at the installation from 2009 to 2011 shows that over 30% of the major accidents occur in the CVI point and Main Gate area. This condition will worsen as the traffic volumes increase at the Main Gate in the future (Main Gate SDP, 2010).

Through a threat exercise at the Main Gate, 1 SOW has determined in the event of an emergency, a cordon area surrounding the existing CVI point would require the stoppage of traffic on US 98. Other major roadways on base would also require closure. During the threat exercise, stoppage of traffic on US 98 created large traffic backups. The traffic backups were so extensive during the threat exercise that local authorities requested the opening of US 98 before the threat exercise was complete.

3.18 Utilities

Utility systems at Hurlburt Field include potable water, industrial wastewater, sanitary sewer, stormwater, electricity, natural gas, liquid fuels and communications. The primary source of potable water for Hurlburt Field is the Floridan Aquifer. Permitted wells pump water from the Floridan Aquifer in accordance with the Base Consumptive Use Permit. Pumped water is filtered and chlorinated prior to use. Hurlburt Field discharges all industrial wastewater and all domestic wastewater, except that which is generated by the Commando Village housing area, to the Base Wastewater Treatment Plant (WWTP). Domestic wastewater from Commando Village is discharged to the Okaloosa County WWTP. The majority of stormwater on Hurlburt Field is transported by natural drainage features, underground concrete pipes, channels and drainage swales to five regional retention ponds. Most of the stormwater flows under US 98 through a series of culvert systems and drains into Santa Rosa Sound. Gulf Power Company supplies electrical power to Hurlburt Field. The installation has one substation at the intersection of Downs Road and Walkup Way, and the distribution system consists primarily of aboveground transmission lines. Okaloosa Gas supplies natural gas to Hurlburt Field. Natural gas is used at the installation primarily for hot water and heating. Communications systems at Hurlburt Field include telephone, data networking, radio and security systems (CH2MHill, 2011).

Utilities at the Downs Road Gate include an 18-inch sanitary sewer force main, a 10-inch water main and a 15kV underground electrical line. The nearest natural gas line is approximately 0.5 mile to the west at the intersection of Downs Road and Walkup Way. Utilities at the East Gate include a 4-inch natural gas main, a 14-inch sanitary sewer main, an 8-inch water main and a 15kV electrical line that



follows Independence Road to its intersection with Walkup Way. North of the intersection there is a 16-inch water main, a 15kV electrical line and a 2-inch sanitary sewer line that follow Independence Road to the gate. Utility systems only extend to the East Gate; utilities will need to be extended farther north of the existing gate if required. Utilities at the Main Gate include a 2.5-inch natural gas main and a 6-inch water main. Electrical lines include a 15 kV underground line. The POL pipeline extends from the marine terminal to the POL complex east of the Main Gate. According to base personnel, the pipeline is deeply buried, so it would not be affected by potential ground-based explosions (GP, 2010; Main Gate SDP, 2010).

3.19 Environmental Justice and Protection of Children

In February 1994, President Clinton signed EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. This EO requires all federal agencies to identify and address disproportionately high and adverse effects of its programs, policies and activities on minority and low-income populations. No people live in the vicinity of the Proposed Action or its alternatives.

As described earlier, 82.7% of the 2011 population of Okaloosa County identified themselves as Caucasian, compared to 78.5% for Florida statewide. An estimated 7.4% of families lived in poverty in Okaloosa County in 2010 compared to 13.8% for the state.

U.S. Census Bureau data was also reviewed to determine the low-income and minority composition of the communities along US 98, Doolittle Boulevard, Hollywood Boulevard and Hill Avenue east of the installation. Census block group data is the most detailed information available for poverty levels in the area. Census Block Group 219-1 has 6.7% of its population below poverty level. Census Block Group 229-3 has 7.6% of its population below poverty level. Census block data is the most detailed information available for minority populations in the area. According to the data, Census Block 3000 (located east of Martin Luther King Jr. Boulevard, across from its intersection with Freedom Way) has 28.2% of its population as non-Caucasian. All the other census blocks in the area have a non-Caucasian population of less than 10%. Therefore, there are no predominantly minority or low-income populations within the vicinity of the Proposed Action or its alternatives or along the roadways adjacent to the east side of the base in Fort Walton Beach and Mary Esther.

In April, 1997, President Clinton signed EO 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, which requires each federal agency to identify and assess environmental health risks and safety risks that may disproportionately affect children and ensure that its policies, programs, activities and standards address disproportionate risks to children that result from environmental health risks or safety risks. This EO was prompted by the recognition that children, who are still undergoing physiological growth and development, are more sensitive to adverse environmental health and safety risks than adults.

The only children under the age of 18 at Hurlburt Field are at base housing, the western Child Development Center and the outdoor recreation complex. The western Child Development Center is outside the 500-foot AT/FP radius of the Main Gate CVI point, but is in the Main Gate vicinity along McMillan Street. The outdoor recreation complex is located within the Main Gate CVI point's 500-foot AT/FP radius. The western Child Development Center and the outdoor recreation complex are also within the 1,250-foot explosive clear zone that would be in effect if a vehicle of explosive concern or an unattended commercial vehicle were to be present at the Main Gate CVI point. Children are not normally in the vicinity of the Downs Road Gate or the East Gate.





Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate Hurlburt Field, Florida

Existing Off-Base Routes

Figure 3-9



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4.0 ENVIRONMENTAL CONSEQUENCES

4.1 Air Quality

4.1.1 Proposed Action: New CVI Point at the Downs Road Gate

Demolition/construction activities under the Proposed Action would result in short-term, minor impacts to air quality. Fugitive dust (particulate matter) and exhaust emissions from construction equipment would be generated during demolition/construction and would vary daily, depending on the level and type of work conducted. Fugitive dust would be generated by construction vehicle and equipment travel on dirt surfaces. Generated fugitive dust would consist primarily of nontoxic particulate matter and would be controlled at the site using best management practices (BMPs) such as dust suppression through water spraying.

Pollutants that would be emitted from internal combustion engine exhausts of construction vehicles and equipment include carbon monoxide, nitrogen oxide, particulate matter and volatile organic compounds. These types of exhaust emissions would be temporary, and at their expected generation levels, would not significantly impact air quality.

The Proposed Action would not entail the installation of boilers, generators or other sources of air pollutant emissions. Therefore, there would be no significant effects to air quality from the Proposed Action.

4.1.2 Alternative 1: New CVI Point at the East Gate

The air quality impacts from Alternative 1 are similar to the Proposed Action and are not significant.

4.1.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

The No-Action Alternative would not change the air pollutant emissions from what currently exists at the installation. Therefore, there would be no air quality impacts from the No-Action Alternative.

4.2 Noise

4.2.1 Proposed Action: New CVI Point at the Downs Road Gate

Construction activities and/or demolition would temporarily increase ambient noise levels in the vicinity of the Proposed Action; however, the increased noise levels would be intermittent and limited to normal working hours during the overall demolition/construction period. There are no noise-sensitive areas in the vicinity of the Proposed Action. Noise-sensitive areas are typically locations where sleep occurs (such as residences, motels and hospitals) as well as public places where quiet is expected (such as parks and nature preserves). A golf course is adjacent to the Proposed Action, but that area is considered outdoor recreation and would not be considered a noise-sensitive area; therefore, noise impacts in the area of the proposed CVI point at the Downs Road Gate are not considered significant.

Residences (which are noise-sensitive sites) exist along Hill Avenue north of Lovejoy Road. As described in the Traffic and Transportation section (below), an approximate 1% increase in traffic would occur in this area with the Proposed Action. Noise effects from an increase of that magnitude would



most likely not be noticed by neighboring residences; therefore, there would be no significant noise effects to residences from additional traffic along Hill Avenue under the Proposed Action.

4.2.2 Alternative 1: New CVI Point at the East Gate

The noise impacts from Alternative 1 are similar to the Proposed Action and are not significant.

4.2.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

Under the No-Action Alternative, commercial vehicles would continue to enter into the Main Gate CVI point, turn off their vehicles for inspection and then proceed forward following a passed inspection. These operations would not change the noise-generating environment that currently exists. Therefore, the No-Action Alternative would not create any new noise impacts.

4.3 Air Installation Compatible Use Zone (AICUZ)

4.3.1 Proposed Action: New CVI Point at the Downs Road Gate

The Proposed Action site is not within the vicinity of the airfield and therefore does not encroach on the primary surface, approach/departure surface, transitional surface or graded area. The Proposed Action site is also not within the Clear Zone, APZ I or APZ II. The Proposed Action site lies under the airfield's inner horizontal surface, which is 150 feet above the ground surface. The Proposed Action structures are less than 150 feet in height; therefore, the Proposed Action structures would not penetrate the inner horizontal surface. Based on the above, the Proposed Action would not affect airfield clearances or AICUZ zones.

4.3.2 Alternative 1: New CVI Point at the East Gate

The Alternative 1 site is similarly located as the Proposed Action. The Alternative 1 structures are less than 150 feet in height; therefore, the Alternative 1 structures would not penetrate the inner horizontal surface. Based on the above, Alternative 1 would not affect airfield clearances or AICUZ zones.

4.3.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

The CVI point at the Main Gate is west of the airfield, but is similarly removed from airfield clearances and AICUZ zones when compared to the Proposed Action and Alternative 1. In this area, the inner horizontal surface is 150 feet above the ground surface. Therefore, the CVI point at the Main Gate does not penetrate the inner horizontal surface. Based on the above, the No-Action Alternative would not affect airfield clearances or AICUZ zones.

4.4 Soils

4.4.1 Proposed Action: New CVI Point at the Downs Road Gate

Implementation of the Proposed Action would involve the grading of soil with a combination of filling and excavation. Ground disturbance from the Proposed Action would impact approximately 2.03 acres.



BMPs for sediment and erosion control would be utilized during project construction in accordance with an approved SWPPP that meets Florida state requirements. Long-term vegetation stabilization of exposed soils would also be employed to reduce sediment runoff into receiving water bodies. With the use of project BMPs, there would not be significant adverse impacts to soils from the Proposed Action.

4.4.2 Alternative 1: New CVI Point at the East Gate

Impacts to soils from the implementation of Alternative 1 are similar to the impacts described for the Proposed Action, except that the area of ground disturbance is approximately 0.86 acres. With the use of project BMPs, there would be no significant adverse impacts to soils from Alternative 1.

4.4.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

The No-Action Alternative would not entail disturbance of soils.

4.5 Surface Water

4.5.1 Proposed Action: New CVI Point at the Downs Road Gate

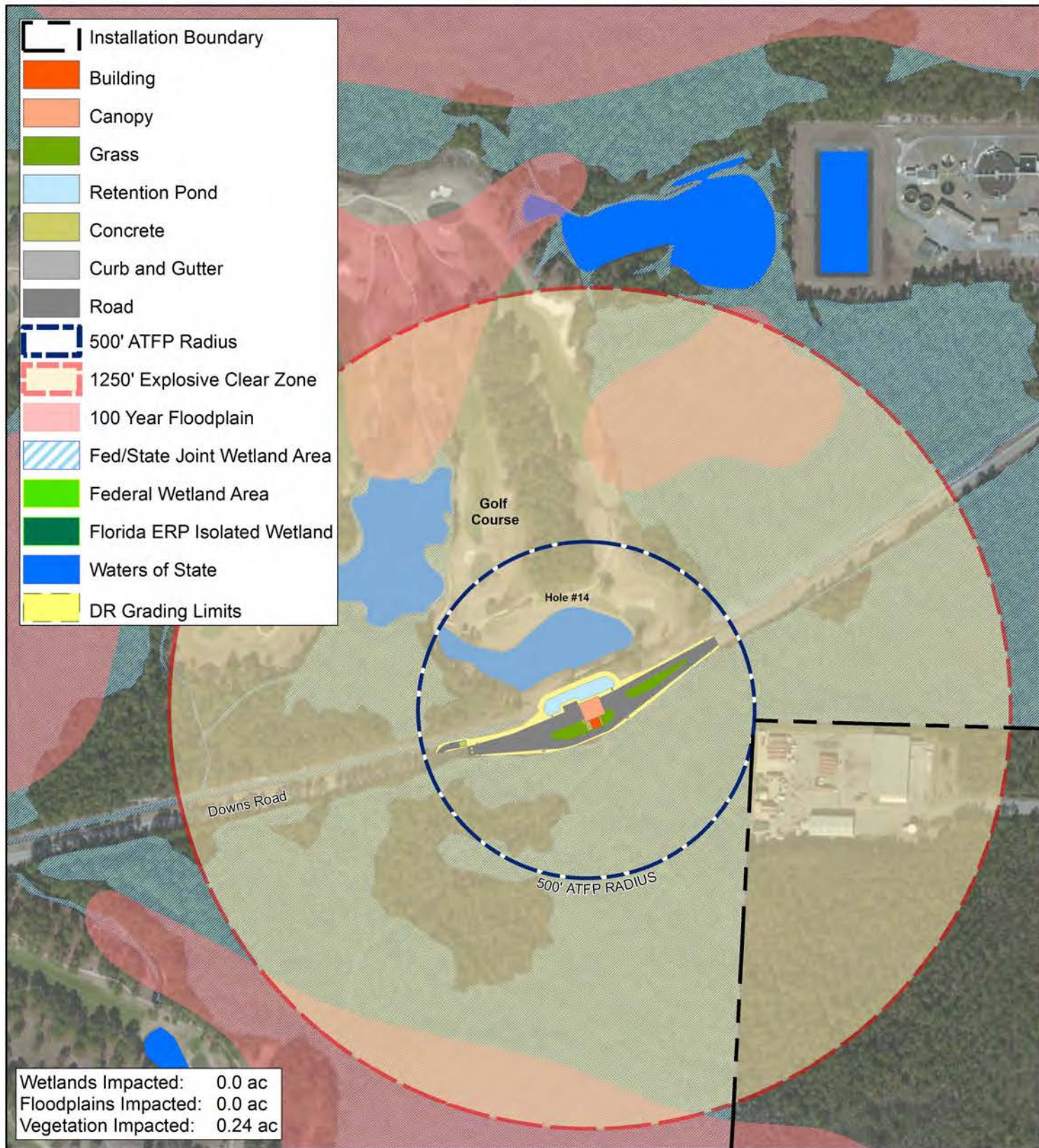
Demolition/construction activities under the Proposed Action would not occur within any surface water body. Construction/demolition activities would also not involve withdrawals from, or direct discharges to, surface waters. Hurlburt Field would obtain an FDEP NPDES stormwater construction permit and would implement an associated SWPPP. The BMPs and erosion/ sedimentation controls implemented for the project would be discussed in the SWPPP. Hurlburt Field would also update its MS4 SWMP and MSGP SWPPP, as needed, to document any changes in stormwater management that would be necessary as a result of implementing the Proposed Action. A stormwater management retention facility would be constructed north of Downs Road to treat the first half inch of rainfall and attenuate the two-year interval, 24-hour storm rainfall event prior to allowing the stormwater to runoff to receiving water bodies. Because the project area is less than 10 acres in size and the area of impact is approximately two acres, self-certification by the engineer of record would comply with Section 32-346 of the F.A.C. for State of Florida Environmental Resource Permitting. With these mitigation and permitting measures in place, impacts to surface water from the Proposed Action would not be significant. Impacts to surface waters, floodplains, vegetation and wetlands are shown on Figure 4-1.

4.5.2 Alternative 1: New CVI Point at the East Gate

Impacts to surface waters from the implementation of Alternative 1 are similar to the impacts described for the Proposed Action. With the use of those permitting and mitigation measures, there would not be significant impacts to surface waters from Alternative 1. Impacts to surface waters, floodplains, vegetation and wetlands are shown on Figure 4-2.

4.5.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

The No-Action Alternative would not entail disturbance of surface waters.



Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate Hurlburt Field, Florida

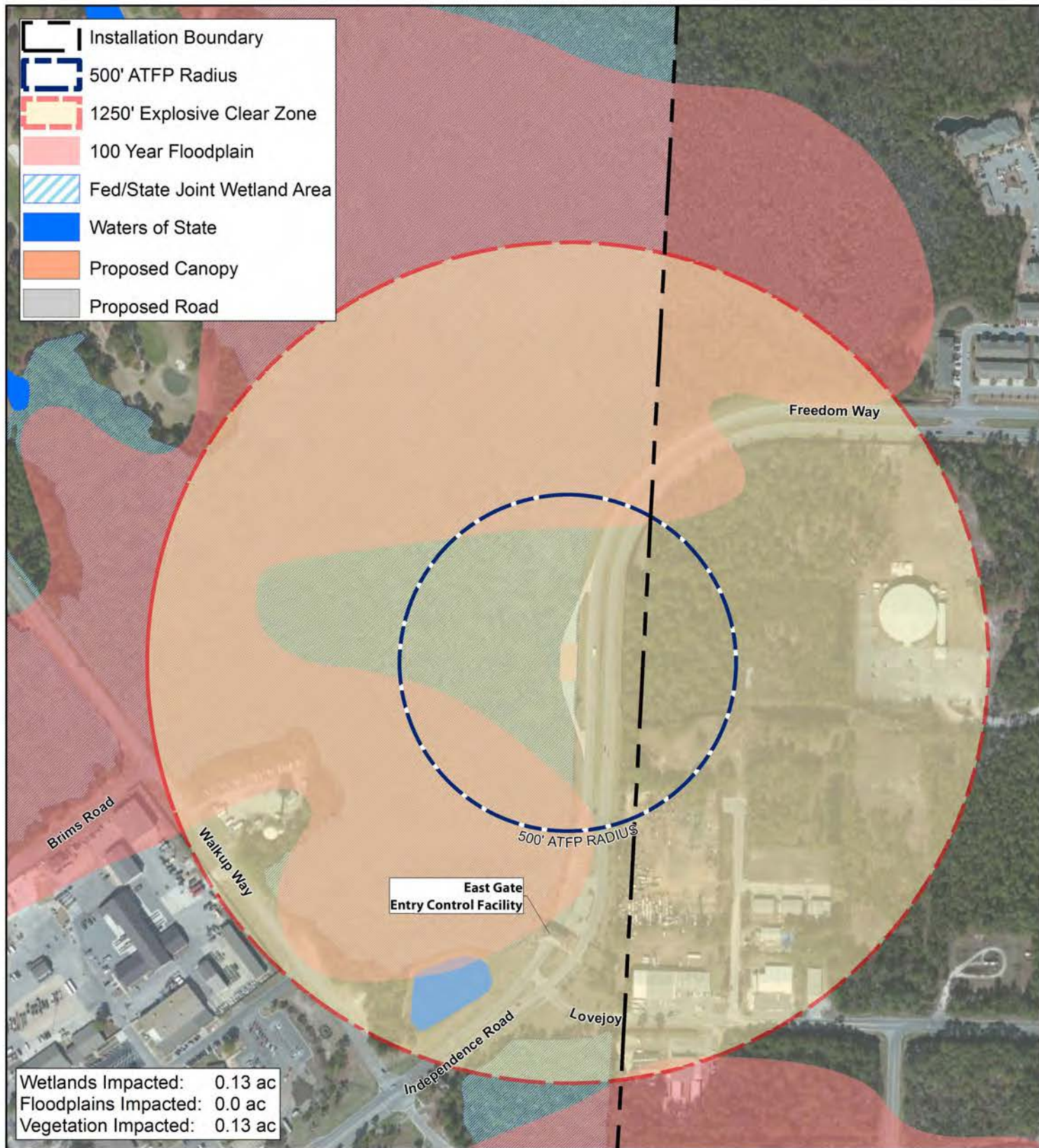


*Proposed Action Downs Road Gate
Environmental Consequences*

Figure 4-1



0 200 400 800
Feet



Environmental Assessment for a Commercial Vehicle Inspection Point at the Downs Road Gate



Hurlburt Field, Florida

Alternative 1 - East Gate

Environmental Consequences

Figure 4-2



0 200 400 800
Feet



4.6 Floodplains

4.6.1 Proposed Action: New CVI Point at the Downs Road Gate

Construction of the Proposed Action would not be within a mapped 100-year floodplain.

4.6.2 Alternative 1: New CVI Point at the East Gate

Construction of Alternative 1 is sited between two areas of floodplain along Freedom Way; therefore, it is not within a mapped 100-year floodplain.

4.6.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

The No-Action Alternative is not located within a mapped 100-year floodplain; therefore, implementation of this alternative would not impact floodplains.

4.7 Wetlands

4.7.1 Proposed Action: New CVI Point at the Downs Road Gate

The Proposed Action facilities and ground improvements would not encroach on wetlands. Because no wetland impacts are anticipated, a federal dredge/fill permit from the USACE would not be required and a state Environmental Resource Permit (FDEP-ERP) would not be required from the Northwest Florida Water Management District (NFWFMD).

4.7.2 Alternative 1: New CVI Point at the East Gate

The Alternative 1 facilities and ground improvements would generate 0.13 acres of fill in wetlands that are waters of the U.S. and waters of the state. Therefore, a federal dredge/fill permit from the USACE would be required. An FDEP-ERP from the NFWMD would also be required. Mitigation in the form of purchasing wetland bank credits from a wetland bank in the region would be necessary to compensate for the loss of wetland functions and values. With the permitting and mitigation measures, there would be no significant effect to wetlands from implementing Alternative 1.

4.7.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

Wetlands are not present within the vicinity of the No-Action Alternative; therefore, implementation of this alternative would not affect wetlands.

4.8 Vegetation

4.8.1 Proposed Action: New CVI Point at the Downs Road Gate

The Proposed Action facilities and ground improvements would affect 0.24 acres of vegetated land. The vegetated land to be affected is scrubland and mowed roadsides and medians. No forests would be



affected. Following construction, the exposed ground surfaces would be revegetated with grass for erosion control in accordance with the SWPPP for the project. Landscaping would be included following the Hurlburt Field Landscape Development Plan requirements. With the revegetation and landscaping measures, the impacts to vegetation from the Proposed Action would not be significant.

4.8.2 Alternative 1: New CVI Point at the East Gate

Alternative 1 would remove 0.13 acres of pine flatwoods. In accordance with the inter-base forestry management agreement between Hurlburt Field and Eglin AFB, Hurlburt Field would offer Eglin AFB the opportunity to harvest the pine flatwoods and forested wetland trees that would be removed under Alternative 1. The Eglin AFB forestry division would determine whether to harvest the trees for timber sale based on their potential sale value. If Eglin AFB decides not to harvest the trees, the construction contractor would either harvest the trees for timber sale or dispose of them as construction debris. In accordance with the INRMP and Landscape Development Plan, Hurlburt Field replaces native trees that are removed from non-developed portions of the base at a 3:1 ratio. Under Alternative 1, Hurlburt Field would plant native trees in other parts of the base at a 3:1 ratio to replace the trees that would be removed. The types of native trees that would be considered for planting, the planting sites and other tree replacement guidelines are outlined in the Landscape Development Plan. Following construction, the exposed ground surfaces would be revegetated with grass for erosion control in accordance with the SWPPP for the project. With the above mitigation measures, the impacts to vegetation from Alternative 1 would not be significant.

4.8.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

The No-Action Alternative would not affect vegetation.

4.9 Fish and Wildlife

4.9.1 Proposed Action: New CVI Point at the Downs Road Gate

The Proposed Action area is currently occupied by paved and unpaved roads and shoulders associated with the Downs Road Gate, which do not provide fish and wildlife habitat. The Proposed Action would remove 0.24 acres of vegetated area; however, that area would be revegetated as required by the SWPPP and Hurlburt Field's Landscape Development Plan. Therefore, with the revegetation measures, the loss of fish and wildlife habitat would not be significant.

4.9.2 Alternative 1: New CVI Point at the East Gate

Alternative 1 entails the permanent loss of 0.13 acres of pine flatwoods, which provide wildlife habitat. In accordance with the Hurlburt Field INRMP and Landscape Development Plan, Hurlburt Field replaces native trees that are removed from non-developed portions of the base at a 3:1 ratio. Under Alternative 1, Hurlburt Field would plant native trees in other parts of the base at a 3:1 ratio to replace the trees that would be removed. The types of native trees that would be considered for planting, the planting sites and other tree replacement guidelines are outlined in the Landscape Development Plan. Following construction, the exposed ground surfaces would be revegetated with grass for erosion control in accordance with the SWPPP for the project. With the above mitigation measures, the impacts to vegetation from Alternative 1 would not be significant.



4.9.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

The No-Action Alternatives would not affect fish and wildlife.

4.10 Listed Species

4.10.1 Proposed Action: New CVI Point at the Downs Road Gate

There are no listed species within the Proposed Action project area. The majority of the area is occupied by pavement and other developed land of the Downs Road Gate. Therefore, it is not foreseen that the Proposed Action would affect listed species.

4.10.2 Alternative 1: New CVI Point at the East Gate

Alternative 1 entails the loss of 0.13 acres of vegetated area, which is primarily pine flatwoods. Although there are no observations of listed species in the Alternative 1 project area, the Florida black bear may potentially transit through the area. The loss of the pine flatwoods would be mitigated through planting, as described in Section 4.8 Vegetation, above. Through employing the vegetation mitigation measures, effects to listed species from implementation of Alternative 1 would not be significant.

4.10.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

The No-Action Alternative would not affect listed species.

4.11 Land Use

4.11.1 Proposed Action: New CVI Point at the Downs Road Gate

Under the Proposed Action, the land use category at the Downs Road Gate would continue to be administrative. The existing (but inactive) ECF would be demolished and a new CVI point and ECF would be constructed. The open space and outdoor recreation land uses adjacent to the new CVI point would be unchanged from what is shown in the Hurlburt Field General Plan.

4.11.2 Alternative 1: New CVI Point at the East Gate

Under Alternative 1, 0.13 acres of forested land would be converted to the new CVI point. Although the development of a CVI point at Alternative 1 is a direct change to the open space land use, the new CVI point would be compatible with the adjacent East Gate ECF. Therefore, changes in land use for Alternative 1 would not be significant.

4.11.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

Under the No-Action Alternative, land use at the Main Gate would be unchanged.



4.12 Recreation

4.12.1 Proposed Action: New CVI Point at the Downs Road Gate

At the Downs Road Gate, hole 14 of the Gator Lakes Golf Course is located north of, and adjacent to, the proposed CVI point. The golf course would not be affected by development of the CVI point at the Downs Road Gate.

4.12.2 Alternative 1: New CVI Point at the East Gate

No recreational facilities would be impacted by development of the CVI point at the East Gate.

4.12.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

Continuing the use of the CVI point at the Main Gate would not affect recreational resources.

4.13 Cultural Resources

4.13.1 Proposed Action: New CVI Point at the Downs Road Gate

No NRHP-listed sites or historic districts would be affected by development of the CVI point at the Downs Road Gate. No known archaeological resources would be affected by the Proposed Action. The majority of the site has previously been developed; therefore, there is a low probability that archaeological resources would be encountered. In accordance with the ICRMP, the construction documents would contain an emergency discovery clause. Standard Operating Procedure (SOP 2) of the ICRMP would also be implemented in the event that cultural materials are discovered during demolition/construction activities. SOP 2, *Inadvertent Discovery of Cultural Materials*, provides policy and procedures for the protection, evaluation and coordination of cultural materials in the event they are inadvertently discovered at Hurlburt Field. With the low probability of encountering cultural resources at the site, and the SOP implementation, the Proposed Action would not affect cultural resources.

4.13.2 Alternative 1: New CVI Point at the East Gate

No NRHP-listed sites or historic districts would be affected by development of Alternative 1. No known archaeological resources would be affected by Alternative 1. According to the predictive modeling described in the ICRMP, the Alternative 1 area is in a low-probability area for archaeological resources. In accordance with the Hurlburt Field ICRMP, the construction documents would contain an emergency discovery clause. SOP 2 of the ICRMP would also be implemented in the event that cultural materials are discovered during demolition/construction activities. SOP 2, *Inadvertent Discovery of Cultural Materials*, provides policy and procedures for the protection, evaluation and coordination of cultural materials in the event they are inadvertently discovered at Hurlburt Field. With the low probability of encountering cultural resources at the site and the SOP implementation, the Proposed Action would not affect cultural resources.



4.13.3 No-Action Alternative Continuance of Commercial Vehicle Inspections at the Main Gate

The No-Action Alternative would have no effect on cultural resources.

4.14 Hazardous Materials and Waste

4.14.1 Proposed Action: New CVI Point at the Downs Road Gate

Demolition of the existing building at the Downs Road Gate for the construction of the new CVI point may generate hazardous waste such as asbestos and lead-based paint. A survey of the Downs Road Gate to be demolished for the presence of asbestos-containing material and lead-based paint would be conducted prior to demolition. Disposal of demolition material would be in accordance with all applicable environmental compliance regulations and Hurlburt Field environmental management plans. ERP sites would not be affected by the Proposed Action because these sites are not located in the Proposed Action vicinity. Operation of the new CVI point would not generate hazardous materials or waste. Based on the information above, implementation of the Proposed Action would not have significant effects to hazardous materials and waste.

4.14.2 Alternative 1: New CVI Point at the East Gate

Implementation of Alternative 1 would not generate hazardous materials or waste. ERP sites would not be affected by the Proposed Action because these sites are not located in the Alternative 1 vicinity. Based on the information above, implementation of Alternative 1 would not have significant effects to hazardous materials and waste.

4.14.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

The No-Action Alternative would not generate hazardous wastes or materials.

4.15 Safety and Occupational Health

4.15.1 Proposed Action: New CVI Point at the Downs Road Gate

Contractors implementing the Proposed Action would be responsible for following all applicable OSHA regulations and for conducting their work in a manner that does not pose unacceptable risk to workers or installation personnel. Industrial hygiene responsibilities of contractors as applicable would include reviewing potentially hazardous workplaces; monitoring exposure to workplace chemicals (e.g., asbestos, lead, hazardous material) and physical (e.g., noise propagation) and biological (e.g., infectious waste) agents; recommending and evaluating controls (e.g., personal protective equipment) to ensure personnel would be properly protected or unexposed; and ensuring a medical surveillance program is in place to perform occupational health physicals for those workers subject to any accidental chemical exposures or engaged in working with hazardous waste.



Other than being exposed to traffic hazards and AT/FP threats, personnel working at the gates would not be exposed to other safety and occupational health hazards. Personnel working at the gates would be appropriately trained for the hazards of their occupations. Based on the above information, there would not be significant effects to safety and occupational health from implementing the Proposed Action.

A 500-foot AT/FP radius at the Downs Road Gate is entirely within the installation, and there are no buildings within the 500-foot radius. Therefore, there would not be any effects to AT/FP safety under the Proposed Action.

In the event of an explosion at the Downs Road Gate CVI point, golf players and off-base workers at the Waste Management Inc. facility could be affected by high-speed, low-angle blast fragments. The number of persons that would be potentially affected, however, would be less than those exposed to this threat by Alternative 1 (new CVI point at the East Gate) or the No-Action Alternative (continuance of commercial vehicle inspections at the Main Gate); therefore, there would not be significant effects from the imposition of the 1,250-foot explosive clear zone.

Additional trucks (including trucks hauling munitions) would travel adjacent to residential land uses along Hill Avenue north of Lovejoy Road. As described in the traffic and transportation section below, however, there will only be a 1% increase in traffic along Hill Avenue/Martin Luther King Jr. Boulevard by the Proposed Action; therefore, there would be minimal potential for increased traffic accidents with the Proposed Action along Hill Avenue/Martin Luther King Jr. Boulevard. These haulers represent 60% of munitions deliveries (deliveries that arrive from the west). The remainder of munitions haulers from the north and east (that travel along US 98, currently) would likely find new routes from the north to access Martin Luther King Jr. Blvd. Munitions haulers along Hill Avenue/Martin Luther King Jr. and other roads would be in transportation mode where a clear zone from a potential explosion would not be required. Further, trucks hauling munitions must comply with the requirements of the U.S. Department of Transportation Hazardous Materials Transportation Act, and their cargo consists of unassembled munitions components.

Munitions haulers entering the Downs Road Gate will travel farther on base to reach their destinations west of the flightline than under the current condition. Although there would be an increase in lane mileage on base by munitions haulers, the trucks will be in transportation mode where a clear zone from a potential explosion would not be required. These trucks would follow Independence Road and traverse through the airfield clear zone, which could present an aviation hazard in the event of breakdown or other stoppage of a truck hauling munitions in the area.

Hurlburt Field is currently conducting a study to determine a potential munitions haul route in the western portion of the base (where the munitions storage area is located). If a munitions haul route is identified and developed in the western portion of the base, then the munitions truck travel route through the base would be decreased, and the corresponding potential safety issues would be reduced. Also, the widening and realignment of Independence Road in the future would remove the concern of trucks traversing the airfield clear zone.

Considering the factors above, truck transportation caused by the relocation of the CVI point operations from the Main Gate to the Downs Road Gate will have no significant safety effects.

4.15.2 Alternative 1: New CVI Point at the East Gate

Impacts to worker safety and occupational health from Alternative 1 are similar to the Proposed Action. Alternative 1 would entail the construction of a new CVI point in open space along Freedom Way. There



are no buildings within the 500-foot AT/FP radius at the East Gate, but a portion of the 500-foot AT/FP radius would extend on private lands outside the boundary of the installation.

In the event of an explosion at the East Gate CVI point, persons occupying the off-base churches, light-industrial facilities, the animal welfare society facility and the on-base dive shop could be affected by high-speed, low-angle blast fragments (which would present an adverse safety effect). The number of persons potentially affected would be more than those exposed to this threat under the Proposed Action (new CVI point at the Downs Road Gate) but less than those exposed to this threat under the No-Action Alternative (continuance of commercial vehicle inspections at the Main Gate).

Additional trucks (including trucks hauling munitions) would travel adjacent to residential land uses along Hill Avenue north of Lovejoy Road. As described in the traffic and transportation section below, however, there will only be a 1% increase in traffic along Hill Avenue/Martin Luther King Jr. Boulevard by the Proposed Action; therefore, there would be minimal potential for increased traffic accidents with the Proposed Action along Hill Avenue/Martin Luther King Jr. Boulevard. Munitions haulers along Hill Avenue/Martin Luther King Jr. would be in transportation mode where a clear zone from a potential explosion would not be required. Further, trucks hauling munitions must comply with the requirements of the U.S. Department of Transportation Hazardous Materials Transportation Act.

Munitions haulers entering the East Gate will travel farther on base to reach their destinations west of the flightline than under the current condition. Although there would be an increase in lane mileage on base by munitions haulers, the trucks will be in transportation mode where a clear zone from a potential explosion would not be required. Considering the factors above, truck transportation caused by the relocation of the CVI point operations from the Main Gate to the East Gate will have no significant safety effects.

4.15.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

Implementing the No-Action Alternative would not affect the worker safety and occupational environment at the Main Gate CVI point.

Building 90005 of the 505th Command and Control Wing (and its associated parking lots along O'Neill Avenue) would continue to be within the 500-foot AT/FP radius. This situation is not within the AT/FP compliance requirements as prescribed by the 1SOW Antiterrorism Office. Therefore, the continuation of this situation would present an adverse effect to safety.

In the event of an explosion at the Main Gate CVI point, persons occupying the chapel, the aquatic center/gymnasium, the western Child Development Center, and the 505th Command and Control Wing could be affected by high-speed, low-angle blast fragments (which would present an adverse safety effect). The number of persons potentially affected would be more than those exposed to this threat by the Proposed Action (new CVI point at the Downs Road Gate) or Alternative 1 (new CVI point at the East Gate).

Trucks that enter the CVI point at the Main Gate encounter a higher level of traffic congestion than what would be experienced at the Downs Road Gate or the East Gate; therefore, the continued use of the CVI point at the Main Gate would present an adverse effect to traffic safety.



4.16 Socioeconomics

4.16.1 Proposed Action: New CVI Point at the Downs Road Gate

The Proposed Action would not require permanent personnel relocations or employee hires. Contractors would conduct the work and existing Hurlburt Field personnel would oversee the contractors. Therefore, the Proposed Action would not permanently change the number of persons working at Hurlburt Field or living in the local area. Demolition/construction work associated with the Proposed Action would have a minor, short-term, positive impact on the local economy. Direct expenditures for construction-related materials would benefit local suppliers and secondary spending by workers would benefit businesses near Hurlburt Field, such as gas stations and restaurants. Demolition/construction work would have a negligible impact on the total labor force and employment in the region as a result of the small number of jobs that would be created. Any increase in employment would be temporary and relatively small. For these reasons, The Proposed Action would have a minor positive impact on socioeconomics; the impact that the Proposed Action would have on socioeconomics would not be significant.

4.16.2 Alternative 1: New CVI Point at the East Gate

Impacts to socioeconomics from Alternative 1 would be similar to the Proposed Action and would not be significant.

4.16.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

Implementing the No-Action Alternative would not affect socioeconomics.

4.17 Traffic and Transportation

4.17.1 Proposed Action: New CVI Point at the Downs Road Gate

With the construction of the CVI point on Downs Road, traffic patterns for the commercial vehicles would change. This commercial traffic from Navarre, Pensacola and other cities to the west may travel east on US 98 past the Main Gate before traveling north on Doolittle Boulevard to westbound on Hollywood Boulevard. These vehicles would then turn north on Hill Avenue. Hill Avenue eventually turns into Martin Luther King Jr. Boulevard. Commercial vehicles would then turn left onto Downs Road to access the CVI point and Downs Road Gate ECF. Other commercial vehicles from Pensacola and cities further west could also access the Downs Road Gate by traveling on I-10 east to S. Ferdon Boulevard (SR 85) to south on SR 123 and SR 189 to reach Martin Luther King Jr. Boulevard. Commercial vehicles from the east would use Beal Parkway and Mary Esther Boulevard to Hollywood Boulevard to Hill Avenue and Martin Luther King Jr. Boulevard to access the Downs Road Gate.

Martin Luther King Jr. Boulevard in the area of Downs Road currently carries 24,500 vehicles per day (vpd) according to the latest traffic counts from Okaloosa County. Approximately 5 to 10% of that traffic is large trucks. The relocation of the CVI is expected to move between 100-200 vpd from the Main Gate to the Downs Road Gate. Under the Proposed Action, 71% of commercial vehicles would arrive from south of the Downs Road/Martin Luther King Jr. Boulevard intersection. The remainder of commercial vehicles would arrive from north of the intersection (see Figure 4-3). Under this alternative, 121 additional commercial vehicles per day would travel along Hill Avenue, north of Lovejoy Road. This



would cause an approximate increase in 1% traffic to the Martin Luther King Jr. Boulevard daily traffic (including trucks hauling munitions). An increase of that magnitude would most likely not be noticed by the general traveling public or neighboring residences (between Lovejoy Road and Freedom Way) and would not present a significant effect to traffic and transportation facilities.

Within the installation, the origin and destination data show that for the Proposed Action, there would be an increase in lane miles traveled by commercial vehicles (including trucks hauling munitions) because the majority of destinations are located west of the flight line. The data in Table 4-1 shows the mileage from the various gates to delivery destinations on the installation. Using this information along with data on the number of trips per day, there would be an increase from 146 to 518 average miles traveled per day for commercial vehicles under the Proposed Action (a new CVI point at the Downs Road Gate). Figure 4-4 shows that the increase in lane miles is because the majority of truck trip destinations are west of the runway. This magnitude of increase will likely present an adverse effect to traffic movement on installation roads. The base is planning to widen and realign Independence Avenue in the future, which would partially compensate for this increase in traffic congestion. The widening and realignment of Independence Road is discussed in the Cumulative Impacts section of this EA.

Table 4-1: On-Base Destinations of Truck Trips

Destination	Proposed Action (Miles)	Alternative 1 (Miles)	No Action (Miles)
Walk-Up Way Area	1.3	0.1	2.1
Red Horse Area	1.4	0.2	2.0
Hospital Area	1.9	0.7	1.6
Civil Engineering Area	2.8	1.5	0.7
Shopette Area	3.3	2.0	0.2
Building 1 Area	3.3	2.1	0.2
Housing	3.7	2.5	0.4
Chapel/Mini-Mall/AFSOC HQ Area	3.7	2.4	0.4
Visitor Quarters Area	4.1	2.9	0.8
Tully Avenue and Aderholt Area	4.4	3.2	0.7
Flightline Area	3.7	2.4	1.0
North Cody/Cruz Area	4.3	3.1	1.0
Red Horse Road/Hamby Place Area	4.4	3.2	0.8
Soundside Area	3.8	2.6	0.4
Golf Course Area	0.5	0.9	3.0
Wastewater Treatment Plant Area	0.0	1.8	3.8
Supply/Logistics Area	4.0	2.7	0.7
Commissary/BX/Kerwood Gate Area	2.1	0.8	1.4

For the Proposed Action (a new CVI point at the Downs Road Gate), the CVI point is 2,900 feet from Martin Luther King Jr. Boulevard. That distance would be sufficient to allow for a cordon area that would not require the closure of Martin Luther King Jr. Boulevard during an emergency; therefore, the Proposed Action (a new CVI point at the Downs Road Gate) would not affect traffic along Martin Luther King Jr. Boulevard under an emergency that would require a cordon area.

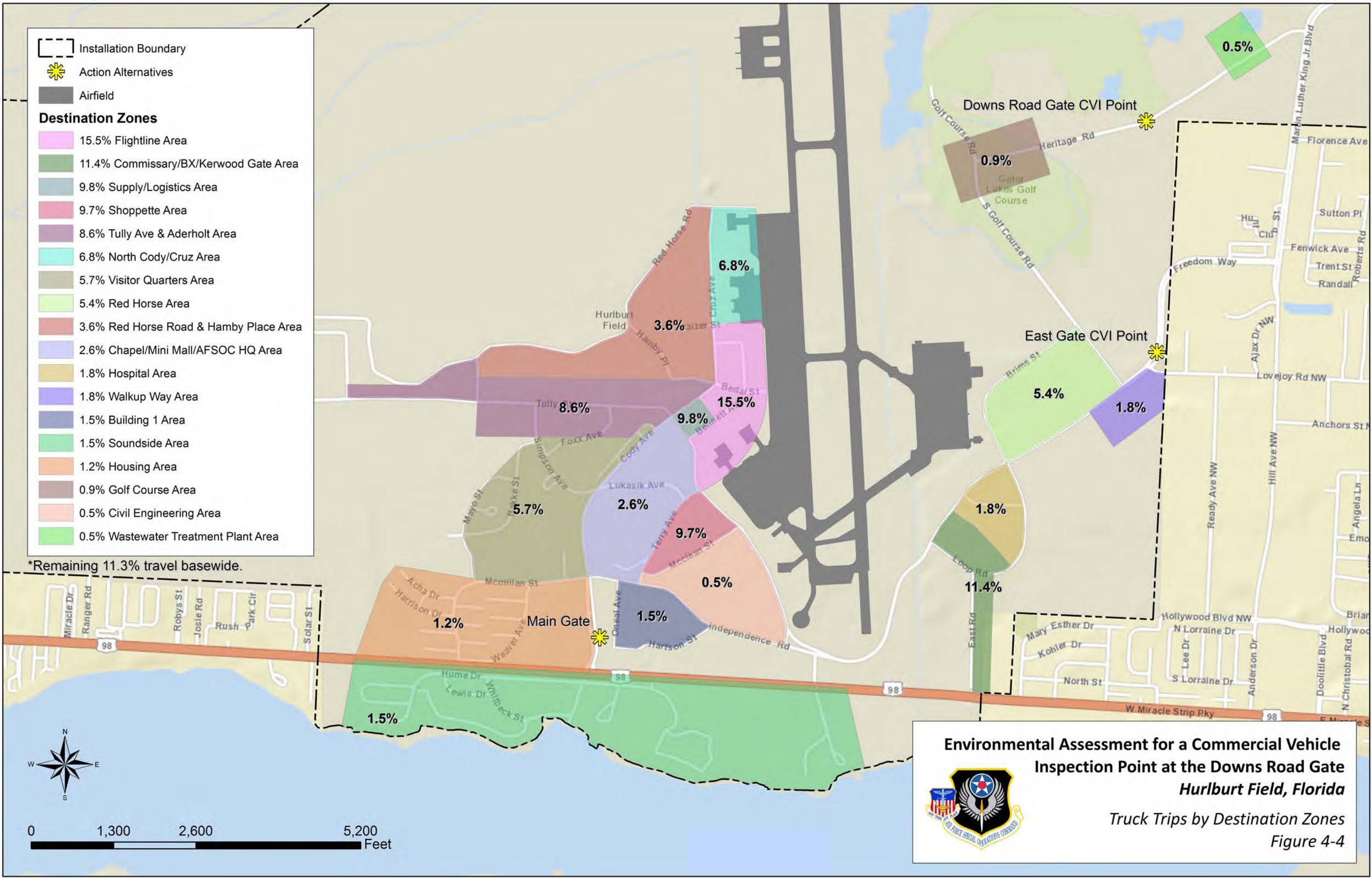
The CVI point is 2,500 feet from the southbound lanes of Martin Luther King Jr. Boulevard. Therefore, a minimum of 33 commercial vehicles can queue along Downs Road while waiting for processing at the CVI point. The ability to queue 33 commercial vehicles along Downs Road will not adversely affect traffic movement along Martin Luther King Jr. Boulevard.

4.17.2 Alternative 1: New CVI Point at the East Gate

Commercial vehicles would need to utilize the same roadways to access the East Gate as described under the Proposed Action. Due to the location of the East Gate, the traffic impacts to the surrounding roadways would be similar to what would be experienced under the Proposed Action. The CVI point

- Installation Boundary
 - Action Alternatives
 - Airfield
- Destination Zones**
- 15.5% Flightline Area
 - 11.4% Commissary/BX/Kerwood Gate Area
 - 9.8% Supply/Logistics Area
 - 9.7% Shoppette Area
 - 8.6% Tully Ave & Aderholt Area
 - 6.8% North Cody/Cruz Area
 - 5.7% Visitor Quarters Area
 - 5.4% Red Horse Area
 - 3.6% Red Horse Road & Hamby Place Area
 - 2.6% Chapel/Mini Mall/AFSOC HQ Area
 - 1.8% Hospital Area
 - 1.8% Walkup Way Area
 - 1.5% Building 1 Area
 - 1.5% Soundside Area
 - 1.2% Housing Area
 - 0.9% Golf Course Area
 - 0.5% Civil Engineering Area
 - 0.5% Wastewater Treatment Plant Area

*Remaining 11.3% travel basewide.



**Environmental Assessment for a Commercial Vehicle
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Hurlburt Field, Florida**

*Truck Trips by Destination Zones
Figure 4-4*



would be constructed prior to the East Gate and separated from the POV inbound lanes. Therefore, Alternative 1 would not have a significant effect on traffic and transportation facilities.

For Alternative 1 (a new CVI point at the East Gate), the CVI point is 2,900 feet from Martin Luther King Jr. Boulevard on Freedom Way. That distance would be sufficient to allow for a cordon area that would not require the closure of Martin Luther King Jr. Boulevard during an emergency. Closures of local roadways (such as Lovejoy Road west of Martin Luther King Jr. Boulevard) would be needed in the event of an emergency cordon, but the roads are not through roads and would only affect a small volume of local traffic. Therefore, Alternative 1 (a new CVI point at East Gate) would affect traffic to a higher level than the Proposed Action (a new CVI point at the Downs Road Gate) but to a lesser extent than the No Action Alternative (continuing commercial vehicle inspections at the Main Gate) in the event of an emergency that would require a cordon area.

This alternative has capacity to queue a minimum of two commercial vehicles along the entrance to the CVI point before vehicles would begin stacking into the Freedom Way inbound lanes to the East Gate. This queuing length is less than both the Proposed Action (a new CVI point at the Downs Road Gate) and the No Action Alternative (continuing commercial vehicle inspections at the Main Gate).

Within the installation, the origin and destination data shows that, for Alternative 1, there would be an increase in lane miles traveled by commercial vehicles (including trucks hauling munitions) because the majority of destinations are located west of the flight line. The data shows the increase would be from 146 to 334 average miles traveled per day for commercial vehicles under Alternative 1 (a new CVI point at the East Gate). This magnitude of increase would likely present an adverse effect to traffic movement on installation roads. The base is planning to widen and realign Independence Avenue in the future, which would partially compensate for this increase in traffic congestion.

4.17.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

If no changes are made to the existing CVI point, conflicts between commercial vehicles and POV merges would continue to occur and grow causing additional queuing and safety concerns. Further, the location of the existing CVI point at the Main Gate constrains the design and operation of the SPUI at US 98 and Cody Avenue. Therefore, the No-Action Alternative would have an adverse effect on off-base traffic and transportation facilities.

For the No-Action Alternative (continuance of commercial vehicle inspections at the Main Gate), the CVI point is 500 feet from the US 98 westbound lanes. During an emergency at the CVI point, a cordon area would require the closure of US 98, which is a major regional thoroughfare. Closure of US 98 under an emergency would cause an adverse effect to off-base traffic and transportation networks.

The Main Gate CVI point has capacity to queue a minimum of four commercial vehicles along the entrance lanes leading to the CVI point before vehicles begin stacking on US 98. This condition is better than Alternative 1 (a new CVI point at East Gate), but does not provide the 33-vehicle queuing length under the Proposed Action (a new CVI point at the Downs Road Gate).

Under the No-Action alternative, 67% of commercial vehicles (including trucks hauling munitions) would arrive from the east while the remainder would arrive from the west, as described in the Existing Conditions chapter. Under the No Action Alternative, there would be no change in commercial vehicle travel patterns on the installation.



4.18 Utilities

4.18.1 Proposed Action: New CVI Point at the Downs Road Gate

Sanitary sewer, water, electric and communication utilities are present at the Downs Road Gate area and are adequate for operation of the new CVI point following construction of the Proposed Action. The building at the new CVI point is 635 square feet and would require minor additional capacity to the utility network. Therefore, implementation of the Proposed Action would not present a significant effect to base utilities.

4.18.2 Alternative 1: New CVI Point at the East Gate

Sanitary sewer, water, electric and communications utilities are present at the East Gate. However, service connections to the new CVI point would need to be extended for Alternative 1. A proposed building at the new CVI point would be small and would require minor additional capacity to the utility network. Therefore, implementation of Alternative 1 would not present a significant effect to base utilities.

4.18.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

Implementation of the No-Action Alternative would involve no changes to the utility capacity or infrastructure.

4.19 Environmental Justice and Protection of Children

4.19.1 Proposed Action: New CVI Point at the Downs Road Gate

There are no persons that live in the vicinity of the Proposed Action and there are no minority or low-income populations along the roadways within Mary Esther and Fort Walton Beach east of the installation. Therefore, the Proposed Action would not generate disproportionately high or adverse effects to minority or low-income populations.

Children under the age of 18 are not normally within the Downs Road Gate area. Therefore, the Proposed Action would not entail environmental health and safety risks that would disproportionately affect children.

4.19.2 Alternative 1: New CVI Point at the East Gate

Implementation of Alternative 1 would have similar effects as the Proposed Action for the environmental justice and protection of children. Children may occasionally be present at the off-base churches within the 1,250-foot explosive clear zone; however, this occasional exposure would not entail environmental health and safety risks that would disproportionately affect children.



4.19.3 No-Action Alternative: Continuance of Commercial Vehicle Inspections at the Main Gate

The No Action Alternative would have no impacts to minority or low-income populations. The western Child Development Center and recreation fields are within the 1,250-foot explosive clear zone surrounding the Main Gate, if a vehicle of explosive concern were to be present there. For this reason, the No Action Alternative would entail environmental health and safety risks that would disproportionately affect children.

4.20 Cumulative Impacts

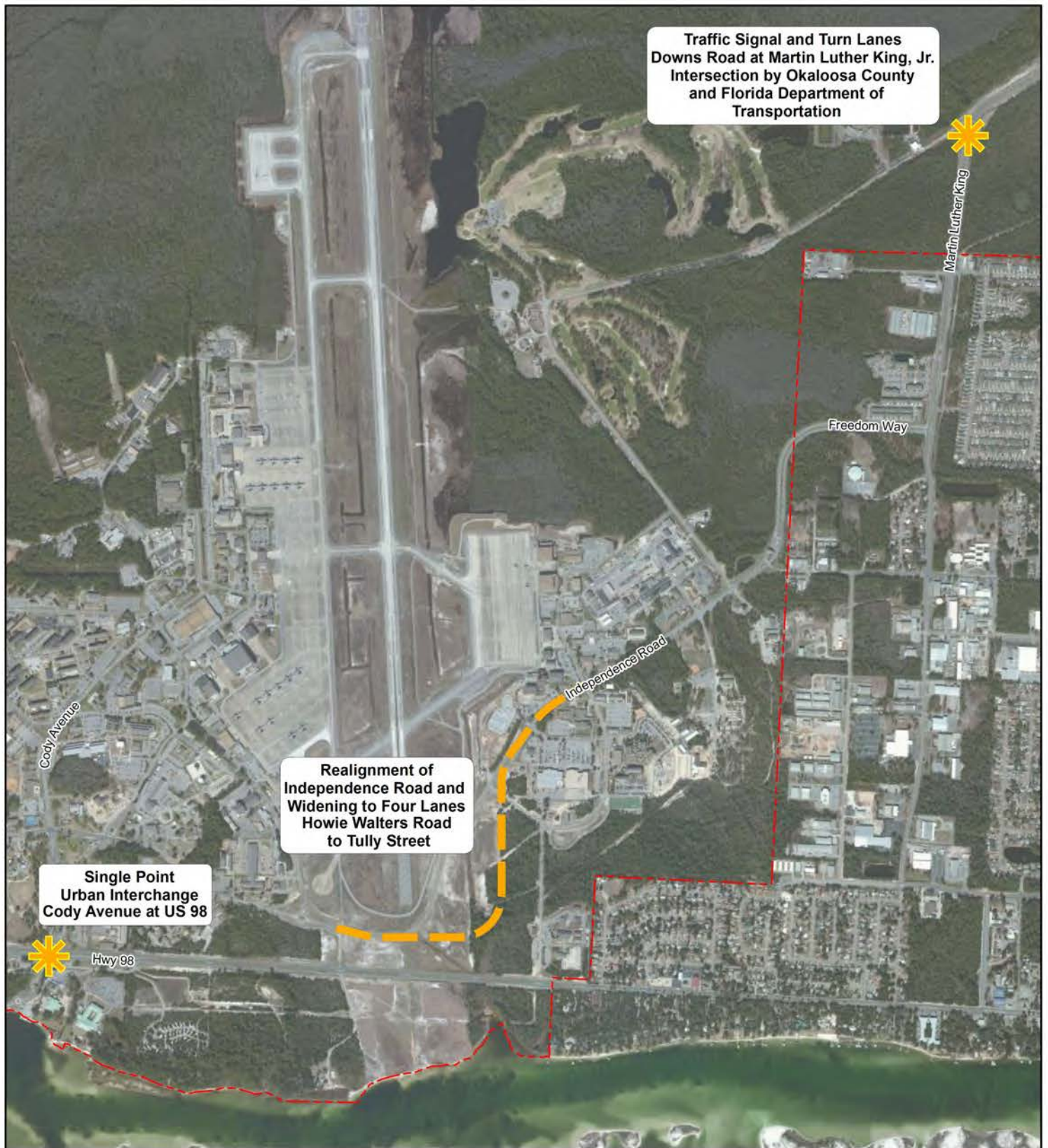
A cumulative impact is the impact on the environment which results from the incremental impact of the Proposed Action when added to other past, present and reasonably foreseeable future actions (RFFA) regardless of what agency (federal or non-federal) or person undertakes those actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. Table 4-2 shows the projects considered as RFFAs and their associated impacts. Figure 4-5 shows the locations of these projects.

Table 4-2: Cumulative Effects Projects¹

Project	Sponsor	Past, Present, or RFFA?	Principal Impacts
Intersection of Downs Road and Martin Luther King Jr. Boulevard Turning Lanes and New Traffic Signal	Okaloosa County and Florida Department of Transportation	RFFA	Wetlands= 0.2 acres Floodplains= 0.3 acres Transportation=positive effect
Realignment of Independence Road and Widening to Four Lanes—Howie Walters Road to Tully Street (USAF Project Number: FTEV 073021, USAF Project Name: Airfield Waiver-Realign Independence Road)	Hurlburt Field	RFFA	Wetlands= 0.4 acres Floodplains= 0.1 acres Airfield Restrictions=Positive impact by moving vehicles out of airfield primary surface Transportation=positive effect
Single Point Urban Interchange—Cody Avenue at US 98	Hurlburt Field and Florida Department of Transportation	RFFA	Wetlands= 0.0 acres Floodplains= 0.0 acres Transportation=positive effect

¹The Northwest Bypass is not included because the timeframe for development of that project is so far in the future it would not be considered a reasonably foreseeable future action.

Direct impacts to wetlands and floodplains would not occur with the Proposed Action. Although two of the three projects described in Table 4-2 above generate impacts to wetlands and floodplains, USACE and state permitting for those individual project impacts would be required. Also, mitigation to offset those impacts would likely be required (depending on final calculations of impacts). Therefore, cumulative effects to wetlands and floodplains from the Proposed Action and the RFFAs would not be anticipated because of the permitting and mitigation measures that would be completed. Development of the individual projects above would have positive effects on traffic movement on-base and in the surrounding area. Therefore, when the RFFAs are combined with the Proposed Action, there would be an overall positive cumulative effect to on-base and off-base transportation networks.



**Environmental Assessment for a Commercial Vehicle
Inspection Point at the Downs Road Gate
Hurlburt Field, Florida
Cumulative Effects Projects
Figure 4-5**



0 0.25 0.5 1 Miles



4.21 Summary of Environmental Consequences

Table 4-3 summarizes the environmental consequences described in previous sections of Chapter 4. Council on Environmental Quality regulations (implementing NEPA) as codified in 40 CFR 1508.8 defines effects to include those that are direct and those that are indirect. 40 CFR 1508.8 states that effects and impacts are synonymous and the effects may be beneficial or detrimental. Beneficial or adverse effects are not defined by regulation; however, beneficial effects are typically considered to be changes to the human or natural environment that are desired. Adverse effects are changes to the human or natural environment that degrade its function or condition. No effect means the Proposed Action would not change the characteristics of the human or natural environment.

For the term “significance,” a FONSI cannot be issued if effects on the human and natural environment from the Proposed Action are found to be significant. 40 CFR 1508.27 defines “significantly” (when describing effects) and directs federal agencies to consider both the context and intensity of the Proposed Action impact when determining whether the effect is significant. If an impact is determined to be significant and the effect cannot be compensated for through the use of best management practices or implementation of mitigation measures, then an Environmental Impact Statement must be prepared.

Table 4-3: Summary of Environmental Consequences

Resource	Proposed Action	Alternative 1	No-Action Alternative
Air Quality	No Significant Effect	No Significant Effect	No Effect
Noise	No Significant Effect	No Significant Effect	No Effect
Air Installation Compatible Use Zone	No Effect	No Effect	No Effect
Soils	No Significant Effect	No Significant Effect	No Effect
Surface Water	No Significant Effect	No Significant Effect	No Effect
Floodplains	No Effect	No Effect	No Effect
Wetlands	No Effect	No Significant Effect	No Effect
Vegetation	No Significant Effect	No Significant Effect	No Effect
Fish and Wildlife	No Significant Effect	No Significant Effect	No Effect
Listed Species	No Effect	No Significant Effect	No Effect
Land Use	No Effect	No Significant Effect	No Effect
Recreation	No Effect	No Effect	No Effect
Cultural Resources	No Effect	No Effect	No Effect
Hazardous Materials and Waste	No Significant Effect	No Significant Effect	No Effect
Safety and Occupational Health	No Significant Effect	Adverse Effect	Adverse Effect
Socioeconomics	No Significant Effect	No Significant Effect	No Effect
Traffic Flow	Adverse Effect (On Base)	Adverse Effect (On Base)	Adverse Effect (Off Base)
Utilities	No Significant Effect	No Significant Effect	No Effect
Environmental Justice and Protection of Children	No Effect	No Effect	Adverse Effect
Adverse Cumulative Impacts	No	No	No



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APPENDIX A: CZMA CONSISTENCY DETERMINATION

The federal Coastal Zone Management Act (CZMA) provides assistance to states, in cooperation with federal and local agencies, for developing land and water use programs in coastal zones. According to Section 307 of the CZMA, federal projects that affect land uses, water uses or coastal resources in a state's coastal zone must be consistent, to the maximum extent practicable, with the enforceable policies of that state's federally approved coastal zone management plan. The Florida Coastal Management Program (FCMP) is based on a network of state agencies implementing 23 statutes that protect and enhance Florida's natural, cultural and economic coastal resources. The Florida Department of Environmental Protection (FDEP) implements the FCMP and makes the state's final consistency determination, which will either agree or disagree with the applicant's own consistency determination. Table A-1 provides Hurlburt Field's Coastal Zone Management Consistency Determination for the Proposed Action.

The Florida State Clearinghouse was sent a Draft EA (including the applicant's consistency determination) on 4 December 2012. A letter from the Clearinghouse was issued in reply on 14 January 2013 (see letter in Appendix B). The letter commented that the proposed action is consistent with the FCMP and a final consistency determination will be made during later project permitting.

Table A-1: Coastal Zone Management Consistency Determination

Statute	Consistency	Scope
Chapter 161 <i>Beach and Shore Preservation</i>	Not applicable to the Proposed Action	Authorizes the Bureau of Beaches and Coastal Systems within FDEP to regulate the construction on or seaward of the state's beaches.
Chapter 163, Part II <i>Local Government Comprehensive Planning and Land Development Regulation Act</i>	Not applicable to the Proposed Action	Requires local governments to prepare, adopt and implement comprehensive plans that encourage the most appropriate use of land and natural resources in a manner consistent with the public interest.
Chapter 186 <i>State and Regional Planning</i>	Not applicable to the Proposed Action	Details the state-level planning requirements. Requires the development of special statewide plans governing water-use, land development, and transportation.
Chapter 252 <i>Emergency Management</i>	Not applicable to the Proposed Action	Provides for the planning and implementation of the state's response to natural and manmade disasters, efforts to recover from natural and manmade disasters, and the mitigation of natural and manmade disasters.
Chapter 253 <i>State Lands</i>	Not applicable to the Proposed Action	Addresses the state's administration of public lands and property of the state and provides direction regarding the acquisition, disposal and management of all state lands.
Chapter 258 <i>State Parks and Preserves</i>	Not applicable to the Proposed Action	Addresses the administration and management of state parks and preserves.
Chapter 259 <i>Land Conservation Act of 1972</i>	Not applicable to the Proposed Action	Authorizes acquisition of environmentally endangered lands and outdoor recreation lands.
Chapter 260 <i>Recreational Trails System</i>	Not applicable to the Proposed Action	Authorizes the acquisition of land to create a recreational trails system and to facilitate the management of the system.
Chapter 267 <i>Archives, History, and Records Management</i>	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would have no effect on the state's archaeological or historical resources.	Addresses the management and preservation of the state's archaeological and historical resources.



Table A-1: Coastal Zone Management Consistency Determination

Statute	Consistency	Scope
Chapter 288 <i>Commercial Development and Capital Improvements</i>	Not applicable to the Proposed Action	Provides the framework for promoting and developing the general business, trade and tourism components of the state economy.
Chapter 334 <i>Transportation Administration</i>	Not applicable to the Proposed Action	Addresses the state's policy concerning transportation administration.
Chapter 339 <i>Transportation Finance</i>	Not applicable to the Proposed Action	Addresses the finance and planning needs of the state's transportation system.
Chapter 370 <i>Saltwater Fisheries</i>	Not applicable to the Proposed Action	Addresses the management and protection of the state's saltwater fisheries.
Chapter 372 <i>Wildlife</i>	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would not adversely impact the state's wildlife resources.	Addresses the management of the wildlife resources of the state.
Chapter 373 <i>Water Resources</i>	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would not adversely impact the state's water resources.	Addresses the state's policy concerning water resources.
Chapter 375 <i>Outdoor Recreation and Conservation</i>	Not applicable to the Proposed Action	Develops a comprehensive multipurpose outdoor recreation plan to document recreational supply and demand, describe current recreational opportunities, estimate the need for additional recreational opportunities and propose the means to meet the identified needs.
Chapter 376 <i>Pollutant Discharge, Prevention and Removal</i>	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would be in compliance with the state's pollutant discharge, prevention and removal policies and regulations.	Regulates the transfer, storage and transportation of pollutants and the cleanup of pollutant discharges.
Chapter 377 <i>Energy Resources</i>	Not applicable to the Proposed Action	Addresses the regulation, planning, and development of the energy resources of the state.
Chapter 379 <i>Fish and Wildlife Conservation</i>	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would be in compliance with the state's fish and wildlife conservation policies and regulations.	Addresses policies and regulations associated with the state's fish and wildlife conservation program.
Chapter 380 <i>Land and Water Management</i>	Not applicable to the Proposed Action	Establishes land and water management policies to guide and coordinate local decisions relating to growth and development.
Chapter 381 <i>Public Health; General Provisions</i> Sections 381.001, 381.0011, 381.0012, 381.006, 381.0061, 381.0065, 381.0066, 381.0067	Not applicable to the Proposed Action	Establishes public policy concerning the state's public health system.
Chapter 388 <i>Mosquito Control</i>	Not applicable to the Proposed Action	Addresses the mosquito-control effort in the state
Chapter 403 <i>Environmental Control</i>	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would be in compliance with the state's environmental control policies and regulations.	Establishes public policy concerning environmental control in the state.
Chapter 582 <i>Soil and Water Conservation</i>	Based on the EA, the Proposed Action would not involve any activity that would be inconsistent with this statute. The Proposed Action would be in compliance with the state's soil and water conservation policies and regulations.	Provides for the control and prevention of soil erosion.



APPENDIX B: IICEP CORRESPONDENCE

The Draft EA (including Hurlburt Field's Florida Coastal Management Program consistency determination) and Draft FONSI were sent to the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, the Florida Clearinghouse (for distribution to state agencies) and to local agencies. Comment letters received are included in this Appendix. There were no objections raised by the agencies to the Proposed Action or other comments requiring a response from Hurlburt Field.

DiMisa, Joe

From: Sarfert, Edward P SAJ <Edward.P.Sarfert@usace.army.mil>
Sent: Tuesday, January 15, 2013 10:52 AM
To: DiMisa, Joe
Subject: RE: Hurlburt CVI EA (UNCLASSIFIED)

Classification: UNCLASSIFIED

Caveats: NONE

Mr. DiMisa: Thank you for the opportunity to provide pre-application comments on the Draft Environmental Assessment for a Commercial Vehicle Inspection (CVI) Point at the Downs Road Gate Facilities at Hurlburt Field, Florida. The Corps received your request for comments on 05 December 2012.

The U.S. Air Force (USAF) proposes to relocate the CVI point adjacent to the Hurlburt Field Main Gate. The need for the project is caused by congestion at the Cody Avenue-US 98 intersection and Antiterrorism/Force Protection (AT/FP) issues at the main gate.

Our evaluation of the Draft EA was focused solely on potential Section 404 of the Clean Water Act impacts. No potential Section 10 of the Rivers and Harbors Act or other Corps-regulated impacts were noted in our review of the EA, nor were impacts to species considered that might be coordinated with other federal agencies under Sections 7 or 9 of the Endangered Species Act. In addition, the Corps did not inspect the referenced sites, and no qualitative or quantitative functional assessments have been performed or verified. Once an alternative is selected by the USAF, a comprehensive review of the proposed project can occur as soon as any required application is submitted to the Corps.

In accordance with the 404(b)(1) Guidelines (the Guidelines), an applicant must avoid wetland impacts where practicable, minimize unavoidable wetland impacts, and provide compensatory mitigation for any remaining impacts. The proposed action and the no-action alternative involve no wetland impacts, while the alternative action would involve 0.13-acre of wetland impacts. Therefore, the proposed action would appear to comply with the Guidelines. It may be useful to reference in the EA the Memorandum of Agreement (MOA) with Florida DEP, signed in 2000, where USAF/Hurlburt Field agreed to preserve 2,886 acres of wetlands and 266.3 acres of uplands as mitigation for unavoidable wetland impacts incurred by multiple permitted projects. Those wetland impacts were also authorized by the Corps in 2000 under Permit No. 1999-00679, and mitigated using what appears to be the same wetland and upland parcels as in the FDEP MOA. Referencing the location of any potential wetland impacts or other land disturbance in relation to those mitigation areas would clarify if they would or would not impact them, and could be considerations in the corresponding project alternatives analyses.

Thank you again for the opportunity to provide input.

Ed Sarfert
Senior Project Manager
Pensacola Regulatory Office
Jacksonville District
US Army Corps of Engineers

-----Original Message-----

From: DiMisa, Joe [mailto:Joe.DiMisa@Woolpert.com]
Sent: Friday, January 11, 2013 10:45 AM
To: Sarfert, Edward P SAJ
Subject: Hurlburt CVI EA

DiMisa, Joe

From: Mitchell, Harold <harold_mitchell@fws.gov>
Sent: Thursday, January 24, 2013 4:52 PM
To: DiMisa, Joe
Subject: Re: Hurlburt Field Environmental Assessment CVI Point at Downs Road Gate

Hi Joe,

Thank you for the email, and thank you for the opportunity to review the CVI Point at the Downs Road Gate. Please consider this email as documentation that the USFWS has no comment regarding the proposed station. The project is not expected to have any negative effects on federally listed species.

Thanks for the opportunity to comment and good luck with the CVI project.

Regards,
Harold

On Thu, Jan 24, 2013 at 2:08 PM, DiMisa, Joe <Joe.DiMisa@woolpert.com> wrote:

Hi Harold-We sent you (thru Don Imm) a Draft Environmental Assessment on December 4, 2012 regarding the Hurlburt Field Environmental Assessment for the Commercial Vehicle Inspection Point at the Downs Road Gate. We generally plan for a 30 day response window which would have been around January 4. Please let us know if your office will be responding with any comments.

Joseph M. Di Misa, AICP, LEED®AP BD+C, PWS
Environmental and Sustainability Consultant

Woolpert

4454 Idea Center Boulevard | Dayton, OH 45430
D 937.531.1224 | O 937.461.5660
joe.dimisa@woolpert.com | www.woolpert.com



**FLORIDA DEPARTMENT OF
ENVIRONMENTAL PROTECTION**

MARJORY STONEMAN DOUGLAS BUILDING
3900 COMMONWEALTH BOULEVARD
TALLAHASSEE, FLORIDA 32399-3000

RICK SCOTT
GOVERNOR

JENNIFER CARROLL
LT. GOVERNOR

HERSCHEL T. VINYARD JR.
SECRETARY

January 14, 2013

Mr. Joseph M. Di Misa, AICP, LEED AP, PWS
Environmental and Sustainability Consultant
Woolpert
4454 Idea Center Boulevard
Dayton, OH 45430-1500

RE: Department of the Air Force – Draft Environmental Assessment for a
Commercial Vehicle Inspection Point at the Downs Road Gate,
Hurlburt Field – Okaloosa County, Florida.
SAI # FL201212056436C

Dear Mr. Di Misa:

The Florida State Clearinghouse has coordinated a review of the subject Draft Environmental Assessment (EA) under the following authorities: Presidential Executive Order 12372; Section 403.061(42), *Florida Statutes*; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

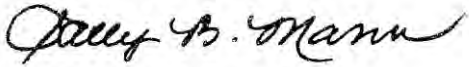
The Florida Department of Environmental Protection (DEP) advises that the proposed Hurlburt Field construction project may require an Environmental Resource Permit from the Northwest Florida Water Management District (NFWFMD) in accordance with Chapter 62-346, *Florida Administrative Code*. For further assistance and permitting information, please contact the NFWFMD's Crestview Field Office at (850) 683-5044.

Based on the information contained in the Draft EA and enclosed state agency comments, the state has determined that, at this stage, the proposed activity is consistent with the Florida Coastal Management Program (FCMP). To ensure the project's continued consistency with the FCMP, the regulatory concerns identified by the DEP must be addressed prior to project implementation. The state's continued concurrence will be based on the activity's compliance with FCMP authorities, including federal and state monitoring of the activity to ensure its continued conformance, and the adequate resolution of any issues identified during subsequent regulatory reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting process, in accordance with Section 373.428, *Florida Statutes*.

Mr. Joseph M. Di Misa
Page 2 of 2
January 14, 2013

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Ms. Lauren P. Milligan at (850) 245-2170 or Lauren.Milligan@dep.state.fl.us.

Yours sincerely,

A handwritten signature in black ink that reads "Sally B. Mann". The signature is written in a cursive, flowing style.

Sally B. Mann, Director
Office of Intergovernmental Programs

SBM/lm
Enclosures

Florida State Clearinghouse



Florida

Department of Environmental Protection

"More Protection, Less Process"



Categories

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Project Information	
Project:	FL201212056436C
Comments Due:	01/14/2013
Letter Due:	02/03/2013
Description:	DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT FOR A COMMERCIAL VEHICLE INSPECTION POINT AT THE DOWNS ROAD GATE, HURLBURT FIELD - OKALOOSA COUNTY, FLORIDA.
Keywords:	USAF - DEA, COMMERCIAL VEHICLE INSPECTION POINT, HURLBURT FIELD - OKALOOSA CO.
CFDA #:	12.200
Agency Comments:	
ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION	
Please be advised that the proposed Hurlburt Field construction project may require an Environmental Resource Permit (ERP) from the Northwest Florida Water Management District (NFWFMD) under Chapter 62-346, Florida Administrative Code. For further assistance and permitting information, please contact the NFWFMD's Crestview Field Office at (850) 683-5044.	
STATE - FLORIDA DEPARTMENT OF STATE	
No Comment/Consistent	
NORTHWEST FLORIDA WMD - NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT	
No Comments/Consistent	
FISH and WILDLIFE COMMISSION - FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION	
NO COMMENT BY MARY ANN POOLE ON 12/18/12.	
TRANSPORTATION - FLORIDA DEPARTMENT OF TRANSPORTATION	
No Comments	
WEST FLORIDA RPC - WEST FLORIDA REGIONAL PLANNING COUNCIL	
No Comments - generally consistent with the West Florida Strategic Regional Policy Plan.	
OKALOOSA - OKALOOSA COUNTY	
OKALOOSA - OKALOOSA COUNTY	

For more information or to submit comments, please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD, M.S. 47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

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COUNTY: OKALOOSA
SCH-106-NEPA-EA-USA-F-HF
2012-5655

DATE: 12/5/2012
COMMENTS DUE DATE: 1/14/2013
CLEARANCE DUE DATE: 2/3/2013
SAI#: FL201212056436C

MESSAGE:

STATE AGENCIES

ENVIRONMENTAL
PROTECTION

FISH and WILDLIFE
COMMISSION

X STATE

TRANSPORTATION

WATER MNGMNT.
DISTRICTS

NORTHWEST FLORIDA WMD

OPB POLICY
UNIT

RPCS & LOC
GOVS

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT FOR A COMMERCIAL VEHICLE INSPECTION POINT AT THE DOWNS ROAD GATE, HURLBURT FIELD - OKALOOSA COUNTY, FLORIDA.

To: Florida State Clearinghouse

EO. 12372/NEPA Federal Consistency

AGENCY CONTACT AND COORDINATOR (SCH)
3900 COMMONWEALTH BOULEVARD MS-47
TALLAHASSEE, FLORIDA 32399-3000
TELEPHONE: (850) 245-2161
FAX: (850) 245-2190

- ☒ No Comment
☐ Comment Attached
☐ Not Applicable

- ☒ No Comment/Consistent
☐ Consistent/Comments Attached
☐ Inconsistent/Comments Attached
☐ Not Applicable

From:

Division/Bureau:

Division of Historical Resources
Bureau of Historic Preservation

Reviewer:

S. Edwards / Timothy D. Parson 175MPC

Date:

12/17/12

RECEIVED

DEC 31 2012

DBP Office of
Intergov't Programs

RECEIVED
BUREAU OF
HISTORIC PRESERVATION
2012 DEC 10 - A 11:13

DiMisa, Joe

From: Johnson, Christy <christy.johnson@wfrpc.org>
Sent: Tuesday, January 15, 2013 5:54 PM
To: DiMisa, Joe
Cc: Jim Wood ; Robinson, Mary; Kramer, Gary
Subject: RE: EA for Commercial Vehicles

Mr. Di Misa,

Thank you for the opportunity to review the draft EA and FONSI for the proposed CVI point relocation to Downs Road, alternate relocation to Freedom Way, and no action.

I understand that with the proposed action, traffic patterns for commercial vehicles will change and that 121 additional commercial vehicles per day would travel along Hill Avenue

Moreover, I also understand that there will be an estimated one percent increase in daily traffic along Martin Luther King Jr. Boulevard that would be negligible to the traveling public. The proposed CVI point is 2,500 feet from Martin Luther King Jr. Boulevard and about 33 commercial vehicles can queue along Downs Road and would not adversely affect traffic movement.

Considering the traffic and transportation impacts detailed in the EA, the TPO Staff has no comments with the proposed action or Alternative 1.

Sincerely,

Christy Johnson

Christy R. Johnson, AICP

West Florida Regional Planning Council

4081 E. Olive Road Suite A

Pensacola, FL 32514

850-332-7976 ext. 203 or Toll Free 1-800-226-8914 ext. 203

Fax: 850-637-1923

Staff to the Florida-Alabama TPO, Okaloosa Walton TPO and Bay County

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NOTICE: E-mail communications to or from West Florida Regional Planning Council employees are considered to be public records. Florida's public records law requires these communications be made available to the public and media upon request. (Florida Statutes, Chapter 119)

From: Johnson, Christy
Sent: Tuesday, January 15, 2013 12:29 PM
To: 'joe.dimisa@woolpert.com'
Subject: EA for Commercial Vehicles

Mr. Di Misa,

I am in receipt of the CD. I will look at it and get back to you this afternoon.

Thanks,
Christy

Christy R. Johnson, AICP

West Florida Regional Planning Council

4081 E. Olive Road Suite A

Pensacola, FL 32514

850-332-7976 ext. 203 or Toll Free 1-800-226-8914 ext. 203

Fax: 850-637-1923

Staff to the Florida-Alabama TPO, Okaloosa Walton TPO and Bay County



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CITY OF MARY ESTHER

195 CHRISTOBAL ROAD N.
MARY ESTHER, FL 32569

PLANNING AND ZONING DEPARTMENT

TELEPHONE (850) 243-3566 EXT.16

FAX (850) 243-0736

EMAIL:
CODE@CITYOFMARYESTHER.COM

January 11, 2013

Woolpert, Inc
4454 Idea Center Boulevard
Dayton, Ohio 45430

RE: Hurlburt Field Commercial Vehicle Inspection Point

To Whom It May Concern,

The City of Mary Esther has reviewed the environmental assessment for the relocation of the Hurlburt Field commercial vehicle inspection point. At this time the City does not have any objections to the proposed project. Further, the City supports the proposed project and its efforts to alleviate traffic on U.S. Highway 98.

Sincerely,

Robert Herbstreith

Code Enforcement, Planning & Zoning Director

DiMisa, Joe

From: Estelle Jones <ejones@fwb.org>
Sent: Monday, January 28, 2013 2:51 PM
To: DiMisa, Joe
Cc: Tim Bolduc
Subject: RE: Hurlburt Field CVI Environmental Assessment

Mr. Di Misa,

I have reviewed the report and have no major concerns. Our only concern would be the potential for increased commercial traffic along Hill Ave. There is a stretch of Hill Avenue that is comprised of single family residential uses and we have heard concerns from those residents in the past regarding noise from heavy truck traffic. It doesn't appear from the report that traffic would increase going north along Hill Avenue through that stretch, however.

Thank you for the opportunity to review the report and provide comments.

Stella Jones, Planning Manager
Engineering Services Department
City of Fort Walton Beach
(850) 833-9697
ejones@fwb.org

From: DiMisa, Joe [mailto:Joe.DiMisa@Woolpert.com]
Sent: Wednesday, January 23, 2013 10:03 AM
To: Estelle Jones
Subject: Hurlburt Field CVI Environmental Assessment

Hi Stella-hope you are doing well. We spoke on January 11 and you were hoping to review the EA for the CVI project on Downs Road and provide a response. Even if you have no concerns-we would still like to hear from you. Thanks

Joseph M. Di Misa, AICP, LEED®AP BD+C, PWS
Environmental and Sustainability Consultant

Woolpert
4454 Idea Center Boulevard | Dayton, OH 45430
D 937.531.1224 | O 937.461.5660
joe.dimisa@woolpert.com | www.woolpert.com

--

Please Note: Florida has a very broad public records law. Most written communications to or from City of Fort Walton Beach officials are public records available to the public and media upon request. Your e-mail address and communications may therefore be subject to public disclosure.

Think Green - Please consider the environment before printing this e-mail.

DiMisa, Joe

From: Elliot Kampert <ekampert@co.okaloosa.fl.us>
Sent: Friday, January 11, 2013 1:28 PM
To: DiMisa, Joe
Subject: Commercial Vehicle Inspection Gate Relocation/Environmental Assessment

Dear Mr. Dimisa:

Please be advised that Okaloosa County has no objections or comments regarding the proposed relocation of Hurlburt's Commercial Vehicle Gate to Dr. Martin Luther King, Jr. Blvd. Please feel free to provide copies of this email to anyone who may require such verification.

Please do not hesitate to contact me if we may be of further assistance.

Sincerely,

Elliot L. Kampert, AICP
Growth Management Director
Growth Management Department
1804 Lewis Turner Blvd Suite 200
Ft Walton Beach, FL 32547
850-651-7524

Please Note: *Due to Florida's very broad public records laws, most written communications to or from County employees regarding County business are public records, available to the public and media upon request. Therefore, this written e-mail communication, including your e-mail address, may be subject to public disclosure.*



APPENDIX C: PUBLIC INVOLVEMENT

During the Draft EA/FONSI stage, a 30-day public review was held to solicit public comments beginning on 10 December 2012 and closing on 9 January 2013. The public review period was announced in the Northwest Florida Daily News on 7 December 2012, the Destin Log on 8 December 2012 and the Crestview News Bulletin on 8 December 2012. Copies of the Draft EA and Draft FONSI were made available to the public during the review period on the web at <http://www2.hurlburt.af.mil/library/index.asp>. Copies of the published public notices are presented in this Appendix. No comments in response to the public notices were received.

Halifax Media Group
d.b.a. Crestview News Bulletin*News Extra
Published Bi-Weekly
705 Ashley Drive- Phone 682-6524
Crestview, Okaloosa County, Florida 32536

STATE OF FLORIDA
COUNTY OF OKALOOSA:

Before the undersigned authority personally appeared

DAWN BARNES

who on oath says that she is

RECEPTIONIST

of the Crestview News Bulletin, a weekly newspaper published at Crestview in Okaloosa County, Florida; that the attached copy of advertisement, being a

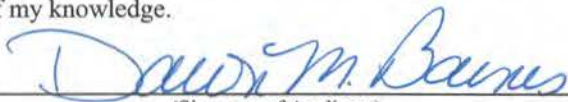
LEGAL # 160550

PUBLIC NOTICE

**DRAFT ENVIRONMENTAL ASSESSMENT
DOWNS ROAD GATE, HURLBURT FIELD**

was published in said newspaper in the issues of
12/08/2012

Affiant further says that the said Crestview News Bulletin is a newspaper published at Crestview in said Okaloosa County, Florida, and that the said newspaper has heretofore been continuously published in said Okaloosa County, Florida, each week and has been entered as second class mail matter at the post office in Crestview, in said Okaloosa County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he 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 said newspaper. I (SWEAR)(AFFIRM) that the above information is true and correct to the best of my knowledge.


(Signature of Applicant)

Sworn Dec. 14 to and subscribed before me this A.D.2012.


(Signature of Notary Public-State of Florida)



Personally known ☒ or produced identification _____

Type of identification produced _____

Legal # 160550

Public Notice

In compliance with the National Environmental Policy Act, Hurlburt Field announces the availability of a Draft Environmental Assessment (EA) for a Commercial Vehicle Inspection Point at the Downs Road Gate at Hurlburt Field, Florida for public review and comment.

The Proposed Action involves relocating the commercial vehicle inspection point operations from its current location at the Main Gate to the Downs Road Gate in the northeastern area of the base. The project is needed to improve traffic congestion and traffic safety at the Main Gate. The project will also enhance anti-terrorism and force protection measures by moving commercial vehicle inspections to a less populated area of the installation.

Your comments on this Draft EA are requested. Letters and other written or oral comments 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, including private addresses, will be used only to identify your desire to make a statement during the public comment period or to compile a mailing list to fulfill requests for copies of the Final EA or associated documents. However, only the names and respective comments or respondent individuals will be disclosed; personal home addresses and phone numbers will not be published in the Final EA.

The Draft EA is available for review on the web at

<http://www2.hurlburt.af.mil/library/index.asp> under the "Hurlburt Field Environmental Documents" link. The public library in Fort Walton Beach located at 185 SE Miracle Strip Parkway and the public library in Mary Esther located at 100 Hollywood Boulevard have computers available to the general public and librarians who can provide assistance linking to the documents.

The Draft EA will be available for review from Monday, 10 December 2012 to Wednesday, 9 January 2013. Comments must be received by Friday, 11 January 2013.

For more information or to comment on the Proposed Action, contact 1st Special Operations Wing/Public Affairs, 344 Tully Street, Hurlburt Field, Florida 32544; email: 1SQW.WPA@hurlburt.af.mil; Tel: 884-7464. (850)

12/08/2012

Halifax Media Group

PUBLISHERS OF THE DESTIN LOG

1225 Airport Road

P.O. Box 339 • Destin, FL 32541

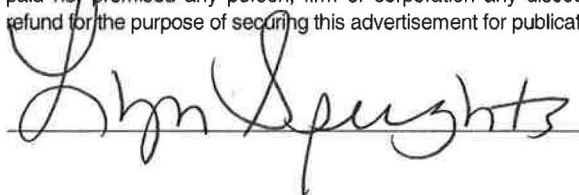
Published Wednesday and Saturday

Destin, Okaloosa County, Florida

STATE OF FLORIDA COUNTY OF BAY

Before the undersigned authority personally appeared Lynda Speights, who on oath says that she is a Legal Advertising Representative of The Destin Log, a newspaper published twice a week in the English language, and of general circulation published in the City of Destin, Florida; in said county and state, and that the attached copy of advertisement, being a Legal Advertisement #91321DLW in the matter of PUBLIC NOTICE - Hurlburt Field in the Walton County Court, was published in said newspaper in the issue of December 8, 2012.

Affiant further says that the said The Destin Log is a newspaper published at Destin, in said Okaloosa County, Florida, and distributed in Walton County, Florida and that the said newspaper has heretofore been continually published in said Okaloosa County, Florida, and distributed in Walton County, Florida, for a period of one year preceding the first publication of the attached copy of advertisement, and affiant further says (s)he 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 said newspaper.



State of Florida

County of Bay

Sworn and subscribed before me this 8th day of December, A.D., 2012.

By Lynda Speights, Legal Advertising Representative of the Destin Log, who is personally known to me or has produced N/A as identification.



Notary Public, State of Florida at Large



91321DLW PUBLIC NOTICE

In compliance with the National Environmental Policy Act, Hurlburt Field announces the availability of a Draft Environmental Assessment (EA) for a Commercial Vehicle Inspection Point at the Downs Road Gate at Hurlburt Field, Florida for public review and comment.

The Proposed Action involves relocating the commercial vehicle inspection point operations from its current location at the Main Gate to the Downs Road Gate in the northeastern area of the base. The project is needed to improve traffic congestion and traffic safety at the Main Gate. The project will also enhance anti-terrorism and force protection measures by moving commercial vehicle inspections to a less populated area of the installation.

Your comments on this Draft EA are requested. Letters and other written or oral comments 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, including private addresses, will be used only to identify your desire to make a statement during the public comment period or to compile a mailing list to fulfill requests for copies of the Final EA or associated documents. However, only the names and respective

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December 8, 2012

NORTHWEST FLORIDA
Daily News

Published Daily
Fort Walton Beach, Florida
Distributed in Okaloosa, Santa Rosa & Walton Counties

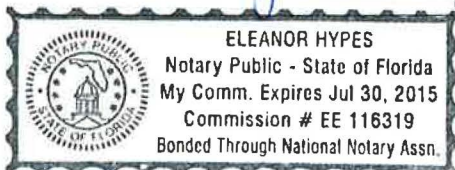
State of Florida, County of Okaloosa

Before the undersigned authorized personally appeared Mauran Wiltse,
who on oath says that (s)he is Legal Advertising Clerk
of the Northwest Florida Daily News,
a daily newspaper published at Fort Walton Beach, in Okaloosa County, Florida;
that the attached copy of advertisement, being a Legal 3474
in the matter of Notice
Inspection Point at Downs Road Gate
in the Okaloosa County Court, was published in said newspaper in the issues of
December 7, 2012

Affiant further says that the said Northwest Florida Daily News is a newspaper published at Fort Walton Beach, in said Okaloosa County, Florida, and that the said newspaper has heretofore been continuously published in said Okaloosa County, Florida, each day, and has been entered as second class mail matter at the post office in Fort Walton Beach, in said Okaloosa County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that (s)he 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.

STATE OF FLORIDA
COUNTY OF OKALOOSA

Subscribed and sworn to (or affirmed) before me this 7 December 2012
(Date)
by Mauran Wiltse, who is/are personally known to me or
has/have produced Personally Known as identification.
(Type of identification)
Eleanor Hypes Notary Public, Commission No. _____
(Signature) (Name of Notary typed, printed or stamped)



Legal 3474

Public Notice

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Legal 3474
Dec. 7, 2012

