

JOINT FEDERAL/STATE APPLICATION FOR THE ALTERATION OF ANY FLOODPLAIN, WATERWAY, TIDAL OR NONTIDAL WETLAND IN MARYLAND

FOR AGENCY USE ONLY

Application Number
Date Received by State
Date Received by Corps
Type of State permit needed
Type of Corps permit needed

Date Determined Complete
Date(s) Returned
Date of Field Review
Agency Performed Field Review

RECEIVED EXEMPT

JAN 08 2022

Non-Tidal Wetlands Division
Wetlands and Waterways Program

- Please submit 1 original and 6 copies of this form, required maps and plans to the Wetlands and Waterways Program as noted on the last page of this form.
Any application that is not completed in full or is accompanied by poor quality drawings may be considered incomplete and result in a time delay to the applicant.

cat AIT

Please check one of the following:

RESUBMITTAL: APPLICATION AMENDMENT: MODIFICATION TO AN EXISTING PERMIT:
JURISDICTIONAL DETERMINATION ONLY: APPLYING FOR AUTHORIZATION: X
PREVIOUSLY ASSIGNED NUMBER (RESUBMITTALS AND AMENDMENTS)

DATE December 7, 2021 AI 23101

21-WF-2114
202162246
ANS
214

1. APPLICANT INFORMATION:

APPLICANT NAME: WI- Wicomico Regional Airport

A. Name: Anthony M. Rudy, A.A.E. B. Daytime Telephone: (410) 548-4827
C. Company: Wicomico County, Airport Manager D. Email Address: arudy@wicomicocounty.org
E. Address: 5485 Airport Terminal Road, Unit A
F. City: Salisbury State: Maryland Zip: 21804

AGENT/ENGINEER INFORMATION:

A. Name: Mary Ashburn Pearson B. Daytime Telephone: (804) 275-8301
C. Company: Delta Airport Consultants, Inc. D. Email Address: mapearson@deltaairport.com
E. Address: 2700 Polo Parkway
F. City: Midlothian State: Virginia Zip: 23113

ENVIRONMENTAL CONSULTANT:

A. Name: Michael J. Klebasko, P.W.S. B. Daytime Telephone: (410) 672-5990
C. Company: Wetland Studies and Solutions, Inc. D. Email Address: mklebasko@wetlands.com
E. Address: 1131 Benfield Boulevard, Suite L
F. City: Millersville State: Maryland Zip: 21108

CONTRACTOR (If known):

A. Name: B. Daytime Telephone:
C. Company: D. Email Address:
E. Address:
F. City: State: Zip:
RECEIVED
DEC 21 2021

PRINCIPAL CONTACT:

A. Name: Michael J. Klebasko, P.W.S. B. Daytime Telephone: (410) 672-5990
C. Company: Wetland Studies and Solutions, Inc. D. Email Address: mklebasko@wetlands.com
E. Address: 1131 Benfield Boulevard, Suite L
F. City: Millersville State: Maryland Zip: 21108

WATER AND SCIENCE ADMIN.
REGULATORY SERVICES COORD.

MHT DNR

**2. PROJECT DESCRIPTION**

**a. GIVE WRITTEN DESCRIPTION OF PROJECT:**

To make modifications to existing Salisbury Airport by extending Runway 32, removing tree obstructions, and upgrading on-airport facilities and airfield infrastructure.

Has any portion of the project been completed?  Yes  No If yes, explain \_\_\_\_\_  
 Easement acquisition related to the tree removal has been initiated by the County \_\_\_\_\_

Is this a residential subdivision or commercial development?  Yes  No  
 If yes, total number of acres on property \_\_\_\_\_ acres

Will there be temporary or permanent tree clearing occurring on the overall project site (i.e., uplands and wetlands), including but not limited to, tree clearing for site development, road/highways, utilities, mining, stormwater management, restoration, energy production and transmission, etc.?  Yes  No  
 If yes, total estimated acres of tree clearing for the overall project site: 90 acres

**b. ACTIVITY:** Check all activities that are proposed in the wetland, waterway, floodplain, and nontidal wetland buffer as appropriate.

- A.  filling
- B.  dredging
- C.  excavating
- D.  flooding or impounding water
- E.  draining
- F.  grading
- G.  removing or destroying vegetation
- H.  building structures

Area for item(s) checked:

Wetland	Temp. <u>0</u>	Perm. <u>313,929</u>	Total <u>313,929</u> (sq. ft.)	Buffer (Nontidal Wetland Only)	Temp. <u>199,102</u>	Perm. <u>402,213</u>	Total <u>601,315</u> (sq. ft.)
Expanded Buffer (Nontidal Wetland Only)			Total <u>332,497</u> (sq. ft.)	100-year Floodplain	Temp. <u>0</u>	Perm. <u>0</u>	Total <u>0</u> (sq. ft.)
Area of stream impact	Temp. <u>0</u>	Perm. <u>0</u>	Total <u>0</u> (sq. ft.)	Length of stream affected	Temp. <u>0</u>	Perm. <u>0</u>	Total <u>0</u> (lf)

\*Project also includes 1,019,556 square feet of wetland conversion from PFO to PEM.

**c. TYPE OF PROJECTS:** Project Dimensions

For each activity, give overall length and width (in feet), in columns 1 and 2. For multiple activities, give total area of disturbance in square feet in column 3. For activities in tidal waters, give maximum distance channelward (in feet) in column 4. For dam or small ponds, give average depth (in feet) for the completed project in column 5. Give the volume of fill or dredged material in column 6.

	Length (Ft.)	Width (Ft.)	Area (Sq. Ft.)	Maximum/Average Channelward Encroachment	Pond Depth	Volume of fill/dredge material (cubic yards) below MHW or OHW
	1	2	3	4	5	6
A. <input type="checkbox"/> Bulkhead	_____	_____	_____	_____	_____	_____
B. <input type="checkbox"/> Revetment	_____	_____	_____	_____	_____	_____
C. <input type="checkbox"/> Vegetative Stabilization	_____	_____	_____	_____	_____	_____
D. <input type="checkbox"/> Gabions	_____	_____	_____	_____	_____	_____
E. <input type="checkbox"/> Groins	_____	_____	_____	_____	_____	_____
F. <input type="checkbox"/> Jetties	_____	_____	_____	_____	_____	_____
G. <input type="checkbox"/> Boat Ramp	_____	_____	_____	_____	_____	_____
H. <input type="checkbox"/> Pier	_____	_____	_____	_____	_____	_____
I. <input type="checkbox"/> Breakwater	_____	_____	_____	_____	_____	_____
J. <input type="checkbox"/> Repair & Maintenance	_____	_____	_____	_____	_____	_____
K. <input type="checkbox"/> Road Crossing	_____	_____	_____	_____	_____	_____
L. <input type="checkbox"/> Utility Line	_____	_____	_____	_____	_____	_____
M. <input type="checkbox"/> Outfall Construction	_____	_____	_____	_____	_____	_____
N. <input type="checkbox"/> Small Pond	_____	_____	_____	_____	_____	_____
O. <input type="checkbox"/> Dam	_____	_____	_____	_____	_____	_____
P. <input type="checkbox"/> Lot Fill	_____	_____	_____	_____	_____	_____
Q. <input type="checkbox"/> Building Structures	_____	_____	_____	_____	_____	_____
R. <input type="checkbox"/> Culvert	_____	_____	_____	_____	_____	_____
S. <input type="checkbox"/> Bridge	_____	_____	_____	_____	_____	_____
T. <input type="checkbox"/> Stream Channelization	_____	_____	_____	_____	_____	_____
U. <input type="checkbox"/> Parking Area	_____	_____	_____	_____	_____	_____
V. <input type="checkbox"/> Dredging	_____	_____	_____	_____	_____	_____

1.  New      2.  Maintenance      3.  Hydraulic      4.  Mechanical  
 W.  Other (explain) Airport runway/infrastructure improvements and obstruction removals

**d. PROJECT PURPOSE:** Give brief written description of the project purpose:

To make modifications to existing Salisbury Airport by extending Runway 32, removing obstructions, and upgrading on-airport facilities and airfield infrastructure.

**3. PROJECT LOCATION:**

**a. LOCATION INFORMATION:**

A. County: Wicomico B. City: Salisbury C. Name of waterway or closest waterway Wicomico River & Nassawango Creek  
D. State stream use class designation: Use I  
E. Site Address or Location: Salisbury Airport – 5485 Airport Terminal Road.

F. Directions from nearest intersection of two state roads: From the intersection of Mount Hermon Road (MD 350) and Airport Road, follow Airport Road to left onto Airport Terminal Road.

G. Is your project located in the Chesapeake Bay Critical Area (generally within 1,000 feet of tidal waters or tidal wetlands)?:  
       Yes          X   No

H. County Book Map Coordinates (Alexandria Drafting Co.); Excluding Garrett and Somerset Counties:

Map:        N/A Letter:        N/A Number:        N/A (to the nearest tenth)

I. FEMA Floodplain Map Panel Number (if known):        24045C0260E, 24045C0280E

J. 1.        38°20'16"N latitude 2.        75°30'19"W longitude

**b. ACTIVITY LOCATION:** Check one or more of the following as appropriate for the type of wetland/waterway where you are proposing an activity:

- |   |   |   |
|---|---|---|
| A. <u>      </u> Tidal Waters   | F. <u>  X  </u> 100-foot buffer (nontidal wetland of special State concern) | H. <u>      </u> 100-year floodplain (outside stream channel) |
| B. <u>      </u> Tidal Wetlands   | G. <u>      </u> In stream channel  | I. <u>      </u> River, lake, pond                            |
| C. <u>      </u> Special Aquatic Site (e.g., mudflat, vegetated shallows) | 1. <u>      </u> Tidal 2. <u>      </u> Nontidal                            | J. <u>      </u> Other (Explain)                              |
| D. <u>  X  </u> Nontidal Wetland  |   |   |
| E. <u>  X  </u> 25-foot buffer (nontidal wetlands only)                   |   |   |

**c. LAND USE:**

- A. Current Use of Parcel Is: 1.        Agriculture: Has SCS designated project site as a prior converted cropland?        Yes        No  
2.   X   Wooded 3.        Marsh/Swamp 4.   X   Developed  
5.   X   Other        Salisbury Airport
- B. Present Zoning Is: 1.        Residential 2.        Commercial/Industrial 3.        Agriculture 4.        Marina 5.   X   Other
- C. Project complies with current zoning   X   Yes        No

**THE FOLLOWING INFORMATION IS REQUIRED BY THE STATE (blocks 4-7):**

**4. REDUCTION OF IMPACTS:** Explain measures taken or considered to avoid or minimize wetland losses in F. Also check Items A-E if any of these apply to your project.

- A.   X   Reduced the area of disturbance
- B.        Reduced size/scope of project
- C.        Relocated structures
- D.   X   Redesigned project
- E.        Other \_\_\_\_\_
- F. Explanation \_\_\_\_\_



Describe reasons why impacts were not avoided or reduced in Q. Also check Items G-P that apply to your project.

- |   |  |  |
|---|--|--|
| G. <input checked="" type="checkbox"/> Cost                           | K. <input type="checkbox"/> Parcel size                                      | N. <input checked="" type="checkbox"/> Safety/public welfare issue |
| H. <input checked="" type="checkbox"/> Extensive wetlands on site     | L. <input type="checkbox"/> Other regulatory requirement                     | O. <input type="checkbox"/> Inadequate zoning                      |
| I. <input checked="" type="checkbox"/> Engineering/design constraints | M. <input checked="" type="checkbox"/> Failure to accomplish project purpose | P. <input type="checkbox"/> Other _____                            |
| J. <input type="checkbox"/> Other natural features                    |  | _____  |

Q. Description \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

5. **LETTER OF EXEMPTION:** If you are applying for a letter of exemption for activities in nontidal wetlands and/or their buffers, explain why the project qualifies:

- |   |   |
|---|---|
| A. <input type="checkbox"/> No significant plant or wildlife value and wetland impact<br>Less than 5,000<br>1. <input type="checkbox"/> square feet | B. <input type="checkbox"/> Repair existing structure/fill  |
| 2. <input type="checkbox"/> In an isolated nontidal wetland less than 1 acre in size  | C. <input type="checkbox"/> Mitigation Project  |
| E. Other (explain) _____  | D. <input type="checkbox"/> Utility Line<br>1. <input type="checkbox"/> Overhead<br>2. <input type="checkbox"/> Underground |

F.  Check here if you are **not** applying for a letter of exemption.

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**IF YOU ARE APPLYING FOR A LETTER OF EXEMPTION, PROCEED TO BLOCK 10**

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6. **ALTERNATIVE SITE ANALYSIS:** Explain why other sites that were considered for this project were rejected in M. Also check any items in D-L if they apply to your project. (If you are applying for a letter of exemption, do not complete this block.)

- |                                    |   |   |
|------------------------------------|---|---|
| A. <input type="checkbox"/> 1 site | B. <input type="checkbox"/> 2 - 4 sites | C. <input type="checkbox"/> 5 or more sites |
|------------------------------------|---|---|

Alternative sites were rejected/not considered for the following reason(s):

- |   |  |   |
|---|--|---|
| D. <input type="checkbox"/> Cost                                | H. <input type="checkbox"/> Greater wetlands impact        | L. <input checked="" type="checkbox"/> Other <u>Salisbury Airport</u> is an existing facility and cannot be moved to another location. Therefore, no alternative sites exist. |
| E. <input type="checkbox"/> Lack of availability                | I. <input type="checkbox"/> Water dependency               | _____   |
| F. <input type="checkbox"/> Failure to meet project purpose     | J. <input type="checkbox"/> Inadequate zoning              | _____   |
| G. <input type="checkbox"/> Located outside general/market area | K. <input type="checkbox"/> Engineering/design constraints | _____   |

M. Explanation: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

7. **PUBLIC NEED:** Describe the public need or benefits that the project will provide in F. Also check Items in A-E that apply to your project. (If you are applying for a letter of exemption, do not complete this block.)

- |   |  |   |
|---|--|---|
| A. <input checked="" type="checkbox"/> Economic | C. <input type="checkbox"/> Health/welfare                   | E. <input type="checkbox"/> Other _____ |
| B. <input checked="" type="checkbox"/> Safety   | D. <input type="checkbox"/> Does not provide public benefits | _____                                   |

F. Description \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



**8. MITIGATION PLAN:** Please provide the following information. (If you are applying for a letter of exemption, do not complete this block.)

a. Description of a monetary compensation proposal, if applicable (for state requirements only). Attach another sheet if necessary. Wicomico County will mitigate for 399,793 square feet of State-regulated, forested wetland conversion at a 1:1 ratio and for 619,763 square feet of Nontidal Wetlands of Special State Concern conversion at a 2:1 ratio through a fee-in-lieu payment in the amount of approximately \$5.1 Million into the State Nontidal Wetland Compensation Fund. Mitigation for Federal and State-regulated permanent impacts to 46,834 square feet of emergent nontidal wetlands and to 260,349 square feet of forested nontidal wetlands will be accomplished through the purchase of 567,532 square feet of wetland mitigation credits from the Maple Dam Wetland Mitigation Bank.

b. Give a brief description of the proposed mitigation project. N/A

c. Describe why you selected your proposed mitigation site, including what other areas were considered and why they were rejected. N/A

d. Describe how the mitigation site will be protected in the future. N/A

**9. HAVE ADJACENT PROPERTY OWNERS BEEN NOTIFIED?** A.        Yes B.  X  No  
Provide names and mailing addresses below (Use separate sheet, if necessary). (If you are applying for a letter of exemption, do not complete this block.)

a. \_\_\_\_\_ b. \_\_\_\_\_ c. \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**10. OTHER APPROVALS NEEDED/GRANTED:**

A. Agency	B. Date Sought	C. Decision		D. Decision Date	E. Other Status
		1. Granted	2. Denied		
<u>Wicomico Co. SCD Approval</u>	_____	_____	_____	_____	_____
<u>MDE -NOI &amp; NPDES Permits</u>	_____	_____	_____	_____	_____
<u>FAA -Construction Safety and Phasing Plan</u>	_____	_____	_____	_____	_____
<u>MDE - SWPPP Approval</u>	_____	_____	_____	_____	_____

**11. HISTORIC PROPERTIES:** Is your project located in the vicinity of historic properties? (For example: structures over 50 years old, archeological sites, shell mounds, Indian or Colonial artifacts). Provide any supplemental information in Section 12.

A.        Yes B.  X  No C.        Unknown

**12. ADDITIONAL INFORMATION:** Use this space for detailed responses to any of the previous items. Attach another sheet if necessary:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Check box if data is enclosed for any one or more of the following (see checklist for required information):

- |   |   |   |
|---|---|---|
| A. <input type="checkbox"/> Soil borings        | D. <input type="checkbox"/> Field surveys           | G. <input checked="" type="checkbox"/> Site plan                              |
| B. <input type="checkbox"/> Wetland data sheets | E. <input type="checkbox"/> Alternate site analysis | H. <input checked="" type="checkbox"/> Avoidance and<br>minimization analysis |
| C. <input type="checkbox"/> Photographs         | F. <input type="checkbox"/> Market analysis         |   |
- I.  Other (explain) 8.5"x11" Impact Exhibits; Excepts from the EA
- 
- 

CERTIFICATION:

I hereby designate and authorize the agent named above to act on my behalf in the processing of this application and to furnish any information that is requested. I certify that the information on this form and on the attached plans and specifications is true and accurate to the best of my knowledge and belief. I understand that any of the agencies involved in authorizing the proposed works may request information in addition to that set forth herein as may be deemed appropriate in considering this proposal. I certify that all Waters of the United States have been identified and delineated on site, and that all jurisdictional wetlands have been delineated in accordance with the Corps of Engineers Wetlands Delineation Manual (Wetlands Research Program Technical Report Y-87-1). I grant permission to the agencies responsible for authorization of this work, or their duly authorized representative, to enter the project site for inspection purposes during working hours. I will abide by the conditions of the permit or license if issued and will not begin work without the appropriate authorization. I also certify that the proposed works are consistent with Maryland's Coastal Zone Management Plan. All information, including permit applications and related materials, submitted to MDE may be subject to public disclosure consistent with the Maryland Public Information Act, §4-101 *et seq.*, General Provisions Article of the Maryland Code and the Freedom of Information Act, 5 USC Section 552 *et seq.* Pursuant to Clean Water Act Section 404(o), 33 USC 1344 (o), permit applications and permits will be available to the public. I understand that I may request that additional required information be considered confidential under applicable laws. I further understand that failure of the landowner to sign the application will result in the application being deemed incomplete.

LANDOWNER MUST SIGN: \_\_\_\_\_



Anthony M. Rudy, A.A.E.  
Wicomico County – Airport Manager

DATE: \_\_\_\_\_

12/13/21

# Permit Application Screening Form

Tracking No: 202162246  
Applicant: WI Co - Salisbury Regional Airport  
County: Wicomico ADC Map: Ed:  
Project Type: Vegetation Management , Other/Not Specified  
Waterbody: Walston Branch  
Stream Use: I Fed. Nav. Channel? No  
100 Year Floodplain: No Within 150' of channel? No  
Critical Area/1000' Buffer: No FEMA FIRM Index: 24045C0260E  
Floodway? No Floodplain Description:

## Location

State Plane 83 Meters: N 75979 E 530303 MD Watershed (8 Digit): 02130301  
Latitude/Longitude 83: N 38° 20'30" W -75° 30'34" HUC Basin: 020801  
DOQQ: SALISBURY NE HUC Watershed: 02080110  
Tidal Wetland Boundary #:  
Aerial Photo #:  
6" Statewide Photo Grid #: IZ386  
Taxmap: WICO049

## Reference Information

Tier II Streams No Polygon ID:  
Tier II Catchments Yes Nassawango Creek 2 N/A  
Stronghold Watershed No Has Interest Points? N/A  
MBSS No Has Records? N/A  
TMDL Yes Biological, Nutrients, Phosphorus, Sediments Has Attachments? N/A  
NWI Wetlands: Yes Types (if any): PEM1B, PEM1C, PEM1Cd, PFO1/4B, PUBF<sub>x</sub>  
DNR Wetlands: Yes Types (if any): PEM1A, PEM1C, PEM1F, Pf, PUBH<sub>x</sub>, R2UBH<sub>x</sub>  
MHT: Yes MIHP  
Sens/Endg Species: Yes GROUP 2  
NOB: No  
WSSC: No SAV: No

Screened By: mk Date Screened: 12/23/2021

Comments: Tier II: Nassawango Creek 2 - Assimilative Capacity - No





December 14, 2021

**VIA UPS GROUND**

Regulatory Services Coordination Office  
Maryland Department of the Environment  
Water Management Administration  
Nontidal Wetlands and Waterways Division  
1800 Washington Boulevard, Suite 430  
Baltimore, Maryland 21230-1708

Re: Salisbury-Ocean City: Wicomico Regional Airport  
Salisbury, Wicomico County, Maryland  
WSSI #: MD1885.03

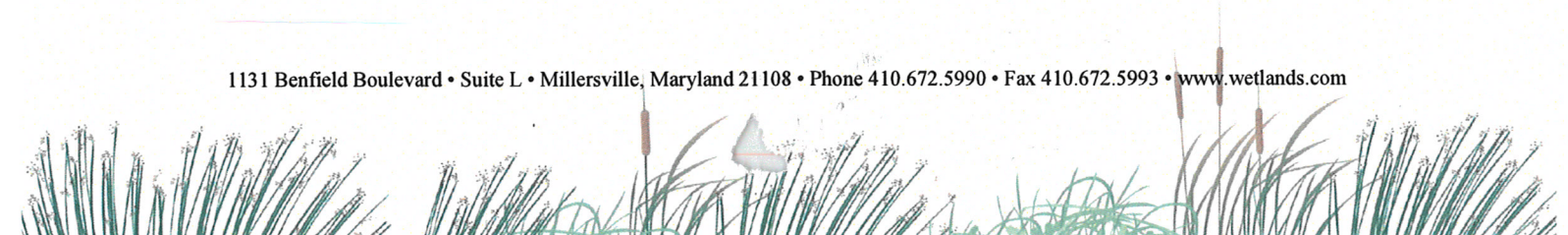
Dear Ms. Murray:

Please find enclosed seven (7) copies of a completed application package requesting authorization to make improvements at the existing Salisbury-Ocean City: Wicomico Regional Airport (Salisbury Airport), which is owned and operated by Wicomico County. The County proposes to extend Runway 14-32 by 1,200 feet, for an ultimate runway length of 7,600 feet, to conduct various on-airport facility improvements, to acquire land and avigation easements to support development and the protection of airspace, and to remove tree obstructions on and off-airport to maintain clear airspace.

The project will require impacts to jurisdictional nontidal wetlands, Nontidal Wetlands of Special State Concern, 25-foot wetland buffers, and 100-foot expanded wetland buffers. The ±1,192-acre site is located in Salisbury, Wicomico County, Maryland (Exhibit 1). Also enclosed are seven (7) copies each of the following:

1. 8½" by 11" *Impact Exhibits*, prepared by Delta Airport Consultants and dated December, 2021 (Exhibit 2);
2. Jurisdictional Determination dated December 14, 2020 from the U.S. Army Corps of Engineers (Exhibit 3);
3. Section 1.5.2 of Salisbury Airport EA – Purpose and Need (Appendix A); and,
4. Section 2 of Salisbury Airport EA - Development Alternatives (Appendix B).

Please note that this project is on a time-sensitive schedule. Wicomico County needs to have all Federal and State wetland permits in hand by early Fall 2022 in order for bidding for the project's construction to occur in late 2022 as scheduled. Permitting, mitigation and other associated costs are anticipated to be part of the Federal and State grants as well as local bonds. These costs must be part of the funding grants and bonds and by not having them in a timely manner would likely delay the start of construction (construction cannot start until a final mitigation plan is approved and funded). A delay in permit issuance until the next FAA funding cycle could delay the project by a year or longer, hindering the airport's ability to fulfill the purpose and need which is to provide the necessary improvements for current and anticipated users.



## **Site Description**

Salisbury Airport is located on the east side of Airport Road and is generally bounded to the north by Walston Switch Road and residential properties along Twilleys Bridge Road, to the east by land owned by the Maryland Department of Natural Resources, and to the south by Fooks Road. Nearly the entire airport property is currently cleared and contains a network of drainage ditches and swales designed to direct runoff away from the airport facilities and runways. Because some of the proposed improvements (such as obstruction removal) are located on adjacent properties, the overall project area extends beyond the existing airport boundary. Notably, portions of the Maryland Department of Natural Resources (DNR) and The Nature Conservancy properties to the southeast are currently forested and are included in the overall project area. The project team has been in contact with representatives from DNR and The Nature Conservancy since 2019 and both agencies are informed of and have expressed that they are amenable to the project. It should also be noted that the wetlands associated with Horsebridge Branch are designated as Nontidal Wetlands of Special State Concern and thus have an expanded 100-foot buffer as opposed to the standard 25-foot buffer. The limits of jurisdictional wetlands and streams within the entire project area (both on and off airport property) were delineated by WSSI during the months of March, April, and May of 2020 and were subsequently confirmed in writing by the U.S. Army Corps of Engineers (USACE) in a Jurisdictional Determination Letter dated December 14, 2020 (Exhibit 3). The limits were also confirmed verbally in the field by Ace Adkins of the Maryland Department of the Environment (MDE) during interagency site visits held on May 11 and 18, 2020.

## **Project Purpose and Need**

The general purpose of the proposed Salisbury Airport improvements is to:

- Provide adequate runway length to fully accommodate current and anticipated users at the airport; and,
- Ensure that the airport's current facilities meet or maintain Federal Aviation Administration (FAA) design standards, effectively accommodate existing and future facility demand, and adequately serve airport customers.

The purpose of the runway extension to 7,600 feet is to provide adequate runway length to accommodate the Embraer (EMB)-145 aircraft at the airport according to FAA guidance and the EMB-145 Airport Planning Manual.

A detailed description of the Project Need can be found in Section 1.5.2 of the Environmental Assessment (EA) for the *Runway Extension, Land Acquisition/Obstruction Removal, and On-Airport Facilities and Airfield Infrastructure, Salisbury-Ocean City: Wicomico Regional Airport* dated April 2021 – Final Document (Appendix A). A Finding of No Significant Impact (FONSI) was issued by FAA for this EA in June 2021.

## **Project Description**

The proposed Salisbury Airport improvements associated with this application will include the following work:

1. Shifting Runway 32 to the southeast by approximately 100 feet to mitigate Runway Object Free Area (ROFA) obstructions and meet FAA design standards. Includes marking, runway light spacing adjustment, relocation of threshold lights, relocation of Runway End Identifier Lights (REILs), the relocation of the existing connector taxiway to the Runway 14 end, and changes to the published instrument approach procedures associated with the runway shift and extension.
2. Terminating Walston Switch Road into cul-de-sac
3. Extending Runway 32 by 1,200 feet to the southeast
  - a. Extension of the runway pavement and associated parallel taxiway pavement (pavement demolition, erosion and sediment controls, grading, drainage, paving, installation of runway and taxiway lights and signage, pavement marking);
  - b. Relocation of the existing Precision Approach Path Indicator (PAPI) lighting systems, the glide slope (GS), and the Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR); and,
  - c. Demolition of the existing taxiway connector on the Runway 32 end (pavement demolition, grading, drainage, paving, taxiway lighting, signage, marking).
4. Land Acquisition (Fee Simple and Avigation Easements)
  - a. Acquiring (fee simple) 5 ± acres of land on the Runway 14 end and 33 ± acres of land on the Runway 32 end (within the respective Runway Protection Zones (RPZ)) to protect existing and future airspace surfaces; and,
  - b. Acquiring 15 ± acres of avigation easements on the Runway 14 end and 298 ± acres of avigation easements on the Runway 32 end to protect existing and future airspace surfaces.
5. Obstruction Removal
  - a. Removing and/or mitigating 20 ± acres of trees on the Runway 14 end and 70 ± acres of trees on the Runway 32 end to protect existing and future airspace surfaces.
6. On-Airport Facilities and Airfield Infrastructure
  - a. Constructing Future Cargo Hangar, Apron, and Automobile Parking
    - i. An approximately 40,000 square foot (SF) building; 14,000± square yard (SY) apron; Up to 50± automobile parking spaces;
  - b. Constructing Manufacturing Facility, Taxiway/Apron, and Automobile Parking
    - i. An approximately 30,000 SF building; 4,000± SY Taxiway; 2,300± SY apron; Up to 40± automobile parking spaces;
  - c. Constructing Future General Aviation Apron and Hangars, Automobile Parking/Access, and Extension of Taxiway F
    - i. Two hangars 10,000 SF or smaller; 8,000± SY apron; Up to 50± automobile parking spaces; 10,500± SY of taxiway extension;
  - d. Constructing Box (“Executive”) Hangars and Wash Rack



- i. One row of 60' x 60' hangars and aircraft wash rack;
- e. Constructing Fuel Farm and Fencing
  - i. Fuel farm for aviation fuel sized to accommodate two, 20,000 gallon above-ground tanks and one, 12,000 gallon above-ground tank with room for a future fourth tank if demand arises
  - ii. 170± linear feet (LF) of fencing;
- f. Constructing Future Corporate Hangars and Associated Apron Space
  - i. Three, 22,500± buildings and approximately 10,500 SY apron;
- g. Expanding Apron and Demolition/Replacement or Relocation of Hangars (General Aviation area, south of the terminal area);
- h. Expanding Commercial Terminal Parking Lot;
- i. Expanding Rental Car Parking Lot (adjacent to commercial, terminal facility); and,
- j. Constructing a 1,300± SF Rental Car Storage Building.

### **Stormwater Management**

The proposed project is expected to add approximately 29 acres of impervious surface. The 2021 EA notes that stormwater management for the proposed improvements will be designed to meet the requirements specified in the 2000 Maryland Stormwater Design Manual.

### **Alternative Sites/Avoidance and Minimization Analysis**

The proposed impacts to jurisdictional areas are necessary to complete the required improvements at the existing Salisbury Airport, and therefore, no viable alternative sites exist for this project. However, **Section 2 - Development Alternatives** of the EA (Appendix B) provides a detailed analysis of the various development alternatives that were evaluated for each proposed improvement. Specific examples of minimization include realigning the fence around the proposed fuel farm (see Project e, above) to avoid crossing a delineated stream, and adjusting the location of the proposed automobile access road to the general aviation hangars (see Project c, above) to avoid impacts to wetlands.

### **Impact Description**

Permanent impacts to nontidal wetlands and their 25-foot buffers will result from the following activities:

- construction of a cul-de-sac on existing Walston Switch Road (Sheet 4 of the 8½" by 11" impact exhibits);
- construction of a manufacturing facility in the existing airport business park (Sheet 8);
- filling of several, linear, nontidal wetland drainage ditches for the runway expansion (Sheets 9-13); and,
- installation of relocated MALSR (Sheet 14).

The remaining wetland and 25-foot buffer conversion impacts are required in order to remove obstacles that have been deemed a flight/navigation hazard (Sheets 5-7 and 13-19). Approximately 619,763 square

feet of the forested wetland conversion impacts are to wetlands designated as Nontidal Wetlands of Special State Concern (Sheets 16-19). These conservative estimates may be refined as the design effort begins in early 2022.

**Impact Summary**

The proposed project impacts are summarized the Table A below:

<i>Table A: Summary of Impacts</i>			
Impact Type	MDE Regulated Impacts Only (sq. ft.)	MDE & USACE Regulated Impacts (sq. ft.)	Total Combined Impacts (sq. ft.)
Permanent Emergent Wetland	5,518	46,834	<b>52,352</b>
Permanent Forested Wetland	1,228	260,349	<b>261,577</b>
Forested Wetland Conversion	1,019,556	0	<b>1,019,556</b>
Permanent 25-foot Buffer	402,213	0	<b>402,213</b>
25-Foot Buffer Conversion	199,102	0	<b>199,102</b>
100-Foot Expanded Buffer Conversion	332,497	0	<b>332,497</b>
100-Year Floodplain	0	0	<b>0</b>
Stream	0	0	<b>0</b>

**Wetland Mitigation**

The proposed airport improvements will permanently impact approximately 52,352 square feet of emergent, nontidal wetlands and approximately 261,577 square feet of forested, nontidal wetlands (see Table A). The project will also result in the permanent conversion of approximately 1,019,556 square feet of forested nontidal wetlands, of which approximately 619,763 square feet are designated as Nontidal Wetlands of Special State Concern (NWSSC).

The applicant proposes to mitigate for these impacts by:

1. Purchasing approximately 576,734 square feet of mitigation credits from the Maple Dam Wetland Mitigation Bank. <sup>1</sup>
2. Making a fee-in-lieu payment into the State Nontidal Wetland Compensation Fund to satisfy the MDE-only regulated wetland impacts. The current calculations estimate a need to mitigate approximately 1,647,293 square feet of MDE-only regulated wetland impacts (approximately 37.8 acres, see Table C). The applicant proposes to use MDE’s new rate of \$135,000/acre to mitigate for State-only regulated and forested wetland conversion impacts. Based on the calculations above

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<sup>1</sup> Table B outlines the need for approximately 567,532 square feet of MDE & USACE-regulated mitigation necessary; however, the County has signed an agreement with Maple Dam Bank to purchase 576,734 square feet based on calculations related to a 7,800-foot long runway, which has since been abandoned in favor of a 7,600-foot long runway, and before it was known that a portion of wetland impacts would be to NWSSC. The County plans to apply any additional Maple Dam credits beyond what is necessary to satisfy MDE & USACE-regulated mitigation to the MDE-required mitigation.

and not considering the application of the additional Maple Dam credits which may be acquired by the County, this produces a fee-in-lieu payment of approximately \$5.1 Million.

***Joint USACE/MDE Required Mitigation***

Wicomico County has entered into an agreement with the Maple Dam Wetland Mitigation Bank to purchase all available wetland mitigation credits. These credits will satisfy the mitigation requirements for proposed permanent impacts to USACE and MDE jointly-regulated emergent and forested wetlands. The Joint USACE/MDE required mitigation is provided in Table B.

<b><i>Table B: Joint USACE/MDE Required Mitigation Breakdown</i></b>			
Impact Type	Proposed Impact (sq. ft.)	Mitigation Ratio	Required Mitigation (sq. ft.)
Permanent emergent wetland	46,834	1:1	46,834
Permanent forested wetland	260,349	2:1	520,698
<b><i>Total:</i></b>			<b><i>567,532</i></b>

***MDE-Only Required Mitigation***

The remaining MDE-regulated only permanent wetland and conversion impacts are proposed to be mitigated through a fee-in-lieu payment as broken down in Table C below:

<b><i>Table C: Fee-in-lieu Wetland Mitigation Payment Breakdown</i></b>			
Impact Type	Proposed Impact (sq. ft.)	Mitigation Ratio	Required Mitigation (sq. ft.)
Permanent emergent wetland	5,518	1:1	5,518
Permanent forested wetland	1,228	2:1	2,456
Forested wetland conversion	399,793	1:1	399,793
Forested NWSSC Conversion	619,763	2:1	1,239,526
<b><i>Total:</i></b>			<b><i>1,647,293</i></b>

The applicant is proposing to make a fee-in-lieu payment for the balance of the MDE-only required mitigation because no other approved wetland mitigation banks exist within the project service area and because it is unlikely that permittee-responsible mitigation (PRM) can be approved by early Fall 2022 when permits are needed to meet this project’s schedule. The timeline for locating a viable PRM site, setting up landowner agreements, installing and monitoring groundwater wells for at least one year, designing a mitigation plan, and proceeding with agency review and approval does not allow PRM to be a viable mitigation alternative for this project. Furthermore, this project is in the public’s interest and any delay in obtaining agency approval for the proposed airport improvements may be detrimental to the public.



**Closing**

The proposed airport improvements should qualify for a Nontidal Wetlands and Waterways Permit from your agency and an Individual Permit from the USACE. The applicant is a municipality, so there is no application fee required for this project. I believe that this information is sufficient for your review of the project and please do not hesitate to contact me if you have any questions. Thank you for your attention to this matter.

Sincerely,

WETLAND STUDES AND SOLUTIONS, INC.



Michael J. Klebasko, P.W.S.  
Manager – Maryland Environmental Science

Attachments: 7 copies each of the following:  
Joint Federal/State Wetland Permit Application  
Exhibit 1 (Vicinity Map)  
Exhibit 2 (Impact Exhibits)  
Exhibit 3 (Jurisdictional Determination)  
Appendix A (Section 1.5 of Salisbury Airport EA – Purpose and Need)  
Appendix B (Section 2 of Salisbury Airport EA - Development Alternatives)

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