

**CITY COUNCIL RESOLUTION NO. 2021-161**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE CITY, FLORIDA RATIFYING THE EXECUTION AND SUBMISSION OF THE 2022 AIRPORT IMPROVEMENT PROGRAM PRE-APPLICATION FOR GRANT FUNDING TO THE FEDERAL AVIATION AUTHORITY; PROVIDING FOR THE APPLICATION OF A GRANT AWARD OF UP TO \$1,822,500.00 IN ELIGIBLE COSTS ASSOCIATED WITH THE REHABILITATION OF AIRPORT APRON PAVEMENT AND THE REALIGNMENT OF TAXIWAY C AT THE LAKE CITY GATEWAY AIRPORT.**

**WHEREAS**, the City of Lake City, Florida (hereinafter the “City”) desires to rehabilitate approximately 350,000 square feet of airport apron pavement and the realignment of the Taxiway C connector from the terminal apron to create a 90-degree intersection with runway 10-28 at the Lake City Gateway Airport (hereinafter the “Project”) through the Airport Improvement Program (hereinafter the “AIP”); and

**WHEREAS**, the total Project cost is estimated to be \$2,025,000.00 and the FAA would provide up to ninety percent (90%), totaling \$1,822,500.00, the State of Florida would provide eight percent (8%) totaling \$162,000.00, and the City would provide two percent (2%), totaling \$40,500.00; and

**WHEREAS**, the grant funds would allow the City to develop the Project which is required pursuant to federal and state regulations; and

**WHEREAS**, the City Council finds it to be in the best interests of the City to ratify the execution and submission of the 2022 AIP pre-application documentation for grant funding, a copy of which attached hereto.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LAKE CITY, FLORIDA, AS FOLLOWS:**

**Section 1.** The above recitals are all true and accurate and are incorporated herein and made a part of this resolution.

**Section 2.** The execution and submission of the 2022 AIP pre-application grant documentation by the City Manager is ratified.

**Section 3.** All resolutions or parts of resolution in conflict herewith are hereby repealed to the extent of such conflict.

FLK/aj  
10/20/2021

**Section 4.** This resolution shall take effect immediately upon its adoption.

**PASSED AND ADOPTED** at a meeting of the City Council this \_\_\_\_ day of November 2021.

**CITY OF LAKE CITY, FLORIDA**

By: \_\_\_\_\_  
Stephen M. Witt, Mayor

ATTEST:

APPROVED AS TO FORM AND  
LEGALITY:

By: \_\_\_\_\_  
Audrey E. Sikes, City Clerk

By: \_\_\_\_\_  
Frederick L. Koberlein, Jr.,  
City Attorney



October 15, 2021

Ms. Hilary W. Maull, P.E.  
Program Manager  
Orlando Airport Districts Office  
8427 SouthPark Circle, Suite 524  
Orlando, FL 32819

Dear Ms. Hilary Maull:

Subject: Lake City Gateway Airport (LCQ), Lake City, Florida  
FY 2022 Airport Improvement Program  
**Pre-Application – Construction**

In accordance with the Airport Improvement Program (AIP) and as established by the City of Lake City in their 5-year Capital Improvement Plan (CIP), please find enclosed their 2022 AIP pre-application for the following project:

**Reconfigure Existing Taxiway C; Rehabilitate Apron and Taxilanes (Construction)**

On behalf of the City of Lake City, the following items are enclosed for the above project in the grant pre-application:

- ✓ Airport Grant Pre-Application Checklist
- ✓ Detailed Project Information Sheet
  - Description and Justification
  - Special Circumstances (None)
  - Project Funding
  - Project Cost Estimate
  - Project Preliminary Checklist
  - Proposed Project Schedule
- ✓ Environmental Determination Documentation

At this time, we are requesting \$1,822,500.00 based on estimate / negotiated agreement as reflected in the airport's CIP in which resembles the information provided to the ADO via the CIP update. We understand that any substantial increase in federal funding request may jeopardize funding for

MAYOR - COUNCIL MEMBER  
STEPHEN M. WITT

COUNCIL MEMBERS  
CHRIS GREENE  
JAKE HILL, JR.  
EUGENE JEFFERSON  
TODD SAMPSON

CITY MANAGER  
JOSEPH HELFENBERGER

CITY CLERK  
AUDREY E. SIKES

CITY ATTORNEY  
FRED KOBERLEIN, JR.

Ms. Hilary W. Maull  
October 15, 2021  
Page 2

the enclosed project (s). An application based on bids is expected to be submitted to the ADO by mid-June or the established deadline issued by your office.

Sincerely,



Michael D. Williams  
Interim City Manager

Enclosures

cc: Florence Straugh, Airport Manager  
Donna Whitney, FDOT District 2 Aviation Program Manager  
Bradley J. Wentz, Passero Associates



Federal Aviation Administration (FAA)  
Orlando Airports District Office

## Airport Grant Pre-application Checklist

(COMPLETE ONE CHECKLIST PER GRANT REQUEST)

Airport: Lake City Gateway Airport (LCQ)  
Sponsor: City of Lake City  
City, State: Lake City, Florida  
Date of Pre- Application: 10/18/2021

We do not plan on having a project this fiscal year. The FAA is authorized to carry our entitlements into the next fiscal year. (If checked, skip below pre-application checklist, sign/date and return to ADO)

### Items Required with Pre-application (select N/A only if applicable to the project)

No.	Document	Yes	N/A
1.	Cover Letter	<input checked="" type="checkbox"/>	
2.	Detailed Project Information Sheet (per project item)	<input checked="" type="checkbox"/>	
a.	Project Description and Justification (for Planning or Environmental Projects include Scope of Work)	<input checked="" type="checkbox"/>	
b.	Special Circumstances	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Project Funding (be aware of your federal funding entitlement dollars)	<input checked="" type="checkbox"/>	
d.	Project Cost Estimate	<input checked="" type="checkbox"/>	
e.	Project Preliminary Checklist	<input checked="" type="checkbox"/>	
f.	Proposed Project Schedule	<input checked="" type="checkbox"/>	
g.	Project Sketch	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3.	Environmental Determination Documentation (per project item)	<input checked="" type="checkbox"/>	

Michael D. Williams, Interim City Manager

Sponsor's Designated Official Representative (Type or Print)

Sponsor's Designated Official Representative (Signature)

10/14/2021

Date

The purpose of this checklist is to identify some of the requirements and considerations associated with requesting Airport Improvement Program (AIP) funds. This checklist was created by the Orlando ADO for Florida airport sponsors to submit in lieu of SF 424, 5100-100 / 101 (OMB 4040-004, 2120-0569) in order to simplify the AIP pre-application package. **Note SF 424 and the 5100 forms are still required components of the AIP APPLICATION package.**

**Project No. 1 of 1: Detailed Project Information Sheet**  
**Airport Improvement Program (AIP)**

Airport : Lake City Gateway Airport (LCQ)  
 City, ST: Lake City, Florida  
 DUNS / TAX ID No. 020983110 / 59-6000352  
 SAM Expiration Date: 09/16/2022  
 Project Title: Reconfigure Existing Taxiway C; Rehabilitate Apron and Taxilanes  
 (Construction)

**Project Description:**

Rehabilitation of approximately 350,000 sq. ft. of airport apron pavement. Realignment of Taxiway C connector from the terminal apron to create a 90-degree intersection with Runway 10-28. Propose shift of Taxiway C connector.

**Project Justification:**

The apron pavement condition ranges from a PCI of 28, very poor, to a PCI of 68, fair. Taxiway C currently crosses Taxiway A from the terminal apron area at an angle of 126°/54° and continues to Runway 10-28 intersecting at the same angle. FAA design standards require a 90-degree connection to Runway 10-28 and avoiding a direct connect from Apron to Runway 10-28.

Was this project in the airport's Capital Improvement Plan (CIP) in JACIP and accepted as eligible/justified in the FAA's Airport Capital Improvement Plan (ACIP)?

Yes       No (explain below)

**Special Circumstances (check if applicable to the project): [None]**

- |  |  |                          |
|--|--|--------------------------|
| <input type="checkbox"/> Force Account Services      | <input type="checkbox"/> Benefit Cost Analysis | <input type="checkbox"/> |
| <input type="checkbox"/> Mods. To Standards          | <input type="checkbox"/> Design-build or CMR   | <input type="checkbox"/> |
| <input type="checkbox"/> AIP eligible & non-eligible | <input type="checkbox"/> Exceeds FAA Stds.     | <input type="checkbox"/> |

**Project Funding: (LCQ Project #1 of 1) Reconfigure Existing Taxiway C; Rehabilitate Apron and Taxilanes (Construction)**

Total Cost (100%)	FAA Share (90%)	State (8%)	Local (2%)
\$2,025,000.00	\$1,822,500.00	\$162,000.00	\$40,500.00

Type of Funding Proposed (FAA Share Only)			
Fund Type	Funds Available	Funds to be Used	Funds Remaining
NP Entitlement FY-2022	\$150,000.00	\$150,000.00	\$0.00
Discretionary	\$1,672,500.00	\$1,672,500.00	\$0.00
Total	\$1,822,500.00	\$1,822,500.00	\$0.00

Alternate Funding Plan: *None.*

**Project Cost Estimate Breakdown: (LCQ Project #1 of 1)**

Reconfigure Existing Taxiway C; Rehabilitate Apron and Taxilanes (Construction)		Cost (100%)	FAA (90%)
Construction:		\$1,820,000.00	\$1,638,000.00
Professional Consulting Services:			
Bidding, Construction Administration, QA Testing		\$205,000.00	\$184,500.00
		<b>\$2,025,000.00</b>	<b>\$1,822,500.00</b>
Total Estimated Project Cost (100%)		\$2,025,000.00	
Total FAA Share Cost (90%)			\$1,822,500.00

*\*NOTE: FAA does not participate on allowances / contingencies. By FAA policy, a line item for estimated administrative costs can be included in the grant application if the sponsor cannot accurately calculate the total administrative costs. However, these estimated administrative costs must not exceed 2% of the grant amount or \$10,000, whichever is less.*

**Project Preliminary Checklist: (LCQ Project #1 of 1) Reconfigure Existing Taxiway C; Rehabilitate Apron and Taxilanes (Construction)**

AIP Document Pre-requisites	Dates	
Date of FAA Approved ALP	2/00/2010	
Date of last 5010, Airport Master Record verification for data corrections.	4/22/2016	
Date of last FAA approved Exhibit "A" Property Inventory Map w/ Exhibit "C", Title of Opinion	6/00/1996	
Date of Environmental Determination	10/18/2021	
Date of last Airport Pavement Maintenance Program.	11/1/2019	
Date of Land Acquisition (if applicable)	N/A	
Impacts to FAA Facilities	Yes	No
Does the project impact FAA facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project #1 of 1: Reconfigure Existing Taxiway C; Rehabilitate Apron and Taxilanes (Construction)

**PROPOSED PROJECT SCHEDULE**

<u>Proposed Project Schedule:</u>	<u>Dates:</u> (Exact dates TBD)
Selection of Consultant (N/A)	08/21/2017
Pre-Application Submittal to FAA ADO Planner	10/18/2021
Pre-design Conference	10/7/2021
CSPP and Airspace Coordination in iOE/AAA <sup>1</sup>	03/00/2022
Completion of Plans, Specifications and Engineers Report	04/00/2022
Submit Plans and Specs to FAA <sup>2</sup>	04/00/2022
Advertisement of Project for Bids	05/00/2022
Bid Opening	06/00/2022
Bid Tabulation Submittal and Recommendation of Award	06/00/2022
Application Submittal to FAA ADO Engineer	07/00/2022
Grant Offer	08/00/2022
Execution of FAA Grant	09/00/2022
Pre-construction Conference	10/00/2022
Notice to Proceed to Contractor <sup>3</sup>	11/00/2022
Substantial Completion of Construction	03/00/2023
Final Inspection	04/00/2023
Project Close-Out <sup>4</sup>	06/00/2023

**= To be coordinated with the ADO Engineer prior to grant application submittal.**

<sup>1</sup> Coordination of CSPP and airspace in iOE/AAA shall be completed / determined before grant application submittal. Refer to CSPP SOP 1.00 for CSPP project applicability requirements.

<sup>2</sup> For any construction grants, Plans / Specs & the Engineers Report must be submitted to the ADO PM for review and approval prior to bid advertisement in accordance with 2 CFR 200. Sponsor will be responsible for removing / prorating all non-AIP eligible bid items identified prior to grant execution.

<sup>3</sup> Once all contract documents have been executed, the sponsor will issue a notice to proceed to the contractor. The sponsor must send a copy of the notice to proceed to the ADO PM.

<sup>4</sup> Project shall remain on schedule as shown above. Note that closeout of an AIP grant must not exceed four (4) years after grant execution date. You may refer to the AIP Handbook - Chapter 5, Section 8, Grant Closeout for additional details.



**ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS**

**OWNER: CITY OF LAKE CITY**  
**ENGINEER: PASSERO ASSOCIATES**

**PA# 20070044.0000**

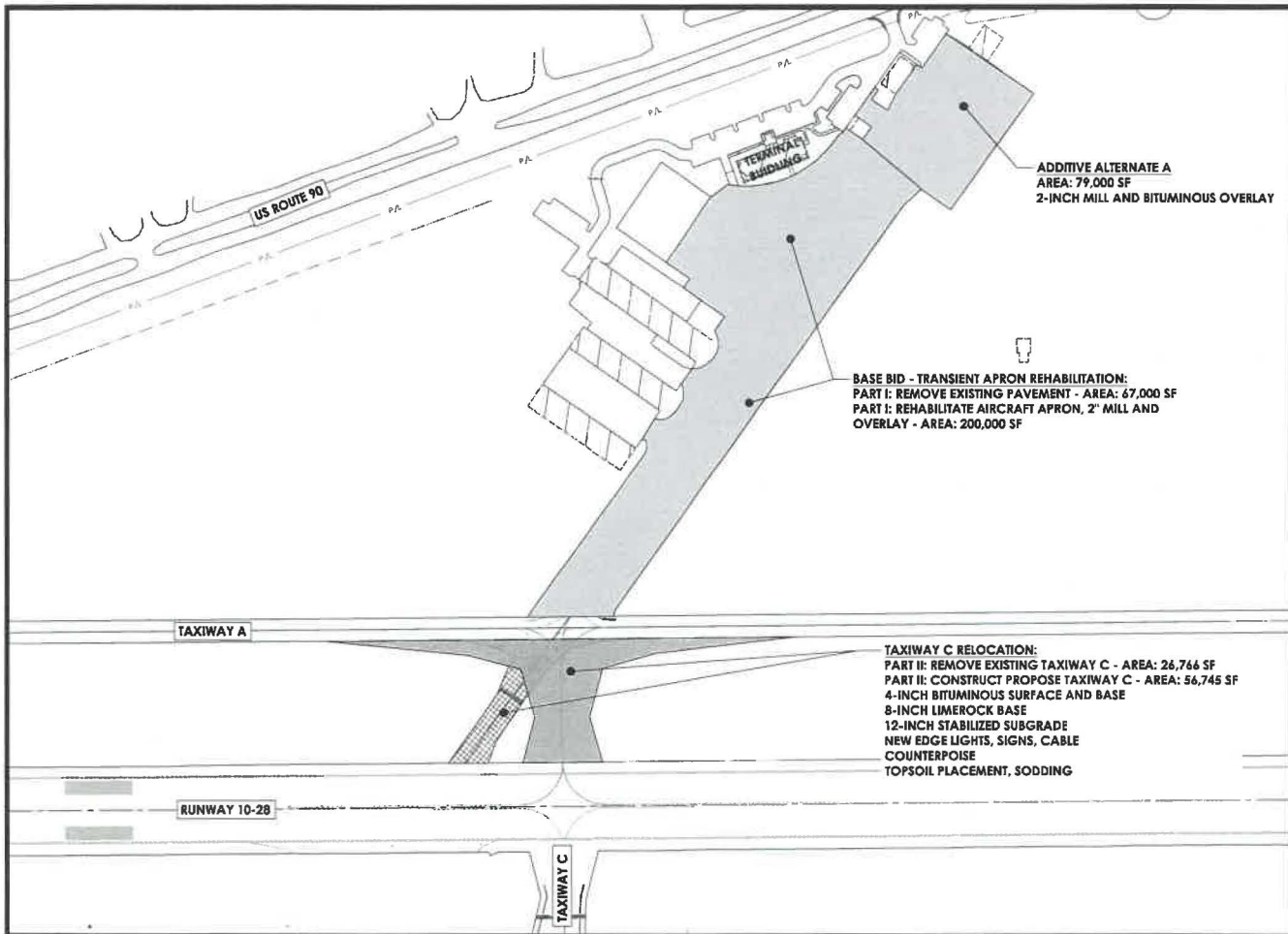
<b>PART A - BASE BID - TRANSIENT AIRCRAFT APRON AND TAXIWAY REHABILITATION</b>					
<b>PAY ITEM NO.</b>	<b>DESCRIPTION</b>	<b>QUANTITY/ UNIT</b>		<b>UNIT PRICE</b>	<b>TOTAL</b>
C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM AND TESTING	1	LS	\$ 11,400.00	\$ 11,400.00
C-102-4.1	MAINTENANCE & PROTECTION OF TRAFFIC	1	LS	\$ 61,000.00	\$ 61,000.00
C-101-2.1	MOBILIZATION	1	LS	\$ 76,000.00	\$ 76,000.00
C-103-3.1	CONSTRUCTION PROGRESS AERIAL PHOTOS	1	LS	\$ 2,500.00	\$ 2,500.00
C-126-8.1	PROJECT SURVEY AND STAKEOUT	1	LS	\$ 10,000.00	\$ 10,000.00
P-101.5.1	SAWCUTTING PAVEMENT	1,500	LF	\$ 5.00	\$ 7,500.00
P-101-5.2	2-INCH PAVEMENT MILLING	30,800	SY	\$ 6.00	\$ 184,800.00
P-401-8.1	2-INCH ASPHALT SURFACE COURSE	3,500	TON	\$ 150.00	\$ 525,000.00
P-603-5.1	BITUMINOUS TACK COAT	3,080	GAL	\$ 5.00	\$ 15,400.00
P-620-5.3	RUNWAY & TAXIWAY MARKING	10,000	SF	\$ 3.00	\$ 30,000.00
<b>SUBTOTAL SCHEDULE A:</b>					<b>\$ 930,000.00</b>
<b>ADDITIVE ALTERNATE A - NORTH APRON REHABILITATION</b>					
C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM AND TESTING	1	LS	\$ 11,400.00	\$ 11,400.00
C-102-4.1	MAINTENANCE & PROTECTION OF TRAFFIC	1	LS	\$ 14,000.00	\$ 14,000.00
C-101-2.1	MOBILIZATION	1	LS	\$ 18,000.00	\$ 18,000.00
C-103-3.1	CONSTRUCTION PROGRESS AERIAL PHOTOS	1	LS	\$ 2,500.00	\$ 2,500.00
C-126-8.1	PROJECT SURVEY AND STAKEOUT	1	LS	\$ 10,000.00	\$ 10,000.00
P-101.5.1	SAWCUTTING PAVEMENT	1,500	LF	\$ 5.00	\$ 7,500.00
P-101-5.2	2-INCH PAVEMENT MILLING	7,600	SY	\$ 6.00	\$ 45,600.00
P-401-8.1	2-INCH ASPHALT SURFACE COURSE	900	TON	\$ 150.00	\$ 135,000.00
P-603-5.1	BITUMINOUS TACK COAT	760	GAL	\$ 5.00	\$ 3,800.00
P-620-5.3	RUNWAY & TAXIWAY MARKING	2,500	SF	\$ 3.00	\$ 7,500.00
<b>SUBTOTAL SCHEDULE A:</b>					<b>\$ 260,000.00</b>
<b>PART A - BASE BID, ADD ALT A - TOTAL (PART A)</b>					<b>\$ 1,190,000.00</b>
<b>CONSTRUCTION ADMIN &amp; OBSERVATION, INCLUDING QA TESTING:</b>					<b>\$ 140,000.00</b>
<b>SUB-TOTAL (PART A)</b>					<b>\$ 1,330,000.00</b>

**ENGINEER'S ESTIMATE OF PROBABLE CONSTRUCTION COSTS**

**OWNER: CITY OF LAKE CITY**  
**ENGINEER: PASSERO ASSOCIATES**

**PA# 20070044.0000**

<b>PART B - TAXIWAY C REALIGNMENT / RECONSTRUCTION</b>					
<b>PAY ITEM NO.</b>	<b>DESCRIPTION</b>	<b>QUANTITY/ UNIT</b>		<b>UNIT PRICE</b>	<b>TOTAL</b>
C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM AND TESTING	1	LS	\$ 15,300.00	\$ 15,300.00
C-102-5.1	TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION, AND SILTATION CONTROL	1	LS	\$ 5,000.00	\$ 5,000.00
C-105-6.1	MOBILIZATION	1	LS	\$ 51,000.00	\$ 51,000.00
C-106-4.1	MAINTENANCE & PROTECTION OF TRAFFIC	1	LS	\$ 46,000.00	\$ 46,000.00
C-107-3.1	CONSTRUCTION PROGRESS AERIAL PHOTOS	1	LS	\$ 2,500.00	\$ 2,500.00
C-109-3.1	ENGINEER'S FIELD OFFICE	4	MO	\$ 1,200.00	\$ 4,800.00
P-101-5.1	PAVEMENT REMOVAL	3,000	SY	\$ 5.00	\$ 15,000.00
P-152-4.1	STRIPPING EXCAVATION	1,990	SY	\$ 10.00	\$ 19,900.00
P-152-4.5	EMBANKMENT IN PLACE, 15"	900	CY	\$ 30.00	\$ 27,000.00
P-160-8.3	12-INCH SUBGRADE STABILIZATION	6,400	SY	\$ 5.00	\$ 32,000.00
P-211-5.1	8-INCH LIMEROCK BASE COURSE	6,400	SY	\$ 12.00	\$ 76,800.00
P-401-8.1	2-INCH, ASPHALT SURFACE COURSE	750	TON	\$ 150.00	\$ 112,500.00
P-401-8.2	2-INCH, ASPHALT BASE COURSE	750	TON	\$ 125.00	\$ 93,750.00
P-602-5.1	PRIME COAT	1,900	GAL	\$ 5.00	\$ 9,500.00
P-603-5.1	TACK COAT	640	GAL	\$ 5.00	\$ 3,200.00
P-620-5.1	PAVEMENT MARKING ERADICATION	1,000	SF	\$ 3.00	\$ 3,000.00
P-620-5.3	PERMANENT RUNWAY & TAXIWAY MARKING	1,222	SF	\$ 2.00	\$ 2,444.00
D-701-5.1	24-INCH REINFORCED CONCRETE PIPE	125	LF	\$ 100.00	\$ 12,500.00
D-751-5.3	MITERED END SECTION	2	EA	\$ 2,500.00	\$ 5,000.00
T-904-5.1	SODDING	3,650	SY	\$ 4.00	\$ 14,600.00
T-905-5.2	TOPSOILING	300	CY	\$ 20.00	\$ 6,000.00
L-108-5.2	1/C NO. 8 AWG 5KV L-824 TYPE C CABLE, INSTALLED IN EXISTNG OR NEW CONDUIT	1,567	LF	\$ 4.00	\$ 6,268.00
L-108-5.3	NO. 6 AWG, SOLID, BARE COUNTERPOISE WIRE INSTALLED IN TRENCH INCLUDING BACKFILL, GROUND RODS AND GROUND CONNECTORS	1,297	LF	\$ 2.50	\$ 3,242.50
L-110-5.1	CONCRETE ENCASED DUCT BANK	140	LF	\$ 90.00	\$ 12,600.00
L-110-5.2	2-INCH PVC CONDUIT	1,500	LF	\$ 6.00	\$ 9,000.00
L-125-5.1	L-861 ELEVATED MEDIUM INTENSITY LED TAXIWAY EDGE LIGHT ON NEW L-867B LIGHT CAN, INCLUDING TRANSFORMER AND CONNECTIONS	20	EA	\$ 1,200.00	\$ 24,000.00
L-125-5.2	SIZE 2, MODE 2, STYLE 2 LED LIGHTED SIGN ON NEW CONCRETE BASE	2	EA	\$ 7,500.00	\$ 15,000.00
<b>PART B - TAXIWAY C REALIGNMENT</b>					<b>\$ 630,000.00</b>
<b>CONSTRUCTION ADMIN &amp; OBSERVATION, INCLUDING QA TESTING (PART B):</b>					<b>\$ 65,000.00</b>
<b>SUB-TOTAL (PART B)</b>					<b>\$ 695,000.00</b>
<b>ENGINEER'S OPINION OF PROBABLE COST: TOTAL OF PART A AND B:</b>					<b>\$ 2,025,000.00</b>



**PA**  
PASSERO ASSOCIATES  
engineering architecture

**SUMMARY**  
CIP FY 2021

**OWNER**  
LAKE CITY, FLORIDA, U.S.A.

**PROJECT**  
LAKE CITY GATEWAY

3524 U.S. Highway 90  
Lake City, Florida 32035

**Passero Associates**  
6751 Cass Circle West, Suite 200  
St. Augustine, FL 32080 (904) 787-4166  
Project Manager: Bradley J. Moran, P.E.  
Prepared by: Bruce C. Hixley, D.  
www.passero.com  
lexington

**DATE**  
OCTOBER 2020

**PROJECT NUMBER**  
20070044.0000

**DRAWING TITLE**  
GRANT  
PRE-APPLICATION  
EXHIBIT

**DRAWING NUMBER**  
1

**FAA ORLANDO AIRPORTS DISTRICT OFFICE – CATEGORICAL EXCLUSION (CATEX)  
SHORT FORM**

Airport: Lake City Gateway Airport (LCQ) Project Title: Reconfigure Existing Taxiway C; Rehab Apron & Taxiways (Const)

Use this CATEX Short Form if the Proposed Action is a federal action subject to NEPA and normally would not individually or cumulatively have a significant effect on the human environment. **Identify the applicable paragraph on the line below from FAA Order 1050.1F, paragraphs 5-6.1 through 5-6.6 for the Proposed Action.**

FAA Order 1050.1F, paragraph 5-6.1(o). \_\_\_\_\_

**List** all components of the Proposed Action and Connected Actions (if any) on a separate sheet. *A CATEX should not be used for a segment or an interdependent part of a larger proposed action.* **Include** a summary of existing conditions at the Proposed Action site. **Attach** a site map identifying the Proposed Action area on the airport's current ALP and a recent aerial of the Proposed Action area.

**Certify** that the Proposed Action and Connected Actions are **NOT** likely to have extraordinary circumstances or significant impacts. Significance thresholds and factors to consider are in FAA Order 1050.1F Exhibit 4-1. Extraordinary circumstances are listed in FAA Order 1050.1F paragraph 5-2, and summarized below:

- An adverse effect on cultural resources protected under the National Historic Preservation Act of 1966, as amended, 54 U.S.C. §300101 et seq.;
- An impact on properties protected under Section 4(f);
- An impact on natural, ecological, or scenic resources of Federal, state, tribal, or local significance (e.g., federally listed or proposed endangered, threatened, or candidate species, or designated or proposed critical habitat under the Endangered Species Act, 16 U.S.C. §§ 1531-1544);
- An impact on the following resources: resources protected by the Fish and Wildlife Coordination Act, 16 U.S.C. §§ 661-667d; wetlands; floodplains; coastal zones; national marine sanctuaries; wilderness areas; National Resource Conservation Service-designated prime and unique farmlands; energy supply and natural resources; resources protected under the Wild and Scenic Rivers Act, 16 U.S.C. §§ 1271-1287, and rivers or river segments listed on the Nationwide Rivers Inventory (NRI); and solid waste management;
- A division or disruption of an established community, or a disruption of orderly, planned development, or an inconsistency with plans or goals that have been adopted by the community in which the project is located;
- An increase in congestion from surface transportation (by causing decrease in level of service below acceptable levels determined by appropriate transportation agency, such as a highway agency);
- An impact on noise levels of noise sensitive areas;
- An impact on air quality or violation of Federal, state, tribal, or local air quality standards under the Clean Air Act, 42 U.S.C. §§ 7401-7671q;
- An impact on water quality, sole source aquifers, a public water supply system, or state or tribal water quality standards established under the Clean Water Act, 33 U.S.C. §§ 1251-1387, and the Safe Drinking Water Act, 42 U.S.C. §§ 300f-300j-26;
- Impacts on the quality of the human environment that are likely to be highly controversial on environmental grounds. The term "highly controversial on environmental grounds" means there is a substantial dispute involving reasonable disagreement over the degree, extent, or nature of a proposed action's environmental impacts or over the action's risks of causing environmental harm.
- Likelihood to be inconsistent with any Federal, state, tribal, or local law relating to the environmental aspects of the proposed action; or
- Likelihood to directly, indirectly, or cumulatively create a significant impact on the human environment, including, but not limited to, actions likely to cause a significant lighting impact on residential areas or commercial use of business properties, likely to cause a significant impact on the visual nature of surrounding land uses, likely to cause environmental contamination by hazardous materials, or likely to disturb an existing hazardous material contamination site such that new environmental contamination risks are created.

Based on the information in this Short Form CATEX and supporting information, I certify that the Proposed Action and Connected Actions meet(s) all requirements for a CATEX in accordance with FAA Order 1050.F and do not have any extraordinary circumstances or significant impacts.

\_\_\_\_\_  
Signature of Authorized Airport Representative Date

FAA Determination (signature of Program Manager):

Categorically Excluded: \_\_\_\_\_ Date: \_\_\_\_\_

Requires further environmental analysis: \_\_\_\_\_ Date: \_\_\_\_\_

**CATEGORICAL EXCLUSION ENVIRONMENTAL DETERMINATION CHECKLIST**

Airport: Lake City Gateway Airport (LCQ)

Prepared and certified by: Passero Associates, LLC

Date: 10/18/2021

	YES**	NO	COMMENTS
<b>THE PROPOSED ACTION MUST BE LISTED IN FAA ORDER 1050.1F PARAS. 5-6.1-5-6.6 AS AN ACTION THAT WOULD NORMALLY BE CATEGORICALLY EXCLUDED</b>			CatEx under FAA Order 1050.1F, paragraph 5-6.1(o)
<b>THE PROPOSED ACTION CONSISTS OF:</b>			
Helicopter facilities or operations		x	
Land acquisition		x	
New airport serving general aviation		x	
Access or service road construction		x	
New airport location		x	
New runway		x	
Runway extension, strengthening, reconstruction, resurfacing or widening		<b>X</b>	
Converting prime or unique farmland		x	
Runway Safety Area (RSA) improvements		x	
ILS or ALS installation		x	
Airport development (hangars, terminal expansion)		x	
On-airport aboveground or underground fuel storage tanks		x	
Construction, reconstruction, or relocation of an ATCT		x	
<b>THE PROPOSED ACTION WILL AFFECT:</b>			
Historic/Archeological/Cultural Resources		x	
Section 4(f) or 6(f) resources		x	
Federally listed, endangered, threatened, or candidate species, or designated/proposed critical habitat		<b>X</b>	
Federal, state, tribal, or local natural, ecological, or scenic resources		<b>X</b>	
Wetlands, floodplains, waterways		x	
Energy supply or natural resources		x	
Protected rivers or river segments		x	
Established community(s), planned development, or plans/goals adopted by the local community		<b>X</b>	
Surface vehicular traffic (reduce LOS)		x	
Air quality or violate Federal, state, tribal or local standards		x	
Water quality, a sole source aquifer, public water supply system, or federal, state, or tribal water quality standards		<b>X</b>	
<b>THE PROPOSED ACTION IS LIKELY TO:</b>			
Be Highly Controversial on Environmental Grounds		x	
Be Inconsistent with Federal, state, tribal, or local law relating to environmental aspects		<b>X</b>	
Cause residential or business relocations		x	
Increase noise levels over Noise Sensitive Land Uses within the 65 dBA noise contour or newly include Noise Sensitive Land Uses within the 65 dBA noise contour.		<b>X</b>	
Cause Environmental Justice Impacts		x	
Contain Hazardous Materials or Affect Hazardous Materials/Sites		<b>X</b>	
Create a Wildlife Hazard per AC 150/5200-33		x	
Increase lighting impacts on residential communities or impact the visual nature of surrounding land uses		<b>X</b>	

\*\* Attach detailed explanations or analysis for all "yes" answers on a separate sheet that supports a Categorical Exclusion determination.