
ENVIRONMENTAL ASSESSMENT

Airspace Obstruction Removal and Mitigation and Designation of Airport Property

**Abilene Municipal Airport
City of Abilene, Kansas**

Prepared for:

***City of Abilene
419 N Broadway Street
Abilene, KS 67410***

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

As lead Federal Agency pursuant to the National Environmental Policy Act of 1969

Prepared by:

**Coffman Associates, Inc.
and
Olsson, Inc.**

January 2022

This environmental assessment becomes a Federal document when evaluated, signed and dated by the responsible FAA Official.

Responsible FAA Official

Date

Notice of Opportunity for a Public Hearing and Notice of Availability for Public Comment for Proposed Improvements at Abilene Municipal Airport; Abilene, Kansas

The City of Abilene, Kansas intends to undertake the following proposed actions at Abilene Municipal Airport:

- Trim or remove trees located on private property that have grown to heights that obstruct the airspace around the airport and conflict with FAA airspace safety and design standards.
- Establish easements with property owners to access the trees for trimming or removal.
- Remove trees within road rights-of-way owned by the City of Abilene
- Place obstruction marking lights to note the location of the Union Pacific Railroad.
- Modify a utility pole so it is no longer an obstruction.
- Property adjacent to Abilene Municipal Airport was donated to the City of Abilene to be used for future airport development. The City of Abilene seeks to designate this parcel as airport property.

We are providing an opportunity for a public hearing. A public hearing will only be held if someone requests one. In the event a request for a public hearing is made by the specified date, a Notice of Public Hearing will be published in this same newspaper. If a hearing is held, we will address the proposed action's potential economic, social, and environmental impacts. In addition, we will address the project's consistency with the goals and objectives of the affected area's land use or planning strategy.

Those wishing to request a public hearing on the project must make their request by email or letter no later than February 3, 2022 to the address below.

Potentially affected environmental resources include: biological resources, visual effects, surface waters, and floodplains. The following avoidance measures will be used. Biological resources - Trees would not be removed between May 10 and September 30, to avoid potentially impacting roosting bats and nesting birds; Visual effects - If desired by landowners, the City of Abilene would replace removed tree(s) with smaller species which would not exceed heights that would create an obstruction in the future; Surface waters: Ensure erosion and sediment controls are in place prior to tree trimming or removal.

Regarding floodplains:

- The purpose of obstacle clearance is to provide safe airport operations by bringing into and maintaining compliance with the current FAA airspace safety and design standards, which require mitigation of objects in the safety areas and navigable airspace. The purpose of designating land as airport property is to increase the amount of land available at the airport for future airport development.
- The City of Abilene is seeking FAA funding or approval of an action occurring in the base floodplain or an action that would affect that floodplain.
- The proposed action is located at Abilene Municipal Airport, located one mile southwest of Abilene, Kansas.

- The Union Pacific railroad located north of the airport is, with the addition of 23 feet for a vehicle per 14 CFR Part 77.9(c), an obstruction to the 20:1 Threshold Siting Surface. This obstruction will be marked with lighting consistent with FAA Advisory Circular 70/7460-1L, Obstruction Marking and Lighting. Two obstruction marking poles with lights would be placed at the width of the RPZ and located on airport property and within the floodplain. The lights would mitigate this obstruction.
- Tree clearing may occur within the 100-year floodplain on the land to be designated as airport property.
- The affected floodplain's existing natural and beneficial values include providing flood storage and conveyance.
- You may obtain more information or send comments to the responsible FAA official, Scott Tener, at 816-329-2639 or scott.tener@faa.gov

The draft environmental assessment (EA) describing the proposed actions impacts will be available for public review until February 18, 2022. The draft EA may be viewed at Abilene City Hall (419 N. Broadway, Abilene, Kansas 67410). The document is also available online at: <https://www.abilenecityhall.com/379/Airport>. Those wishing to provide comments must do so by email or letter to the address below no later than close of business on February 18, 2022:

Marcus Rothchild
Abilene Municipal Airport
419 N. Broadway
Abilene, Kansas 67410
marcus@abilenecityhall.com

or

Scott Tener
Federal Aviation Administration, ACE-611F
901 Locust St.
Kansas City, MO 64106-2325
scott.tener@faa.gov

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment—including your personal identifying information—may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

**DRAFT
ENVIRONMENTAL ASSESSMENT
FOR AIRSPACE OBSTRUCTION REMOVAL AND MITIGATION AND
DESIGNATION OF AIRPORT PROPERTY**

For

**ABILENE MUNICIPAL AIRPORT
Dickinson County, Kansas**

**Prepared For
The City of Abilene**

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

By



And

olsson[®]

JANUARY 2022



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1. PURPOSE AND NEED

1.1 Introduction

This Environmental Assessment (EA) was prepared in accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. This EA has also been prepared in compliance with the NEPA implementing regulations adopted by the Council of Environmental Quality under 40 CFR Part 1500. This EA is prepared for the City of Abilene, Kansas, which is the owner and operator of Abilene Municipal Airport (K78).

1.2 Purpose and Need

The purpose of obstacle clearance is to provide safe airport operations by bringing into and maintaining compliance with the current FAA airspace safety and design standards, which require mitigation of objects in the safety areas and navigable airspace.¹

The project is needed because FAA Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) conducted as part of the 2020 Abilene Municipal Airport Master Plan Update (2020 Master Plan) identified 25 objects (trees, utility pole, railroad) as obstructions within the Runway Protection Zone (RPZ), Approach Transitional Surface, and FAA Engineering Brief 99a Departure Surface. These objects are identified on the FAA approved Airport Layout Plan ([ALP], see **Appendix B**) and depicted on **Exhibit 1A**.

Based on the 2020 Master Plan forecasts show in **Table 1A**, aircraft operations are forecast to increase.² If the obstructions are not addressed, these objects would continue to pose a safety threat to arriving and departing aircraft.

**Table 1A | Forecast General Aviation Operations
Abilene Municipal Airport**

Year	Local	Itinerant	Total General Aviation Operations	Based Aircraft	Operations per Based Aircraft
2017	2,130	1,420	3,550	19	187
Forecasts	Based Aircraft	Constant Share		Increasing Share	
		Operations	Operations Per Based Aircraft	Operations	Operations Per Based Aircraft
Short Term (2022)	20	3,737	187	4,111	206
Intermediate Term (2028)	22	4,111	187	4,974	226
Long Term (2038)	24	4,484	187	5,968	249

Source: Airport Master Plan, Abilene Municipal Airport (2020), Table 2E

¹ FAA Advisory Circular (AC) 150/5300-13A, Airport Design, and FAA Order 8260.3D, United States Standard for Terminal Instrument Procedures (TERPS)

² 2020 Abilene Municipal Airport Master Plan, Table 2E.

The purpose of changing the ALP is to identify property that was donated to the City of Abilene for aviation purposes. The ALP identifies this property as an area for future hangar development. The property is needed to support the long-term viability of the airport by providing additional revenues that would be used for the Airport's share of the funds needed for important airport capital improvement projects and airport operating costs, while also helping the City of Abilene meet its FAA Grant Assurance 24 for self-sustainability.

1.3 Proposed Action

The Proposed Project would include mitigation or removal of obstructions to the airport's airspace. For trees off airport property, removal or trimming of trees would occur on privately owned property within the approach area north of the airport. In some cases, trees have grown to heights that obstruct the airspace around the airport and conflict with FAA airspace safety and design standards. As shown on **Exhibit 1A**, trees located on six privately owned parcels north of the airport obstruct airspace surfaces. Abilene Municipal Airport would establish easements with these property owners to access the property and remove designated trees not suitable for trimming/topping, that are within 10 feet of the airspace surfaces. Trees within 10 feet of the airspace surfaces have the potential to grow, resulting in a future penetration and hazard. Trees would be cut, and the remaining stump would be mechanically ground to a point below the existing ground surface. Roots would be left intact below the ground surface. Where requested, shrubs or trees that would reach a maximum height at maturity that is less than 10 feet below the airspace surfaces may be replanted.

Trees located within road rights-of-way for City of Abilene streets obstruct airspace surfaces. The rights-of-way are associated with two existing streets: SW Johns Avenue and SW 2nd Street. Additionally, trees are located within the rights-of-way for these streets that have been dedicated, but not yet constructed: Jefferson Street and Adams Street between SW 2nd Street and SW Johns Avenue. Trees in these areas would be removed. Trees would be cut, and the remaining stump would be mechanically ground to a point below the existing ground surface. The area would then be replanted with native warm-season grasses and shrubs.

The Union Pacific railroad located north of the airport is, with the addition of 23 feet for a vehicle per 14 CFR Part 77.9(c), an obstruction to the 20:1 Threshold Siting Surface. This obstruction will be marked with lighting consistent with FAA Advisory Circular 70/7460-1L, Obstruction Marking and Lighting. Two obstruction marking poles with lights would be placed at the width of the RPZ and located on airport property. The lights would mitigate this obstruction.

A lighted utility pole will be modified so that upper portion of the pole is no longer an obstruction.

Additionally, property adjacent to Abilene Municipal Airport was donated to the City of Abilene to be used for future airport development. The City of Abilene seeks to designate this parcel as airport property.

2. ALTERNATIVES

2.1 Introduction

This section defines the no action, the preferred alternative (proposed action), and reasonable alternatives. It also briefly explains the screening process and why each alternative meets or does not meet the Purpose and Need and whether it is considered reasonable or not reasonable.

The alternatives evaluation of the Proposed Project first involves a determination of whether the alternatives are “reasonable.” An alternative is considered reasonable if it meets the purpose and need for the Proposed Project as identified in Section 1.2. As outlined above, the purpose of the project is to provide safe airport operations by bringing into and maintaining compliance with the current FAA airspace safety and design standards which require mitigation of objects in the safety areas and navigable airspace.

Therefore, the following criteria were considered to determine if proposed alternatives were reasonable based on the stated purpose and need of the Proposed Project:

- Would the alternative impact the safe and efficient operation of aircraft or have an adverse effect on the value of prior federal investments?
- Would the alternative result in airspace obstructions at the airport or obstruct safety areas?

Additionally, the City of Abilene seeks to identify property that was donated for future airport development. The City of Abilene seeks to designate this parcel as airport property.

2.2 No Action Alternative

Under the No Action alternative, no tree trimming, nor tree removal would occur. Trees and railroad would continue to obstruct FAA airspace surfaces. Additionally, Tract A3 would not be designated as airport property on the ALP. While the No Action alternative does not meet the Purpose and Need and is, thus, not considered a “reasonable” alternative, in accordance with CEQ Regulations under 40 CFR 1502.14(c), it is further analyzed with regard to its potential environmental impact in this EA. The No Action alternative serves as a baseline to compare the impacts of the Proposed Project.

2.3 Alternative 1 (Proposed Action)

Alternative 1 would include mitigating trees located south of SW 2nd Street which obstruct the Transitional Surface, 20:1 Surface, and the Departure Surface. The tree mitigation would include trimming or topping of trees on properties and designated rights-of-way located north of the airport. The mitigation would occur on six parcels and the rights-of-way for SW 2nd Street, Jefferson Street, Adams Street, and SW Johns Avenue. Two obstruction marking poles with lights would be constructed on airport property. Alternative 1 also includes designating Tract A3 (6.6 acres), which was donated to the City of Abilene, as airport property. See **Exhibit 1A**. This alternative meets the purpose and need, is reasonable, and will be carried forward for environmental evaluation.

2.4 Alternative 2

Alternative 2 involves establishing a 185-foot displaced threshold for Runway 17. The displaced threshold would shorten the length of runway that is available for landing from 4,100 feet to 3,915 feet. As a result of the displacement, the Transitional Surface and the 20:1 Surface at the approach end of Runway 17 would shift to the south into a position where the existing trees would not obstruct these surfaces. As part of Alternative 2, the obstructions within the Transitional Surface would be mitigated and Tract A3 (6.6 acres) would be designated as airport property. Two obstruction marking poles with lights would be constructed on airport property. See **Exhibit 2A**.

Although this alternative would meet the purpose and need, it was eliminated from further consideration due to the reduction in available landing length for arrivals to the north. Additionally, existing trees in the area that are currently obstructions may continue to grow and become obstructions to the arrival surfaces associated with the displaced landing threshold at some point in the future. This alternative has not been retained for further consideration in this EA.

2.5 Alternative 3

Alternative 3 includes shifting Runway 17-35 400 feet to the south. The runway shift would relocate the Transitional Surface and the 20:1 Surface at the approach end of Runway 17 to the south into a position where the existing trees would not obstruct these surfaces. Additionally, the Departure Surface would be relocated so that there would be no obstructions to this surface. To accommodate the relocated Runway Protection Zone south of the approach end to Runway 35, the existing 2100 Avenue would be relocated to the south. This alternative also includes abandoning portions of the existing runway, parallel taxiway, and a connector taxiway. A new connector taxiway would be constructed for access to the relocated approach end of Runway 17. See **Exhibit 2A**.

Although this alternative would meet the purpose and need, it was eliminated from further consideration due to the taxiway relocation, runway shift, and roadway relocation, all of which would increase the overall cost of the project. This alternative has not been retained for further consideration in this EA.

3. AFFECTED ENVIRONMENT

3.1 Introduction

This section describes the existing environmental conditions of the potentially affected project area.

3.2 Location Map, Vicinity Map, Airport Diagram, Photographs

As shown on **Exhibit 3A**, Abilene Municipal Airport is located on the south side of Abilene, Kansas. The Airport is located south of the Union Pacific Railroad tracks and is accessed from S. Washington Street. **Exhibit 3B** includes photographs of the airport and the residential area north of the airport.

3.3 Existing/Planned Land Uses and Zoning

The Dickinson County Zoning Map website indicates Abilene Municipal Airport property, which is located within the city limits of Abilene, Kansas, is zoned Light Industrial (I-1). Additionally, the land immediately north of the railroad tracks north of the airport is zoned Light Industrial. The parcels north of SW Johns Avenue between S. Monroe Street and S. Washington Street are zoned High Density Residential (R-3). Lands to the south, east, and west of the airport are located outside of the City of Abilene and are zoned for agricultural uses.³

The Future Land Use Map for the City of Abilene, Kansas, adopted in 2012, depicts the airport property as Public & Quasi-Public. Land to the north of the railroad tracks is designated Industrial and land to the north of SW Johns Avenue is designated Low Density Residential.⁴

Land to the south, east, and west is under the land use planning jurisdiction of Dickinson County. The Dickinson County Comprehensive Plan uses a Land Evaluation and Site Assessment (LESA) model developed by the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). The LESA model evaluates natural resources, existing infrastructure, and social resources to evaluate the appropriateness of land uses. Given the proximity of the land to the existing infrastructure of the City of Abilene, the land to the south, east, and west of the airport is designated as “Suitable Development Land.”

3.4 Schools, Places of Worship, Hospitals

The location of the closest school, place of worship, and hospital was determined by reviewing Google Earth. The distance of these facilities in relation to the airport is summarized in **Table 3A**.

Table 3A | Location of Nearest School, Place of Worship, Hospital

Facility	Location	Distance ¹
McKinley Elementary School	Northwest corner of W. 1 st Street and Rogers Street	2,400 feet northeast
Abilene Bible Baptist Church	Northeast corner of NW 4 th Street and Old U.S. Highway 40	3,600 feet northwest
Memorial Health System Hospital	West of NE 10 th Street and N. Brady Street	10,000 feet northeast

Note: ¹ As measured from the approach end of Runway 17.

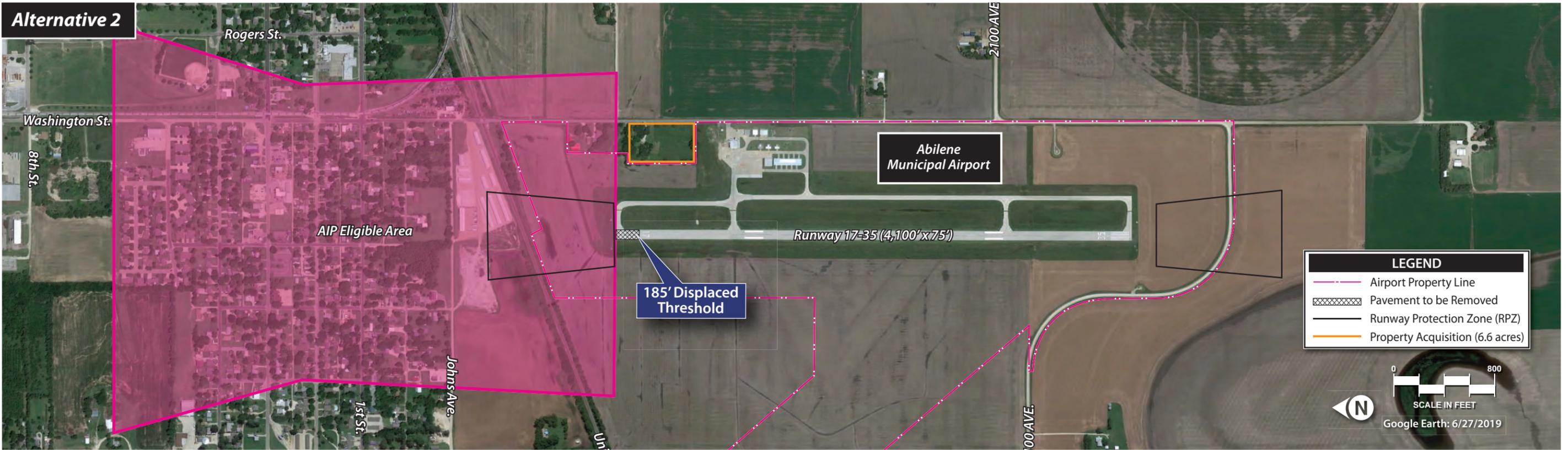
3.5 Publicly Owned Parks, Recreational Areas, Wildlife and Waterfowl Refuges, National/State Forests, Wilderness Areas, Wild and Scenic Rivers, Nationwide Rivers Inventory

The closest park to the airport is Eisenhower Park, located 3,800 feet to the northeast and north of the intersection of Pine Street and NW 4th Street. There are no recreation areas, wildlife and waterfowl refuges, national or state forests, wilderness areas, Wild and Scenic Rivers, or rivers on the Nationwide Rivers Inventory within five miles of the airport.

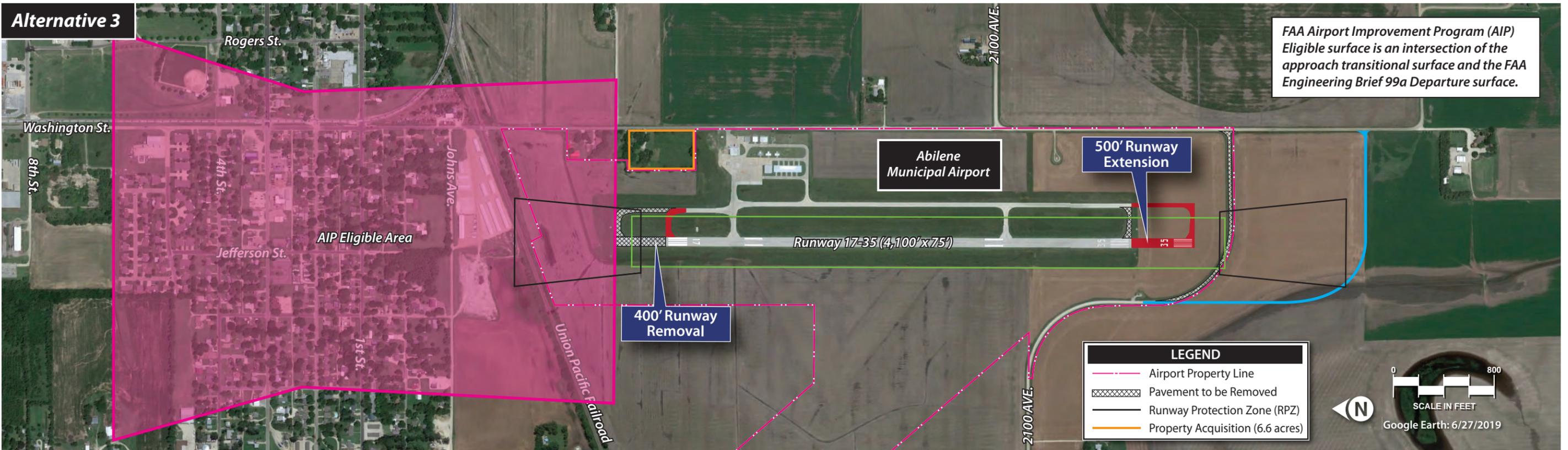
³ <https://www.dkcocks.org/1125/Zoning-Map>

⁴ <https://www.abilenecityhall.com/DocumentCenter/View/860/City-Comp-Plan?bidId=>

Alternative 2



Alternative 3



FAA Airport Improvement Program (AIP) Eligible surface is an intersection of the approach transitional surface and the FAA Engineering Brief 99a Departure surface.

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1 View to the South Showing Light Pole and Railroad



2 View to the West Along Railroad Tracks



3 View to the East Along SW Johns Avenue



4 View to the South of S Adams Street Dedicated Right-of-Way



5 View to the North of S Jefferson Street Dedicated Right-of-Way



6 View to the Southeast from SW 2nd Street



7 View to the Southwest from SW 2nd Street (Adams Street Dedicated Right-of-Way in Background)

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3.6 Federally Listed/State-Listed Threatened and Endangered Species/Habitat

An environmental review, included in **Appendix C**, was prepared for the project site. The purpose of the environmental review was to document potential threatened and endangered species habitat, wetlands and other water features in within the project area. As discussed in the report, the U.S. Environmental Protection Agency (EPA) classifies the Project Area as being within the Central Great Plains Level III Ecoregion. More specifically, the Smoky Hills Level IV Ecoregion. The Smoky Hills Ecoregion is an undulating to hilly dissected loess plain with sandstone hills underlain by the Dakota Formation. The region is transitional, with a variable climate and potential natural vegetation ranging from tallgrass prairie in the east to mixed grass prairie in the west. Soils are silty and loamy, and formed in loess with areas of sandy soils formed in sandstone. Average annual precipitation ranges from 24 to 28 inches.

The U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) identified the following species which have the potential to occur in the project area.

- Northern Long-eared Bat (*Myotis septentrionalis*) – During summer, Northern Long-eared Bats roost singly or in colonies underneath bark, in cavities, or in crevices of both live and dead trees. Males and non-reproductive females may also roost in cooler places, like caves and mines. This bat seems opportunistic in selecting roosts, using tree species based on suitability to retain bark or provide cavities or crevices. It has also been found, rarely, roosting in structures like barns and sheds. Northern Long-eared Bats spend winter hibernating in caves and mines, called hibernacula. They typically use large caves or mines with large passages and entrances; constant temperatures; and high humidity with no air currents. Specific areas where they hibernate have very high humidity, so much so that droplets of water are often seen on their fur. Within hibernacula, surveyors find them in small crevices or cracks, often with only the nose and ears visible.

Additionally, the environmental review document notes that according to Kansas Department of Wildlife, Parks, and Tourism, the following state listed threatened and endangered species may be present in Dickinson County:

- American Burying Beetle (*Nicrophorus americanus*) – The American Burying Beetles have been frequently found in upland grasslands or near the edge of grasslands/forests. Sandy/clay loam soils and food (carrion) availability are also important. The species appears to prefer loose soil in which carrion can be easily buried.
- Eastern Spotted Skunk (*Spilogale putorius*) – Spotted skunks seem to prefer forest edges and upland prairie grasslands, especially where rock outcrops and shrub clumps are present. In western counties, it relies heavily on riparian corridors where woody shrubs and woodland edges are present. Woody fencerows, odd areas, and abandoned farm buildings are also important habitat for spotted skunks.
- Least Tern (*Sterna antillarum*) – Least Terns are summer residents in Kansas. Nesting birds have been recorded in six central and western Kansas counties, Jeffery Energy Center, and along the Kansas River. Terns require barren areas near water such as saline flats in salt marshes, sand bars in riverbeds, and shores of large impoundments. A dependable food supply of small fish and aquatic crustaceans must be nearby.

- Piping Plover (*Charadrius melodus*) – Piping Plovers are rare migrants through Kansas. They require sparsely vegetated shallow wetlands, open beaches, and sandbars adjacent to or within streams and impoundments. Nesting has been recorded on sand bars along the Kansas River. Piping Plovers may occur occasionally anywhere in the state where suitable habitat is found.
- Snowy Plover (*Charadrius alexandrinus*) – The Snowy Plover prefers open salt flats, beaches and bars of rivers, and wetlands. In Kansas, this plover is a regular but uncommon migrant and summer resident. Nesting occurs in scattered locations in central and southwestern Kansas where open salt flats or sandy areas near water occur.
- Sturgeon Chub (*Macrhybopsis gelida*) – The Sturgeon Chub prefers large turbid sandy rivers over substrate of small gravel and coarse sand. They like areas swept by currents especially at heads of islands or exposed sandbars.
- Topeka Shiner (*Notropis topeka*) – The Topeka Shiner lives near the headwaters of small prairie streams with high water quality and cool temperatures. These streams generally exhibit intermittent flow during summer; however, pools are maintained by spring or groundwater percolation. The substrates of these streams are most often clean gravel; however, bedrock and clay hardpan overlain by a thin silt layer are not uncommon. Topeka Shiners most often occur in pool and run areas. Critical habitat for the Topeka Shiner is also present within Dickinson County.
- Whooping Cranes (*Grus americana*) – These large birds are regular spring and fall transients through Kansas, generally passing through the marked corridor in March-April and October-November. Occurrences outside the marked corridor have been infrequent but as Whooping Crane populations increase; such sightings may become more frequent. Preferred resting areas are wetlands in level to moderately rolling terrain away from human activity where low, sparse vegetation permits ease of movement and an open view. During migration, Whooping Cranes feed on grain, frogs, crayfish, grasshoppers, fish, crickets, spiders, and aquatic plants.

The majority of the project area consists of agricultural land, railroad and rail right-of-way, roadway, and commercial and residential lots which do not provide habitat for the American Burying Beetle. Because there are no streams in the project area, no habitat for any fish species would be present. The Least Tern, Piping Plover, and Snowy Plover prefer open flats and beaches, none of which are present within the Project Area. The Project Area is within the city limits of Abilene with frequent human activity and would likely not provide habitat for the Whooping Crane. The project area includes habitat to support the eastern spotted skunk.

3.7 Wetlands, Floodplains, Floodways, Coastal Zones, Coastal Barriers

As part of the environmental review report, a desktop review of publicly available datasets was undertaken to identify potential wetland and other water resources within the project area. Publicly available datasets depict the potential locations of wetlands and other water resources, or characteristics typically associated with wetlands and other water resources. The wetland desktop review also included a Wetlands Climate Tables (WETS) Analysis as defined in Part 650 of the U.S. Department of Agriculture Engineering Handbook (USDA NRCS 2012). A WETS Analysis determines areas of potential wetlands in agricultural settings. The wetland desktop review was followed by a site visit to investigate the Project Area for signs of wetland characteristics.

The National Wetland Inventory, National Hydrography Dataset, and topographic map do not depict any wetlands, open water features, or stream channels within the Project Area. The WETS Analysis identified four areas with potential wetlands in agricultural fields where National Agricultural Imagery Program (NAIP) shows signs of crop stress, inundation, or saturation in more than half the years with normal precipitation. Two of the WETS areas are in swales extending through the agricultural fields surrounding the airport runway at the airport. The other two WETS areas are in low areas of an agricultural field to the north of the railroad tracks.

During a June 2021 site visit, hydrophytic vegetation and saturated and/or inundated soils were observed in a drainage ditch extending along the west and north sides of the airport runway as shown on **Exhibit 3C**. The drainage ditch appears to be manmade and is meant to take water away from the property. The drainage ditch would very likely be classified as an emergent wetland system.

In addition to the drainage ditch, a series of swales were observed throughout the agricultural fields surrounding the airport runway. These swales appeared to be saturated and hydrophytic vegetation was observed extending from the drainage ditch into these swales. It is possible that the swales would meet the criteria of emergent wetlands as well. Portions of these swales were also identified in the WETS Analysis as potential agricultural wetlands.

Another potential wetland system was observed in a swale with hydrophytic vegetation to the north of the airport runway and extending along the east side before extending to the east to the roadside ditch along the west side of South Washington Street. The areas closer to the roadside ditch to the north of the hangars are likely emergent wetland but additional investigation should be done to determine if the areas around the airport runway are indeed wetland.

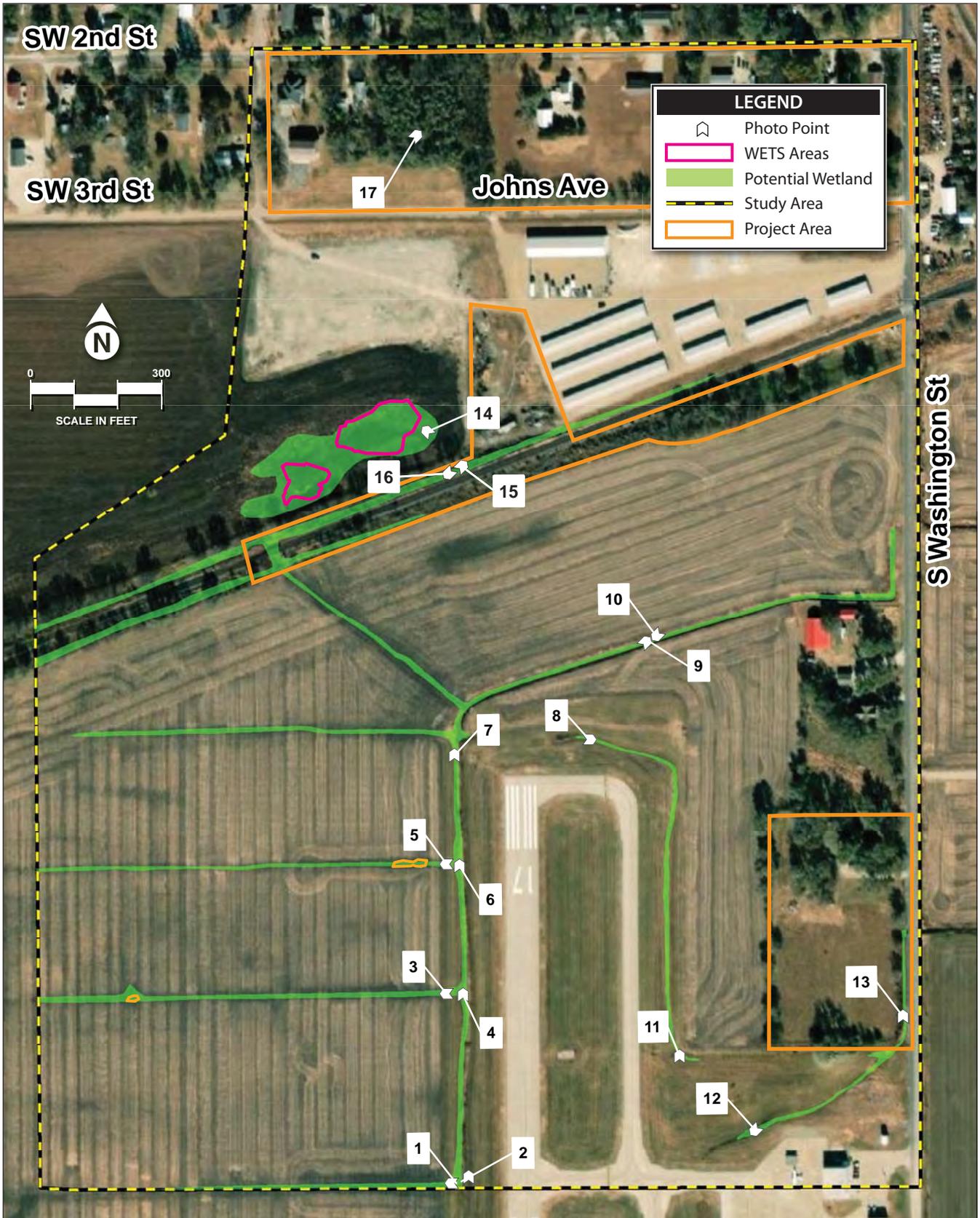
Hydrophytic vegetation is also present in the railroad ditches beginning in the center of the Project Area and extending west out of the Project Area and into portions of the agricultural fields at a culvert. These areas are potential emergent wetlands, but no surface signs of wetland hydrology were observed so more investigation is needed to determine the boundaries of any potential wetlands in the railroad ditches.

Finally, hydrophytic vegetation and saturation were observed in low areas of an agricultural field north of the railroad tracks. These areas were identified in the WETS Analysis and are likely an emergent wetland.

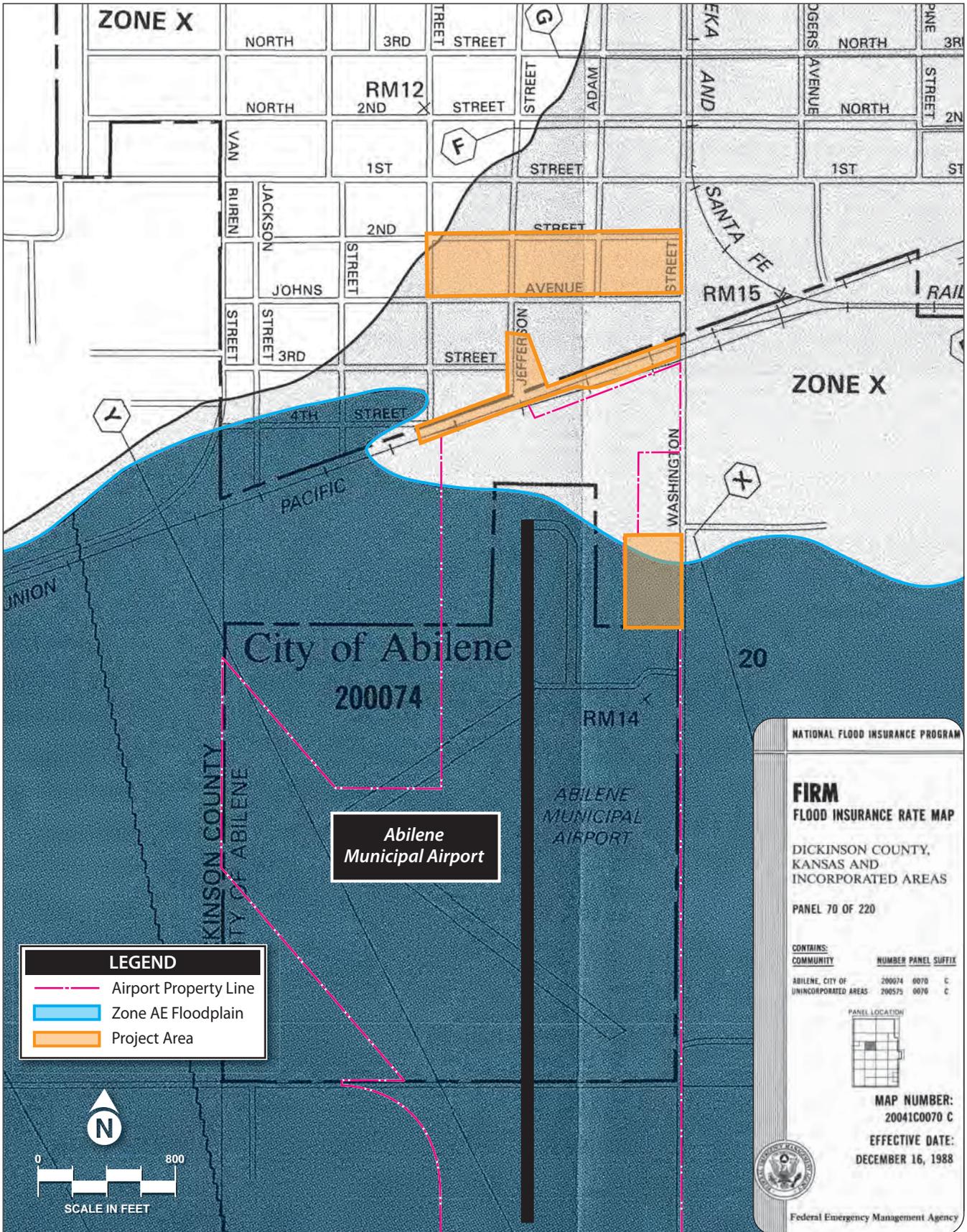
The applicable Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Map No. 20041C0070C dated December 16, 1988) indicates that much of the airport is identified as a Special Flood Hazard area (AE Flood Zone), which is subject to flooding by a 100-year flood event. Additionally, the land north of the airport, including the railroad, commercial development, and residences north of SW Johns Avenue between S. Monroe Street and S. Washington Street, are in an area designated as Zone X, which is subject to flooding by a 500-year flood event. See **Exhibit 3D**.

3.8 Historic, Archaeological, and Cultural Resources

As previously discussed, residences are located within the project area north of the airport. The structures are generally located between SW Johns Avenue and SW 2nd Street, and S Madison Street and S Washington Street. To evaluate the project's potential to affect properties that may be eligible for listing in the National Register of Historic Places, a recordation of residential properties was prepared.



Source: Environmental Review, Abilene Municipal Airport, Olsson, 2021.



The recordation, included in **Appendix D**, includes historical information regarding twelve residential properties near the airport, none of which were recommended as eligible for inclusion in the National Register of Historic Places. **Table 3B** summarizes the findings of the report.

Table 3B | Summary of Residences within Project Area

Address	Year Built	Eligibility
203 S. Madison Street	2009	The house is too new for listing in the National or Kansas Register.
1413 SW 2nd Street	c. 1910	The replacement siding and modern windows make it ineligible for listing.
1315 SW 2nd Street	c. 1910	Vinyl siding and modern windows make the house ineligible for listing.
1305 SW 2nd Street	c. 2014	The house is too new for listing in the National or Kansas Register.
1215 SW 2nd Street	c. 2004	The house is too new for listing in the National or Kansas Register.
1209 SW 2nd Street	c. 1905	The house has lost integrity through alterations and non-historic siding and is not eligible for listing.
1205 SW 2nd Street	c. 1981	The house is too new for listing in the National or Kansas Register.
201 S. Washington Street	c. 2000	The house is too new for listing in the National or Kansas Register.
207 S. Washington Street	c. 1993	The house is too new for listing in the National or Kansas Register.
1202 Johns Avenue	c. 1960	The structure is in deteriorated condition and has no integrity.
515 S. Washington Street	c. 1920	Vinyl siding and modern windows make it ineligible for listing in the National Register.
609 S. Washington Street	c. 1910	Non-historic siding and modern windows make it ineligible for listing in the National Register.

Source: Recordation of Residential Properties North and East of Abilene Municipal Airport, Abilene, Kansas, Susan Jezak Ford, September 2021.

3.9 Affected Political Jurisdiction

Abilene Municipal Airport (K78) is located in Abilene, Dickinson County, Kansas. In addition to the zoning designations discussed in Section 3.3, Abilene also has an Airport Master Plan and Airport Layout Plan (ALP) which directs the approved activities that may occur within the vicinity of the airport.

3.10 Demographic Information/Census Bureau Map

Exhibit 3E depicts U.S. Census block groups within and adjacent to the project study area by percent minority and percent below poverty level. Population information is derived from the U.S. Census Bureau and includes Black or African American, Hispanic, Asian-American, or American Indian and Alaskan Native individuals as defined in DOT Order 5610.2 Appendix 1.c. To determine the percentage of minority population, the total minority population for each block group within the airport vicinity was divided by the total population of the block group.

Minority or low-income populations exist if either of the following conditions is met:

- The minority or low-income population of the surrounding community exceeds 50 percent of the total population.
- The ratio of minority or low-income population within the surrounding community is meaningfully greater (i.e., greater than or equal to 20 percent) than the corresponding minority or low-income population percentage in the general population or other appropriate unit of geographic analysis (CEQ 1997).

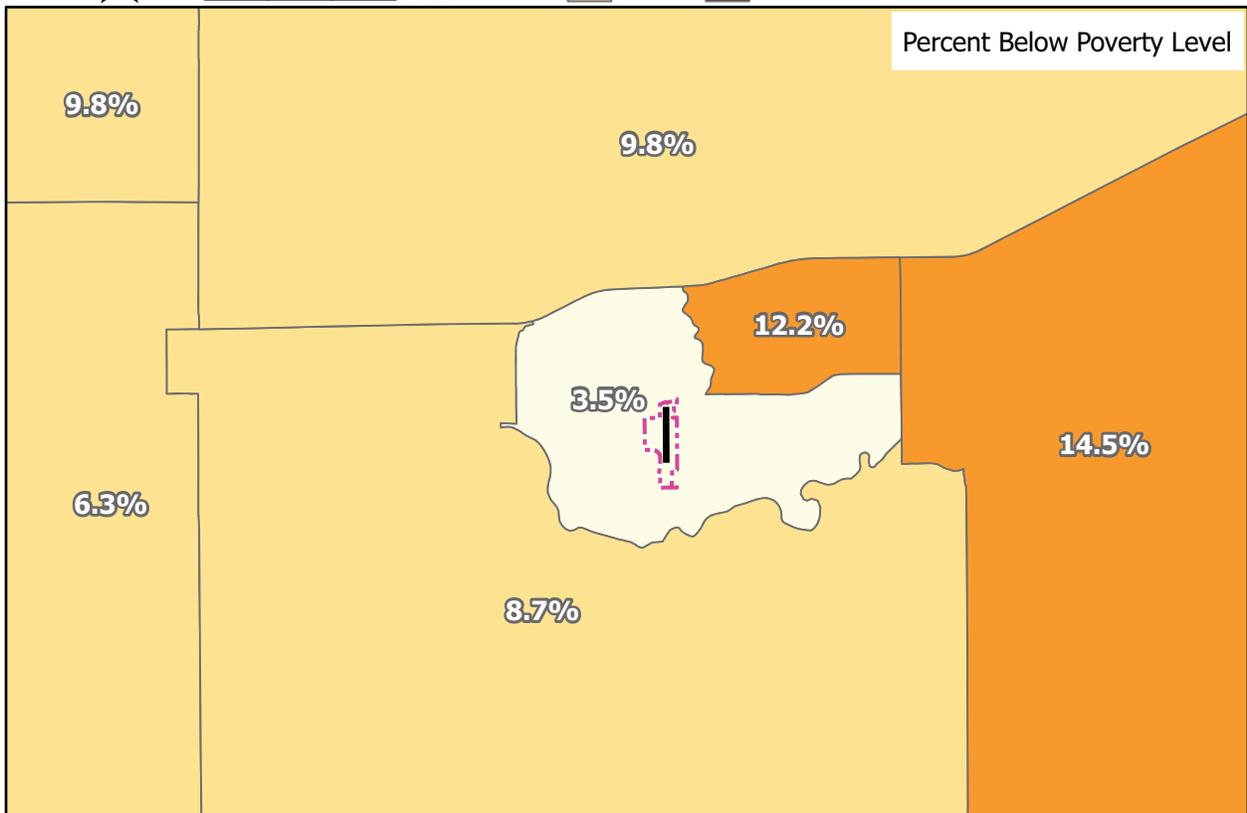
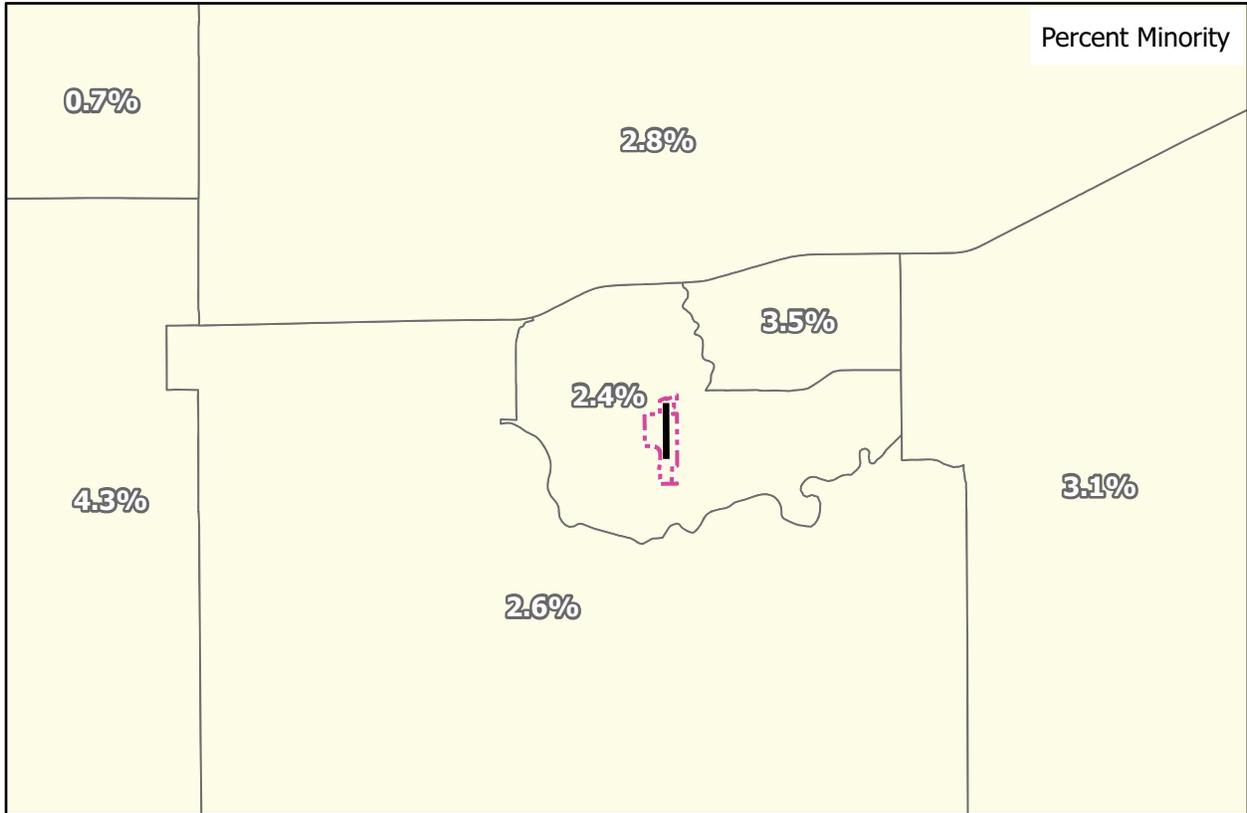


Table 3C provides context for this information by comparing population characteristics for the City of Abilene, Dickinson County, and the State of Kansas, based on the 2019 ACS. As indicated, approximately 5.4 percent of the population in the city is at least partially from a minority race, while 4.4 percent of the population consider themselves Hispanic or Latino. In the county, approximately 4.8 percent of the population is of a minority race, while approximately 4.8 percent consider themselves Hispanic or Latino. Finally, statewide, 13.8 percent of the population is of a minority race and approximately 12.2 percent is Hispanic or Latino. Based on a review of the population characteristics for the project area, neither of the criteria outlined above is met. Therefore, there are no minority or low-income populations within the study area.

TABLE 3C | Population Characteristics (2019 Estimates)

Characteristics	City of Abilene	Dickinson County	State of Kansas
Total Population	6,201	18,466	2,913,314
Race (alone or in combination with one or more other races)			
White	94.4%	94.5%	86.3%
Black or African American	1.5%	1.1%	6.1%
American Indian and Alaska Native	1.5%	1.0%	1.2%
Asian	0.0%	0.0%	3.2%
Native Hawaiian/Pacific Islander	0.0%	0.1%	0.1%
Two or More Races	2.4%	2.6%	3.2%
Hispanic or Latino (of any race)	4.4%	4.8% ³	12.2%

Source: U.S. Census Bureau website 2021. Table DP05, Demographic and Housing Estimates, 2019: ACS 5-Year Estimates Data

Table 3D summarizes the economic characteristics of the city, county, and state overall using 2019 ACS estimates. As shown in this table, the city’s median household income and per capita income are higher than the county’s but are lower than the state levels. The percentage of families below the poverty level is lower than the county and the state.

TABLE 3D | Economic Characteristics (2019 Estimates)
City of Abilene, Dickinson County, and State of Kansas

Characteristics	City of Abilene	Dickinson County	State of Kansas
Median Household Income	\$50,183	\$49,991	\$59,597
Families Below the Poverty Level	9.4%	9.8%	11.4%
Per Capita Income	\$30,098	\$27,219	\$31,814

Source: U.S. Census Bureau website 2021. Table DP03, Selected Economic Characteristics, 2019: ACS 5-Year Estimates Data Profiles

3.11 Past, Present, and Reasonably Foreseeable Future Actions

The purpose of this section is to outline projects which will need to be considered during the cumulative impact analysis in Chapter Four of this EA. Title 40 Code of Federal Regulations (C.F.R.) 1508.7, defines cumulative impact as the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes such actions. Cumulative impacts can result from individually minor, but collectively significant, actions taking place over time.

Based on coordination with the City of Abilene, no projects are known or are expected to occur in the study area.

4. ENVIRONMENTAL CONSEQUENCES & MITIGATION

4.1 Introduction

This section is organized by resource topics, with the impacts of all alternatives combined under resource headings. It provides concise analysis, environmental impacts, and conceptual measures needed to mitigate those impacts only for resources affected by at least one of the alternatives.

4.2 Environmental Impact Categories Not Affected

The No Action Alternative and Proposed Action would not affect the following resource areas:

- **Air Quality** – Abilene Municipal Airport is located in Dickinson County which is an attainment area for all National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act. The project is not subject to General Conformity requirements and no air pollutant analysis is required. No impacts to air quality would occur under any of the project alternatives.
- **Climate** – Implementation of the proposed project would contribute greenhouse gas emissions from operation of construction equipment and vehicles. FAA has not established thresholds of significance for GHGs. No impacts to climate would occur under any of the project alternatives.
- **Coastal Resources** – Kansas is located inland and there are no coastal resources within the vicinity of Abilene Municipal Airport. No impacts to coastal resources would occur under any of the project alternatives.
- **Department of Transportation Act, Section 4(f)** – There are no wildlife or waterfowl refuges, publicly owned parks and recreation areas, or historic properties listed or eligible for listing on the National Register of Historic Places (NRHP) within or adjacent to the project area.

The closest park to the airport is Eisenhower Park, located 3,800 feet to the northeast and north of the intersection of Pine Street and NW 4th Street. Eisenhower Park would not be physically or constructively used, or substantially impaired, by the proposed project. There are no properties within the study area that were acquired under Section 6(f) of the *Land and Water Conservation Fund Act of 1965*, which provides federal funds for buying or developing public-use recreational lands.

- **Farmlands** – Based on a review of information available from the United States Department of Agriculture Natural Resources Conservation Service, all soils within the project site are classified as prime farmland. The proposed project includes tree trimming or tree removal, installation of two obstruction marking poles with lights, and designation of a donated residential property as airport property and no conversion of farmland would occur. No impacts to farmland resources would occur under any of the project alternatives.

- **Hazardous Materials, Solid Waste, and Pollution Prevention** – Based on a review of the Environmental Protection Agency’s EJSCREEN, there are no known hazardous materials located in the vicinity of the obstructions considered under the proposed project alternatives.

Construction activities would use hazardous substances, such as fossil fuels for machinery and equipment which could result in the exposure of persons and/or the environment to an adverse environmental impact due to an accidental release. The use or storage of hazardous materials and/or the generation of hazardous wastes would be subject to all applicable federal, state, and local requirements during construction. Appropriate spill prevention and cleanup kits would be readily available onsite and accidental spills shall be promptly cleaned up. The contractor shall follow standard hazardous materials containment procedures and other BMPs should an inadvertent spill occur.

Felled trees and/or tree trimmings would be chipped on-site by the contractor or removed from the site to be used for other purposes (firewood, lumber, etc.).

- **Land Use** – The proposed tree trimming or tree removal and installation of obstruction marking poles with lights would not result in changes to land uses. The change in designation of donated private property to airport property is consistent with the ALP. No land use impacts would occur under any of the project alternatives. Abilene Municipal Airport’s use letter is provided in **Appendix E**.
- **Natural Resources and Energy Supply** – During construction, fossil fuels would be used to power construction equipment and vehicles. No impacts to the availability of natural resources or energy supply would occur under any of the project alternatives.
- **Noise and Compatible Land Use** – FAA Order 1050.1F, Appendix B, states “No noise analysis is needed for projects involving Design Group I and II airplanes (wingspan less than 79 feet) in Approach Categories A through D (landing speed less than 166 knots) operating at airports whose forecast operations in the period covered by the NEPA document do not exceed 90,000 annual propeller operations (247 average daily operations) or 700 annual jet operations.” The Abilene Municipal Airport Master Plan forecasts approximately 5,968 annual aircraft operations at the airport in the year 2038. See **Table 1A** above. The forecast operations are below the 90,000 operations threshold and, therefore, a noise analysis was not conducted for this EA.
- **Water Resources (Wetlands, Surface Waters, Groundwater)** – As previously discussed, there are wetland areas near the project site. However, when compared to the proposed disturbance areas for the Proposed Project, none of the identified wetlands would be disturbed. In response to the project scoping letter, the U.S. Army Corps of Engineers determined that the proposed project will not involve the discharge of dredged or fill material in waters of the United States and that a Section 404 permit is not required. See **Appendix A**. No impacts to wetlands would occur under any of the project alternatives.

None of the project alternatives would result in impacts to surface waters and groundwater. None of the obstructions are located within surface waterways. Additionally, none of the alternatives will diminish or destroy groundwater resources or adversely affect groundwater quantities.

4.3 Environmental Impact Analysis

4.3.1 Biological Resources (Including fish, wildlife, and plants)

Threshold of Significance

A significant impact to federally listed threatened or endangered species would occur when the United States Fish and Wildlife Service (USFWS) determines that a proposed project would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or would result in the destruction or adverse modification of federally designated critical habitat. FAA has not established a significance threshold for non-listed species.

No Action Alternative

No project area disturbance would occur under the No Action alternative and, thus, no impacts to biological resources would occur.

Proposed Action Alternative

The proposed project would result in removal of trees. As previously discussed, northern long-eared bats roost singly or in colonies underneath bark, in cavities, or in crevices of both live and dead trees.

The U.S. Fish and Wildlife Service response to the scoping letter, included in **Appendix A**, states that the northern long-eared bat is an ESA threatened species and is also protected under a 4(d) rule. The 4(d) rule allows for limited tree removal projects provided those projects do not include the cutting of any known occupied roost trees during the pup season (June 1 – July 31).

With implementation of the avoidance measures outlined below, the proposed project will have no effect on the northern long eared bat.

Direct impacts to breeding (May 10 through September 10) birds protected by the MBTA would occur during tree trimming or clearing.

Habitat for one state-listed species, the eastern spotted skunk, is present within the project area. Although the habitat will be removed, it represents a small percentage of the overall habitat for this species found throughout the area. The project will not result in impacts to the eastern spotted skunk.

Executive Order (E.O.) 13312, *Invasive Species*, aims to prevent the introduction of invasive species because of a project. The U.S. Fish and Wildlife Service encouraged the use of best management practices to prevent the transfer of invasive species. See **Appendix A**.

Mitigation and Avoidance Measures

To ensure compliance with Endangered Species Act, MBTA, and E.O. 13112 Section 2(3), during construction activities, the City of Abilene will ensure the contractor carries out the following:

- Before construction, verify that no new species were added to the Threatened and Endangered Species list. If species were added, coordinate again with the United States Fish and Wildlife Service (USFWS) and the appropriate State agency.
- Restrictions on tree cutting are active during northern long-eared bats pup season. Tree trimming and clearing will occur outside of June 1 to July 31.
- Seasonal restrictions on tree cutting are active when Migratory Birds are roosting or nesting. Tree trimming and clearing will occur outside of May 10 to September 10.
- To prevent the introduction of invasive species, disturbed areas will be revegetated with warm season grasses and shrubs.

4.3.2 Historical, Architectural, Archaeological, and Cultural Resources

Threshold of Significance

The FAA has not established a significance threshold for this resource category. However, a factor to consider is if a proposed action would result in a finding of “adverse effect” through the Section 106 process.

No Action Alternative

No project area disturbance would occur under the No Action alternative and, thus, no impacts to historical, architectural, archaeological, or cultural resources would occur.

Proposed Action Alternative

As discussed in Section 3.3.5, tree trimming and tree clearing would occur on privately owned properties. Based on the findings of the recordation, none of these properties are eligible for listing in the National Register of Historic Places. The Kansas State Historic Preservation Office (SHPO) reviewed the recordation and determined that the proposed project will not adversely affect any property listed or determined eligible for listing in the National Register. See **Appendix F**.

4.3.3 Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks

Threshold of Significance

Socioeconomics

FAA Order 1050.1F Exhibit 4-1 shows that FAA has not established a significance threshold for Socioeconomics. However, factors to consider include whether the action would induce substantial economic growth in an area (either directly or indirectly); disrupt or divide the physical arrangement of an established community; cause extensive relocation when sufficient replacement housing is not available; cause extensive relocation of community businesses that would cause severe economic hardship for affected communities; disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities; or produce a substantial change in the community tax base.

Environmental Justice

The FAA has not established a significance threshold for Environmental Justice, but consideration should be given to whether the action would have the potential to lead to disproportionately high and adverse impacts to an environmental justice population due to significant impacts in other environmental impact categories, or impacts on the physical or natural environment that affect an environmental justice population in a way that the FAA determines is unique to the environmental justice population and significant to that population.

Children’s Environmental Health and Safety Risks

FAA has not established a significance threshold for Children’s Environmental Health and Safety Risks, but factors to consider include whether the action would have the potential to lead to a disproportionate health or safety risks to children.

No Action Alternative

Under the No Action Alternative, no obstructions would be mitigated. Therefore, no changes or other impacts to socioeconomics, environmental justice, and or children’s environmental health in the Abilene Municipal Airport vicinity would occur.

Proposed Action Alternative

4.3.3.1 Socioeconomics

The area directly north of SW Johns Avenue is developed with single-family residences. Depending on the efficiency of the insulation within the residence, tree removal could result in a minor increase in summer cooling costs. Increased cooling costs and/or higher summer temperatures could constitute a minor impact to these residents. Such impacts could be partially mitigated by the planting of tree species

that would not grow to heights which would penetrate the approach/departure surface. See Section 4.3.4 for mitigation measures. No socioeconomic impacts listed as factors to consider in Section 4.3.3 would result from the Proposed Action or the No Action alternative.

4.3.3.2 Environmental Justice

As discussed in Section 3.10, neither of the criteria for identifying minority or low-income populations are met when evaluating the population characteristics of the project area. Tree trimming and removal activities would be temporary and would be the same for minority residents as for the nonminority residents. In other words, disproportionately high and adverse construction impacts would not occur to minority or low-income populations because of the Proposed Project. No environmental justice impacts related to the factors to consider in Section 4.3.3 would result from the Proposed Action or the No Action alternative.

4.3.3.3 Children's Environmental Health and Safety Risks

The Proposed Action would not result in impacts that would have the potential to lead to disproportionate health and safety risks to children living in or near the project area. Machinery will be operated in a safe manner and precautions will be taken to keep unauthorized persons, including children, outside of active work areas.

4.3.4 Visual Effects

Threshold of Significance

Light Emissions

FAA has not established a significance threshold for this impact category. However, factors to consider are the degree to which a proposed action would have the potential to:

- Create annoyance or interfere with normal activities from light emissions; or
- Affect the visual character of the area due to light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources.

Visual Resources/Visual Character

The FAA also has not established a significance threshold for Visual Resources or Visual Character. Factors to consider include to the extent the action would have the potential to affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources; contrast with the visual resources and/or visual character in the study area; and block or obstruct the views of visual resources, including whether these resources would still be viewable from other locations.

No Action Alternative

Under the No Action Alternative, no obstructions would be mitigated. Therefore, no changes or other impacts to the visual aspects of the airport vicinity would occur.

Proposed Action Alternative

Light Emissions

Removal of trees located north of the airport may increase the amount of light from the airport that is visible from the residences north of the airport. However, lighting systems at the airport are at ground level. Additionally, the buildings located north of the railroad tracks will remain and could decrease the transmission of light emissions.

The addition of the red obstruction lights to identify the railroad as an obstruction would largely be unnoticeable during the day. At night, the red light would be visible to observers; however, it would be consistent with the existing lighting in the vicinity and would, therefore, not constitute a significant impact.

Visual Resources/Visual Character

Under the Proposed Project, changes to the visual landscape near the airport would occur. Tree trimming and removal on the residential properties north of the airport which would change the appearance of the neighborhood. The most substantial changes would occur within the road rights-of-way associated with two existing streets, SW Johns Avenue and SW 2nd Street; and two streets that have been dedicated, but not yet constructed: Jefferson Street and Adams Street between SW 2nd Street and SW Johns Avenue. Tree removal in these areas will increase open space in these areas. Following tree removal, these areas will be planted with grass and maintained by the City of Abilene.

Installation of obstruction lighting would create an insignificant impact on nearby sensitive receptors, such as the residences located north of the airport.

Mitigation and Avoidance Measures

Tree trimming and the planting of smaller tree species and shrubbery are proposed as measures to lessen visual impacts to the viewshed. If desired by landowners, the City of Abilene would replace removed tree(s) with smaller species which, when mature, would not exceed heights that would create a future obstruction.

4.3.5 Water Resources (floodplains)

Threshold of Significance

An action will have significant impacts to surface waters if it would *cause notable adverse impacts on natural and beneficial floodplain values*. Natural and beneficial floodplain values are defined in Paragraph 4.k of DOT Order 5650.2, *Floodplain Management and Protection*.

No Action Alternative

Under the No Action Alternative, no obstructions would be mitigated. Therefore, no construction activity would occur within the designated 100-year floodplain.

Proposed Action Alternative

Tree trimming and tree removal will occur within a designated 100-year floodplain. These activities will not result in changes to the floodplain. Based on a review of the City of Abilene Floodplain Ordinance, a permit is not required for these activities.

Construction of the obstruction marking poles with lights will also occur within the designated 100-year floodplain and a City of Abilene Floodplain Development Permit will be required. Obtaining the permit will ensure that construction of the proposed obstruction marking poles will not cause notable adverse impacts on natural and beneficial floodplain values.

Per Executive Order (E.O.) 11988, Floodplain Management, and Department of Transportation Order (DOT) 5650.2, Floodplain Management and Protection, agencies are required to provide the public an opportunity for early public review of any plan or proposal encroaching into a floodplain.

With implementation of the avoidance and minimization measures below, the Proposed Project will not result in a significant impact to floodplains.

Mitigation and Avoidance Measures

To ensure compliance with E.O. 11988, Floodplain Management, and DOT Order 5650.2, the City of Abilene will carry out the following:

- Provide the opportunity for a public hearing regarding the construction of obstruction marking poles with lights. This opportunity would be announced as part of the public review process for this EA.
- Obtain a floodplain development permit for the proposed obstruction marking poles with lights.

4.3.6 Cumulative Impacts

A review of the Proposed Project's effects on environmental resources and, when combined with other past, present, and reasonably foreseeable actions (discussed in Section 3.11), indicates that there are no significant cumulative impacts associated with this project.

4.3.7 Summary of Environmental Consequences

Table 4A summarizes the environmental resource evaluation for the Proposed Action and No Action alternatives.

Table 4A | Summary of Environmental Resource Evaluation

Resource	Proposed Action Alternative		No Action Alternative	
	Impacts	Mitigation	Impacts	Mitigation
Air Quality	None	None required	None	None
Biological Resources	May effect, not likely to adversely effect	Trees would not be removed between May 10 and September 30, to avoid potentially impacting roosting bats and nesting birds	None	None
Climate	None	None required	None	None
Coastal Resources	None	None required	None	None
Section 4(f)	None	None required	None	None
Farmlands	None	None required	None	None
Hazardous Materials, Solid Waste and Pollution Prevention	None	None required	None	None
Historical, Archaeological and Cultural Resources	No Adverse Effect	Immediately stop all activity and contact SHPO and FAA if historic resources are uncovered during obstruction removal activities.	None	None
Land Use and Compatible Land Use	None	None required	None	None
Natural Resources and Energy Supply	None	None required	None	None
Noise	None	None required	None	None
Socioeconomic, Environmental Justice and Children’s Health	None	None required	None	None
Visual Effects	None	If desired by landowners, the City of Abilene would replace removed tree(s) with smaller species which would not exceed heights that would create an obstruction in the future.	None	None
Water Resources (Wetlands)	None	None required	None	None
Water Resources (Floodplains)	None	Provide the opportunity for a public hearing regarding the construction of obstruction marking poles with lights. Obtain a floodplain development permit for the proposed obstruction marking poles with lights.	None	None
Water Resources (Surface Water)	None	Ensure erosion and sediment controls in place prior to tree trimming or removal.	None	None
Water Resources (Groundwater)	None	None required	None	None
Wild and Scenic Rivers	None	None required	None	None
Cumulative Impacts	None	None required	None	None

5. SUMMARY OF PUBLIC INVOLVEMENT

An informational public meeting was held July 28, 2021, at the Abilene Public Library. The meeting was publicized on the City of Abilene website and Facebook page. Printed copies of the meeting notice were posted at the airport, library, and City Hall. Additionally, letters regarding the meeting were mailed to property owners within the project area. Copies of these materials are included in **Appendix G**.

At the public information workshop, display boards regarding the airport, environmental documentation process, and the alternatives to be evaluated were available for the public to review. The consultants and City of Abilene staff were available to answer questions about the project. Five members of the public attended the meeting.

The Draft EA was made available to the public for a 30-day review and comment period, January 19, 2022, through February 18, 2022. The notice of public comment was published in the Abilene Reflector-Chronicle newspaper and on the city website, <https://www.abilenecityhall.com/379/Airport>.

6. LIST OF PREPARERS AND QUALIFICATIONS

Name: Kory Lewis (Coffman Associates)
Education: M.U.P., Urban Planning; B.A., Geography
Project Role: Project Manager
Experience: 18 years in airport planning and environmental documentation

Name: Tim Kahmann (Coffman Associates)
Education: M.S., Geographic Information Systems; B.S., Geography
Project Role: Obstruction analysis
Experience: 19 Years in Geographic Information Systems analysis

Name: Diane Hofer (Olsson, Inc.)
Education: B.S., Civil Engineering
Project Role: Technical Advisor
Experience: 40 years in airport planning, design and construction



Appendix A

AGENCY SCOPING MATERIALS AND RESPONSES

**Abilene Municipal Airport
Obstruction Removal
Environmental Assessment
Agency Contact List**

Federal Agencies:

U.S. Fish and Wildlife Service
Kansas Ecological Services Field Office
Jason Luginbill, Field Supervisor
2609 Anderson Avenue
Manhattan, KS 66502-2801

U.S. Army Corps of Engineers
Kanopolis Regulatory Satellite Office
Colonel Travis J Rayfield, Commander and
District Engineer
107 Riverside Drive
Marquette, KS 67464

State Agencies:

Kansas - Cultural Resource Division
State Historic Preservation Office (SHPO)
Ms. Jennie Chinn, Executive Director
6425 SW 6th Avenue Topeka, KS 66615-1099

Kansas Wildlife, Parks & Tourism
Brad Loveless, Secretary
1020 S. Kansas, Room 200
Topeka, KS 66612-1327

County & Municipal Offices:

Dickinson County Planning & Zoning
Timothy Hamilton, Planning and Zoning
Administrator
109 E. 1st Street, Suite 103
Abilene, KS 67410

City of Abilene Public Works Department
Lon Schrader, Public Works Director
601 NW Second St.
Abilene, KS 67410

City of Abilene Planning and Zoning
Kari Zook, Planning and Zoning Administrator
419 N. Broadway St., P.O. Box 519
Abilene, KS 67410

Tribes Consulted (see Appendix F)

September 24, 2021

Dickinson County Planning & Zoning
Timothy Hamilton, Planning and Zoning Administrator
109 E. 1st Street, Suite 103
Abilene, KS 67410

RE: Environmental Assessment for the Abilene Municipal Airport, Abilene, Dickinson County, Kansas

Dear Mr. Timothy Hamilton:

The City of Abilene, Kansas, as the airport sponsor of the Abilene Municipal Airport, is announcing its intent to prepare an Environmental Assessment (EA) pursuant to the *National Environmental Policy Act (NEPA) of 1969* for proposed obstruction removal near the airport. The Environmental Assessment is being undertaken to ensure compliance with Federal Aviation Administration (FAA) safety and design standards.

The proposed project would include removal or trimming of trees on privately owned property within the approach area north of the airport. In some cases, trees have grown to heights that obstruct the airspace around the airport and conflict with FAA airspace safety and design standards. Additionally, property adjacent to Abilene Municipal Airport was donated to the City of Abilene to be used for future airport development. The City of Abilene seeks to designate this parcel as airport property. Tree clearing would also occur on this property.

Two exhibits are attached to this letter for informational purposes. **Exhibit A** is a general location map and **Exhibit B** shows the location of the approach area where tree removal or trimming would occur and the parcel to be designated as airport property.

The purpose of the EA is to consider and evaluate the potential environmental impacts of the proposed actions and alternatives, including the no action alternative. The FAA is the Lead Agency for the project under NEPA, and the City of Abilene plans to prepare the EA in accordance with FAA Order 1050.1F: *Policies and Procedures for Considering Environmental Impacts*, and FAA Order 5050.4B: *National Environmental Policy Act implementing instructions for Airport Actions*.

On behalf of the City of Abilene, we request any comments you may have on the FAA's proposed action. The most useful comments are ones that:

Mr. Hamilton
September 24, 2021
Page Two

- Identify specific concerns or sensitive areas;
- Identify available technical information or established research methods;
- Indicate your role, if any (e.g., action, permitting, reviewing, no role);
- Indicate your interest or disinterest in participating in the NEPA process; or
- Identify a point of contact.

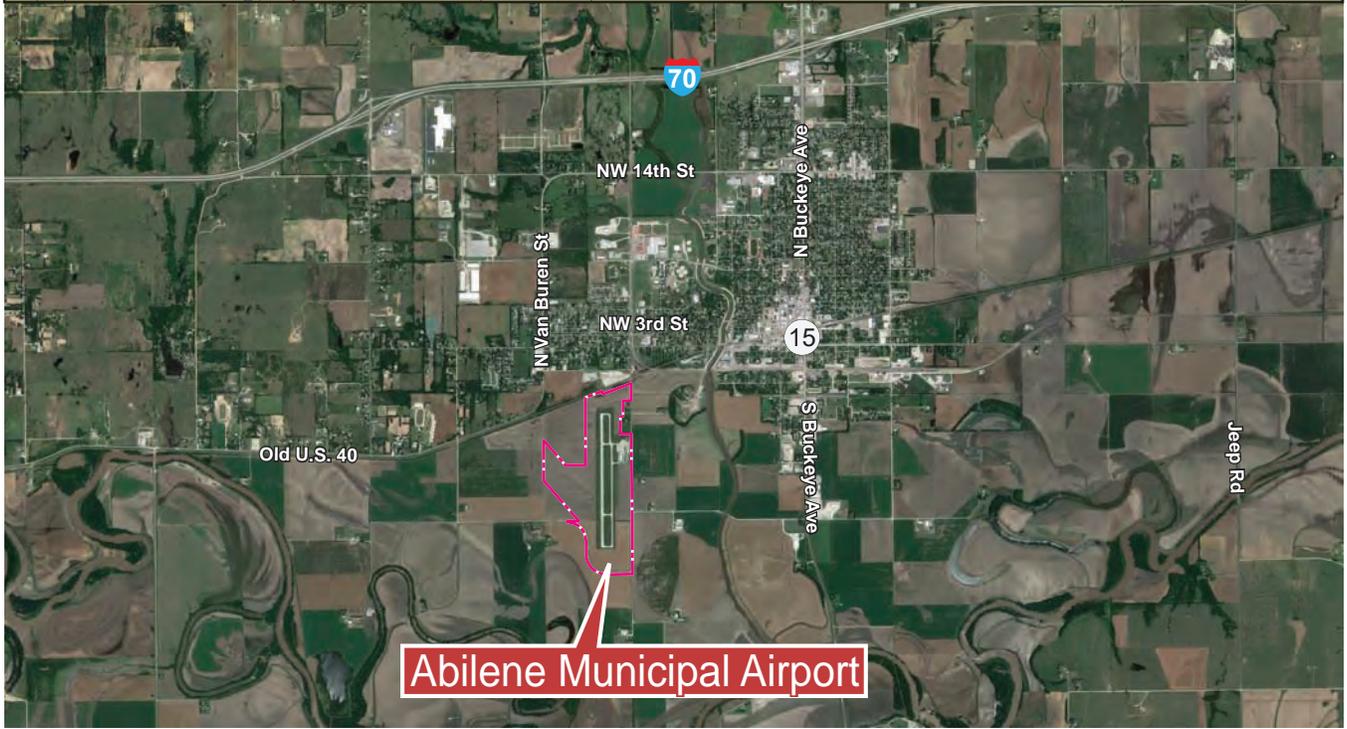
Coffman Associates, in association with Olsson, Inc. is preparing the Environmental Assessment Report. Please send your comments within thirty (30) days of receipt of this letter to Kory Lewis, Coffman Associates, at either of the following addresses:

Mailing Address: Kory Lewis
 Coffman Associates, Inc.
 12920 Metcalf Avenue, Suite 200
 Overland Park, KS 66213

Email Address: klewis@coffmanassociates.com

Sincerely,

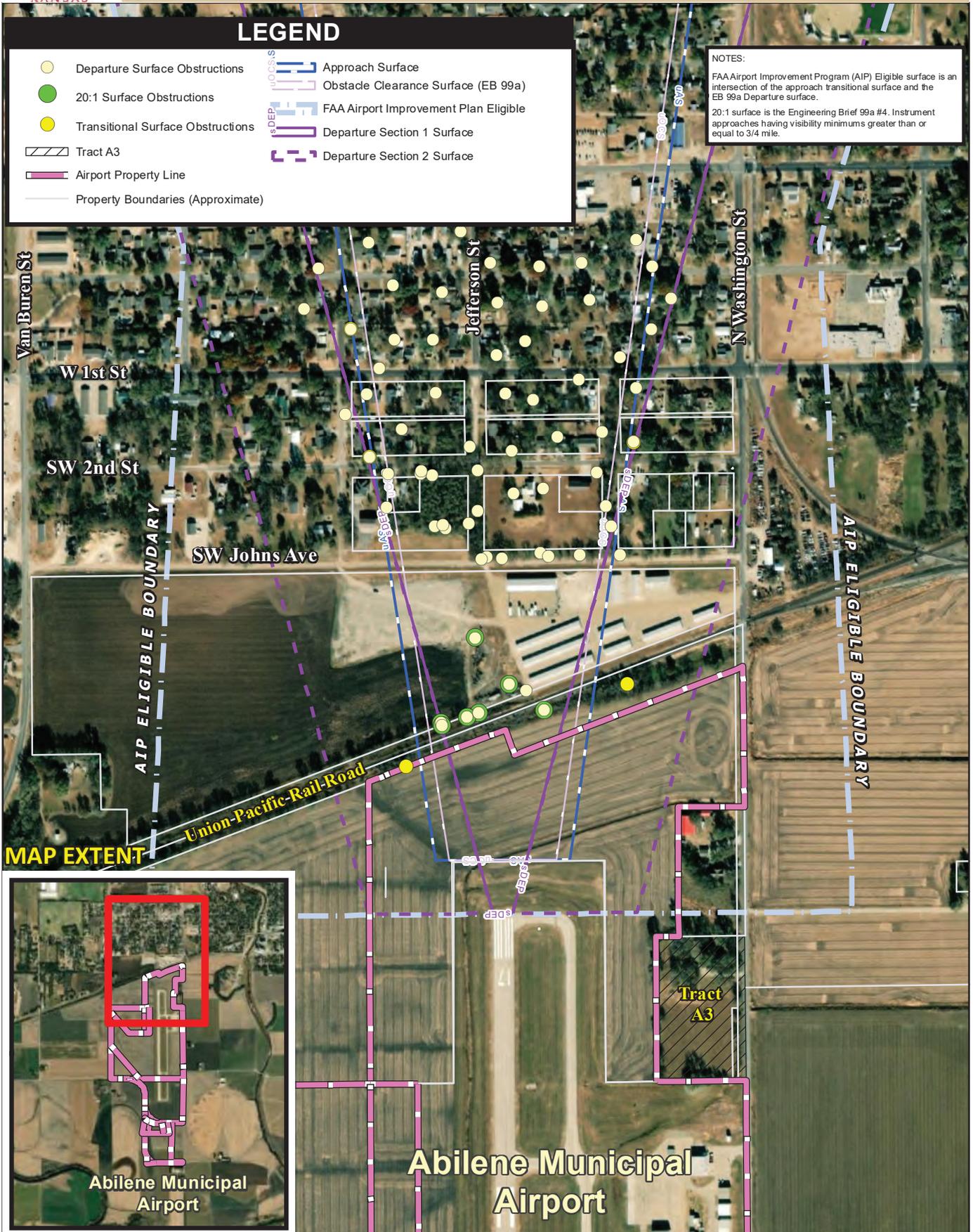
Kory Lewis



LEGEND

- Departure Surface Obstructions
- 20:1 Surface Obstructions
- Transitional Surface Obstructions
- Tract A3
- Airport Property Line
- Property Boundaries (Approximate)
- Approach Surface
- Obstacle Clearance Surface (EB 99a)
- FAA Airport Improvement Plan Eligible
- Departure Section 1 Surface
- Departure Section 2 Surface

NOTES:
 FAA Airport Improvement Program (AIP) Eligible surface is an intersection of the approach transitional surface and the EB 99a Departure surface.
 20:1 surface is the Engineering Brief 99a #4. Instrument approaches having visibility minimums greater than or equal to 3/4 mile.



Abilene Municipal Airport



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
KANOPOLIS REGULATORY SATELLITE OFFICE
107 RIVERSIDE DRIVE
MARQUETTE, KANSAS 67464

September 29, 2021

Regulatory Branch
(NWK-2021-00737)

Mr. Cory Lewis
Coffman Associates, Inc.
12920 Metcalf Avenue, Suite 200
Overland Park, Kansas 66213

Dear Mr. Lewis:

This is in response to your request submitted on behalf of the City of Abilene. It was received on September 29, 2021. The proposed work concerns the removal and/or trimming of trees on privately owned property within the approach area north of the airport and within donated property adjacent to the airport. The project is located in Sections 17 and 20, Township 13 South, Range 2 East, Dickinson County, Kansas [Latitude 38.9060, Longitude -97.2351].

We have reviewed the information furnished and have determined that the proposed activity **will not** involve the discharge of dredged or fill material in waters of the United States. Therefore, Department of the Army permit authorization **is not** required. Other Federal, state and/or local permits may be required, however, and you should verify this yourself.

The Corps of Engineers has jurisdiction over all waters of the United States. Discharges of dredged or fill material in waters of the United States, including wetlands, require prior authorization from the Corps under Section 404 of the Clean Water Act (33 USC 1344). The implementing regulation for this Act is found at 33 CFR 330-332.

We are interested in your thoughts and opinions concerning your experience with the Kansas City District, Corps of Engineers Regulatory Program. Please feel free to complete our Customer Service Survey form on our website at: <https://regulatory.ops.usace.army.mil/customer-service-survey/>. You may also call and request a paper copy of the survey which you may complete and return to us by mail.

If you have any questions concerning this matter, please feel free to write or contact me at 816-389-3098 or by email at steven.m.whetzel@usace.army.mil. Please reference Regulatory File No. NWK-2021-00737 in all comments and/or inquiries relating to this project. This letter is only being provided to you electronically at: kewis@coffmanassociates.com.

cc (electronically)

Environmental Protection Agency,
Watershed and Grants Branch
U.S. Fish and Wildlife Service, Manhattan, Kansas
Kansas Department of Wildlife and Parks
Kansas Department of Health and Environment
Kansas Department of Agriculture

From: [Thornton, Christopher J](#)
To: [Kory Lewis](#)
Cc: [Luginbill, Jason S](#)
Subject: 2021-CPA-0513 Abilene Municipal Airport Environmental Assessment
Date: Monday, October 4, 2021 3:04:30 PM

Dear Mr. Lewis:

We have reviewed your proposal for Abilene Municipal Airport Expansion and Environmental Assessment - Abilene, Dickinson County, Kansas. Primary disturbance activities include tree removal.

We focused our review on our authority under the Endangered Species Act and potential effects to any federally listed threatened or endangered species, critical habitats, or species of conservation concern, as well as our other statutory authorities including the Migratory Bird Treaty Act, Bald and Golden Eagle Protection Act, Fish and Wildlife Coordination Act, and the National Environmental Policy Act.

The Northern long-eared bat (*Myotis septentrionalis*) is protected by the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*) as threatened, and under a 4(d) rule. The 4(d) rule provides flexibility with implementation of the ESA and allows for limited tree removal projects provided those projects do not occur within 0.25 mile from a known, occupied hibernacula or involve any cutting of known, occupied roost trees during the pup season (June 1 – July 31).

We recommend the use of the USFWS 4(d) determination key for assessing potential effects to the Northern long-eared bat. Instructions for the online streamlined consultation process can be accessed by using the following link: https://www.fws.gov/Midwest/endangered/mammals/nleb/determination_key_instructions_nleb.html

Please let us know if you have any questions concerning how to use this process.

We recommend that any airport improvements be implemented in a manner that minimizes disturbance to native prairie/grassland.

We recommend that construction efforts seek to prevent the introduction of invasive species to the greatest extent practicable.

Invasive species, both aquatic and terrestrial, are a significant factor in the decline of native flora and fauna. Executive order 13112 Section 2 (3) directs Federal agencies to not authorize, fund, or carry out actions that it believes are likely to result in the introduction or spread of invasive species, and to ensure that all reasonable and prudent measures are taken to minimize risk of harm related to their actions. Hazard Analysis and Critical Control Points (HACCP) is a valuable planning tool for invasive species control. These tools are available at <http://hacpp-nrm.org/>. Invasive species of concern in Kansas include the zebra mussel (*Dreissena polymorpha*), Eurasian watermilfoil (*Myriophyllum spicatum*), purple loosestrife (*Lythrum salicaria*), Johnson grass (*Sorghum halepense*), sericea lespedeza (*Lespedeza cuneata*), salt cedar (*Tamarix spp.*), and reed canary grass (*Phalaris arundinacea*).

Human activities are the primary means of invasive species introduction. Prevention of introduction is the most cost-effective option for dealing with invasive species. We strongly encourage the inclusion of BMP's "best management practices" for the prevention of invasive species transfer. At minimum, we recommend

that the following be included as a permit condition:

All equipment brought on site should be thoroughly washed to remove dirt, seeds, and plant parts. Any equipment that has been in any body of water within the past 30 days should be thoroughly cleaned with hot water greater 140° F (typically the temperature found at commercial truck washes) and dried for a minimum of five days before being used at this project site. In addition, before transporting equipment from the project site, all visible mud, plants and fish/animals should be removed, all water should be eliminated, and the equipment should be thoroughly cleaned. Anything that was exposed to water should be cleaned and dried following the above procedure.

We recommend revegetation of disturbed areas with native, warm season grasses and shrubs post-construction to help prevent the increased potential of introduction of non-native invasive plant species.

Please consider this our official response to your request and thank you for the opportunity to provide review and comment.

Please direct any questions to Chris Thornton at christopher_thornton@fws.gov or 785-539-3474 x 102.

Chris Thornton
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
Kansas Ecological Services Field Office
2609 Anderson Avenue
Manhattan Kansas 66502
Office: (785) 539-3474 X 102

From: [Hofmeier, Jordan \[KDWP\]](#)
To: [Kory Lewis](#)
Subject: KDWP Review: Abilene Municipal Airport tree trimming/removal, DK Co. (Track #20110132-4)
Date: Wednesday, October 20, 2021 9:48:07 AM

Kory Lewis,

We have reviewed the information for the proposed tree trimming and removal on and near Abilene Municipal Airport in Dickinson County, KS (Section 20, Township 13 South, Range 2 East). The project was reviewed for potential impacts on crucial wildlife habitats, current state-listed threatened and endangered species and species in need of conservation, and Kansas Department of Wildlife and Parks managed areas for which this agency has administrative authority.

We provide the following comments and general recommendations, when applicable:

- **Avoid impacts to existing streams and rivers, riparian zones, wetlands, and native prairie and woodland areas.**
- **Minimize all bank or instream activity, particularly during general fish spawning season (March 1 – Aug. 31).**
- **Incorporate principles of low impact development (LID), such as permeable asphalt pavement, porous concrete, swales, bioretention, or raingardens. More info. on LID: <https://www.epa.gov/nps/urban-runoff-low-impact-development>**
- **Implement and maintain standard erosion-control Best-Management-Practices during all aspects of construction by installing sediment barriers (wattles, filter logs, rock ditch checks, mulching, or any combination of these) across the entire construction area to prevent sediment and spoil from entering aquatic systems. Barriers should be maintained at high functioning capacity until construction is completed and vegetation is established. For more information, go to: <http://www.kdheks.gov/stormwater/#construct>**
- **Reseed disturbed areas with native warm-season grasses, forbs, and trees.**

Results of our review indicate there will be no significant impacts to crucial wildlife habitats; therefore, no special mitigation measures are recommended. The project will not impact any public recreational areas, nor could we document any potential impacts to currently-listed

threatened or endangered species or species in need of conservation. No Department of Wildlife and Parks permits or special authorizations will be needed if construction is started within one year, and no design changes are made in the project plans. Permits or reviews may be required from other regulatory agencies including but not limited to: Kansas Dept. of Agriculture - Division of Water Resources, Kansas Dept. of Health and Environment, U.S. Army Corps of Engineers, U.S. Fish & Wildlife Service, etc. You should verify this yourself.

Since the Department's recreational land obligations and the State's species listings periodically change, if construction has not started within one year of this date, or if design changes are made in the project plans, the project sponsor must contact this office to verify continued applicability of this assessment report. For our purposes, we consider construction started when advertisements for bids are distributed.

Please consider this email our official review for this project. Thank you for the opportunity to provide these comments and recommendations. Please let me know if you have any questions or concerns about the preceding information.

Please direct all review materials electronically to KDWPT.ESS@ks.gov to streamline the review process for all parties.

JH

Jordan Hofmeier | *Aquatic Ecologist*
Kansas Department of Wildlife and Parks
512 SE 25th Ave | Pratt, KS 67124
T: (620) 672-0798 | ksoutdoors.com
C: (785) 249-0874 | chickadeecheckoff.com

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Appendix B

AIRPORT LAYOUT PLAN



Appendix C

ENVIRONMENTAL REVIEW

ENVIRONMENTAL REVIEW ABILENE MUNICIPAL AIRPORT

Prepared for:

City of Abilene

Dickinson County, Kansas

Prepared by:

Olsson Inc.

601 P Street, Suite 200

Lincoln, Nebraska

June 2021

Olsson Project No. 021-01266

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1.0 INTRODUCTION

Olsson completed an Environmental Review for the proposed “Project” which includes improvements to the Abilene Municipal Airport for the City of Abilene. The objective of the review was to identify potential wetland and other water features, potential threatened and endangered species habitat, and potential historic properties within the Project Area.

The Project Area encompasses 0.175 mi² (112 ac) in Abilene, Dickinson County, Kansas. The Project Area is located southwest of the intersection of South Washington Street and Johns Avenue. The Project Area includes the northern portion of the Abilene Airport, the Union Pacific railroad, agricultural fields, commercial areas, and residential lots in the southwest portion of Abilene. (Figure 1 and 2, Appendix A)

The U.S. Environmental Protection Agency (EPA) classifies the Project Area as being within the Central Great Plains Level III Ecoregion, more specifically, the Smoky Hills Level IV Ecoregion. The Smoky Hills Ecoregion is an undulating to hilly dissected loess plain with sandstone hills underlain by the Dakota Formation. The region is transitional, with a variable climate and potential natural vegetation ranging from tallgrass prairie in the east to mixed grass prairie in the west. Soils are silty and loamy, and formed in loess with areas of sandy soils formed in sandstone. Land use consists of cropland and grassland with dryland winter wheat as the principal crop. Average annual precipitation ranges from 24 to 28 inches (Chapman et al. 2002).

2.0 METHODS

For the purposes of this environmental review, Olsson completed a wetland desktop review of publicly available datasets to identify potential wetland and other water resources. Publicly available datasets depict the potential locations of wetlands and other water resources, or characteristics typically associated with wetlands and other water resources. The wetland desktop review also included a Wetlands Climate Tables (WETS) Analysis as defined in Part 650 of the U.S. Department of Agriculture Engineering Handbook (USDA NRCS 2012). A WETS Analysis determines areas of potential wetlands in agricultural settings. The wetland desktop review was followed by a site visit to investigate the Project Area for signs of wetland characteristics.

Threatened and endangered species that may be present within the Project Area were identified using state and federal websites. Locations of preferred habitat were evaluated using National Agriculture Imagery Program (NAIP) aeriels and assessed during the site visit.

A search for historic properties that may be present within the Project Area was completed using federal websites. Websites were used to determine if historic properties were located within ¼-mile of the Project Area.

2.1 Dataset Sources

The datasets used for the wetland desktop review, threatened and endangered species review, and historic property review included the following:

- 7.5' digital topographic quadrangles, 1:24,000 (U.S. Geological Survey [USGS] 2018a)
- Environmental Science Research Institute (ESRI) aerial imagery (ESRI 2020)
- Kansas Department of Wildlife, Parks, and Tourism (KDWPT), Threatened and Endangered Species for Dickinson County (KDWPT 2021)
- NAIP, Digital Ortho Quarter Quad (60cm/pixel GSD), Kansas (U.S. Department of Agriculture [USDA], Farm Services Administration [FSA] 2020)
- National Hydrography Dataset (NHD), 1:24,000 (USGS 2018b)
- National Register of Historic Places (NHRP; NPS 2021)
- National Wetlands Inventory (NWI), Version 2 (U.S. Fish and Wildlife Service [USFWS] 2020)
- Soil Survey Geographic (SSURGO) Database (Natural Resources Conservation Service [NRCS] USDA 2018)
- U.S. Fish and Wildlife Service (USFWS) Environmental Conservation Online System (ECOS) website (USFWS 2021a)
- USFWS Information for Planning and Consultation (IPaC) website (USFWS 2021b)

2.2 Site Visit

During the site visit Olsson biologists walked the Project Area to look for signs of wetland characteristics such as hydrophytic (wetland) vegetation and hydrology throughout the project area. The Project Area was also investigated to determine if any potential preferred habitat for any threatened and endangered species was present.

3.0 RESULTS

3.1 Wetland Desktop Review Results

The NWI, NHD, and topographic map do not depict any wetlands, open water features, or stream channels within the Project Area (Figure 3, Appendix A).

The WETS Analysis identified four areas with potential wetlands in agricultural fields where NAIP shows signs of crop stress, inundation, or saturation in more than half the years with normal precipitation. Two of the WETS areas are in swales extending through the agricultural fields surrounding the airport runway at the airport. The other two WETS areas are in low areas of an agricultural field to the north of the railroad tracks.

3.2 Wetland Site Visit Results

The site visit was completed on June 16, 2021, by Olsson biologists. The wetland desktop review and site visit identified approximately 4.21 ac of potential wetlands and no open water features or stream channels within the Project Area. During the site visit hydrophytic vegetation and saturated and/or inundated soils were observed in a drainage ditch extending along the west and north sides of the airport runway. The drainage ditch appears to be manmade and is meant to take water away from the property. The drainage ditch would very likely be classified as an emergent wetland system.

In addition to the drainage ditch, a series of swales were observed throughout the agricultural fields surrounding the airport runway. These swales appeared to be saturated and hydrophytic vegetation was observed extending from the drainage ditch into these swales. It is possible that the swales would meet the criteria of emergent wetlands as well. Portions of these swales were also identified in the WETS Analysis as potential agricultural wetlands.

Another potential wetland system was observed in a swale with hydrophytic vegetation to the north of the airport runway and extending along the east side before extending to the east to the roadside ditch along the west side of South Washington Street. The areas closer to the roadside ditch to the north of the hangers are likely emergent wetland but additional investigation should be done to determine if the areas around the airport runway are indeed wetland.

Hydrophytic vegetation is also present in the railroad ditches beginning in the center of the Project Area and extending west out of the Project Area and into portions of the agricultural fields at a culvert. These areas are potential emergent wetlands, but no surface signs of wetland hydrology were observed so more investigation is needed to determine the boundaries of any potential wetlands in the railroad ditches.

Finally, hydrophytic vegetation and saturation were observed in low areas of an agricultural field north of the railroad tracks. These areas were identified in the WETS Analysis and are likely an emergent wetland. Potential wetlands identified during the site visit can be seen on Figure 4 in Appendix A.

Potential wetlands identified in the field, WETS areas, and photo locations are shown on Figure 4 in Appendix A.

3.3 Threatened and Endangered Species Desktop Review Results

According to KDWPT the following threatened and endangered species may be present in Dickinson County.

- American Burying Beetle (*Nicrophorus americanus*) - The American Burying Beetles have been frequently found in upland grasslands or near the edge of grasslands/forests.

Sandy/clay loam soils and food (carrion) availability are also important. The species appears to prefer loose soil in which carrion can be easily buried. (KDWPT 2021).

- Eastern Spotted Skunk (*Spilogale putorius*) - Spotted Skunks seem to prefer forest edges and upland prairie grasslands, especially where rock outcrops and shrub clumps are present. In western counties, it relies heavily on riparian corridors where woody shrubs and woodland edges are present. Woody fencerows, odd areas, and abandoned farm buildings are also important habitat for Spotted Skunks. (KDWPT 2021).
- Least Tern (*Sterna antillarum*) - Least Terns are summer residents in Kansas. Nesting birds have been recorded in six central and western Kansas counties, Jeffery Energy Center, and along the Kansas River. Terns require barren areas near water such as saline flats in salt marshes, sand bars in riverbeds, and shores of large impoundments. A dependable food supply of small fish and aquatic crustaceans must be nearby. (KDWPT 2021).
- Piping Plover (*Charadrius melodus*) - Piping Plovers are rare migrants through Kansas. They require sparsely vegetated shallow wetlands, open beaches, and sandbars adjacent to or within streams and impoundments. Nesting has been recorded on sand bars along the Kansas River. Piping Plovers may occur occasionally anywhere in the state where suitable habitat is found. (KDWPT 2021).
- Snowy Plover (*Charadrius alexandrinus*) - The Snowy Plover prefers open salt flats, beaches and bars of rivers, and wetlands. In Kansas, this plover is a regular but uncommon migrant and summer resident. Nesting occurs in scattered locations in central and southwestern Kansas where open salt flats or sandy areas near water occur. (KDWPT 2021).
- Sturgeon Chub (*Macrhybopsis gelida*) - The Sturgeon Chub prefers large turbid sandy rivers over substrate of small gravel and coarse sand. They like areas swept by currents especially at heads of islands or exposed sandbars. (KDWPT 2021).
- Topeka Shiner (*Notropis topeka*) - The Topeka Shiner lives near the headwaters of small prairie streams with high water quality and cool temperatures. These streams generally exhibit intermittent flow during summer; however, pools are maintained by spring or groundwater percolation. The substrates of these streams are most often clean gravel; however, bedrock and clay hardpan overlain by a thin silt layer are not uncommon. Topeka Shiners most often occur in pool and run areas. Critical habitat for the Topeka Shiner is also present within Dickinson County (KDWPT 2021).
- Whooping Crane (*Grus americana*) - Whooping Cranes are regular spring and fall transients through Kansas, generally passing through the marked corridor in March-April and October-November. Occurrences outside the marked corridor have been infrequent but as Whooping Crane populations increase; such sightings may become more frequent. Preferred resting areas are wetlands in level to moderately rolling terrain away from human activity where low, sparse vegetation permits ease of movement and an open view.

During migration, Whooping Cranes feed on grain, frogs, crayfish, grasshoppers, fish, crickets, spiders, and aquatic plants. (KDWPT 2021).

The USFWS IPaC also identified the following species.

- Northern Long-eared Bat (*Myotis septentrionalis*) - During summer, Northern Long-eared Bats roost singly or in colonies underneath bark, in cavities, or in crevices of both live and dead trees. Males and non-reproductive females may also roost in cooler places, like caves and mines. This bat seems opportunistic in selecting roosts, using tree species based on suitability to retain bark or provide cavities or crevices. It has also been found, rarely, roosting in structures like barns and sheds. Northern Long-eared Bats spend winter hibernating in caves and mines, called hibernacula. They typically use large caves or mines with large passages and entrances; constant temperatures; and high humidity with no air currents. Specific areas where they hibernate have very high humidity, so much so that droplets of water are often seen on their fur. Within hibernacula, surveyors find them in small crevices or cracks, often with only the nose and ears visible (USFWS ECOS 2021).

3.4 Threatened and Endangered Species Site Visit Results

Based on a review of habitats present within the Project Area there is potential habitat for the Eastern Spotted Skunk and Northern Long-eared Bat within wooded areas of the Project Area.

The majority of the Project Area consists of agricultural land, railroad and rail right-of-way, roadway, and commercial and residential lots which do not provide habitat for the American Burying Beetle. Because there are no streams in the Project Area, no habitat for any fish species would be present. The Least Tern, Piping Plover, and Snowy Plover prefer open flats and beaches, none of which are present within the Project Area. The Project Area is within the city limits of Abilene with frequent human activity and would likely not provide habitat for the Whooping Crane.

Avian nest clearance surveys will need to be completed prior to clearing of any trees or shrubs during the nesting season for Project construction to remain in compliance with the Migratory Bird Treaty Act. The nesting season occurs from March 15 through August 15 but can occur earlier for some species. While no bald or golden eagle nests were observed during the site visit, additional nest surveys are recommended depending on Project timing to avoid any impacts to eagles in accordance with the Bald and Golden Eagle Protection Act.

3.5 Historical Property Desktop Review Results

According to the NRHP websites, no known historic sites fall within ¼-mile of the Project Area. The Abilene City Park Historic District is the nearest registered site approximately 0.45 mile to the northeast.

4.0 DATA LIMITATIONS

Based upon the limitations of the environmental review, it should be noted that the results should be used for preliminary Project layout and planning purposes only. Wetland and other water resources may exist within the Project Area at locations that have not been identified based upon the desktop analysis due to the limitations of the available data. In addition, the exact boundaries of the potential wetlands cannot be confirmed without a wetland delineation field investigation using methods described in the *USACE Wetland Delineation Manual* (Environmental Laboratory 1987) and *the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Great Plains Region* (USACE 2010). In Kansas, field investigations can only be completed during the growing season from April 1st to October 31st.

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USFWS. 2021b. Information for Planning and Consultation (IPaC). <https://ecos.fws.gov/ipac/>.
Accessed: June 29, 2021.

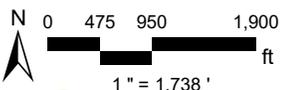
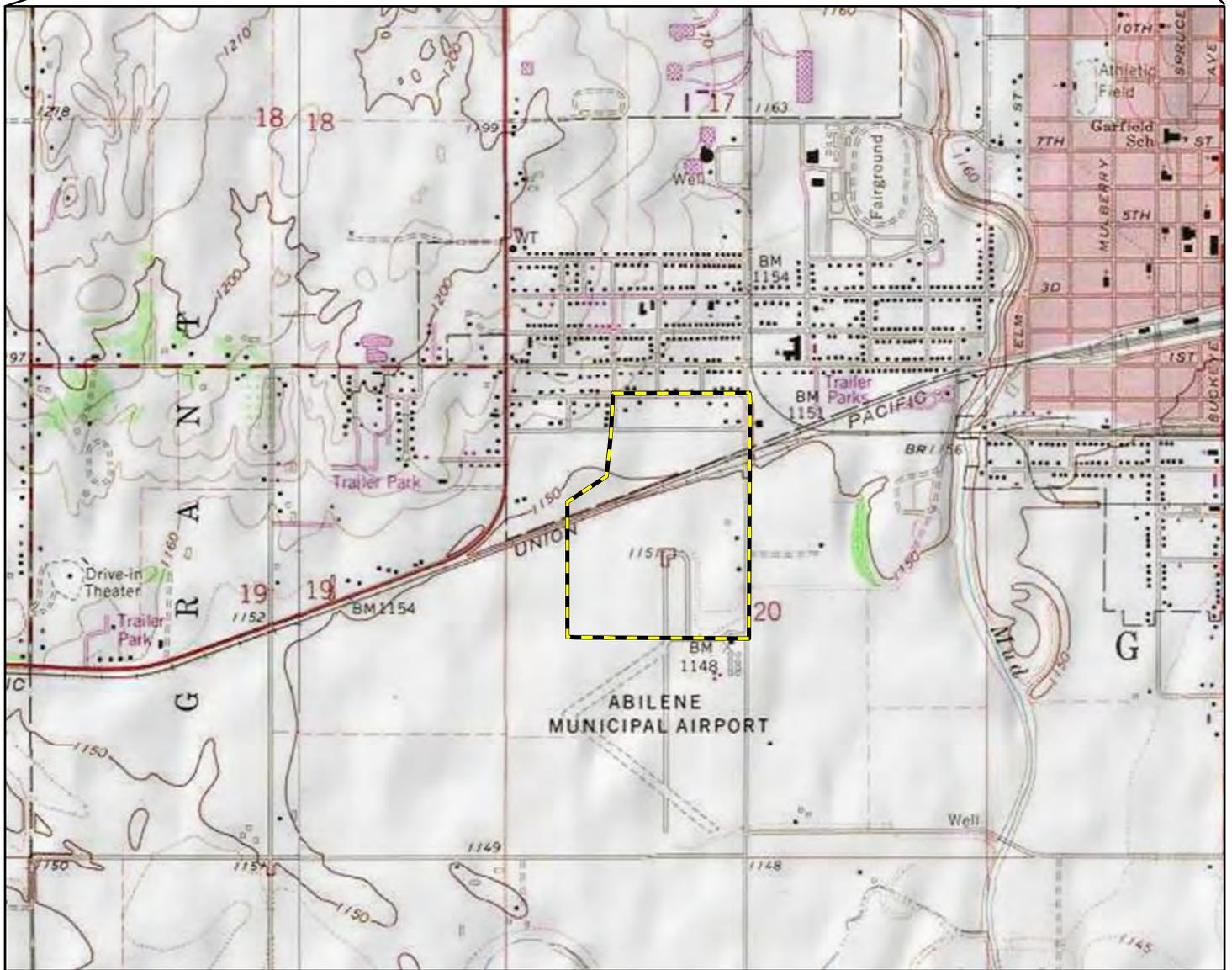
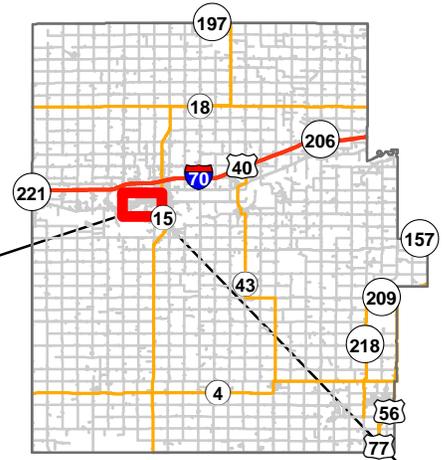
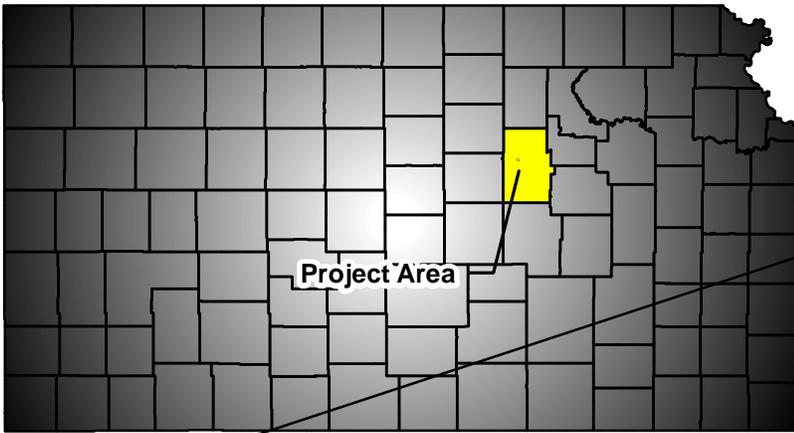
USGS. 2018a. 7.5-minute digital topographic quadrangle – Abilene, 1:24,000. DOI, USGS,
Reston, Virginia.

USGS. 2018b. National Hydrography Dataset (NHD) 1:24,000 Model Version 2.2.1. USGS,
National Geospatial Program, Reston, Virginia.

APPENDIX A FIGURES

KANSAS

DICKINSON COUNTY



Project Area

Abilene Municipal Airport

Environmental Review

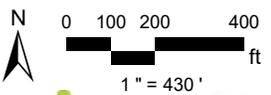
021-01266

Dickinson County, Kansas

Location Map

Figure 1





 Project Area

Abilene Municipal Airport

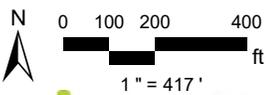
Environmental Review

021-01266

Dickinson County, Kansas

Site Map

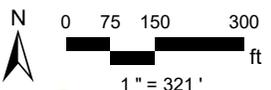
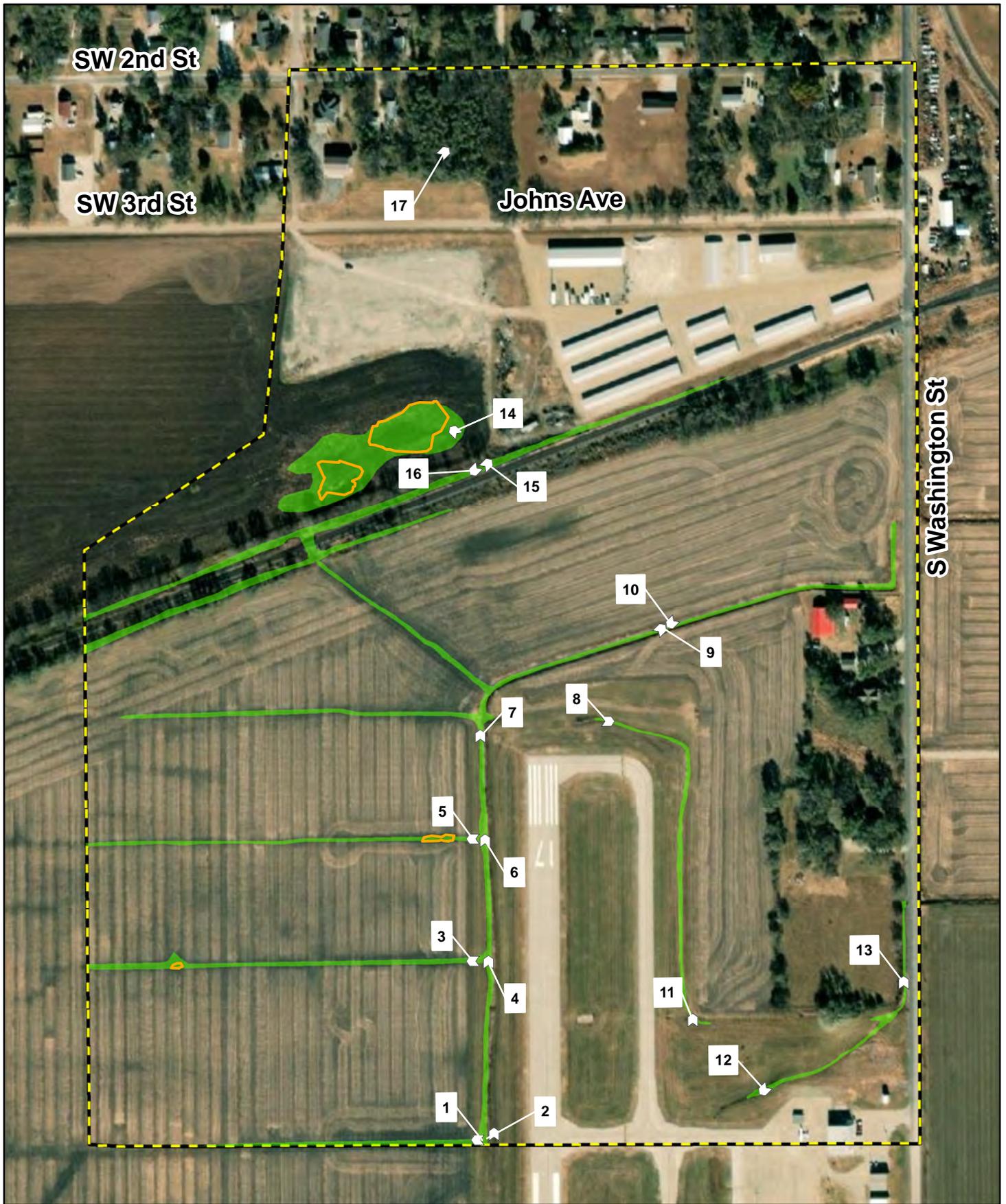
Figure 2



- Project Area
- SSURGO Soils

Abilene Municipal Airport
 Environmental Review
 021-01266
 Dickinson County, Kansas
Natural Resources Map
 Figure 3

F:\2021\101001-01500\021-01266\40-Design\GIS\6_18_21_NRPL_DesktopSite\isit2.mxd PUBLISHED BY: nehlert DATE: July 01, 2021



olsson

-  Photo Point
-  Potential Wetland
-  WETS Areas
-  Project Area

Abilene Municipal Airport

Environmental Review

021-01266

Dickinson County, Kansas

Results Map

Figure 4

C-15

APPENDIX B
PHOTOLOG



Photo No. 1

Photo Dir. West

Figure No. 4

Description: A low swale extending into an agricultural field planted in wheat along the southern edge of the Project Area. This area contained hydrophytic vegetation and saturated soils and therefore may be a potential wetland.



Photo No. 2

Photo Dir. North

Figure No. 4

Description: This area is a ditch in the southern portion of the Project Area to the west of the runway. The ditch contained hydrophytic vegetation and saturated soils and therefore may be a potential wetland.



Photo No. 3

Photo Dir. West

Figure No. 4

Description: Another low swale extending into an agricultural field planted in wheat in the southern half of the Project Area. This area contained hydrophytic vegetation and saturated soils and therefore may be a potential wetland.



Photo No. 4

Photo Dir. North

Figure No. 4

Description: This is an upland area between the ditch and wheat field.



Photo No. 5

Photo Dir. West

Figure No. 4

Description: Another low swale extending into an agricultural field planted in wheat in the west-central portion of the Project Area. This area contained hydrophytic vegetation and saturated soils and therefore may be a potential wetland.



Photo No. 6

Photo Dir. North

Figure No. 4

Description: Continuation of the ditch with potential wetland along the west side of the runway.



Photo No. 7

Photo Dir. North

Figure No. 4

Description: The ditch had standing water and hydrophytic vegetation in the ditch that continues to the northeast around the runway.



Photo No. 8

Photo Dir. East

Figure No. 4

Description: This area is a low swale area to the north of the runway that contained saturated soils and hydrophytic vegetation and therefore may be a potential wetland.



Photo No. 9

Photo Dir. Northeast

Figure No. 4

Description: Continuation of the ditch as it extends out of the Project Area.



Photo No. 10

Photo Dir. Southwest

Figure No. 4

Description: Continuation of the ditch as it extends out of the Project Area.



Photo No. 11

Photo Dir. North

Figure No. 4

Description: Low area of a swale on the east side of the runway. This area has hydrophytic vegetation and may be a wetland.



Photo No. 12

Photo Dir. Southwest

Figure No. 4

Description: This area is a low swale to the north of the hangers. This area has hydrophytic vegetation and is a potential wetland that extends to the east to the roadside ditch.



Photo No. 13

Photo Dir. North

Figure No. 4

Description: This area is a low swale to the north of the hangers. This area has hydrophytic vegetation and is a potential wetland that extends to the east to the roadside ditch.



Photo No. 14

Photo Dir. Northwest

Figure No. 4

Description: This area was identified as a Wetlands Climate Tables (WETS) Area during the desktop review as a potential wetland. This area contained saturated soils and therefore may be a potential wetland.



Photo No. 15

Photo Dir. Northeast

Figure No. 4

Description: This area is a low swale area next to railroad tracks that contained saturated soils and hydrophytic vegetation and therefore may be a potential wetland.



Photo No. 16

Photo Dir. Southwest

Figure No. 4

Description: This area is a low swale area next to railroad tracks that contained saturated soils and hydrophytic vegetation and therefore may be a potential wetland.



Photo No. 17

Photo Dir. Northeast

Figure No. 4

Description: Photo of upland forested area north of Johns Avenue. Forested areas may contain potential habitat for the Eastern Spotted Skunk and the Northern Long-Eared Bat.



Appendix D

RECORDATION OF RESIDENTIAL PROPERTIES

**RECORDATION OF RESIDENTIAL PROPERTIES
NORTH AND EAST OF ABILENE MUNICIPAL AIRPORT
ABILENE, KANSAS**

Prepared by
SUSAN JEZAK FORD
Architectural and Historical Research
3628 Holmes Street, Kansas City, MO 64109
816.210.2096.citysusan@gmail.com

9 September 2021

Introduction

The City of Abilene adopted an Airport Master Plan on July 15, 2020. The new Master Plan updated a 1978 plan to provide a comprehensive analysis of the airport's current and future needs, defining Abilene's role within the regional airport system. The 2020 Master Plan provides a continuous planning process designed to meet the community's future aviation necessities. These include the requirements of future aircraft, the capacity of current runways, capability of aircraft parking and storage, potential development of future runways and a future Airport Layout Plan.

The Airport Master Plan determined that the Abilene Municipal Airport's runway 17/35 has obstructions that include trees.¹ The report recommends the removal or trimming of trees on private properties north and east of the airport. The Federal Aviation Administration (FAA) has determined that the mitigation may have an adverse effect (as defined in 36 CFR Part 800.5(a)(1)) upon properties that may be eligible for listing in the National Register of Historic Places. In accordance with Section 106 of the National Historic Preservation Act (16 U.S.C. 470f), Susan Jezak Ford was chosen as the consultant to provide a recordation report of the affected properties.

Ford received a signed contract on May 27, 2021 for Recordation of 12 Properties north and east of the Abilene, Kansas Airport. The following document is the result of available research on the properties affected by the mitigation.

Airport Description and History

The Abilene Municipal Airport K78 is located approximately one mile southwest of downtown Abilene in Dickinson County, Kansas. It occupies 195 acres in Sections 20 and 29, Township 13 South, Range 2 East.² The airport has one runway—17/35—that is 75 feet wide and 4100 feet long. Taxiways are located east of the runway. Airport buildings are east of the taxiways, approached via South Washington Street. The buildings include a metal airport building and a collection of metal outbuildings and hangars.

The City of Abilene purchased 160 acres of river bottom land in 1946 to build the airport. Funding came from a combination of Airport Bonds and FAA funds. Wright Field, a privately owned airstrip, was located east of the current airport site at that time. An airport hangar was built in 1953 and expanded in 1956. Runway 17/35 was lengthened and one partial taxiway was built in 1961. A larger hangar was built in 1963. Runway 17/35 reached its current length of 4100 feet in 1982-1983. A three-inch layer of asphalt was added to Runway 17/35 in 1987 and the runway was reconstructed with concrete in 2015.³

¹ Benesch, "Abilene Municipal Airport; Airport Master Plan" 15 July 2020, 383.

² "Abilene Municipal Airport (K78) Information" <https://www.airport-data.com/airport/K78/> accessed 18 August 2021.

³ Jean Bowers, "Airport an unexpected asset" 8 March 2019" Abilene-RC.com accessed 17 August 2021; Benesch, 1-4.

The public-use airport is owned and operated by the City of Abilene. The airport accommodates business travelers, medical personnel, law enforcement, crop dusters and student pilots from Kansas State University. Critically injured patients are flown out of the airport via air ambulance to Wichita or Kansas City. The airport is also used by local groups and civic organizations for educational programs and meetings.

Affected Properties and Historic Significance

Ten of the twelve properties affected by the mitigation involving the removal or trimming of trees are located north of runway 17/35 in Abilene's Highland Addition subdivision. The remaining two properties are considered rural, located northeast of the runway on South Washington Street.

Most of the Highland Addition properties consist of single-family homes with adjacent garages or outbuildings.⁴ Four of the eight Highland Addition properties have historical homes. These properties have construction dates that range from around 1905 to around 1960. None of these houses are eligible for listing in the National Register of Historic Places due to non-historic siding and/or additions that reduce each building's integrity.⁵ The eight modern homes were built from around 1993 to 2014 according to Dickinson County real estate records. At least three of the modern houses are manufactured homes.

The Highland Addition plat appears as early as 1901 on maps of Abilene, although individual buildings are not shown (Figure 1). Historical atlases show that the western portion of the neighborhood originally extended south to the tracks of three railroads—the Union Pacific Railroad, Atchison, Topeka & Santa Fe Railroad and Chicago, Rock Island & Pacific Railroad. The blocks south of SW Johns Avenue were vacated after publication of the 1921 atlas (Figure 2). North-south streets south of SW 2nd Street have also been vacated—Jefferson Street between Blocks 10 and 11, and Adams Street between Block 11 and 12. Blocks 10, 11 and 12 each originally had 12 lots facing SW 2nd Street and SW Johns Avenue.⁶ It is likely that the lots were never fully occupied. A 1991 aerial photograph (Figure 3) shows Blocks 10, 11 and 12 as sparsely settled. The photograph shows 1413 SW 2nd Street and a farmstead or industrial building in Block 10, 1315 SW 2nd Street in Block 11, and possibly several small houses facing SW 2nd Street in Block 12. The photograph may also show a farmstead or house with outbuildings in the south portion of Block 12. These blocks today are denser with the addition of several modern houses (Figure 4). The remaining historic houses are all now clad in non-historic siding. In the rest of the Highland Addition neighborhood, many of the historic houses have been replaced by modern houses. Like the affected blocks, there is a pervasiveness of non-historic siding, typically vinyl, applied to the extant historical houses. The neighborhood does not retain sufficient integrity for listing as a district in the National Register of Historic Places nor the Register of Historic Kansas Places.

⁴ One property, 1202 SW John Avenue, only has a circa 1960 garage.

⁵ The determination of ineligibility is in agreement with the staff of the Kansas Historic Preservation Office.

⁶ SW 2nd Street is shown in historical atlases as S. Second Street and SW Johns Avenue as John Street.

Figure 1. 1901 Atlas of Highland Addition.

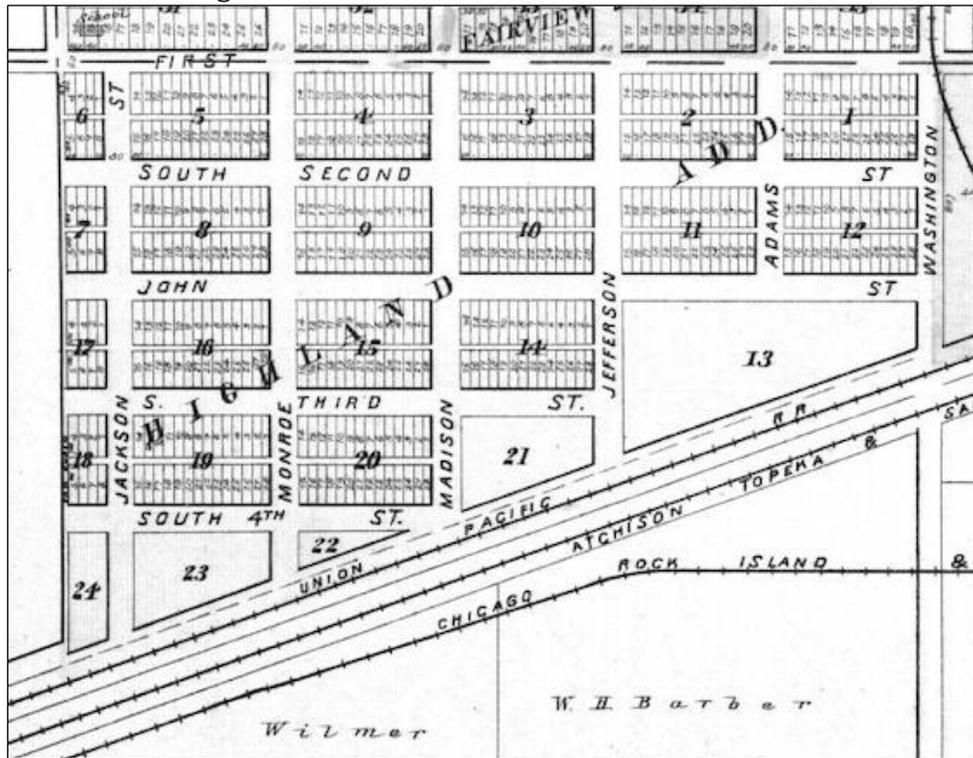


Figure 2. 1921 atlas of Highland Addition.

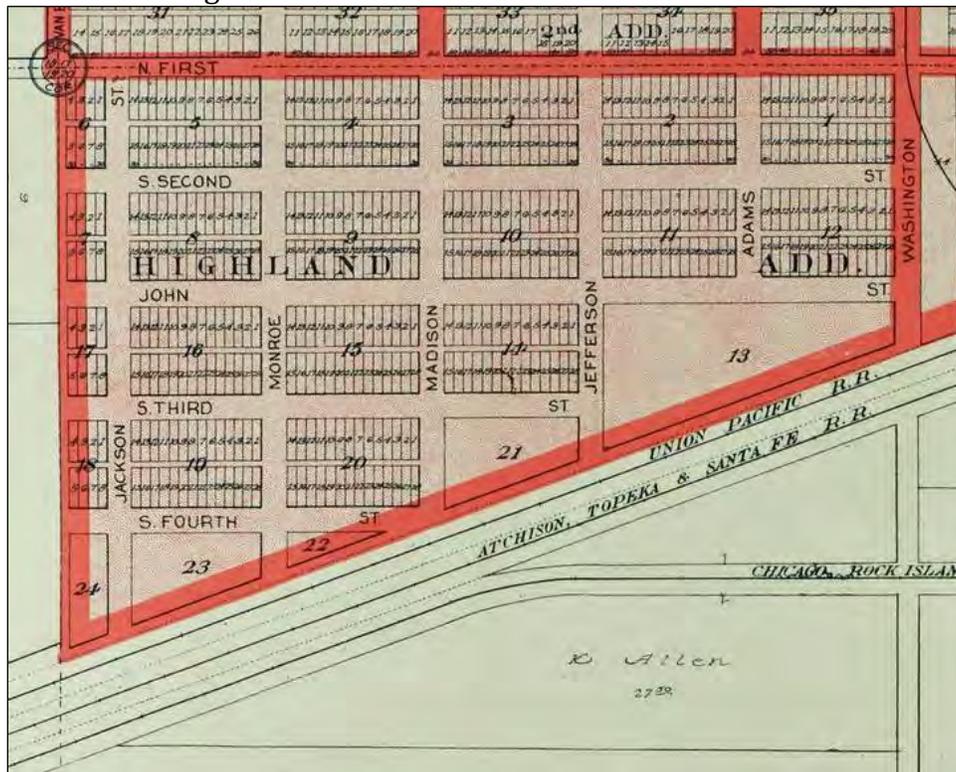


Figure 3. Aerial photograph of affected Highland Addition Blocks 10, 11, 12, 1 October 1991.
(Google Earth)



Figure 4. 2020 aerial photograph of affected blocks.
(Benesch, "Abilene Municipal Airport; Airport Master Plan")

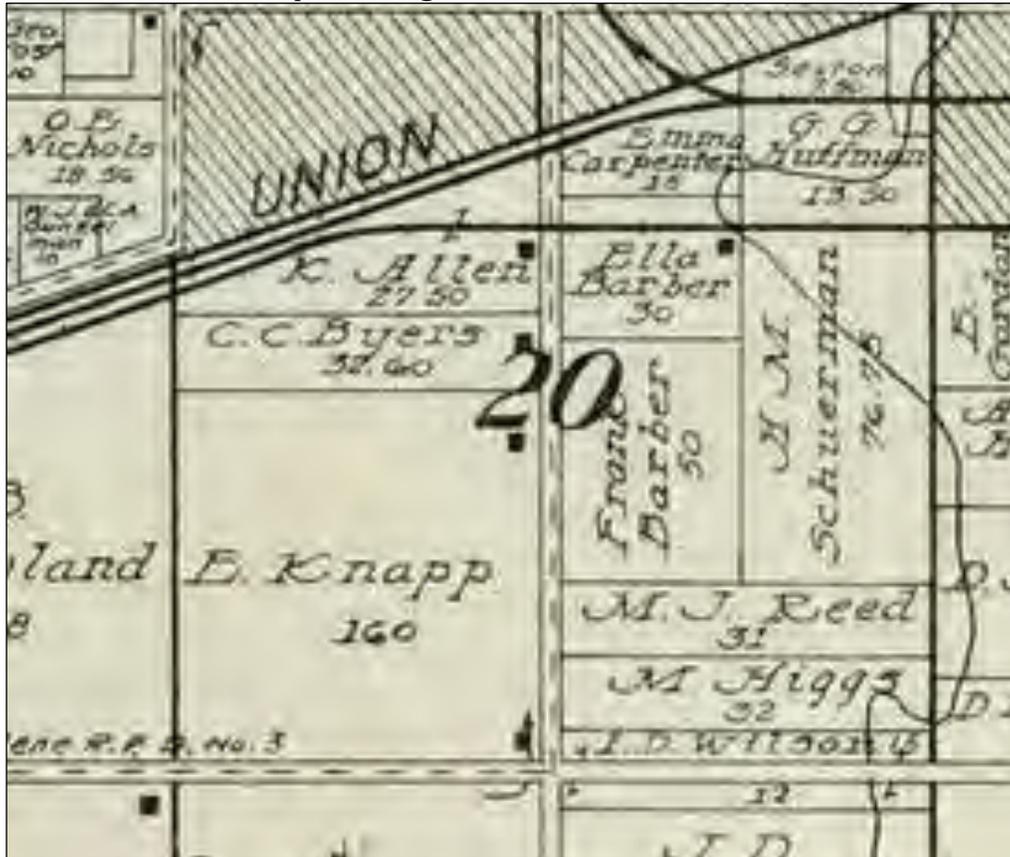


The two affected rural properties are located at 515 S. Washington Street and 609 S. Washington Street in the northwest quarter of Section 20, Township 13, Range 2 East. The Allen farmstead at 515 S. Washington Street consists of four historical buildings and two structures, as well as two modern buildings. Historical items include a house, garage, two sheds, silo and a windmill. Non-historical buildings include a circa 1970 barn and a modern garage. The farmstead was likely built around 1920, as it first appears on the 1921 atlas (Figure 5). While it may be noteworthy as a collection of rural farm structures, it is not eligible for listing in the National Register of Historic Places. The house is clad in vinyl and has modern replacement windows. The barn does not retain sufficient significance for

listing on its own. The outbuildings and structures do not have sufficient significance for listing on their own nor as a historic district.

The C.C. Byers property at 609 S. Washington Street has a circa 1910 house and a garage. The house and garage are clad in matching siding that appears to be modern wood. House windows are also modern replacements. Buildings first appear here on the 1921 atlas (Figure 5), but the house's form indicates a construction date of around 1910. The house's non-historic siding and modern windows make it ineligible for listing in the National Register.⁷

Figure 5. Section 20, Township 13, Range 2 East.



⁷ The determination of ineligibility for 515 S. Washington and 609 S. Washington is in agreement with the staff of the Kansas Historic Preservation Office.

Inventory of Properties

The following information has been entered into the Kansas Historic Resources Inventory (KHRI) at <https://khri.kansasgis.org/> under the survey project, Abilene - Airport Survey (FAA 2021).

203 S. Madison Street, circa 2009. The house falls into Virginia McAlester's classification of a French Styled Ranch. The house has two projections on the W façade—one for the covered front porch and one for the garage. A rear east projection provides an engaged roof over a patio. South elevation has garage entrance. East elevation has a projecting chamfered bay window. Most windows are in pairs. Exterior walls are modern composite and brick veneer. According to the Dickinson County website, the house is 1750 square feet with seven bedrooms, three baths and a full basement. Site includes a south metal outbuilding. The house is too new for listing in the National or Kansas Register.



1413 SW 2nd Street, circa 1910. The property sold to JB Petrie in 1907 and it is likely that it was built shortly after. In 1921 it sold to Kate Petrie. The gable-front house has a north front gabled porch, south rear gabled one-story addition and an east squared bay extension. Windows are modern replacements within historic framing. The siding is asbestos shingles, the roof is asphalt shingles and foundation is concrete. The east elevation has an exterior cellar door. According to the Dickinson County website, the house is 979 square feet with two bedrooms, one bath and a crawlspace. The asbestos siding is likely not original to house's construction. The site includes three garages. The replacement siding and modern windows make it ineligible for listing.



1315 SW 2nd Street, circa 1910. The property sold three times between 1910 and 1912. In 1912 it sold to James W. Mizener, who retained it until 1921. It is likely that the house was built around 1910. The gable-front house has a west gable addition and two southwest shed additions. The north façade has a gabled porch over a concrete pad. The south rear has a shed porch over a concrete pad. The house has vinyl siding, a concrete foundation and modern replacement windows. According to the Dickinson County website, the house is 1129 square feet with two bedrooms, one-and-a-half baths and a partial basement. The site includes a modern metal outbuilding. Vinyl siding and modern windows make the house ineligible for listing.



1305 SW 2nd Street, circa 2014. The west portion of the house has engaged north and south porch overhangs supported by wood posts. The north façade has three east garage doors and two entrance doors. Siding is synthetic wood and synthetic stone. According to the Dickinson County website, the house is 1188 square feet with two bedrooms, one bath and is set on a concrete slab. The house is too new for listing.



1215 SW 2nd Street, circa 2004. The house is a Wardcraft manufactured home. The north façade has three pairs of windows and a center entrance door fronted by a wood deck. The south rear has a double sliding glass door with a wood deck. The east elevation has an entrance door. Siding is vinyl and the foundation is concrete. According to the Dickinson County website, the house is 1276 square feet with three bedrooms, two baths and a full basement. Site includes a modern wood shed. The house is too new for listing.



1209 SW 2nd Street, circa 1905. Mary J. Reed purchased the property in 1902. It is likely that the house was built soon after the sale. In 1913 it was sold to Robert J. Reed, who owned it until 1956. The house has north, south, west and east gables. The east gable is chamfered. The original north porch and northeast entrance have been enclosed. The house's entrance is now located in rear east elevation. The house has a hipped south rear addition. The west, north and east gables have fishscale shingles. The house appears to be clad in modern composite siding. The foundation is concrete. According to the Dickinson County website, the house is 1073 square feet with two bedrooms, one bath and a crawl space. Site includes a wood shed. The house has lost integrity through alterations and non-historic siding and is not eligible for listing.



1205 SW 2nd Street, circa 1981. The house's north façade has a center entrance surrounded by pairs of windows. The house has vinyl siding with a north brick veneer half wall and a concrete block foundation. According to the Dickinson County website, the house is 720 square feet with one bedroom, one bath and a crawl space. Site includes a modern wood shed. The house is too new for listing.



201 S. Washington Street, circa 2000. The manufactured house's east façade has three single windows, one pair of windows and an entrance door under a gable that is fronted by a wood deck. The house's siding is vinyl and the foundation is concrete. According to the Dickinson County website, the house is 1404 square feet with three bedrooms, two baths and a crawl space. Site includes a modern metal garage and small wood shed. The house is too new for listing.



207 S. Washington Street, circa 1993. The manufactured house has an angled south garage. The east façade has two paired and two single windows, a chamfered bay and an entrance door fronted by a wood deck. The south elevation has a garage opening and entrance door. The west elevation has a shed overhang above concrete slab. Siding appears to be modern wood and the foundation is concrete. According to the Dickinson County website, the house is 1456 square feet with three bedrooms, two baths and a crawl space. Site includes a metal carport. The house is too new for listing.



1202 Johns Avenue, circa 1960. Garage has a large south opening, set of west windows and east windows. It is clad mostly in wood with asphalt shingles in the south gable. It has a metal roof. The structure is in deteriorated condition and has no integrity.



515 S. Washington Street. Farmstead structures here were constructed between around 1920 to 1970. Buildings first appear here in the 1921 atlas with K. Allen listed as the owner. The house, circa 1920, faces east. The east façade has a full screened front porch supported by outer brick piers and a second-story gabled dormer with trio of windows. North and south elevations have window trios in upper gables. The north elevation has an extended bay. The west rear elevation has a two-story gabled extension with a one-story gabled entrance. The asphalt shingle roof has braces in the eaves and a center brick chimney. The house has vinyl siding, a concrete foundation and modern replacement windows. According to the Dickinson County website, the house is 1950 square feet with five bedrooms, two baths and a partial basement. The house's vinyl siding and replacement windows make it ineligible for listing in Kansas.

The circa 1970 pole barn has a wood frame clad in metal with a metal roof. The south sliding door is functional; the north door appears to be sealed. The east shed is open and covers a concrete pad. The barn does not have sufficient significance for listing.

The garage, circa 1920, is molded concrete blocks on the north, south and west sides. The east elevation has modern siding, an entrance door and a window. The south elevation has an entrance door. The west gable is filled with modern siding. The garage does not have sufficient integrity for listing.

The circa 1950 concrete block shed 1 is open on the south side. Modern wood fills the east and west gables. A concrete silo is adjacent east of the structure. The shed does not have sufficient significance for listing.

Shed 2, circa 1925, has a west entrance door and a north window. It has wood clapboard siding and sits on a wood frame. A windmill is located at building's SE corner. The shed does not have sufficient significance for listing.

Abilene Municipal Airport Residential Properties



609 S. Washington Street, circa 1910. No building appears in this location in the 1909 atlas. A building is shown in the 1921 atlas owned by CC Byers. The gable-front east façade has a full shed porch with turned posts. The house has one-story north and west shed additions. The west addition is fronted by a modern wood deck. The house's siding appears to be modern drop lap. The foundation is concrete and windows are modern replacements. According to the Dickinson County website, the house is 1545 square feet with four bedrooms, one bath and a partial basement. The site includes garage with a west opening that is clad in same siding as the house. The house has lost integrity through alterations and non-historic siding and is not eligible for listing.



Sources

“Abilene Municipal Airport (K78) Information.” <https://www.airport-data.com/airport/K78/>.

Benesch. “Abilene Municipal Airport; Airport Master Plan.” 15 July 2020.

Bowers, Jean. “Airport an unexpected asset” 8 March 2019. Abilene-RC.com.

Kansas Department of Transportation Division of Aviation, “Kansas Airport Summary; Abilene Municipal Airport.” chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/viewer.html?pdfurl=https%3A%2F%2Fwww.ksdot.org%2FAssets%2Fwwwksdotorg%2Fbureaus%2FdivAviation%2FDocuments%2Fkaeis_airport_summaries%2FAbilene-K78-1.pdf&clen=1350306&chunk=true.

Kansas Historic Resources Inventory. <https://khri.kansasgis.org/>. The surveyed properties are entered into the Kansas Historic Resources Inventory, an online database of Kansas properties. The records can be accessed via the Search tab, scrolling down to Survey Project and selecting Abilene - Airport Survey (FAA 2021).

Standard Atlas of Dickinson County, Kansas. Chicago: George A. Ogle & Co., 1901; 1921.



Appendix E

LAND ASSURANCE LETTER



City of Abilene
Eisenhower Municipal Building
419 N. Broadway • PO Box 519
Abilene, KS 67410

Voice: (785) 263-2550
Fax: (785) 263-2552
www.abilenecityhall.com

December 13, 2021

Mr. Jim Johnson
Director, Central Region
Federal Aviation Administration
901 Locust St, Room 364
Kansas City, MO 64106-2325

SUBJECT: LAND USE ASSURANCE LETTER-ABILENE MUNICIPAL AIRPORT ENVIRONMENTAL ASSESSMENT

Dear Mr. Johnson,

The City of Abilene, Kansas, owner and operator of Abilene Municipal Airport, makes the following statement of land use assurance as required by Section 511 (a)(5) of the Airport and Airway Improvement Act of 1982, as amended.

Abilene Municipal Airport (K78) is physically located within the City of Abilene, Kansas, which has the authority to regulate and control land use and zoning within the City of Abilene municipal boundaries. Areas of unincorporated Dickinson County, Kansas, are located south, east, and west of K78. Dickinson County has the authority to regulate and control land use and zoning within the unincorporated portions of the county.

The City of Abilene provides assurance that appropriate action has been and will be taken, to the extent reasonable, to restrict the use of land that is under City ownership and control to activities and purposes compatible with normal airport operations, both existing and in the future.

Additionally, the City of Abilene will encourage Dickinson County to adopt zoning laws, to the extent reasonable, to restrict the land uses in these areas to activities and purposes compatible with airport operations. The City of Abilene is committed to ensuring land use compatibility with the area surrounding K78.

Sincerely,

Home of the Eisenhower Presidential Library, Museum and Boyhood Home



Appendix F

SECTION 106 CONSULTATION

KSR&C # 21-11-046
November 19, 2021

Kory Lewis
Principal
Coffman Associates
Via Email

Re: Obstruction Clearing, Abilene Municipal Airport, 801 S Washington St, Abilene – Dickinson County

We have reviewed the materials received November 8, 2021 regarding the above-referenced project in accordance with 36 CFR Part 800. In reviews of this nature, the SHPO determines whether a federally funded, licensed, or permitted project will adversely affect properties that are listed or determined eligible for listing in the National Register of Historic Places. The SHPO has determined that the proposed project will not adversely affect any property listed or determined eligible for listing in the National Register. As far as this office is concerned, the project may proceed.

Thank you for giving us the opportunity to comment on this proposal. Please refer to the Kansas State Review & Compliance number (KSR&C#) listed above on any future correspondence. Please submit any comments or questions regarding this review to Lauren Jones at lauren.jones@ks.gov.

Sincerely,

Jennie Chinn
State Historic Preservation Officer



Patrick Zollner
Director, Cultural Resources Division
Deputy State Historic Preservation Officer

October 7, 2021

CERTIFIED MAIL

<NAME> [See Attached List]
<ADDRESS>

Section 106 Consultation
Abilene Municipal Airport
Abilene, Dickinson County, Kansas

Dear <NAME>:

An environmental assessment (EA) is being prepared for proposed undertaking at the Abilene Municipal Airport (airport sponsor) subject to the National Environmental Policy Act (NEPA). In conjunction with the NEPA process, the Federal Aviation Administration (FAA) intends to complete Section 106 of the National Historic Preservation Act (NHPA), as implemented through 36 CFR 800. The intent of this letter is to request your input on properties of cultural or religious significance that may be affected by the proposed project and invite you to participate in the Section 106 consultation process.

The proposed undertaking would include removal or trimming of trees on privately owned property within the approach area north of the airport. In some cases, trees have grown to heights that obstruct the airspace around the airport and conflict with FAA airspace safety and design standards. Additionally, property adjacent to Abilene Municipal Airport was donated to the City of Abilene to be used for future airport development. The City of Abilene seeks to designate this parcel as airport property. Tree clearing would also occur on this property.

Two exhibits are attached to this letter for informational purposes. **Exhibit A** is a general location map and **Exhibit B** shows the location of the approach area where tree removal or trimming would occur and the parcel to be designated as airport property.

The FAA is the lead federal agency for the NEPA document. Jim Johnson, Director, FAA Central Region Airports Division, will be making the final FAA decision on the environmental determination.

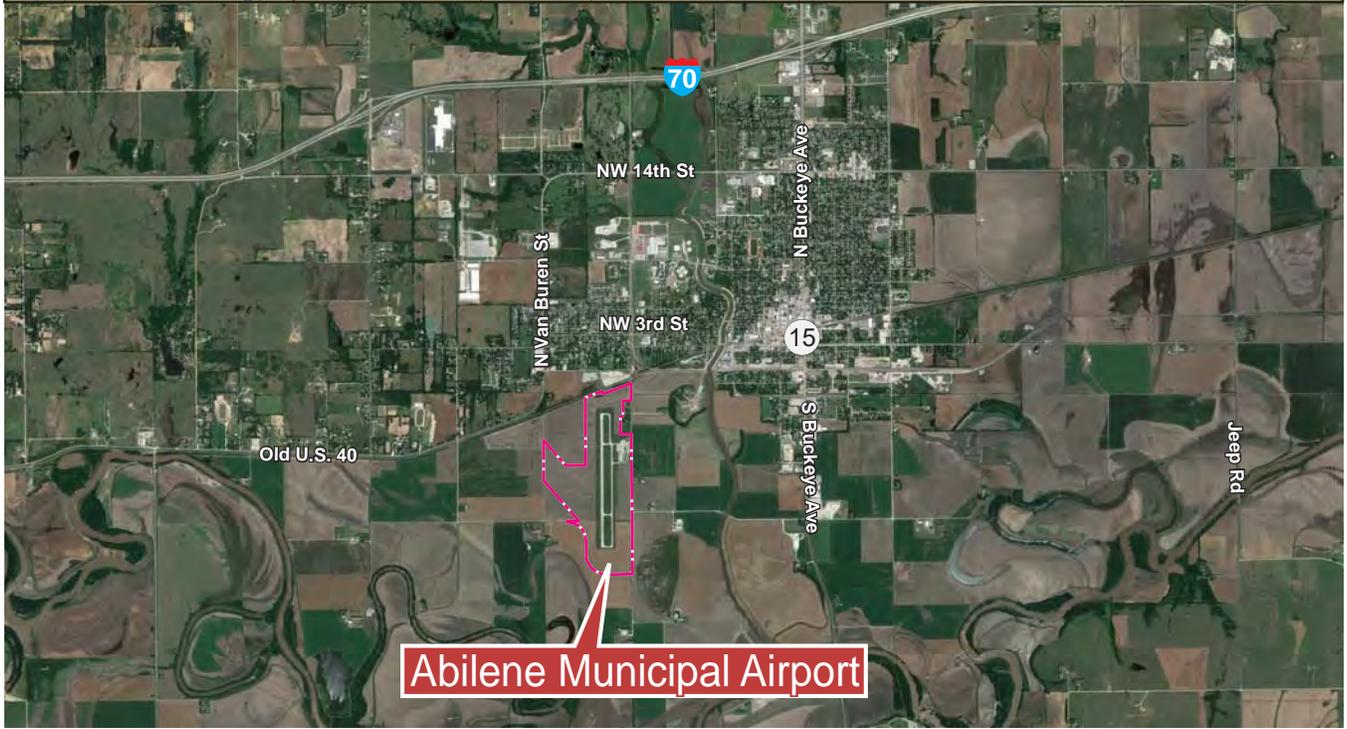
To help in our preparation of the EA, we would appreciate your input (via mail or e-mail) within thirty (30) days. If you have questions or require additional information, please contact me at 816-329-2639 or scott.tener@faa.gov.

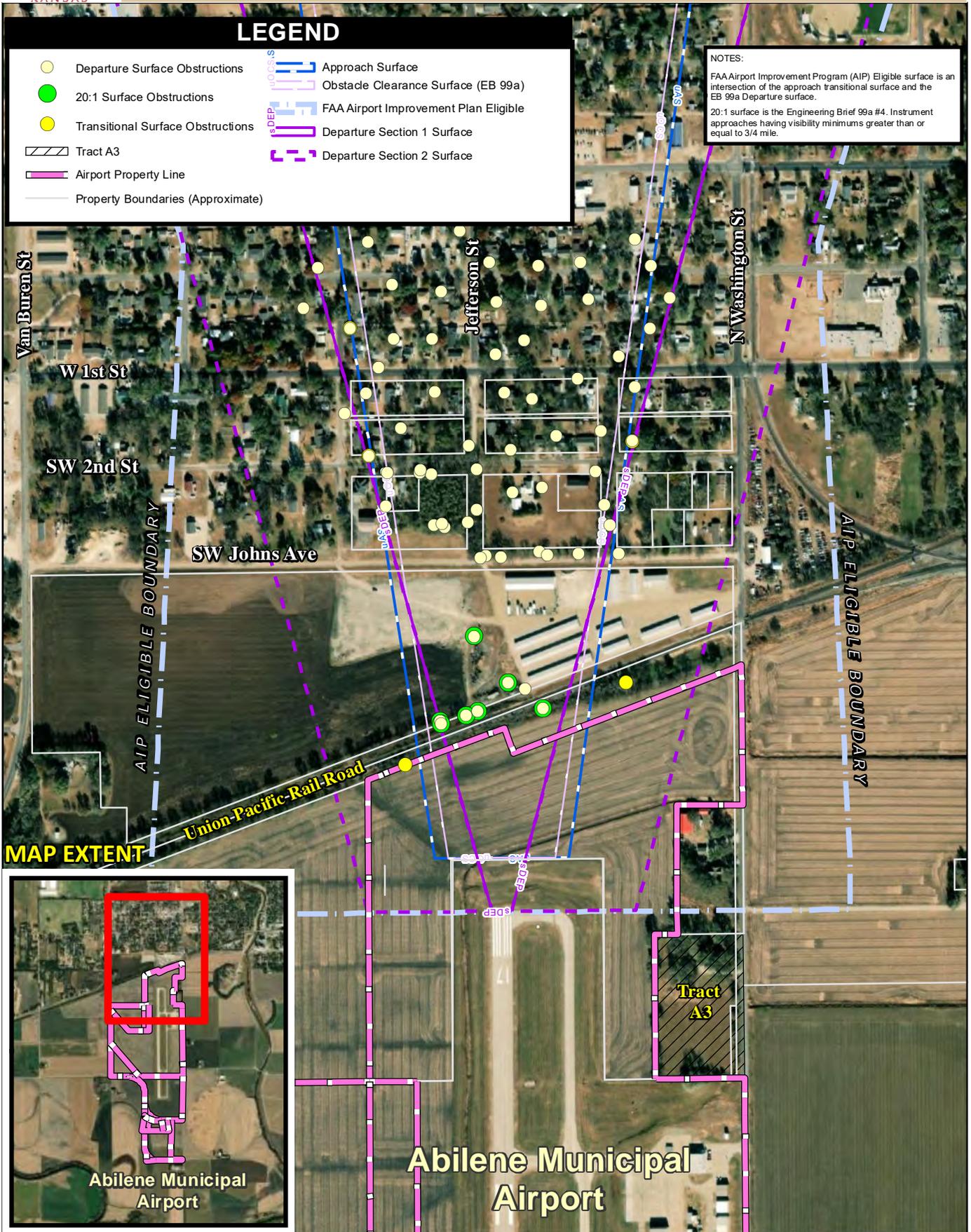
Sincerely,



Scott Tener
Environmental Specialist

Attachment (Vicinity Map, Project Map)





This website is recommended by ACHP: <https://egis.hud.gov/TDAT/>

Contact	Delivered (Cert Mail)	Response Returned	Action Requested
Mr. Max Bear, THPO Cheyenne and Arapaho Tribes, Oklahoma 700 Black Kettle Blvd Concho, OK 73022	(7269) 10/12/21	11/29/21-No Response	
Mr. Paul Barton Tribal Historic Preservation Officer Eastern Shawnee Tribe of Oklahoma 12705 South 705 Road Wyandotte, OK 74370	(7276) 10/12/21	10/13/21-No Adverse Effect	
Ms. Bobi Roush Cultural Preservation Department Iowa Tribe of Oklahoma 335588 E 750 Road Perkins, OK 74059	(7283) 10/12/21	11/29/21-No Response	
Ms. Crystal Douglas Historic Preservation Officer Kaw Nation P.O. Box 50 Kaw City, OK 74641	(7290) 10/12/21	11/29/21-No Response	
Ms. Diane Hunter Tribal Historic Preservation Officer Miami Tribe of Oklahoma P.O. Box 1326 Miami, OK 74355	Email: 10/7/21	11/29/21-No Response	dhunter@miamination.com
Mr. Thomas Parker Tribal Historic Preservation Officer Omaha Tribe of Nebraska P.O. Box 368 Macy, NE 68039	(7306) 10/13/21	11/29/21-No Response	
Dr. Andrea Hunter, THPO Osage Nation 627 Grandview Avenue Pawhuska, OK 74056	(7313) 10/12/21	11/29/21-No Response	
Mr. Matt Reed Tribal Historic Preservation Office Pawnee Nation of Oklahoma P.O. Box 470 Pawnee, OK 74058	(7320) 10/25/21	11/08/21-Should Not Effect	

Mr. Shannon Wright
Tribal Historic Preservation Officer
Ponca Tribe of Nebraska
PO BOX 288
Niobrara NE 68760

(7337) 10/12/21	11/29/21-No Response	
(7344) 10/12/21	11/29/21-No Response	

Ms. Robin Williams
Tribal Historic Preservation Officer
Wichita and Affiliated Tribes,
Oklahoma
P.O. Box 729
Anadarko, OK 73005



**EASTERN SHAWNEE
CULTURAL PRESERVATION DEPARTMENT**

70500 East 128 Road, Wyandotte, OK 74370

October 13, 2021

US Department of Transportation Federal Aviation
901 Locust
Kansas City, Missouri 64106

RE: Abilene Municipal Airport, Dickinson County, Kansas

Dear Mr. Tener,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Dickinson County, Kansas. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

A handwritten signature in blue ink that reads "Paul Barton".

Paul Barton, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 666-5151 Ext:1833

Pawnee Nation

Monday, November 08, 2021

Scott Tener
Environmental Specialist
Federal Aviation Administration
US Department of Transportation

RE: Section 106 Consultation and Review on:

*Abilene Municipal Airport
Abilene, Dickinson County, Kansas*

The Pawnee Nation Office of Historic Preservation has received the information and materials requested for our Section 106 Review and Consultation. Consultation with the Pawnee nation is required by Section 106 of the National Historic Preservation Act of 1966 (NHPA), and 36 CFR Part 800.

Given the information provided, you are hereby notified that the following proposed project/s should not affect the cultural landscape of the Pawnee Nation.

However, be advised that additional undiscovered properties could be encountered, and they must be immediately reported to us under both the National Historic Preservation Act and the Native American Graves Protection and Repatriation Act regulations.

This information is provided to assist you in complying with 36 CFR Part 800 for Section 106 Consultation procedures. Should you have questions, please do not hesitate to contact me at jreed@pawneenation.org or by phone at 918-762-2180 ext 220. Thank you for your time and consideration.

Sincerely,
Matt Reed
Historic Preservation Officer
Pawnee Nation of Oklahoma

Historic Preservation Office
Matt Reed
Phone: 918.762.2180
E-mail: jreed@pawneenation.org
P.O. Box 470
Pawnee, Oklahoma 74058



Appendix G

PUBLIC INVOLVEMENT

NOTICE OF PUBLIC OUTREACH

ABILENE PUBLIC LIBRARY

Wednesday, July 28, 2021 5:00-6:30 pm
209 NW Forth Street
Abilene, KS 67410

Regarding the Ongoing Environmental Assessment for
Airspace Obstruction Removal



 **ABILENE**

— ★ ★ ★ ★ ★ —
K A N S A S

ABILENE MUNICIPAL AIRPORT

EVERYONE WELCOME!

For information, please contact Kory Lewis at Coffman Associates at
816-524-3500 or City of Abilene at 785-268-2550.

City of Abilene, Kansas Facebook post to publicize July 28, 2021 Public Information Workshop

 **Abilene Kansas**
July 22, 2021 · 🌐

An Abilene Municipal Airport Public Outreach meeting will be held Wednesday, July 28 to discuss the ongoing environmental assessment for airspace obstruction removal.

NOTICE OF PUBLIC OUTREACH

ABILENE PUBLIC LIBRARY

Wednesday, July 28, 2021 5:00-6:30 pm
209 NW Fourth Street
Abilene, KS 67410

Regarding the Ongoing Environmental Assessment for
Airspace Obstruction Removal




ABILENE
KANSAS
ABILENE MUNICIPAL AIRPORT

EVERYONE WELCOME!

For information, please contact Kory Lewis at Coffman Associates at 816-524-3500 or City of Abilene at 785-263-2550.

 2  1 Share



City of Abilene
Eisenhower Municipal Building
419 N. Broadway • PO Box 519
Abilene, KS 67410

Voice: (785) 263-2550
Fax: (785) 263-2552
www.abilenecityhall.com

7/13/2021

RE: Notice of Public Meeting for Abilene Municipal Airport Airspace Obstruction Evaluation

Dear Property Owner,

The City of Abilene is working with Olsson and Coffman Associates to evaluate trees within the approach paths to Abilene Municipal Airport. In some cases, trees may grow to heights that obstruct the airspace around an airport. Therefore, an Environmental Assessment is being undertaken to ensure compliance with Federal Aviation Administration (FAA) safety and design standards.

A public open house is scheduled for July 28, 2021, at 5:00 p.m. in the Abilene Public Library located at 209 NW Fourth Street. Information about the initial evaluation of the trees near the airport and an overview of the Environmental Assessment process will be available at the meeting.

Additionally, Susan Ford will serve as the historical consultant for this project. Please contact her if you live in one of the affected houses or if you have historical information about the neighborhood. She can be reached at citysusana@gmail.com.

If you would like more information on the study, contact Marcus Rothchild with the City of Abilene (785-263-2550) or Kory Lewis with Coffman Associates (816-524-3500 or klewis@coffmanassociates.com).

Sincerely,

Marcus Rothchild

City of Abilene

PUBLIC INFORMATION WORKSHOP MEETING ATTENDANCE RECORD

Meeting: PIW Meeting #1

Date: July 28, 2021

Time: 5:00 - 6:30 p.m.

Place: Abilene Public Library

Please Print Neatly

209 NW Fort Street, Abilene, KS 67410

NAME and ADDRESS		PHONE # / E-MAIL	
1.	James Price	Phone #: 785 479 1088	E-mail:
2.	Ralph A Vozza	Phone #: 785 263 3024	E-mail:
3.	L. Steve Catherly	Phone #: 785 - 280 - 2749	E-mail:
4.	James Curtis	Phone #: 785 - 250 - 1369	E-mail:
5.	JW Westhead	Phone #: 785 - 643 - 6878	E-mail:
6.		Phone #:	E-mail:
7.		Phone #:	E-mail:
8.		Phone #:	E-mail:
9.		Phone #:	E-mail:
10.		Phone #:	E-mail:



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RESOURCES



Project Initiation



Agency Coordination



- Purpose and Need
- Alternatives
- Affected Environment
- Field Surveys

**Prepare Chapters 1-3
of Environmental
Assessment**



Air Quality



Biological Resources



Climate



Coastal Resources



DOT Section 4(f) Lands



Farmlands



**Hazardous Materials, Solid Waste,
and Pollution Prevention**



**Historical, Architectural,
Archaeological, and
Cultural Resources**



Land Use



**Natural Resources
and Energy Supply**



**Noise and Noise-Compatible
Land Use**



**Socioeconomics, Environmental
Justice, and Children's Environmental
Health and Safety Risks**



Visual Effects



**Water Resources (including wetlands,
groundwater, surface waters,
floodplains, and wild and scenic rivers)**

NEPA PROCESS



Staff/Agency Review



**Public Workshop/Hearing
(If Requested)**



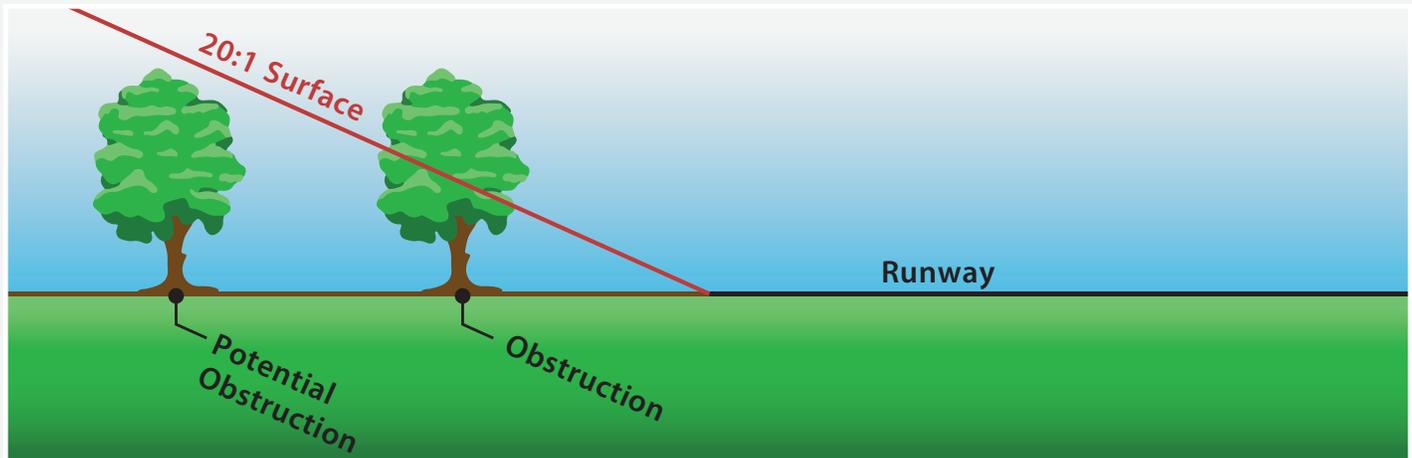
Public Comment



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OBSTRUCTION EVALUATION

Objective: Remove obstructions (trees or utility poles) to the airport’s approach surface. The approach surface protects aircraft during the last stages of Instrument Approach Procedures (IAP) when pilots transition from instruments to visual guidance. Removing obstructions enhances safety. Objects penetrating the surface must be lowered or lit to ensure pilots of approaching aircraft can see them. If they cannot be, the visibility minimums associated with the approach may need to be increased or nighttime use of the procedure may be disallowed.

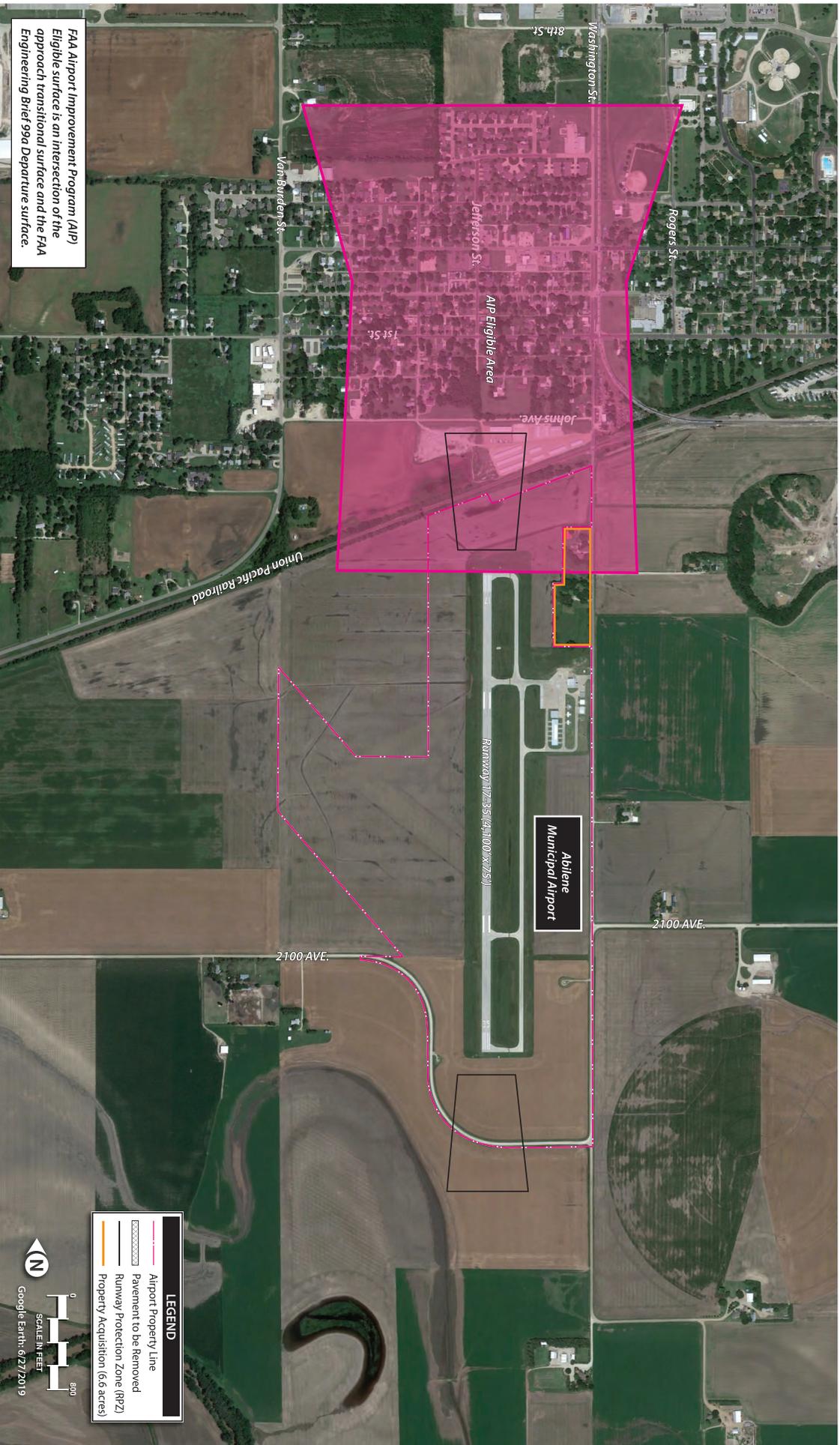


ALTERNATIVE CONSIDERED

Alternative	On Airport Changes	Off Airport Changes	Aircraft Operational Changes
Alternative 1 – Remove Obstructions within the AIP Eligible Area	None. Runway pavement remains the same.	Remove some trees within City of Abilene right-of-way and from some private properties with compensation.	None.
Alternative 2 – Displaced Threshold	Pavement available for landing from the north decreases from 4,100 feet to 3,915.	Remove some trees within City of Abilene right-of-way and from some private properties with compensation. Fewer trees than Alternative 1.	Aircraft would be negligibly higher above residences when approaching from the north.
Alternative 3- Shift Runway	Pavement at the north end of the runway would be abandoned. Additional pavement would be added to the south end.	No obstruction removal required. Property acquisition for shifted safety zones and relocation of 2100 Ave.	Aircraft would be higher above residences when approaching from the north.
No Action	None. Runway pavement remains the same.	None.	Changes in approach procedure minima and elimination of nighttime approach procedures.

AIP Eligible Area - FAA Airport Improvement Program (AIP) Eligible surface is an intersection of the approach transitional surface and the FAA Engineering Brief 99a Departure surface.

**ALTERNATIVE 1
OBSTRUCTIONS WITHIN ALP AREA**



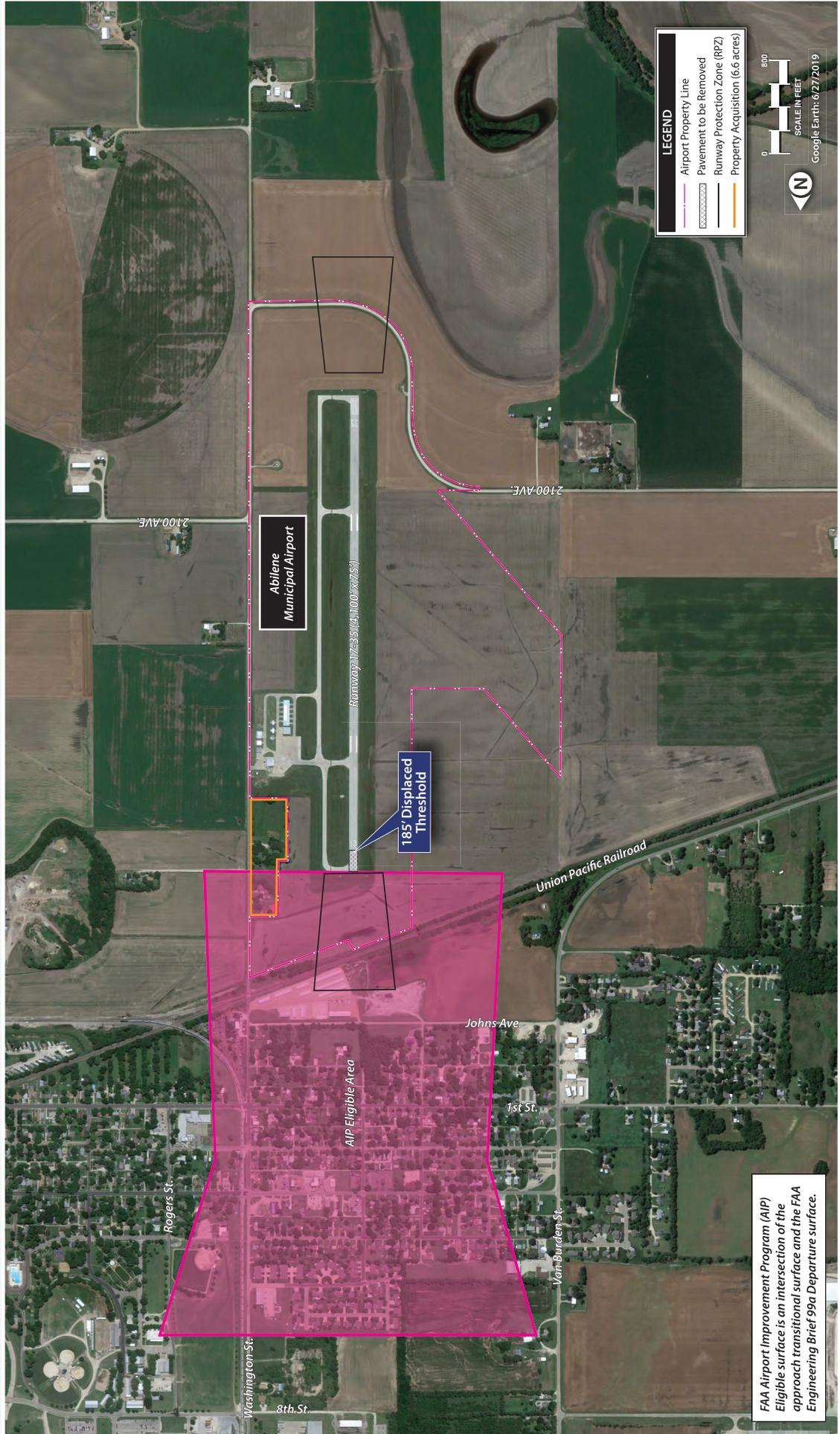
FAA Airport Improvement Program (AIP)
Eligible surface is an intersection of the
approach transitional surface and the FAA
Engineering Brief 990 Departure surface.

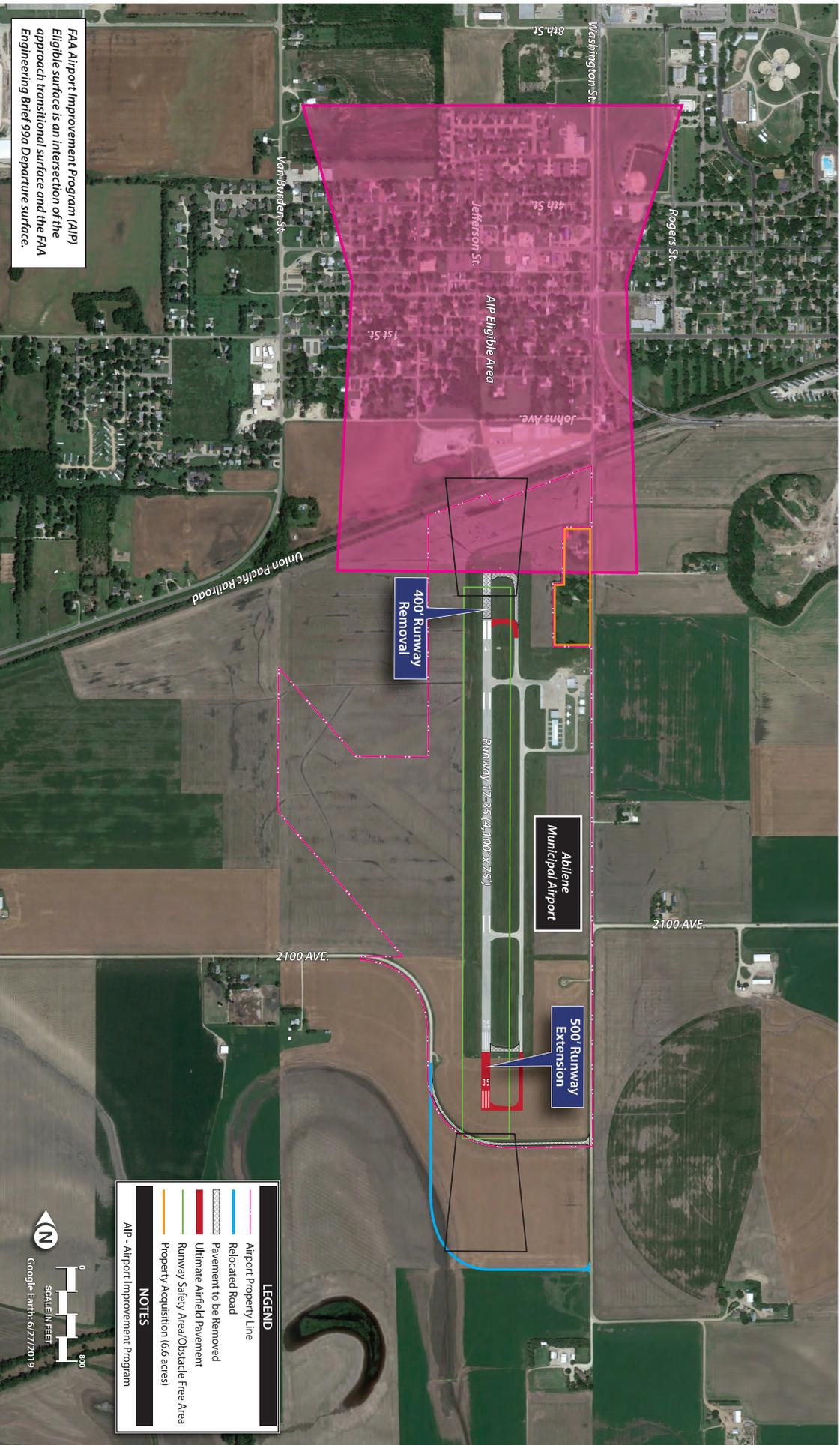
LEGEND

- Airport Property Line
- Pavement to be Removed
- Runway Protection Zone (RPZ)
- Property Acquisition (6.6 acres)

0 600
SCALE IN FEET
N
Google Earth 6/27/2019

**ALTERNATIVE 2
DISPLACE THRESHOLD**





FAA Airport Improvement Program (AIP)
Eligible surface is an intersection of the approach transitional surface and the FAA Engineering Brief 990 Departure surface.

LEGEND

- Airport Property Line
- Relocated Road
- Pavement to be Removed
- Ultimate Airfield Pavement
- Runway Safety Area/Obstacle Free Area
- Property Acquisition (6.6 acres)

NOTES

AIP - Airport Improvement Program





www.coffmanassociates.com

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