

Federal Aviation Administration Great Lakes Region

Condensed Environmental Assessment

The Condensed Environmental Assessment (Condensed EA) is appropriate for Great Lakes Region airport projects when a project:

- Cannot be Categorically Excluded (CATEX),
- Does not have significant impacts, and
- A detailed Environmental Assessment (EA) is not needed.

Proper completion of this document will allow the Federal Aviation Administration (FAA), and/or State Block Grant States, to determine whether the Condensed EA is appropriate for the proposed project and to support a Finding of No Significant Impact (FONSI).

Resource guidance used in preparation of this form comes from the FAA's Order 1050.1E, "Environmental Impacts: Policies and Procedures" or subsequent revisions. This order incorporates the Council on Environmental Quality's regulations for implementing the National Environmental Policy Act (NEPA), as well as the US Department of Transportation's environmental regulations (including FAA Order 5050.4B or subsequent revisions), and other federal statutes and regulations. Accordingly, this form is intended to meet the Federal regulatory requirements of an EA.

This format is appropriate if the proposed project's involvement with, or impacts to, extraordinary circumstances are not notable in number or degree and do not rise to the level of a full EA.

Consult with an Environmental Specialist at the FAA to determine if this form is appropriate for your project.

To complete this form, the preparer should describe the proposed project and provide information on any potential impacts of the proposed project. It will be necessary for the preparer to have knowledge of the environmental features of the airport. Although some of this information may be obtained from the preparer's own observations, environmental studies or other research may be necessary. Complete consultation with applicable Federal, state, and local resource agencies responsible for protecting specially protected resources prior to submitting this form to the FAA.

This form is not meant to be a stand-alone document. Rather, it is intended to be used in conjunction with the applicable orders, laws, and guidance documents, and in consultation with the appropriate resource agencies.

An appendix that contains all the figures, correspondence, and completed studies (or executive summaries of completed studies) should accompany the completed Condensed EA when submitted to the FAA for final approval.

Federal Aviation Administration – Great Lakes Region
Airport: Abraham Lincoln Capital Airport Project: Wetland Mitigation

Federal Aviation Administration - Great Lakes Region
Condensed Environmental Assessment

Project Location:

Airport Name:	Abraham Lincoln Capital Airport	Airport Identifier:	SPI
Address:	1200 Capital Airport Drive		
City:	Springfield	County:	Sangamon
		State:	IL

Airport Sponsor Information:

Point of Contact:	Mr. Mark Hanna, A.A.E.		
Address:	1200 Capital Airport Drive		
City:	Springfield	State:	IL
		Zip Code:	62707
Telephone Number:	217-788-1060		
Email:	mhanna@flyspi.com		

Condensed EA Preparer Information:

Point of Contact:	Lana Sumner, AICP/Crawford, Murphy and Tilly, Inc.		
Address:	2750 West Washington Street		
City:	Springfield	State:	IL
		Zip Code:	62702
Telephone Number:	217-572-1082		
Email:	lsumner@cmtengr.com		

Identify all Attachments to this Condensed EA:

Include aerial photos, maps, plans, correspondence, and completed studies (or executive summaries)

Sponsor's Proposed Action Wildlife Hazard Management at Abraham Lincoln Capital Airport (applicable pages) Cultural Resource Clearance Wetland Delineation/Threatened & Endangered Species Agency Coordination Natural Resource Review Floodplain Map Wetland Survey (applicable pages) IDOT-BDE Wetland Impact Evaluation (WIE) Approval Airport Board Meeting Minutes

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Part I - General Project Identification

PURPOSE AND NEED:

Describe the problem that the project will address and the goals of the project.

The purpose is to mitigate a wildlife hazard attractant. The need is to reduce the number of birds and wildlife on the airfield.

PROPOSED ACTION (PREFERRED ALTERNATIVE):

Describe the preferred alternative in detail, including how the project fits into the airport layout plan.

The US Department of Agriculture – Wildlife Services (USDA-WS) has removed 104 threats to aviation, relocated 44 raptors and dispersed an additional 2,034 threats from the airport between January 1, 2016 and December 31, 2017. Additionally, Airport Authority personnel reduce threats to aviation through dispersal methods. The five-year average of wildlife strikes at the Airport is 5.4 through 2016.

The USDA-WS has recommended removal of the wetland pond and vegetation since their formal wildlife hazard assessment performed between January 2009 and January 2010. See the attached applicable pages from their *Wildlife Hazard Management at Abraham Lincoln Capital Airport, Springfield, IL, January 2016 – December 2016*.

The Airport proposes to remove the wetland by filling. The project would also include grubbing, grading, drainage and landscaping/turfing. See the attached Sponsor's Proposed Action.

OTHER ALTERNATIVES CONSIDERED:

Describe alternatives considered, including the Do-Nothing Alternative

No Action (Do-Nothing) Alternative: The Airport would not remove the wetland. This alternative would not require any ground disturbance or any disturbance to the environment.









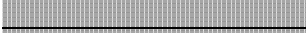
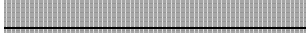


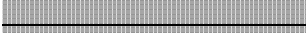
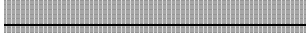


Other Alternatives: There are no other reasonable development alternatives to the proposed project that would satisfy the need.

Explain in detail the reason for eliminating each non-preferred alternative.

The No Action (Do-Nothing) Alternative does not address the need for the project.

AIRPORT DESCRIPTION:

Fill out the following information if the proposed project includes any changes to the existing airport design

	Existing		Proposed	
Runway:				
Length:		ft.		ft.
Width:		ft.		ft.
Pavement Strength:				
NAVAIDS:				Federally Owned: Y N
Approach Minimums:				
Critical Aircraft (e.g. B-II) :				
RPZ Area:				

If the airport has multiple runways, this section should be filled out for each runway.

Remarks: No airport design changes are proposed; as such this section is not applicable.

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LAND ACQUISITION:

Land Use Types	Amount (acres)	
	Permanent	Easement
Residential		
Commercial		
Agricultural		
Forest		
Wetlands		
Other:		
TOTAL		

Remarks: No land is proposed to be acquired; as such this section is not applicable.

PROJECT SCHEDULE:

Discuss the proposed schedule for the project, including permits and construction.

The estimated project implementation would be 2020.

AFFECTED ENVIRONMENT:

Succinctly describe existing environmental conditions of the potentially affected area.

The existing proposed project area consists of a pond, drainage ditch and scrub/shrub, on existing airport property.

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Part II – Environmental Consequences

Air Quality

	Yes	No
Is the project in an air quality nonattainment or maintenance area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, is the:		
Project listed on Presumed to Conform List	<input type="checkbox"/>	<input type="checkbox"/>
Project accounted for in State Implementation Plan	<input type="checkbox"/>	<input type="checkbox"/>
Project emissions below applicable <i>de minimis</i> levels	<input type="checkbox"/>	<input type="checkbox"/>
Does the project require an air quality analysis?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project require an air quality analysis for construction impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The proposed project is in an attainment area and would not increase aircraft operations at the Airport.

Coastal Areas

	Yes	No
Is the project located in a Coastal Barrier Resource System?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the project located in a Coastal Zone Management Program?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, Is a consistency finding required?	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: Sangamon County, Illinois is not adjacent to either the Atlantic or Gulf Coast or any of the Great Lakes and does not contain any designated coastal barriers. Illinois does not contain any designated coastal zone areas.

Compatible Land Use

	Yes	No
Will proposed action comply with local/regional development patterns for the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the proposed project located near or will it create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on or Near Airports"?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Has coordination with USDA Wildlife Services occurred?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a Wildlife Assessment required (needed)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The proposed wetland removal would reduce wildlife attractants at the Airport.

Construction Impacts

	Yes	No
Will construction of the proposed project:		
Increase ambient noise levels due to equipment operation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Degrade local air quality due to dust, equipment exhaust, or burning debris	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Deteriorate water quality when erosion or pollutant runoff occur	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Disrupt off-site and local traffic patterns	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:
 1) Due to the short construction time, no significant increase in noise levels would be expected.
 2) Due to the small construction site, short construction time and no expected burning, no significant degradation in air quality would be expected.
 3) Due to the small construction area, short construction time and the expected use of silt fence, no significant deterioration of water quality would be expected.
 4) The proposed project would be entirely on existing airport property. No altering of existing surface transportation patterns would be necessary. Construction vehicles would likely use IL

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Route 29, Pulliam Road, Wilbur Road, Stearman Road and Irwin Lane, for access to the site. IL Route 29 typically handles semi-truck, agricultural, and box truck traffic. The other local roads typically handle agricultural traffic.

Cultural Resources

Results of Research

Eligible or Listed Resources Present:	Yes	No
Archaeology		X
History/Architecture		X

Project Effect

	Yes	N/A	SHPO/FAA Approval Dates
No Historic Properties Affected	X		May 24, 2018
No Adverse Effect		X	
Adverse Effect		X	

Completed Documentation

	Yes	N/A	SHPO/FAA Approval Dates
Historic Properties Short Report		X	
Historic Property Report		X	
Archaeological Records Check/ Review		X	
Archaeological Phase I Survey Report		X	
Archaeological Phase II Investigation Report		X	
Archaeological Phase III Data Recovery		X	
APE, Eligibility and Effect Determination		X	
Memorandum of Agreement		X	

Describe all efforts to document cultural resources using the categories outlined in the remarks box. Include any additional Section 106 work required, such as mitigation or deep trenching.

Remarks: The IDOT-Bureau of Design and Environment (BDE) stated in their memo the “No Historic Properties Affected” and that “No further cultural resources coordination is required for this undertaking.” See attached cultural resource clearance from IDOT.
Area of Potential Effect (APE): N/A
Coordination with Consulting Parties: N/A
Archaeology: N/A
Historic Properties: N/A
Documentation, Findings: N/A
Public Involvement: N/A

Department of Transportation Section 4(f)

Does the project area contain:	Yes	No
Publicly owned Park/Recreation Areas		X
Wildlife and/or Waterfowl Refuges		X
Historic Properties		X

Completed Documentation

	Yes	No	FAA Approval
Individual Section 4(f) Evaluation		X	
“De minimis” Impact			

Only to be used for the following circumstances:

- o *Historic Properties: project includes No Adverse Effect Finding with SHPO/THPO concurrence*

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- Parks, Recreation Areas, or Wildlife/Waterfowl Refuges: project will not adversely affect activities, features, and attributes of the property and the official with jurisdiction concurs with the finding

Refers to Section 4(f) of the Department of Transportation Act (now 49 USC § 303). Discuss De minimis impacts below. Individual Section 4(f) documentation must be separate Draft and Final documents.

Remarks: Not applicable as the proposed project would occur on existing airport property.

Ecological Resources

Biotic Resources

Describe the various types of flora (plants), fauna (fish, birds, reptiles, mammals, etc), and habitat located in the project area. Indicate if the project will have any impact on these species or their habitat.

Remarks: The proposed project area includes a pond, drainage ditch, wetland vegetation and shrub/scrub and could include typical small rodents, snakes and insects. Any wildlife species would be anticipated to find similar habitat in adjoining areas on and around the Airport.

Threatened or Endangered Species

- Is the project within the known range of any federal species?
- Does the project area contain any critical habitat?
- Is Section 7 formal consultation required for this action?
- Are there any State threatened or endangered species in the area?

Yes	No
X	
	X
	X
	X

Remarks: The wetland/threatened endangered species professionals from Prairie Engineers evaluated the site and coordinated with the Illinois Department of Natural Resources and the US Fish and Wildlife Service. They determined that the site did not include any preferred habitat for threatened and endangered species. Additionally, the IDOT-BDE, in a memo dated May 10, 2018, terminated consultation for Illinois endangered species and stated that no designated critical habitat was in the area.
See attached agency coordination that was accomplished as a part of the Wetland Delineation Survey and the natural resources review by IDOT.

Energy and Natural Resources

- Will the project result in energy impacts during or after construction?
- Will demand exceed supply?
- Are scarce or unusual materials required for the proposed project?
- Will the project change existing aircraft fuel consumption?

Yes	No
	X
	X
	X
	X

Remarks: Due to the characteristics of the proposed project being wetland removal, energy use would not be impacted.

Environmental Justice (EJ)

- Are any EJ populations located within the project area?
- Will the project result in adversely high or disproportionate impacts to the EJ population?

Yes	No
	X
	X

Remarks: The proposed project would occur on existing airport property.

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Farmland

	Yes	No
Will the project affect any Agricultural Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there any Prime Farmland (per NRCS) in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NRCS-CPA-1006 Form score:	<input type="text" value="N/A"/>	

Remarks: The proposed project would occur on existing Airport property. Under the IDOA-IDOT Cooperative Working Agreement all development on Airport property is exempt from further review and is in compliance with the state's Farmland Preservation Act and as such the FPPA does not apply.

Floodplains

	Yes	No
Is the project located in a FEMA designated floodplain?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Attach the corresponding FEMA Flood Insurance Rate Map (FIRM) or other documentation in the appendix.

Remarks: The project is not located in a FEMA designated floodplain. See attached Floodplain Map.

Land and Water Conservation Fund Act Section 6(f)

	Yes	No
Are there areas acquired or improved with Land and Water Conservation Fund grant assistance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The proposed project would occur on existing airport property.

Light Emissions and Visual Effects

	Yes	No
Will the project result in airport-related lighting impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the proposed project fit with the existing environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: The proposed project does not include any lighting.

Noise

	Yes	No
Will the project change the current noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are there non-compatible land uses within the 65 DNL?	<input type="text" value="N/A"/>	<input type="text" value="N/A"/>
Will the project create temporary (less than 180 days) noise impacts?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is a noise analysis required in accordance with FAA regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The proposed project would not increase the number of aircraft operations or change aircraft fleet mix. Airport construction typically requires use of heavy equipment. Due to the short construction time (less than three months), and the minimal use of large equipment operations, no significant increase in noise levels would be expected.

Social Impacts

	Yes	No
Will the proposed action result in the relocation of people, businesses or farms?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: 0

Remarks: The proposed project would occur on existing Airport property.

Socioeconomic Impacts

Will the proposed action result in:

- A change in business or economic activity in the project area
- An impact on local public service demands
- Induced/Secondary impacts

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The proposed project would occur on existing Airport property. Immediate benefits of the proposed improvements include a temporary increase in employment in the construction sector proportionate to the manpower needs for the construction project.

Solid and Hazardous Waste

- Is there an Environmental Due Diligence Audit (EDDA) Phase I Report?
- If Yes, is EDDA Phase II required/completed
- If Yes, is EDDA Phase III required/completed
- Does the project require the use of land that may be contaminated?
- Will the proposed project generate solid waste?
- If Yes, are local disposal facilities capable of handling the additional waste?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The proposed project would occur on existing airport property.

Water Quality

Streams, Rivers, Watercourses & Jurisdictional Ditches

- Are there Streams, Rivers, Watercourses or Ditches in/near the project area?
- Is there any Wild, Scenic or Recreational Rivers in/near the project area?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Other Waters

- Are there any lakes or ponds in/near the project area?
- Are there other surface/below surface waters in/near the project area?

<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The proposed project includes a wetland consisting of a pond and a drainage ditch. An Section 404 permit and Section 401 water quality certification would be obtained prior to construction of this project.

Wetlands

Are there wetlands in/near the project area?

Total wetland area: 0.89 acre(s) Total wetland area impacted: 0.89 acres(s)

Wetland No.	Classification	Total Size (Acre)	Impacted Acres	Jurisdictional	Non-Jurisdictional	Comments
1	PUBGh	0.89	0.89	Yes	---	Fair to low floristic quality

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Completed Documentation

	Yes	No
Wetland Delineation Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Conceptual Mitigation Plan (see remarks)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mitigation Available	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Individual Wetland Finding

Alternatives that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

	Yes	No
Substantial adverse impacts to adjacent homes, business or other improved properties;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Substantially increased project costs;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Unique engineering, maintenance, or safety problems;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Substantial adverse social, economic, or environmental impacts, or	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The project not meeting the identified needs	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discuss measures to avoid, minimize, and mitigate wetland impacts. Make sure to include mitigation ratios.

Remarks: See attached applicable pages of the Wetland Survey.

The wetland professionals from Prairie Engineers evaluated the site and coordinated with the IDOT-BDE. See attached agency coordination that was accomplished as a part of the Wetland Delineation Survey and the natural resources review by IDOT. Additionally, IDOT-BDE determined that the required mitigation ration would be 4:1, under the IWPA part 1090/ IDOT wetlands Action Plan, for mitigation at a wetland mitigation bank. The total credits required for purchase totals 3.56 acres. The wetland mitigation is proposed to occur at the Sangamon River Wetland and Stream Mitigation Bank (SRWSMB) in Sangamon County, Illinois. This mitigation bank is within the same watershed as the proposed project. (See attached Wetland Impact Evaluation approval.)

Cumulative Impacts

	Yes	No
When considered together with other past, present, and reasonably foreseeable future development projects on or off the airport, would the proposed project produce a cumulative effect on any of the environmental impact categories above?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: None of the projects that have taken place in the last three years in the area of the Airport produced a significant environmental impact. None of the projects that are proposed to take place in the next three years are anticipated to produce any significant environmental impacts. When the previous construction items are combined with those development items yet to occur, a cumulatively significant environmental impact in not anticipated.

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Part III – Permits, Mitigation, Coordination and Public Involvement

PERMITS/MITIGATION

Permits

List all required permits for the proposed project & indicate if any problems are anticipated in obtaining the permit

Remarks:

An Section 404 permit with a Section 401 water quality certification would be required. If the construction area is greater than one acre, a construction NPDES permit may be required. No difficulties are anticipated in obtaining these permits.

Mitigation

Describe all mitigation measures for the proposed project. Include any impacts that cannot be mitigated or those that cannot be mitigated below threshold levels. Also, provide a description of any resources that must be avoided during construction.

Remarks:

Purchase 3.56 acres of wetland credits at a wetland mitigation bank in Illinois.
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EARLY COORDINATION

List each agency coordinated with, the date coordination was sent, and if a response was received in the following table. Make sure to include a copy of the response in the appendix.

Resource Agency	Date ECL Sent	Date Response Received	Date Draft EA Sent	Date Response Received

Remarks:

See attachments.

PUBLIC INVOLVEMENT

Some level of public involvement is encouraged for every Federal Action. **The level of public involvement should be commensurate with the proposed action.** Discuss any public involvement activities (legal notices, letters to affected property owners and residents, meetings, special purpose meetings, newspaper articles, etc.) for this project.

Remarks:

The proposed removal, permitting and mitigation of the wetland was discussed at an open Airport Board Meeting (Oct. 16, 2018). Please see the attached meeting minutes.

Public Controversy on Environmental Grounds

Is the project anticipated to involve substantial controversy concerning community and/or natural resource impacts?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Preparer Certification

I hereby certify that the information I have provided is complete and accurate, to the best of my knowledge:



February 22, 2021

.Signature

.Date

Lana Sumner, Senior Transportation & Environmental Planner

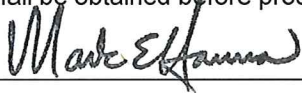
Crawford, Murphy and Tilly, Inc.

.Printed Name and Title

.Organization

Airport Sponsor Certification (may not be delegated to consultant)

I hereby certify that the information provided is complete and accurate to the best of my knowledge. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until the FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval if applicable) have occurred. All applicable Federal, State, and local permits required shall be obtained before proceeding with the proposed action.



February 22, 2021

.Signature

.Date

Mark Hanna, A.A.E., Executive Director

Abraham Lincoln Capital Airport

.Printed Name and Title

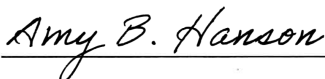
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FAA Decision

Having reviewed the above information, certified by the responsible airport official, the proposed projects of development warrant environmental processing as indicated below:

- The proposed action has been found to qualify for a Condensed Environmental Assessment.
- The proposed development action exhibits conditions that require the preparation of a detailed Environmental Assessment.
- The proposed development action requires preparation of an Environmental Impact Statement.

This Environmental Assessment becomes a Federal document when signed/dated by the Responsible FAA Official.



4/7/21

.Signature

.Date

Amy B. Hanson

as FAA Approving Official for the Federal Aviation Administration

.Environmental Protection Specialist



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
 Abraham Lincoln Capital Airport Charlie Ramp - Springfield, Sangamon Co., IL

Surface Water Impacts



**Wildlife Hazard Management at
Abraham Lincoln Capital Airport
Springfield, IL**

January 2016 – December 2016



**Prepared by:
Adam Phillips
Wildlife Biologist
USDA-APHIS-Wildlife Services**

USDA APHIS



Wildlife Attractant Observations and Recommended Mitigation

During the formal wildlife hazard assessment performed between January 2009 and January 2010, USDA-WS observed areas and attractants which seem to have increased the presence of some wildlife species which may pose a hazard to aircraft. In that document are several recommendations to alleviate wildlife hazards on the airfield. Many of those recommendations have been implemented while others are waiting for action to take place. The following recommendations are areas where some work has begun but additional methods need to be implemented to reduce the attractiveness to those species which were identified as a hazard. However, it should be understood that these areas may continue to be attractive to those same species or other species after management recommendations have been implemented. USDA-WS will continue to monitor the airfield for wildlife attractants and make recommendations based on sound scientific practices to reduce those hazards. In addition, USDA-WS will continue to implement harassment and lethal methods to reduce wildlife use of these areas on and around SPI.

1. **Wetlands and Vegetation (Medium Hazard)** – The water retention pond located south of the Charlie Ramp is an attractant to waterfowl (Figure 1). This pond is mainly used by ducks of various species and in the past has had the occasional pair of Canada geese. In addition, the vegetation surrounding the pond provides habitat for other species such as red-tailed hawks, white-tail deer, coyote and red fox. USDA-WS recommends this area be cut and graded to eliminate the standing water and allow the vegetation to be mowed to a consistent height. In 2015 and 2016, the basin retained less water than in years past. Also, the wetland on the south side of the

control tower and associated unmaintained vegetation is an attractant to many types of wildlife including wading birds, passerines and raptors. These two areas should be investigated and their removals planned in accordance with all relevant wetlands laws.



Figure 1: Pond located south of Charlie Ramp at SPI.



Illinois Department of Transportation

Memorandum

To: Steve Young Attn: Michael Dudas
From: Scott Stitt By: Brad Koldehoff
Subject: Cultural Resources Clearance – No Historic
 Properties Affected
Date: May 24, 2018

**Sangamon County
Abraham Lincoln Capital Airport
Seq. 11768**

For the above referenced undertaking, IDOT's qualified Cultural Resources staff hereby make a **"No Historic Properties Affected"** finding pursuant to Section 106 of the National Historic Preservation Act.

This finding concludes the Section 106 process in accordance with the stipulations of the Programmatic Agreement Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Illinois, executed March 6, 2018 by FHWA, Illinois SHPO, IDOT and the Advisory Council on Historic Preservation.

No further cultural resources coordination is required for this undertaking.

A handwritten signature in black ink, appearing to read 'Brad Koldehoff'.

Brad H. Koldehoff
Cultural Resources Unit Chief
Bureau of Design & Environment

BK:km

Applicant: Springfield Airport Authority
Contact: Joseph Bartletti
Address: 1200 Capitol Airport Drive
Springfield, IL 62707

IDNR Project Number: 1604411
Date: 10/23/2015

Project: ALCA Tree Removal and Drainage Planning
Address: 1200 Capital Airport Dr, , Springfield

Description: The airport is currently looking at the area for drainage planning purposes and to clear woody vegetation from the site for airport safety.

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Sangamon

Township, Range, Section:
16N, 5W, 17



IL Department of Natural Resources Contact

Impact Assessment Section
217-785-5500
Division of Ecosystems & Environment

Disclaimer

The Illinois Natural Heritage Database cannot provide a conclusive statement on the presence, absence, or condition of natural resources in Illinois. This review reflects the information existing in the Database at the time of this inquiry, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, compliance with applicable statutes and regulations is required.

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1. The IDNR EcoCAT website was developed so that units of local government, state agencies and the public could request information or begin natural resource consultations on-line for the Illinois Endangered Species Protection Act, Illinois Natural Areas Preservation Act, and Illinois Interagency Wetland Policy Act. EcoCAT uses databases, Geographic Information System mapping, and a set of programmed decision rules to determine if proposed actions are in the vicinity of protected natural resources. By indicating your agreement to the Terms of Use for this application, you warrant that you will not use this web site for any other purpose.

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**No Response from Agency
(USFWS)**



October 24, 2015

Rock Island Ecological Services Offices
 U.S. Fish and Wildlife Services
 1511 47th Avenue
 Moline, IL 61265

ATTN: Kraig McPeek

RE: Threatened and Endangered Species Coordination
 Abraham Lincoln Capitol Airport –Planning
 Sangamon County, Illinois

Dear Mr. McPeek:

Prairie Engineers of Illinois, P.C. (PEI) is assisting with environmental documentation within an approximate 11 acre Study Area within the Abraham Lincoln Capitol Airport (ALCA) (**Figure 1**) and includes coordination with the U.S. Fish and Wildlife Service (USFWS) for endangered and threatened species. The Project Study Area is located the southeast corner of the ALCA in Springfield, Sangamon County, Illinois (Section 17 of Township 16 North, Range 5 West of the 3rd Principal Meridian; **Figure 2**). The airport is currently looking at the area for planning purposes and any future project will likely propose to clear woody vegetation from the site for airport safety. A site visit was conducted on October 9, 2015 by Joseph Bartletti and Bryan Cross to characterize the existing habitat types present and to identify if potential habitat for endangered species exists.

The agency’s Section 7 Consultation website <http://www.fws.gov/midwest/endangered/lists/illinois-cty.html> was reviewed for a list of species and critical habitat within Sangamon County, Illinois (**Table 1**). Currently, three federally listed threatened or endangered species occur, or have historically occurred, within the County.

Table 1. Federally Endangered, Threatened, Proposed, and Candidate Species in Sangamon County, Illinois

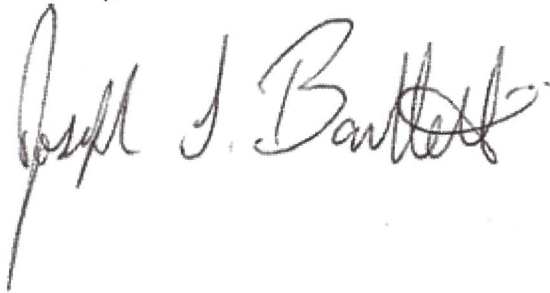
County	Common Name	Scientific Name	Status	Habitat
Sangamon	Indiana Bat	<i>Myotis sodalis</i>	Endangered	Caves, mines, small stream corridors with well-developed riparian woods; upland forests
	Northern Long-Eared Bat	<i>Myotis septentrionalis</i>	Threatened	Caves, mines, upland forests and woods
	Eastern Prairie Fringed Orchid	<i>Platanthera leucophaea</i>	Threatened	Mesic to wet prairies
Revised List Revised September 30, 2015 - http://www.fws.gov/midwest/endangered/lists/illinois-cty.html				

Habitat cover types were characterized within the Project Study Area (**Figure 3**). The majority of the site was actively disturbed by row crops or active haying/mowing; however, a small 0.891 acre wetland complex was located within the site. The delineated wetland had an FQI score of 14.1 and a mean C value of 2.52, thus not suitable to support the Eastern Prairie Fringed Orchid. The wooded cover surrounding the wetland complex was composed primarily of small diameter (<6 in) early successional species such as black willow, black cherry, red mulberry, and cedar. A comprehensive tree survey within the Project Study Area was not conducted; nearly 100% of the trees present had a diameter at breast height (DBH) than six inches. The thicket of willows provided canopy coverage of approximately 80% within the scrub/shrub portion of the wetland complex.

Not preferred, but potentially suitable foraging habitat was observed for the Indiana Bat and Northern Long-Eared Bat above the wetland complex. A small portion (≈ 0.10 acres) of the emergent wetland appears to maintain a small shallow pool of open water year round due to a spring.

It is our opinion any actions proposed would not impact any of the three species listed for Sangamon County, thus a "No Effect" determination has been concluded. Please contact me if the USFWS has any additional information on threaten or endangered species in the study area, or does not concur with a "No Effect" determination regarding the project. You can reach me directly at (217) 717-4379 or jbartletti@prairieengineers.com. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Joseph L. Bartletti". The signature is written in a cursive style with a large initial "J" and a long, sweeping underline.

Joseph L. Bartletti

Figure 1. Project Location

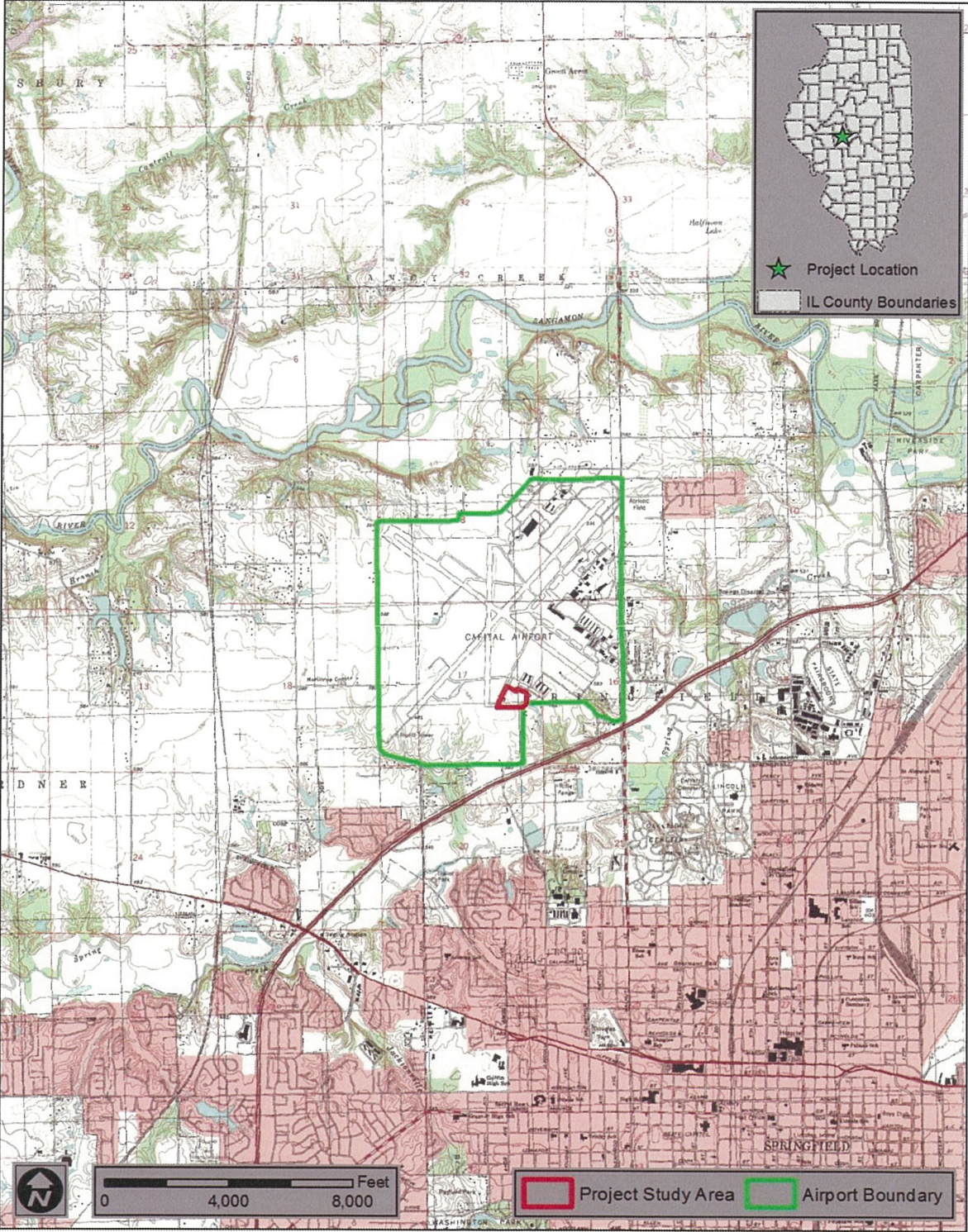
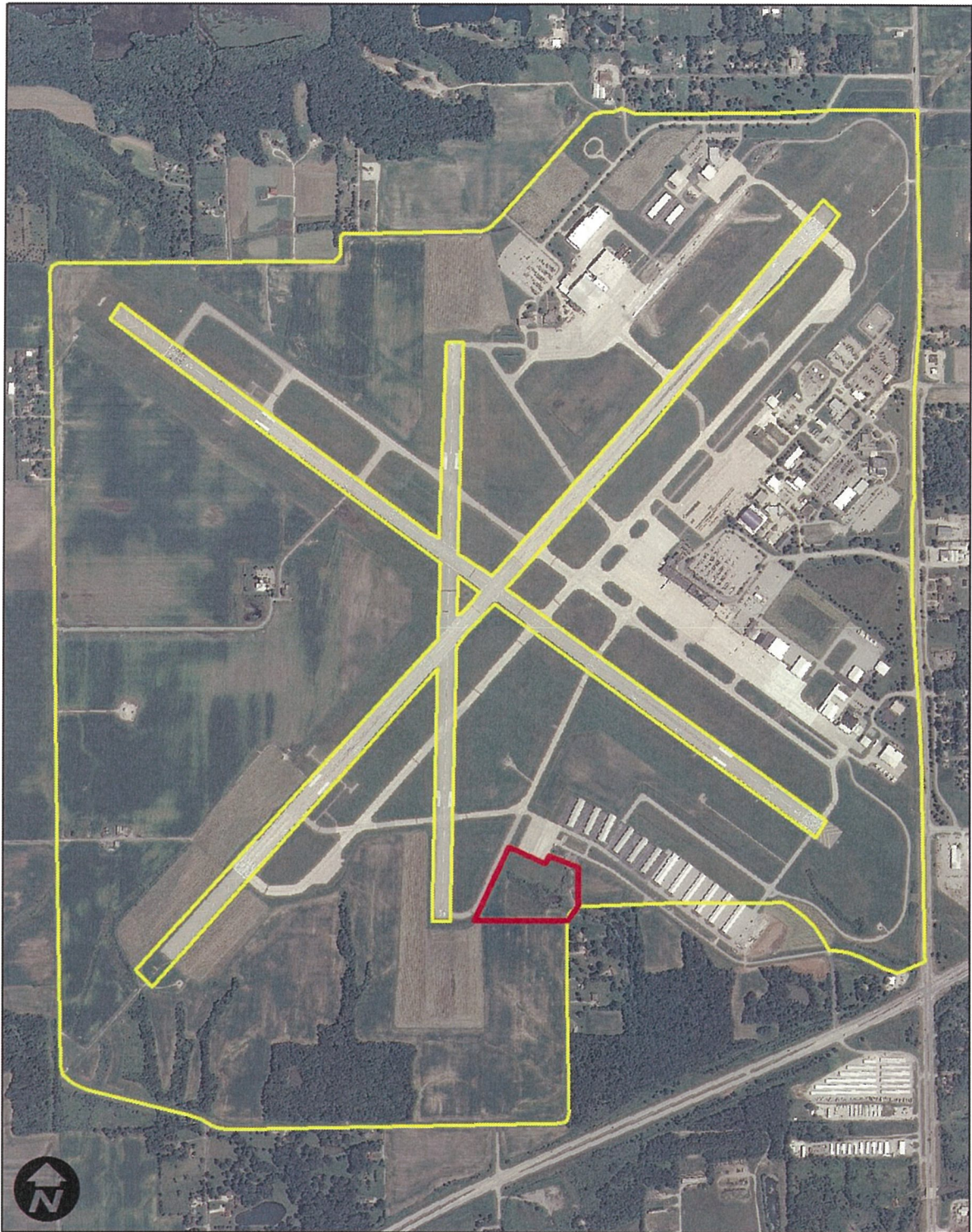


Figure 2. Project Study Area



0 1,000 2,000 Feet



Project Study Area 
Abraham Lincoln Capitol Airport 

Figure 3. Project Study Area Land Cover Types





Illinois Department of Transportation

Memorandum

To: Michael Dudas
From: Scott E. Stitt By: Thomas C. Brooks
Subject: Natural Resources Review *Thomas C. Brooks*
Date: May 10, 2018

Abraham Lincoln Capital Airport
T16N/R5W/S17
Sangamon County
Seq. #11768

The proposed project involves clearing and filling an existing wetland location to deter wildlife attractants which are hazardous to commercial aircraft.

There will be no new acres of land acquisition. There will be in-stream work in Spring Creek. There will be 0.5 acres of tree removal. Land cover in the vicinity of the proposed improvement is primarily mowed grass fields.

Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location. **Therefore, consultation under Part 1075 is terminated.**

This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.

Review for Illinois Interagency Wetland Policy Act – Part 1090

The National Wetlands Inventory shows wetlands in the vicinity of the project location. A survey for wetlands was conducted within the Environmental Survey Request limits for the proposed improvements. All potential sites were examined and one wetland was determined. The Wetland Delineation Report and spatial information (ArcGIS shapefile) are saved in the project folder.

The project sponsor will consider location and design alternatives to avoid and minimize adverse wetland impacts to the extent practical. After the extent of impacts is determined, a Wetland Impact Evaluation (WIE) form will be completed and submitted to the IDOT Bureau of Design and Environment. Unavoidable adverse wetland impacts are subject to the applicable ratios specified in 17 Ill. Adm. Code Part 1090.50 (c)(8). If the project will avoid adverse wetland impacts, the WIE should reflect the determination that adverse wetland impacts will not occur. The WIE form and instructions for its completion can be accessed at <http://www.dot.il.gov/environment/wetlands.asp>. Pending the submittal of the WIE **our wetland review under Part 1090 is open.**

Review for Endangered Species Act - Section 7

The proposed improvement was reviewed in fulfillment of our obligation under Section 7(a)2 of the Endangered Species Act. Our review included use of the US Fish and Wildlife Service's (USFWS) Information for Planning and Conservation (IPaC) web-based review tool. Through IPaC, an official species list was generated. The list contains the endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within or in the vicinity of the proposed improvement. The following species are listed: Indiana bat (Ibat), northern long-eared bat (NLEB) and eastern prairie fringed orchid. No proposed or designated critical habitat is listed. Under 50 CFR 402.12(e), **the accuracy of the species list is limited to 90 days.**

Within IPaC there is the NLEB-Ibat determination key. We used the key to determine applicability of the project with the USFWS revised programmatic biological opinion for transportation projects dated 12-15-2016 and to assess what effect the project would have on NLEB or Ibat. We completed an IPaC qualification interview and determined that the project is within the scope of the programmatic biological opinion and is not likely to adversely affect the NLEB or Ibat provided the following conservation measure is implemented by the project sponsor: **trees three (3) inches or greater in diameter at breast height will not be cleared April 1 through September 30.** If the proposed improvement includes bridge/structure replacement and an assessment for signs of bats was conducted, **please note that the assessment is valid for two years and that an expired assessment will need to be updated prior to construction.**

We cross-referenced the preferred habitat of each of the remaining listed species with our knowledge of the project area and determined that the project will have no effect on those species.

Should the proposed improvement be modified, or new information indicates listed or proposed species may be affected, consultation or additional coordination should be initiated.

National Flood Hazard Layer FIRMMette



39°50'27.50"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D

OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall

OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature

MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 9/24/2018 at 10:47:42 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

89°40'17.80"W



October 21, 2015

Lana Sumner
Crawford, Murphy, and Tilly, Inc.
2750 West Washington Street
Springfield, Illinois 62702

RE: Wetland Survey
Abraham Lincoln Capitol Airport
Springfield, Sangamon County, Illinois

Dear Ms. Sumner:

This letter summarizes the results of a wetland survey performed by Prairie Engineers of Illinois, P.C. (PEI) for approximate 11 acre Project Study Area within the Abraham Lincoln Capitol Airport (ALCA) in Springfield Illinois.

Introduction

Joseph Bartletti and Bryan Cross of PEI conducted a routine wetland delineation on October 9, 2015 for an approximate 11 acre study area located within the southeast corner of the ALCA in Springfield, Sangamon County, Illinois. The Project Study Area is located in Section 17 of Township 16 North, Range 5 West of the 3rd Principal Meridian (**Figure 1**). The purpose of the survey was to identify any potential wetland and water resources within the Project Study Area which may be jurisdictional to the U.S. Army Corps of Engineers, Rock Island District (USACE) or State of Illinois.

The weather at the time of the survey was overcast with temperatures in the upper fifties to lower sixties (°F). The total average annual precipitation for Sangamon County, Illinois is 37.43 inches, most of which falls in the spring and summer months. At the time of the survey, Sangamon County was not under drought conditions, and had not had any killing frost. Weather observations at the ALCA meteorological station indicated the Project Study Area received 10.02 inches of rainfall in the 3 months prior to the survey; precipitation values within the normal range (**Table 1**). Approximately 0.20 inches of rain had fallen in the 24 hours prior to the field survey.

Table 1: Climatic Evaluation

Month	Days	Precipitation inches	Normal Average	Normal Range
July	31	4.16	3.53	2.18 - 4.27
August	31	1.57	3.41	2.02 - 4.14
September	30	4.29	2.83	1.57 - 3.49

Prior to field investigations, the following sources were examined to determine potential wetland locations: current and historical aerial photographs, U.S. Geological Survey (USGS) topographic maps, U.S. Fish and Wildlife Service National Wetland Inventory (NWI) maps, U.S. Department of Agriculture Web Soil Survey maps, and the U.S. Department of Agriculture -Natural Resource Conservation Service (NRCS) official soil series descriptions (OSD). Wetland determinations were conducted using the definitions and guidelines established in the Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0) (USACE 2010).

Table 2 lists the five (n=5) soil units that have been mapped by the USDA within the Project Study Area. All soils are listed partially hydric and range from well drained to somewhat poorly drained (**Figure 2**). The NWI maps display numerous wetland polygons and NHD streams within the Airport Property. Furthermore, one wetland polygon (1.03 acres) labeled as a PUBGh, is within the Project Study Area (**Figure 3**).

The Project Study Area lies within the Archer Creek-Spring Creek watershed (HUC12 -071300080203). Land use within the 40,152 acre (162.5 square kilometer) watershed is a mix of urban and agricultural with forested areas bordering major drainages (**Figure 4**). Spring Creek is listed as 303(d) stream by the Illinois EPA, with impairment caused by sedimentation/siltation and PCBs. A Total Maximum Daily Load (TMDL) report has been completed for the impaired reaches. Spring Creek is not considered a “biologically significant stream” and has “C” ratings for its biological diversity and “C-D” rating for its habitat integrity upstream of the Project Study Area (**Figure 5**).

Table 2: Soils Types within the Project Study Area

Map Unit Symbol	Map Unit Name	Percent Slope	Drainage Class	Hydric Rating	Acres
257A	Clarksdale silt loam	0-2%	Somewhat poorly drained	Partially hydric	0.536
279B	Rozetta silt loam	2-5%	Well drained	Partially hydric	3.391
43A	Ipava silt loam	0-2%	Somewhat poorly drained	Partially hydric	3.63
86B	Oscos silt loam	2-5%	Well drained	Partially hydric	2.819
17A	Keomah silt loam	0-2%	Somewhat poorly drained	Partially hydric	0.344
TOTAL					10.72

Flows within the airport are generally controlled by an extensive underground stormwater drainage system that shuttles water from the runways, taxiways, and hanger areas into constructed or natural drainages near the periphery of the Airport. A large (36 inch) stormwater culvert enters near the western boundary of the Project Study Area, and a smaller 18 inch culvert from the north. Both culverts convey surface water runoff southeast toward the corner of the Project Study Area before exiting the Airport property (**Figure 6**). Flow continues offsite through a combination of overland flow and stormwater controls (culverts and drainage tile). After leaving this area of the airport, flow enters an unnamed tributary before connecting into Spring Creek approximately one mile to the southeast. Spring Creek flows northeast toward the Sangamon River.

Field Survey Results

A total of four data points were taken within the Project Study Area; the data points were taken to assist with delineating site boundaries and providing representative sampling locations. All four points were used to delineate a single wetland. The locations of data points were mapped using a Trimble GeoXH handheld sub-meter GPS unit (**Figure 7**). Two of the points were used as representative interior samples (meeting all three wetland criteria established in the Wetland Determination Manual); two points were representative ‘out’ samples. Wetland Determination Data Forms for each data point are included in **Appendix A**. The delineated wetland is provided in **Figure 8**.

Data Point 1 –Herbaceous Emergent Wetland Zone

Data point 1 was located within the NWI wetland polygon (PUBGh) in the lowest portion of the Project Study Area. The site can be described as a former pond, as evidenced by the large earthen embankment along the eastern and south-eastern edges. The embankment has an outlet and spillway; however, the basin has been compromised by an agricultural tile ‘blowout’ which occurred within the basin and has effectively dewatered the pond. All that remains of the open-water area is a small pool only a few inches deep. Hydrology to the site is provided through both surface water runoff (stormwater from the airport) and groundwater. A spring within the lower part of the basin is supplying a small but steady upwelling of groundwater. Soils were saturated at the surface throughout the emergent wetland area, and the obligate vegetation such as arrowhead, soft-stem bulrush, and southern naiad indicate a relatively consistent water level. The boundaries of the emergent wetland zone were defined by the former pond embankment, soil saturation, and the vegetation shift.

Data Point 2- Scrub/Shrub Wetland Zone

Data Point 2 was taken upslope of Data Point 1 on the southern side of the wetland. The point is situated near the former littoral margins of the pond prior to the failure of the basin. The spot is currently dominated by a dense stand of scouring rush, reed canary grass, and willow saplings. Hydrology to this portion of the wetland is provided primarily by surface runoff. The exposed tile in the basin serves to prevent extended stormwater retention; however, the upper portion of the basin likely floods for short periods of heavy rainfall. Soils are strongly hydric and vegetation was dominated by hydrophytes in this zone of the wetland. On most sides of the wetland the boundaries were fairly distinct with sudden shifts in vegetation and/or soils, but the southern edge had a more subtle shift. Historic aerial photographs were also used to assist in comparison of the delineated boundary in the field to “wetland signatures” present within the photographs.

Data Point 3- Non-wetland (Southern Edge)

Data point 3 was located outside the boundaries of the wetland complex on the southern edge. The area to the south of the wetland had been excavated in the past (whether for borrow or additional storage is unknown). The area is currently maintained as lawn by the airport; mowing is completed as close to the basin as possible. The site does not exhibit a substantial amount of rutting indicating soil moisture is not currently persistent through the summer months. The soils in most of the excavated area exhibit hydric characteristics, but these should be considered relic based on the current hydrology. The vegetation shifted from facultative to facultative upland.

Data Point 4-Non-wetland (Northern Edge)

Data Point 4 was located within the northern side of the basin and in alignment of part of the area that represents the former USGS NHD stream seen in **Figure 1**. The area was slightly depressed from the surrounding area, but above the shoreline zone of the former pond. The area maintained some hydrophytic species, but the dominant vegetative species were non-hydrophytes. Soils within the area represented by Data Point 4 were considered non-hydric, but also contained fill material. The basin was further modified between 1983 and 1998 (**Appendix C**). No indicators of hydrology were present as the former channel was no longer present.

Additional Note on Non-wetland Sites

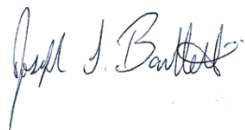
The study area contains an excavated ditch on the northeast side of the basin/wetland. The ditch exhibits the general characteristics of the scrub/shrub area of the wetland; however, the aerial photography documents the construction of the ditch as part of the construction of the Hanger Bay area and Charlie Ramp. The area excavated was in upland. No non-wetland waters (streams) were identified in the Project Study Area.

Summary

The results from the field survey identify the presence of a single wetland complex less than 1 acre in size (0.891ac) within the project study limits. The wetland complex maintains an FQI score of 14.01 and a mean C of 2.52, indicating a fair –to low floristic quality. The site is an impounded basin with excavated areas; hydrology is controlled by both groundwater and surface water inputs, but an exposed 12 inch clay tile running underneath the basin has effectively drained the basin. The pond would have formerly held 3-4 feet of water in the deepest portion. The outflow of the basin connects into an unnamed waterway which drains to Spring Creek. The wetland would likely be considered “jurisdictional” as Waters of the U.S. by the Rock Island District USACE.

If you have any questions regarding the results from the survey described in this letter, please contact me.

Sincerely,



Joseph L. Bartletti
Environmental Scientist

Figure 8: Boundaries of Delineated Wetlands



Wetlands

Submittal Date: 04/16/2018 **Sequence No:** 11768
District: 6 **Requesting Agency:** Aeronauti **Project No:**
Contract #: **Job No.:**
Counties: Sangamon
Route: Abraham Lincoln Capital **Marked:** No
Street: Aviation Lane/Wilbur Road **Section:**
Municipality(ies): Springfield **Project Length:** 0.3219 km 0.2 miles
FromTo (At): Along southern end of Abraham Lincoln Capital Airport, along Wilbur Road
Quadrangle: Springfield West **Township-Range-Section:** 16N-5W-17
Anticipated Design Approval: 12/15/2018 **Cleared for Design Approval:** 12/05/2019
Cleared for Letting: 12/05/2019 **Mitigation:** Yes **Mitigation Completed:**

Wetland Impacts Evaluation

Submittal Date: 05/30/2018 **Submitted By:**
Does the project have wetland impacts? Yes **Type:** Permanent
Briefly describe the measures considered to avoid and minimize adverse impacts to the wetlands:
 Reasonable alternatives to the project were identified and evaluated in accordance with NEPA and CEQ and FAA guidance. Alternative 2 – Maintenance Only: (Still open water). Alternative 3 – Wire Grid: (Less reduction in wildlife).
Summarize briefly why there are no practicable alternatives to the use of the wetland(s):
 The open water maintained by this wetland is highly attractive to waterfowl. The location of this wetland and the tendency for it to attract hazardous wildlife, can create significant safety threats to aircrafts using ALCA.
Wetland mitigation is being proposed: wetland bank site **Reviewed**

Memo Date: 02/22/2021 **Memo By:** Vince Hamer
Memo: The Airport has agreed to purchase credits from the Sangamon River wetland bank. Since this impact is covered under the standard action review (new alignment) the ratio will be 4.0:1 under the IWPA part 1090/ IDOT wetlands Action Plan. The total credits required for purchase totals 3.560 acres
Memo Date: 05/30/2018 **Memo By:** Michael Dudas
Memo: The need for this project is to improve aircraft safety by reducing existing waterfowl hazard attractants associated with standing water and vegetation in an existing wetland located near the Charlie Ramp. Not impacting the wetland would not minimize wildlife hazard attractants at the airport.

Wetland Impacts and Mitigation Required

Site No.	Type	T&E	Nature Preserve	Natural Area	Essential Habitat	Size (acres)	Acres of Impact		Acres of Compensation	
							Impact	Ratio		
1	Wet Shrub	No	No	No	No	0.89	.890	4.0	3.560	
Basin	07130008	Quadrangle			FQI	14	Addendum			
Describe the work:		Fill								
Total								.890		3.560

SPRINGFIELD AIRPORT AUTHORITY

Tuesday, October 16, 2018

REGULAR MEETING MINUTES

The regular meeting of the Board of Commissioners of the Springfield Airport Authority was called to order by Chair Vala at 5:00 p.m. on Tuesday, October 16, 2018, in the Conference Room at the Authority's offices at Abraham Lincoln Capital Airport.

PRESENT: Frank J. Vala, Chair
Herman Bodewes, Vice Chair
Elizabeth Delheimer, Commissioner
Diane Hardwick, Commissioner
Mike Houston, Commissioner
Mike Meyer, Commissioner
Susan R. Shea, Commissioner
Mark Kinnaman, Treasurer
R. Beverly Peters, Secretary
Jim Lestikow, Attorney
Mark Hanna, Executive Director
Ken Boyle, Director of Admin & Finance
Roger Blickensderfer, Director of Facilities & Maintenance

ABSENT: None

VISITORS: None

Chair Vala asked for a motion regarding the minutes of the Regular Meeting of September 18, 2018. Commissioner Hardwick made a motion to approve the minutes of the Regular Meeting of September 18, 2018, seconded by Commissioner Houston and carried with a roll call vote of 7 ayes/0 nays.

Treasurer Kinnaman gave the Treasurer's Report. Director of Finance and Administration, Ken Boyle gave the Comptroller's Report and Commissioner Houston presented the Finance Chair Report.

Vice Chair Bodewes discussed the FAA-System Support Center Lease. Their current lease ended September 30th and a new five year agreement has been negotiated. Commissioner Bodewes made a motion to approve the five year lease between the Springfield Airport Authority and the U.S. Department of Transportation, Federal Aviation Administration, and authorize the Board Chairman to sign, seconded by Commissioner Houston and carried with a roll call vote of 7 ayes/0 nays.

Commissioner Meyer reported that the annual FAA Airport Certification Safety Inspection that took place on October 9th, 10th and 11th has been completed. Results of the inspection revealed that the airport is currently in compliance with all extensive requirements of FAR Part 139, the Airport Certification Manual/Specification, Aircraft Rescue and Firefighting requirements and the Airport Operating Certificate and the inspector complimented the airport's training programs, record-keeping and organization and planning of required training events and airport safety programs.

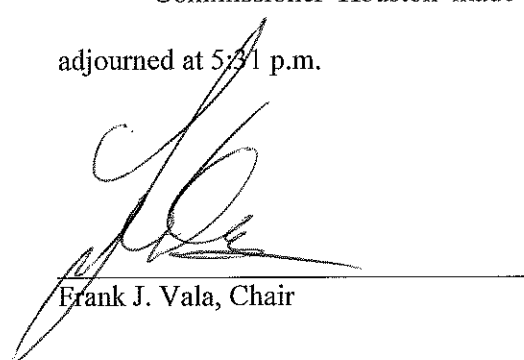
Chair Vala gave an update on the construction projects.

Commissioner Hardwick reported a decrease in year-to-date airline passenger activity for this calendar year compared to last year.

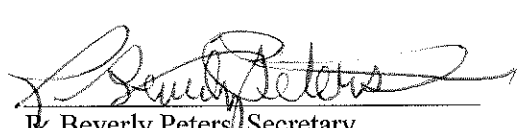
Commissioner Hardwick reported that fuel sales for the month of September were 135,045 gallons with revenue of \$16,949. Airline sales were steady compared to the previous month while retail jet fuel saw a slight decrease. Military contract sales rebounded and Avgas sales were just over 5,000 gallons.

Executive Director Hanna reported the passenger loads on the Allegiant flights to Punta Gorda remain strong compared to the same time last year; he has recently met with Allegiant about future opportunities. Mr. Hanna also reported on the permitting process that is underway to mitigate wetlands to the south of the Charlie Ramp in the airport's south quadrant. The U.S. Fish and Wildlife Services has recommended the removal of this wetland in a recent Wildlife Hazard Management Plan Report. A wetland has been officially identified and efforts are underway to seek proper permitting to mitigate the wetland. Airport staff and consulting engineers are currently working with IDOT and the U.S. Corps of Engineers to secure the proper permit and coordinate the wetland banking process that will enable the airport to clear and drain the area to eliminate wildlife attractants in close proximity to the airfield.

Commissioner Houston made a motion to adjourn the Regular Meeting. The meeting adjourned at 5:31 p.m.



Frank J. Vala, Chair



R. Beverly Peters, Secretary