

Dane County
MSN1002
SAP-91
E**APPENDIX A. DOCUMENTED CATEX**

Airport sponsors should use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1E and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and consult with the FAA Environmental Protection Specialist about the type of information needed. Complete this form and send it with any supporting environmental resource documentation to the appropriate FAA Airports Division/District Office. The form and supporting documentation should be provided in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, to allow sufficient time for review. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

It is ultimately the sponsor's responsibility to ensure that all of the information necessary for the FAA to make an environmental determination is accurate and complete.

Name of Airport, LOC ID, and Location

Dane County Regional Airport (MSN) Madison, WI

Project Title

Employee parking lot and miscellaneous improvements

Provide a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, changing flight procedures, and designating or developing haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

The airport employee parking lot currently encroaches into Runway 21's runway protection zone (RPZ). This project is being undertaken to relocate the existing employee parking outside the (RPZ) and enhance the capacity of the cell phone lot. The area of proposed construction is located on the east side of International Lane between Darwin Road and the existing chiller plant. The proposed project is located entirely on existing airport property. Related activities include construction of a lot perimeter fence for security and access control. Associated improvements include the pulverizing and repaving a portion of Darwin Road and parking lot south of Darwin Road. The proposed project is shown in Exhibit 1.

Estimated start date of construction is September 2017 and is expected to be completed in November 2017.

Provide a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding the airport property.

The project area consists of existing parking, grassed areas mowed on a consistent basis to limit vegetative growth and a limited number of trees.

Identify the appropriate CATEX paragraph(s) from Order 1050.1E (paragraph 307-312) or 5050.4B (tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

Paragraph 5-6.4.f. Federal financial assistance, licensing, Airport Layout Plan (ALP) approval, or FAA construction or limited expansion of accessory on-site structures, including storage buildings, garages, hangars, t-hangars, small parking areas, signs, fences, and other essentially similar minor development items.

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1E, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

304a. National Historic Preservation Act (NHPA) resources

Projects that have the potential to cause effects on historic properties require a Section 106 finding in order to meet the requirements of the NHPA regardless of the type of NEPA document being completed. Check with your local Airports Division/District Office to determine if a Section 106 finding is required. Consultation with the State Historic Preservation Officer/Tribal Historic Preservation Officer (SHPO/THPO) may be required, and should be conducted through the FAA.

	YES	NO
Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the project area previously undisturbed? If yes, provide more information.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO may be required. WisDOT Historic Office concurrence is included as Exhibit 2 which included tribal notification.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304b. Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1E) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>The project area is entirely within airport property. There are no Section 4(f) properties near the project area that will be affected.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation directly or constructively “use” any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See Desk Reference Chapter 7.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304c. Natural, Ecological, or Scenic Resources

This section covers a broad range of categories from farmlands to endangered species to coastal resources to wild and scenic rivers. Items to consider include:

Coastal Resources	YES	NO
<p>Will the project occur in or impact a coastal zone as defined by the State’s Coastal Zone Management Plan (CZMP)? If yes, discuss the project’s consistency with the State’s CZMP. Attach the consistency determination if applicable.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Ecological Resources	YES	NO								
<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>								
<p>The USF&WS webpage (accessed April 18, 2017) identified the following listed species for Dane County, Wisconsin where the project is located:</p>										
<table border="0"> <tr> <td style="width: 50%;">Birds</td> <td style="width: 50%;">Status</td> </tr> <tr> <td>Whooping Crane (<i>Grus americana</i>)</td> <td>Experimental Population</td> </tr> </table>	Birds	Status	Whooping Crane (<i>Grus americana</i>)	Experimental Population						
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<p>The WDNR's January 4, 2017 initial concurrence letter (Exhibit 3A) stated that no endangered resources or suitable habit are known or likely to occur in the project area or vicinity. Since then the Rusty Patched Bumble Bee (RPBB) as been listed by the USFWS. Correspondence from the WDNR (Exhibit 3B) confirms that the project is outside of the RPBB high protection zone, and additionally the WDNR states that the project area consists of routinely mowed habitat that doesn't allow a diverse array of wildflower required for this species.</p>										

Ecological Resources	YES	NO
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat? If yes, consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated.</p> <p>The project area primarily consists of a mowed grassed area which has been previously disturbed and graded and limited trees. No activity is proposed in any waterway, the nearest being West Branch Starkweather Creek, which is located approximately 150 feet east of the grading limits. Therefore, there are no impacts to Higgins Eye Mussel which known from large rivers. The soils and maintenance of the area do not support or provide suitable habitat for either prairie bush-clover or Eastern prairie fringed orchid. Regarding Mead’s milkweed, in September of 2003, the USF&WS published a Recovery Plan for Mead’s Milkweed, which states the species no longer occurs in Wisconsin. Restoration efforts include transplanting the species into a few protected prairies in Wisconsin, but there are no other occurrences.</p> <p>The USF&WS considers the whooping crane (<i>Grus americanus</i>) a non-essential experimental population. According to the USF&WS, a nonessential designation for an experimental population means that, on the basis of the best available information, the experimental population is not essential for the continued existence of the species. Regulatory restrictions are considerably reduced under the Nonessential Experimental Population (NEP) designation. Local whooping crane populations are not expected to be adversely affected by project.</p> <p>Because there are limited trees which will be removed as part of the undertaking, there is potential to affect the northern long eared bat. By removing the few trees in the project area during the non-roosting season (June 1 thru July 30) there is assumed to be no affect as the proposed project schedule starts in September 2017 and ends in November 2017.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize or mitigation impacts (such as timing windows determined in consultation with the USFWS).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize or mitigate impacts.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Ecological Resources	YES	NO
Does the project have the potential to impact fish habitat protected under the Magnuson-Stevens Act? If yes, after notifying the FAA and the airport sponsor will take the necessary consultation action. Actions may include preparing an Essential Fish Habitat assessment and consultation with the National Marine Fisheries Service. Describe any adverse impacts, and any conservation measures needed to avoid such impacts.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Farmland	YES	NO
<p>Is there prime, unique, state or locally important farmland in/near the project area? Describe any significant impacts from the project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Floodplains	YES	NO
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>Floodplain Map is included as Exhibit 4 and shows project area well outside floodplain.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Wetlands and Other Waters of the U.S.	YES	NO
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination.</p> <p>The site has atypical wetlands. A wetland determination was completed in May 2017 that the WDNR concurs with and WDNR has taken jurisdiction of the wetlands. A Preliminary Jurisdictional Determination was requested by the USACE on May 24, 2017, which can take 3 to 4 months to be issued. Based on conversation with both regulatory agencies the wetlands are assumed to be jurisdictional.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>If a delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p>	<input type="checkbox"/>	<input type="checkbox"/>

Wetlands and Other Waters of the U.S.	YES	NO
<p>If yes, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>The position of the new employee parking lot and cell phone lot results in unavoidable wetland impacts as shown in Exhibit 5. The slopes of the project have been maximized and the grading minimized to reduce the impact on the degraded meadow wetlands. In addition, the stormwater management facilities and sidewalk have been shifted to reduce the impact.</p> <p>Other locations outside of the RPZ and farther from the terminal would have reduced employee safety and created challenges complying with the Americans with Disabilities Act. Also, increasing the walking distance for employees would have exacerbated an existing distance problem.</p> <p>It is anticipated that the project will result in a direct wetland impact of 1.58 acres. During design, efforts will be made to reduce the wetland impacts. The impacts will be mitigated at a 1:1 ratio using credits from the Dane County Wetland Mitigation Bank, which is owned by the Dane County Regional Airport.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>The project falls within the parameters of a general permit. Per May 24, 2017 conversation with USACE, transportation projects with impacts under 2 acres administered in accordance with the WisDOT/WDNR Liasion process (Cooperative Agreement) qualify for a General Permit.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Wild and Scenic Rivers	YES	NO
<p>Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304d. Disruption of an Established Community

	YES	NO
Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are residents or businesses being relocated as part of the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Justice	YES	NO
Are there minority and/or low-income populations in/near the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304e. Surface Transportation

	YES	NO
Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304f. Noise

	YES	NO
Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project cause a change in airfield configuration, runway use, or flight patterns - either during construction or after the project is implemented?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations. No change in airfield operations will result from this project.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method? If yes, provide that documentation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304g. Air Quality

	YES	NO
Is the project located in a Clean Air Act non-attainment or maintenance area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, is it listed as exempt, presumed to conform, or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels? (Provide the paragraph citation for the exemption or presumed to conform list below, if applicable.) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation. If exempt or "presumed to conform", skip the next two questions.	<input type="checkbox"/>	<input type="checkbox"/>
Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendment of 1990?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the airport have 180,000 general aviation and air taxi operations or 1.3 million enplanements annually? If yes, an air quality analysis may be required if the project would result in a change in operations. The project will not result in a change to aircraft operations.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

304h. Water Quality

Airport projects may cause water quality impacts due to their proximity to waterways. Airport related water quality impacts can occur from both point and non-point (stormwater runoff) sources.

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p>West Branch Starkweather Creek is located 150 feet east of the proposed project area</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project impact any of the identified water resources? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>The project will comply with TRANS 401, which meets the City of Madison's stormwater management regulation. Temporary and permanent best management practices will be implemented.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project increase the amount or rate of stormwater runoff? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>The project results in an increase in impervious area. Best management practices; including dry detention will be implemented to mitigate for the impact.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are any permits required? If yes, list the appropriate permits.</p> <p>Compliance with WisDOT TRANS 401. City of Madison concurs that meeting TRANS 401 meets City Stormwater requirements. Final WDNR Concurrence including 401 Water Quality Certification is included as Exhibit 6.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

304i. Highly Controversial on Environmental Grounds

	YES	NO
Is the project highly controversial? The term “highly controversial” means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project’s risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304j. Inconsistent with Federal, State, Tribal or Local Law

	YES	NO
Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the project incompatible with surrounding land uses?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304k. Lighting, Visual, Hazardous Materials, Construction Impacts, Etc.

Light Emissions and Visual Effects

Airport related lighting facilities and activities could affect surrounding light-sensitive areas such as homes, parks, recreation areas, etc. Visual affects deal broadly with the extent to which airport development contrasts with the existing environment/setting.

	YES	NO
Will the proposed project produce light emission impacts? Cut off lights will be used to minimize light emissions.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts? The project is entirely on airport property and site plans have been reviewed by the City.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Hazardous Materials

Federal, State, and local laws regulate hazardous materials use, storage, transport or disposal. Disrupting sites containing hazardous materials or contaminants may cause significant impacts to soil, surface water, groundwater, air quality, humans, wildlife, and the organisms using these resources. This category also includes solid waste and hazardous substances.

	YES	NO
<p>Does the project involve or affect hazardous materials?</p> <p>An abbreviated Phase I was conducted, including a background investigation of properties located within or immediately adjacent to the project area that identified three sites containing potentially hazardous materials. Based on the nature of the proposed project activities and the fact that the sites are closed and do not have continuing obligations, no further investigations or special provisions were recommended for this project. According to Airport staff, the monitoring wells on the project site were installed years ago by a UW professor. The project plans include removing these wells.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will construction take place in an area that contains or previously contained hazardous materials?</p> <p>WDNR records shows that there are no active hazardous material sites within or in near proximity to the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Construction

Construction may cause various environmental effects including, but not limited to, increases in dust, aircraft and heavy equipment emissions, stormwater runoff, spill/leaking petroleum, and noise.

	YES	NO
Will the project result in construction impacts, such as reducing local air quality, increase erosion, pollutant runoff, or noise, or disrupt local traffic patterns? If yes, describe measures to avoid and minimize construction impacts. Construction best management practices will be implemented to minimize construction impacts. These include erosion control plans.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the project create short term impacts? By implementing BMPs, no short term impacts are expected.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project result in long term/permanent impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Energy Supply and Natural Resources	YES	NO
Will the project change energy requirements or use consumable natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project change aircraft/vehicle traffic patterns that could alter fuel usage?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Public Involvement

Through public participation, federal agencies disclose information about a proposed project and expected environmental effects. Many of the special purpose laws (National Historic Preservation Act, Clean Water Act, etc.) require public notice and the opportunity for public involvement.

	YES	NO
Was there any public notification or involvement? If yes, provide documentation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Indirect/Secondary/Induced Impacts

Indirect/Secondary/Induced Impacts are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. They may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

	YES	NO
Will the project result in indirect/secondary/induced impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Permits

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

A joint WDNR/USACE General Permit Application was submitted on June 7, 2017. Coordination has occurred with both WDNR and USACE on this project. Final WDNR concurrence is included as Exhibit 6.

The project area is within a Capital Area Regional Planning Commission Environmental Corridor (CARPC). The project area for which a 404/USACE General Permit was applied for will be removed from the Environmental Corridor as an administrative change once the General Permit is issued. This project was coordinated with CARPC staff.

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

Preparer Information

Point of Contact: Laura Morland

Address: 2440 Deming Way


City: Middleton

State: WI

ZIP code: 53562

Phone Number: 608.443.0608

Email Address: Laura.Morland@meadhunt.com

Signature: 

Date: 6/26/17

Airport Sponsor Information and Certification

(may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

Point of Contact: Matt Messina (Sponsor agent)

Address: PO Box 7914

City: Madison

State: WI

ZIP code: 53707-7914

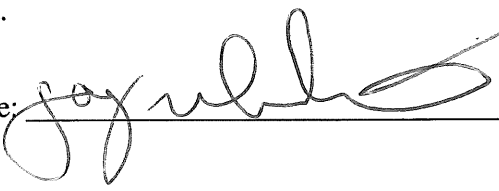
Phone Number: 608.267-7108

Email Address: matthew.messina@dot.wi.gov

Additional Name(s):

Additional Email Address(es):

I certify that the information I have provided above is, to the best of my knowledge, correct. 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 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) has occurred.

Signature: 

Date: 6/26/17

FAA Decision

Having reviewed the above information, certified by the responsible airport official, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

- No further NEPA review required. Project is categorically excluded per (cite applicable 10501.E CATEX that applies)
- An Environmental Assessment (EA) is required.
- An Environmental Impact Statement (EIS) is required.
- The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

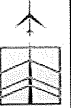
Name: _____ Title: _____
Responsible FAA Official

Signature: _____ Date: _____

Mead & Hunt

Mead and Hunt, Inc.
2440 Deming Way
Middleton, WI 53562
phone: 608-273-6380
meadhunt.com

DANE COUNTY
REGIONAL AIRPORT
MADISON



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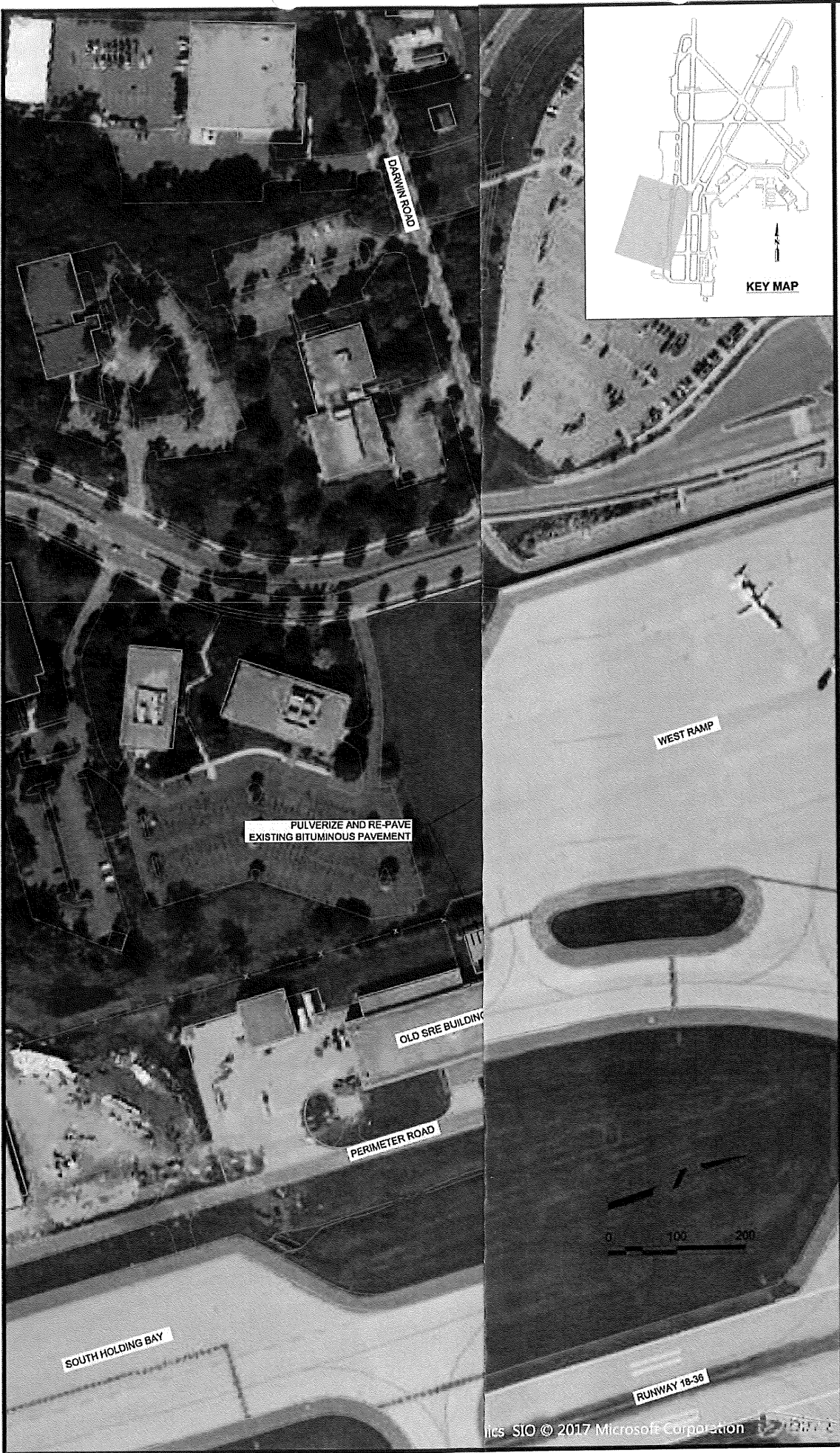
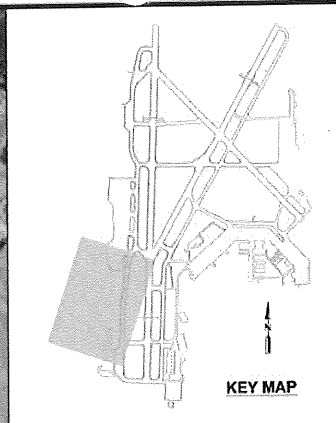
DANE COUNTY REGIONAL AIRPORT CONSTRUCT EMPLOYEE PARKING LOT AND MISC. IMPROVEMENTS 4000 INTERNATIONAL LANE MADISON, WI 53704

ISSUED

PROJ. NO.: MSN 1002
MH NO.: 2309936-161532.01
DATE: January 16, 2017
DESIGNED BY: XXX
DRAWN BY: XXX
CHECKED BY: XXX
DO NOT SCALE DRAWINGS

SHEET CONTENTS
PROJECT LAYOUT
PLAN

SHEET NO. Exhibit 1



X:\2309936\161532.01\TECH\CAD\DRAWINGS\G-021 PROJECT LAYOUT PLAN.DWG
2/9/2017 5:49:23 PM

**BUREAU OF AERONAUTICS
CULTURAL RESOURCES (44.40)
Wisconsin Department of Transportation**

Exhibit 2

According to state law (Wis. Stats. S. 44.40), each state agency is required to consider whether any its proposed actions will affect any historic property (e.g., buildings/structures, historic or archaeological sites or districts) listed on the National Register of Historic Places (NRHP), the State Register of Historic Places, the inventory of sites maintained by the Wisconsin Historical Society (WHS), or lists of locally designated historic places. If the agency determines that its action will affect such a property, it must notify the State Historic Preservation Officer (SHPO), and if the effect is determined to be adverse, the agency and SHPO negotiate to mitigate the effect. For projects involving federal agency participation, Section 106 applies and the project sponsor must follow the process outlined in FAA Order 1050.1E, Appendix A, Section 11.

Section I. Project Information

FOS/DOT Project ID 0713-44-91	AIP Not applicable	County Dane
Airport Name Dane County Regional Airport (DCRA)		Project Name Employee Parking Lot
Project Engineer/Project Manager Matthew Messina		(Area Code) Telephone Number 608-267-7108

Section II. Project Description

Highest Level of Participation: <input checked="" type="checkbox"/> State (including project management)	<input type="checkbox"/> Federal (this form not applicable)
Type of Project: <input checked="" type="checkbox"/> New Construction	<input type="checkbox"/> Reconstruction
<input type="checkbox"/> Land Acquisition	<input type="checkbox"/> Obstruction removal
Amount to be disturbed: 8 Acres:	Land to be acquired: Acres: Not applicable
Brief Project Description (Include Location): DCRA will relocate the employee parking lot and reconstruct and expand the existing cell phone lot on existing airport property. The proposed project is located on International Lane between Darwin Road and the existing chiller plant.	
Attachments (Desired): <input checked="" type="checkbox"/> Maps <input checked="" type="checkbox"/> Aerials <input checked="" type="checkbox"/> Project Plans (If Available)	

Matthew Messina
Aeronautics Project Manager (Date)

FOR CULTURAL RESOURCE REVIEWER ONLY

Section III. Wisconsin Historic Preservation Review

Sources Researched: WHPD - ASI WHPD - AHI

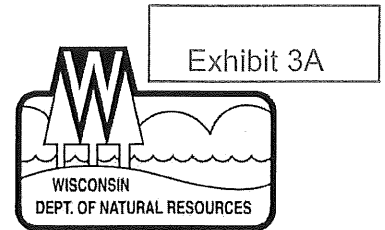
Archaeological Resources: <input checked="" type="checkbox"/> No identified archaeological sites in the project area. <input type="checkbox"/> Archaeological sites identified in the project area. 47 - Description 47 - Description 47 - Description	<i>see attached, 5/15/17 mth letter</i>
Burial Sites: (C=Catalogued) <input checked="" type="checkbox"/> No known historic or prehistoric cemeteries or burial grounds adjacent to project area. <input type="checkbox"/> Historic or prehistoric cemeteries or burial grounds identified in or adjacent to project area. B - Description <input type="checkbox"/> C B - Description <input type="checkbox"/> C	↓
Architecture/History Resources: <input checked="" type="checkbox"/> No historic building/structures identified in the project area. <input type="checkbox"/> Historic building/structures identified in or adjacent to the project area.	

Section IV. WisDOT Cultural Resource Comments/decision

<input checked="" type="checkbox"/> No historic properties (historical or archaeological) affected. <input type="checkbox"/> Commitments required: Comments below or included in email transmittal
<input type="checkbox"/> Historic properties affected : (coordination/negotiations with WHS required) <i>Ann Claes</i> 5-15-17 WisDOT Cultural Resources (Date)

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
South Central Region Headquarters
3911 Fish Hatchery Road
Fitchburg, WI 53711-5397

Scott Walker, Governor
Cathy Stepp, Secretary
Telephone 608-275-3266
FAX 608-275-3338



January 4, 2017

Matthew Messina
WisDOT Project Manager
4802 Sheboygan Ave
Madison, WI 53707

Subject: DNR Initial Project Review
Project I.D. MSN1002
Dane County Regional Airport
Airport Employee Parking Lot
Dane County

Dear Mr. Messina:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the proposed above-referenced project on December 14, 2016. According to your proposal, the purpose of this project is to construct a new employee parking lot to replace the existing lot that will need to be removed to comply with the Runway Protection Zone. Additional improvements include lighting, fencing, a new guard shack and other features. Construction is expected to occur in the summer of 2017.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement. Initial comments on the project as proposed are included below, and assume that additional information will be provided that addresses all resource concerns identified. In addition to the project specific resource concerns highlighted below, it is DNR's expectation that the full range of DOT roadway standards will be applied throughout the design process.

A: Project-Specific Resource Concerns

Public Lands:

There are no public recreational or natural areas present in the vicinity of this project.

Wetlands:

The submittal indicated that the mowed field may have "possible wetland areas." The field is in a significantly altered area. However, soils on the site are mapped as hydric and the field was likely part of a larger wetland complex that predates development in the area. It is possible that there are remnant wetlands on the site, although any identified would likely be heavily disturbed, low-functional value wetlands. A wetland investigation will need to be conducted on the property during the growing season to determine if there are wetlands present on the property. We will need to review the results of the wetland investigation prior to providing final concurrence on the project.

There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the DOT Wetland Mitigation Banking Technical Guideline. DNR requests information regarding the amount and type of unavoidable wetland impacts.

Fisheries/Stream Work:

There are waterways along the southern and eastern boundaries of the property. It is our understanding that there will be no work within or near these features.

Storm Water:

The proposed parking lot facility will result in an increase in impermeable surfaces on the property. The project will need to comply with storm water runoff regulations such as the total suspended solids (TSS) and peak flow standards found in Trans 401. The DCRA has a Wisconsin Pollutant Discharge Elimination System (WPDES) permit. The permit requires the airport to follow its Storm Water Pollution Prevention Plan. The DCRA developed a Master Storm Water Management Plan in 2010 to comply with federal, state and local storm water regulations. This plan included projects that the airport anticipated would occur in the foreseeable future. We request information as to whether this project was included in the DCRA Storm Water Management Plan.

Endangered Resources:

Based upon a review of the Natural Heritage Inventory (NHI) and other DNR records on January 4, 2017, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity.

Floodplains:

A determination must be made as to whether or not the project lies within a mapped/zoned floodplain. Floodplain impacts should be assessed and/or quantified and appropriate coordination must be carried out in accordance with the DOT/DNR Cooperative Agreement. Coordination must also occur with the Dane County Zoning Program.

B. Project Specific Construction Site Considerations

The following issues should be addressed in the Special Provisions, and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP). An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. Erosion control and stormwater measures must adhere to the DNR/DOT Cooperative Agreement, Trans 401, and applicable federal laws.

Erosion Control and Storm Water Management:

- Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.
- If erosion mat is used along stream banks, DNR recommends that biodegradable non-netted mat be used (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.
- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs)

and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.

- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, the site must be properly winterized.
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

The above comments represent the DNR's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, and additional consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 608-275-3301, or email at eric.heggelund@wisconsin.gov.

Sincerely,

Eric Heggelund

Eric Heggelund
Environmental Analysis & Review Specialist

cc: Chris Egger, WisDOT
David Montesinos, WisDOT

Laura Morland

From: Heggelund, Eric P - DNR <Eric.Heggelund@wisconsin.gov>
Sent: Wednesday, June 21, 2017 8:40 AM
To: Laura Morland
Cc: Chris Reis; Messina, Matthew R - DOT; Montesinos, David - DOT
Subject: RE: DNR Final Concurrence MSN Design Employee Parking Lot Expansion BOA Dane Co

Hi Laura,

This project is outside of the RPBB high protection zone. In addition, the area of the project consists of routinely mowed habitat that doesn't allow a diverse array of wildflower required for this species. I would not consider the site to be habitat for the bee.

Let me know if you need anything else,

Eric

We are committed to service excellence.

Visit our survey at <http://dnr.wi.gov/customersurvey> to evaluate how I did.

Eric Heggelund
Phone: 608-275-3301
Cell: 608-228-7927
Eric.heggelund@wisconsin.gov

From: Laura Morland [mailto:laura.morland@meadhunt.com]
Sent: Monday, June 19, 2017 6:32 PM
To: Heggelund, Eric P - DNR
Cc: Chris Reis; Messina, Matthew R - DOT; Montesinos, David - DOT
Subject: RE: DNR Final Concurrence MSN Design Employee Parking Lot Expansion BOA Dane Co

Hi Eric,

The WisDOT reviewed the Cat Ex we prepared for this subject project and noted that since your initial concurrence letter in January the rusty patched bumble bee was listed. I'd checked the USF&WS iPAC which didn't list the bee in the project area. However, the WisDOT noted that the Dane County Airport shows in a Low Potential Zone Bee according to a US F&WS map. They request that we include evidence of coordination with you (WDNR) on the Bee to include in the Cat Ex.

Can you please respond to this email regarding this species relative to the employee parking lot project for us to include in the Cat Ex?

Please let me know if you have any questions or need anything else to reply.

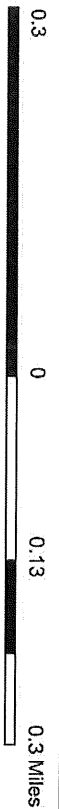
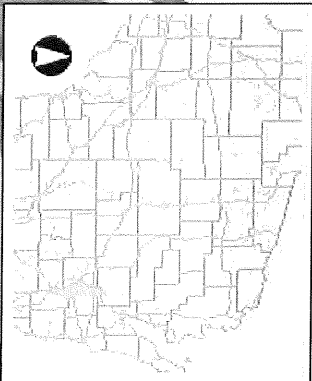
Thank you

Laura

Laura D. Morland, PE | Environmental Practice Leader



Dane Co Regional Airport - Employee Parking and Misc Improvements Project



NAD_1983_HARN_Wisconsin_TM

1: 7,920

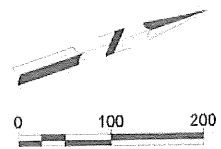
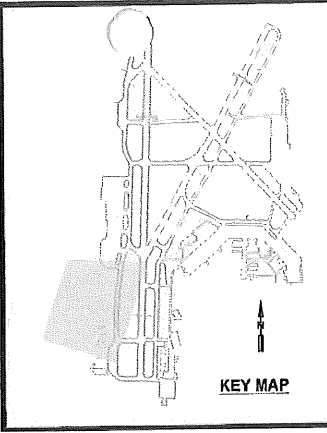
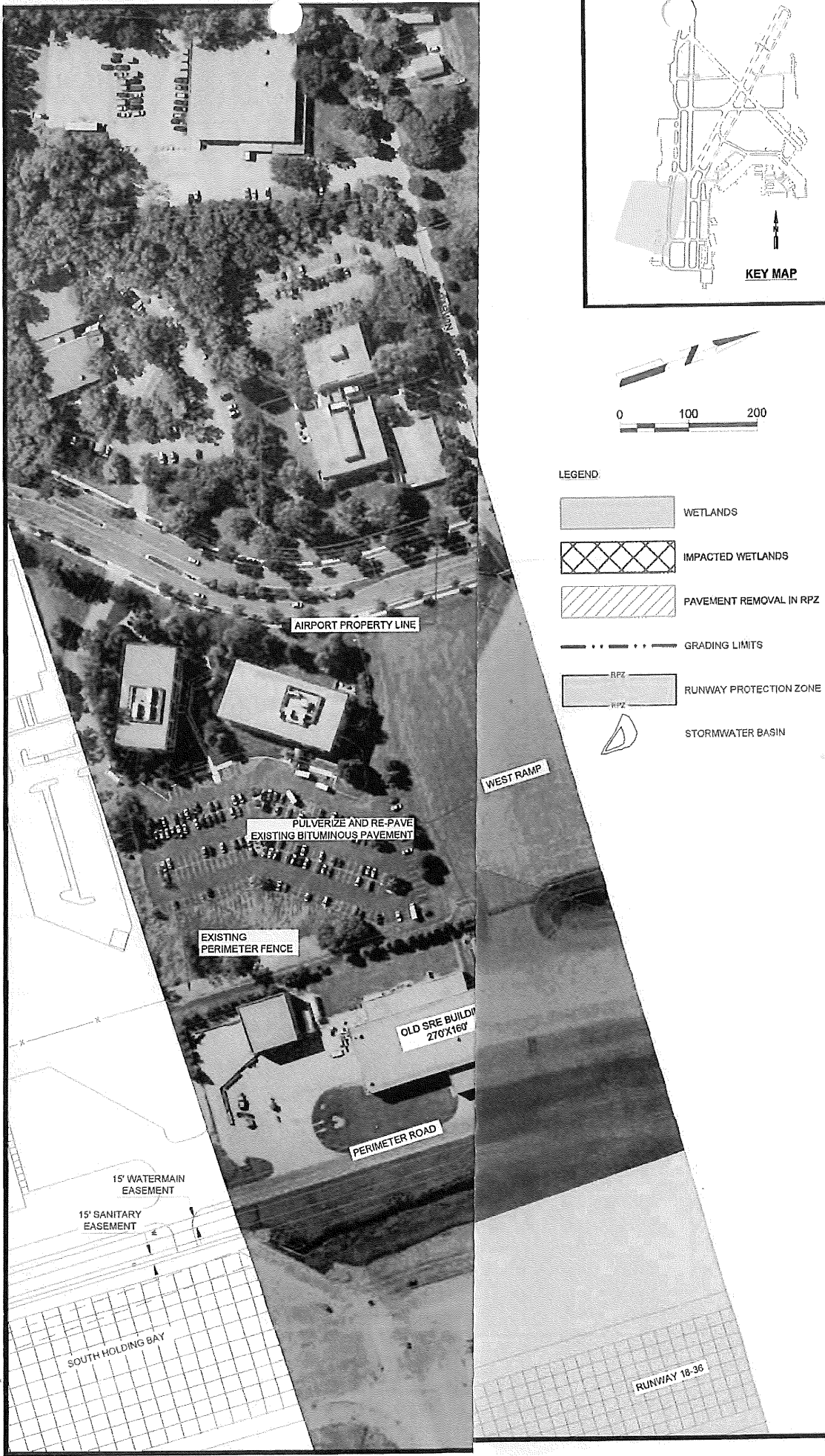
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- ### Legend
- Floodplain Analysis Lines
 - Other
 - Flood Insurance Study
 - Letter of Map Revision
 - Case By Case Analysis
 - Bridge
 - Floodplain Analysis Points
 - Other
 - Flood Insurance Study
 - Letter of Map Revision
 - Case By Case Analysis
 - Bridge
 - FIRM Panels
 - Cross-Sections
 - Base Flood Elevations
 - Flood Hazard Boundaries
 - Other Boundaries
 - Limit Lines
 - SFRMA / Flood Zone Boundary
 - Flood Hazard Zones
 - 1% Annual Chance Flood Hazard
 - Regulatory Floodway
 - Special Floodway
 - Area of Undetermined Flood Hazard
 - 0.2% Annual Chance Flood Hazard
 - Future Conditions 1% Annual Chance Flood Hazard
 - Area with Reduced Risk Due to Levee
 - County Boundary
 - Municipality
 - State Boundaries
 - County Boundaries
 - Major Roads

Notes

Exhibit 4

X:\2309938\161532.01\TECHCAD\DRAWINGS\022 PROJECT LAYOUT PLAN - BUILDING IMPROVEMENTS.DWG
 8/6/2017 10:24:14 AM



- LEGEND:
- WETLANDS
 - IMPACTED WETLANDS
 - PAVEMENT REMOVAL IN RPZ
 - GRADING LIMITS
 - RUNWAY PROTECTION ZONE
 - STORMWATER BASIN

Mead & Hunt
 Mead and Hunt, Inc.
 2440 Deming Way
 Middleton, WI 53562
 phone: 608-273-6380
 meadhunt.com

DANE COUNTY REGIONAL AIRPORT
 MADISON

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**DANE COUNTY REGIONAL AIRPORT
 CONSTRUCT EMPLOYEE PARKING
 LOT AND MISC. IMPROVEMENTS**
 4000 INTERNATIONAL LANE
 MADISON, WI 53704

ISSUED

FROM: MSN 1002
 MSH NO: 2309938-161532.01
 DATE: JUNE 8, 2017
 DESIGNED BY: CAR
 DRAWN BY: DLU
 CHECKED BY: LJJ
 DO NOT SCALE DRAWINGS

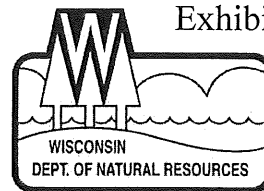
SHEET CONTENTS

**Exhibit 5
 Wetland Impacts**

SHEET NO

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
South Central Region Headquarters
3911 Fish Hatchery Road
Fitchburg, WI 53711-5397

Scott Walker, Governor
Cathy Stepp, Secretary
Mark Aquino, Regional Director
Telephone 608-275-3266
FAX 608-275-3338



June 12, 2017

Laura Morland, PE
Project Manager
Mead & Hunt
2440 Deming Way
Middleton, WI 53562

Subject: DNR Final Concurrence
Project I.D. MSN1002
Dane County Regional Airport
Airport Employee Parking Lot
Dane County

Dear Ms. Morland :

Thank you for the information regarding the project referenced above. The project includes the construction of a new parking lot to replace a lot that will need to be removed to comply with the FAA Runway Protection Zone requirements. Additional improvements include lighting, fencing, a new guard shack and other features. Based on the information provided to the Wisconsin Department of Natural Resources (DNR) on June 7, 2017, the final project design addresses the environmental issues raised through the initial review letter and coordination process. DNR has determined that the water quality, floodplain and wetland protection objectives of the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement have been met. This concurrence also constitutes Water Quality Certification pursuant to Section 401, under the Federal Clean Water Act. The DNR has evaluated this proposal and has determined that this activity will be conducted in a manner which is consistent with the standards contained in chapters NR 103 and NR 299, Wis. Adm. Code, Water Quality Certification is granted.

Should the scope of the project change, consultation with this agency must be reinitiated. Further comment on the project may be presented at the preconstruction conference. This final concurrence is conditioned on the project construction being in conformance with our initial review letter and other previous coordination, with the DNR/DOT Cooperative Agreement and on the following project specific conditions:

Wetlands:

This project will result in the filling of 1.58 acres of wetlands. The DNR understands that these losses will be charged against the Dane County Wetland Mitigation bank in Dane County. The wetland type is classified as wet meadow.

Fisheries/Stream Work:

The project does not include work within any waterways.

Erosion Control and Storm Water Management:

- Proper erosion control measures must be used and maintained during all phases of construction. An erosion control implementation plan (ECIP) must be developed by the contractor and submitted to this office 14 days prior to the preconstruction conference. Erosion control devices should be specified on the construction plans.
- If erosion mat is used along stream banks, the WDNR recommends that biodegradable non-netted mat be used (e.g. Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.
- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.
- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, it will be important that the site is properly winterized
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.
- All selected sites for waste and/or borrow must be an adequate distance from and not within any waterway, wetland, or floodplain. Selected sites must have erosion control measures installed to prevent offsite sediment runoff, both temporary and/or permanent. Additional environmental review will have to be conducted on selected sites that are not permitted (commercial) facilities. Other special conditions may apply to any non-permitted selected sites, which must be identified in the ECIP.

If you have any questions, please contact this office at (608) 275-3301, or email at eric.heggelund@wisconsin.gov.

Sincerely,

Eric Heggelund

Eric Heggelund
Environmental Analysis & Review Specialist

cc: Kerrie Hauser, USACE
Matthew Messina, WisDOT
David Montesinos, WisDOT
Michael Kirchner, DCRA