

**Documented Categorical Exclusion
(per SOP No. 5.1, Appendix A)**

**Runway Rehabilitation Project
at
Manhattan Regional Airport (MHK)**

Prepared By:

Coffman Associates

On Behalf Of:

**City of Manhattan, Kansas
Riley County**

April 2020

APPENDIX A. DOCUMENTED CATEX

Airport sponsors may 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 1050.1F 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 Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, and location:

*Manhattan Regional Airport
(MHK) 5500 Skyway Drive, Suite
120 Manhattan, KS 66503*

Project Title:

Runway Rehabilitation Project

Give 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, change in flight procedures, 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 Proposed Action involves the reconstruction of Runway 3-21 in-kind, the replacement of runway edge lighting adjacent to Runway 3-21, the readjustment of navigational aids, and the removal of Taxiway D. To match the new elevation of Runway 3-21, a portion of Runway 13-31 will be rebuilt and elevated. Existing drainage structures under Runway 3-21 will be evaluated for their structural soundness and replaced at or near their current locations with similarly sized structures, as necessary.

Runway 3-21 is oriented in a northeast/southwest manner and constructed of Portland cement concrete (PCC). The runway is currently 7,000 feet (ft) long with a 400-ft non-standard aligned taxiway off the Runway 21 end, for a total pavement length of 7,400 ft. The width of the runway is 150 ft.

The runway has been determined to be in "poor" condition, with an average Pavement Condition Index (PCI) of 53 (Source: Kansas Department of Transportation: Airfield Pavement Management Report for Manhattan Regional Airport [December 2014]; <http://ksaviationportal.ksdot.org/aviationportal/cesium.html>). Per the FAA Pavement

Management System index, a PCI range of 40 to 55 is deemed “poor” and as a result pavement replacement is needed to ensure continued aircraft safety.

*Once the Proposed Action is complete, the runway will be 7,400 ft in length, with a 370-ft displaced threshold at the Runway 21 end. Therefore, aircraft approaching from the north will have a runway length of 7,030 ft. Aircraft departing from the Runway 21 end and aircraft utilizing the Runway 3 end for both departures and landings will have access to the full 7,400-ft runway. The Proposed Action area is identified in **Attachment 1, Exhibit 1**.*

The entire 7,000-ft length of the runway and 400-ft non-standard aligned taxiway will be reconstructed in-kind. At the intersection of Runway 3-21/Runway 13-31, a portion of Runway 13-31 will be rebuilt in-kind to match the new pavement elevation of Runway 3-21. Runway 13-31 will be rebuilt in-kind for approximately 700 ft to the northwest and to Taxiway A to the southeast.

The Proposed Action will require importing approximately 33,000 cubic yards (cy) of aggregate base and 54,000 cy of PCC concrete. Approximately 5,600 cy of demolished PCC will be exported from the site. Much of the material excavated as the runway is demolished will be crushed on-site and recycled as part of the aggregate base for the new runway. The maximum depth of excavation is two feet. No material, new or waste, will be stockpiled on-site.

Taxiway D, located south of the Runway 3-21/Runway 13-31 intersection, will be removed as part of the Proposed Action. The excavation of this taxiway will be approximately two ft in depth. Currently a man-made drainage way, which is ephemeral in nature, is located in the airfield and water runoff is diverted under Taxiway D through a culvert. As a result of the removal of Taxiway D, the culvert will be removed and the drainage way will be converted into an open channel in the airfield.

The purpose of the Proposed Action is to ensure the safety of aircraft using the runway, and as noted in FAA Advisory Circular (AC) 150/5320-6F Airport Pavement Design and Evaluation (dated November 10, 2016), the runway standard is "to achieve the intended designed life of all pavements require quality materials and construction combined with routine and/or preventative maintenance." The airport last received federal funding to rehabilitate Runway 3-21 in 2009 (Source: FAA Airport Improvement Program Grant Histories [https://www.faa.gov/airports/aip/grant_histories/]). In order to ensure the continued safety for aircraft utilizing the airport, it is necessary to address the deteriorating condition of the runway.

*The Proposed Action will be undertaken in four phases over a 95-day period to ensure minimal disruption to airport operations. The phasing plan is provided in **Attachment 1, Exhibit 2**. No nighttime work is proposed.*

Phase 1

The first phase will involve the in-kind reconstruction of the north 1,300 ft of Runway 3-21 and displaced threshold. The runway will continue to be operational, and to ensure the safety of aircraft and those working on the runway, a 600-ft temporary safety area will be in place, thereby closing the north 1,900 ft of runway to aircraft. In conjunction with closing the northern

portion of Runway 3-21, Taxiway A-north and Taxiway F will be closed. Runway 13-31 will remain open during this phase of construction.

Phase 2

Phase 2 of the Proposed Action will involve closing the airport to all air traffic as the middle 1,400 ft of Runway 3-21 that intersects with Runway 13-31 is reconstructed in-kind. In addition, approximately 700 ft of Runway 13-31 will be reconstructed in-kind to the northwest of the intersection and south to Taxiway A to match the new elevation of Runway 3-21.

Phase 3

Phase 3 of the Proposed Action involves the in-kind reconstruction of 3,770 ft of the runway south of the intersection. Runway 3-21 and all associated taxiways will remain closed to aircraft; however, Runway 13-31 will be open and operational. The removal of Taxiway D will also occur during this phase of the Proposed Action.

Phase 4

The fourth and final phase of the Proposed Action will involve the reconstruction of the final 930 ft of the south end of Runway 3-21. Taxiway A-south and Taxiway B will also be closed. During this phase, the runway will be operational. However, similar to safety strategies employed during Phase 1, a 600-ft temporary safety area will be in place, closing 1,530 ft of the south end of Runway 3-21 to aircraft. Runway 13-31 will be open.

*Two staging areas, construction access, and haul routes have been provided. Staging Area 1 is located northeast of the Runway 21 end and will be used during Phase 1 and Phase 3. Staging Area 2, located south of the runway intersection and west of Runway 3-21, will be utilized during Phases 2 and 4. The construction access route for Phase 1 and Phase 3 will be from the north by Airport Road. A portion of this construction access drive, from Eureka Drive to tree-lined creek, is comprised of crushed gravel and compacted soil. The remainder of the construction access/haul route is currently undisturbed soil. For Phases 2 and 4, the construction access/haul route will be from Wildcat Creek Road, which is comprised of a combination of compacted soil and crushed gravel. The haul route, identified on **Attachment 1, Exhibit 1**, is along the west side of Runway 3-21. Approximately 16,750 total round-trip haul trips will be required.*

The elevation of Runway 3-21 will increase by approximately two feet as a result of the additional aggregate base and new pavement.

In conjunction with the runway rehabilitation, the edge lights along Runway 3-21 will be replaced with new illumination fixtures. No new excavation for edge lighting will be required. The Runway 21 REILs will be relocated to be in line with the new displaced threshold, and a trench of approximately five ft wide and five ft deep for electrical conduit will be needed.

In conjunction with the runway improvements described above, tree trimming to remove penetrations the airport's 14 CFR Part 77 surfaces will be performed. There are two groups of trees located within the Runway Protection Zone (RPZ) located east of the approach end to Runway 21. The first group of trees is located entirely on airport property along a small unnamed creek. The second group of trees, present both on and off airport property, is clustered

*around residential structures. No ground disturbance will occur with this aspect of the Proposed Action. The location of the tree areas subject to maintenance are depicted on **Attachment 1, Exhibit 1**.*

The Proposed Action is anticipated to start in April 2023 and last for approximately 95 days.

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

Located in Riley County, Kansas, Manhattan Regional Airport (MHK) is situated within the jurisdictional boundaries of both the City of Manhattan and unincorporated Riley County, located approximately five miles southwest of downtown Manhattan. The airport consists of approximately 680 acres with two runways constructed of concrete. Runway 3-21 measures 7,000 ft long and 150 ft wide. Crosswind Runway 13-31 measures 5,000 ft long and 75 ft wide. Runway 3-21 has a parallel taxiway, Taxiway A with connectors to each runway.

A variety of land uses surround the airport. The Manhattan Corporate Technology Park is a large, state-of-the-art development located on the adjacent 177 acres of land west of the runway intersection at MHK. The land north and south of the airport is primarily used for agricultural purposes, but there are pockets of rural residential areas east, northeast, and southwest. To the east of MHK, land use includes mostly commercial and industrial areas with small pockets of rural residential areas as mentioned above. Also, the Midwest Raceway, a drag racing facility, is located one-half mile south of the airport.

The City of Ogden, located approximately one mile southwest of MHK, consists of mainly residential land use (both low- to medium-density and high-density). An elementary school, community center, several places of worship, and commercial development along Highway 18 are also located within Ogden. Fort Riley Military Reservation, a military installation of more than 100,000 acres, is located west of the airport with the primary developed areas positioned eight miles southwest of MHK. The Kansas Veterans' Cemetery at Fort Riley is located west of MHK across Wildcat Creek Road.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) 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.

5-6.3. Categorical Exclusions for Equipment and Instrumentation. This category includes the list of CATEXs for FAA actions involving installation, repair, or upgrade of equipment or instruments necessary for operations and safety. An action included within this list of categorically excluded actions is not automatically exempted from environmental review under NEPA. The responsible FAA official must also review Paragraph 5-2, Extraordinary Circumstances, before deciding to categorically exclude a proposed action.

b. Establishment, installation, upgrade, or relocation of any of the following on designated airport or FAA property: airfield or approach lighting systems, visual approach aids, beacons, and electrical distribution systems as described in FAA Order 6850.2, Visual Guidance Lighting Systems, and other related facilities. (ATO, ARP)

g. Replacement or upgrade of power and control cables for existing facilities and equipment, such as airfield or approach lighting systems (ALS), commercial space launch site lighting systems, visual approach aids, beacons, and electrical distribution systems as described in FAA Order 6850.2, Visual Guidance Lighting Systems, or airport surveillance radar (ASR), commercial space launch site surveillance radar, Instrument Landing System (ILS), and Runway Visual Range (RVR). (ATO)

5-6.4. Categorical Exclusions for Facility Siting, Construction, and Maintenance. This category includes the list of CATEXs for FAA actions involving acquisition, repair, replacement, maintenance, or upgrading of grounds, infrastructure, buildings, structures, or facilities that generally are minor in nature. An action included within this list of categorically excluded actions is not automatically exempted from environmental review under NEPA. The responsible FAA official must also review Paragraph 5-2, Extraordinary Circumstances, before finalizing a decision to categorically exclude a proposed action.

e. Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for the following actions, provided the action would not result in significant erosion or sedimentation, and will not result in a significant noise increase over noise sensitive areas or result in significant impacts on air quality.

- Construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of a taxiway, apron, loading ramp, or runway safety area (RSA), including an RSA using Engineered Material Arresting System (EMAS); or*
- Reconstruction, resurfacing, extending, strengthening, or widening of an existing runway.*

This CATEX includes marking, grooving, fillets and jet blast facilities associated with any of the above facilities. (ARP, AST)

k. Placing earthen fill into previously excavated land with material compatible with the natural features of the site, provided the land is not delineated as a wetland; or minor dredging or filling of wetlands or navigable waters for any categorically excluded action, provided the fill is of material compatible with the natural features of the site, and the dredging and filling qualifies for an U.S. Army Corps of Engineers nationwide or a regional general permit. (ATO, AST, ARP)

l. Federal financial assistance for, licensing or approval of the grading of land, the removal of obstructions to air navigation, or erosion control measures, provided those activities occur on and only affect airport property, a commercial space launch site, or FAA-owned or leased property. (ATO, ARP, AST)

o. Minor trenching and backfilling where the surface is restored and the excavated material is protected against erosion and run-off during the construction period. (ATO, ARP, AST)

z. Federal financial assistance, licensing, Airport Layout Plan (ALP) approval, or FAA action related to topping or trimming trees to meet 14 CFR part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace, standards for removing obstructions which can adversely affect navigable airspace. (All)

5-6.5. Categorical Exclusions for Procedural Actions. This category includes the list of CATEXs for FAA actions involving establishment, modification, or application of airspace and air traffic procedures. An action included within this list of categorically excluded actions is not automatically exempted from environmental review under NEPA. The responsible FAA official must also review Paragraph 5-2, Extraordinary Circumstances, before finalizing a decision to categorically exclude a proposed action.

i. Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)

l. Federal financial assistance and/or Airport Layout Plan (ALP) approval or other FAA action to establish or remove a displaced threshold on an existing runway, provided the action does not require establishing or relocating an approach light system that is not on airport property (see Paragraph 3-1.2.b(9)) or an instrument landing system (see Paragraph 3-1.2.b(8)). This CATEX does not apply to displaced thresholds that require runway extensions. (ARP)

m. Short-term changes in air traffic control procedures, not to exceed six months, conducted under 3,000 feet above ground level (AGL) to accommodate airport construction. (ARP, ATO)

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 1050.1F, 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. Keep in mind that both construction and operational impacts must be included.

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.

5-2.b(1) National Historic Preservation Act (NHPA) resources

	YES	NO
<p>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 and check with your local Airports Division/District Office to determine if a Section 106 finding is required.</p> <p><i>Based on a review of the National Register of Historic Places (NRHP), there are no known cultural resources listed within the Area of Potential Effect (APE), identified in Attachment 1, Exhibit 1. The Proposed Action area has been historically used as an airport. The project will occur in areas that were previously disturbed during runway construction and the Proposed Action will not disturb native soils.</i></p> <p><i>Staging Area 1, located north of the Runway 21 end, is on unpaved soil. However, this location has been previously disturbed to grade the area to accommodate for the runway safety area. Staging Area 2 is located on unpaved soil, and has been previously disturbed for agricultural purposes.</i></p> <p><i>Soil will not be disturbed for tree maintenance.</i></p> <p><i>According to the NRHP, the closest historical resource to the APE is the Samuel D. Houston House, located more than three miles from the airport.</i></p> <p>Source: U.S. Park Service National Register of Historic Places (https://www.nps.gov/subjects/nationalregister/index.htm)</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p><i>See the previous response. Based on a review of the NRHP, no known cultural resources are present within the project area. The runway area and staging areas has been previously disturbed as a result of use by the airport over time and/or is covered in PCC.</i></p> <p><i>However, if any buried and/or previously unidentified cultural resources are encountered during project construction, work shall cease immediately at that location and the Airport Sponsor shall notify the FAA and SHPO as soon as possible to determine an appropriate course of action.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available)</p> <p><i>The Proposed Action area has been previously disturbed by past construction or agriculturally-related activities. Minimal trenching, approximately 2 ft in depth, will occur with the relocation of the REILs along the runway. Activities related to tree maintenance will not require soil disturbance.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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 or a tribal representative along with the SHPO may be required.</p> <p><i>Based on the U.S. EPA Environmental Justice Screening and Mapping Tool (EJSCREEN), there are no federally-recognized tribal lands within the vicinity of the airport. The closest tribal lands are the Prairie Band Potawatomi Nation, located approximately 51.5 miles northeast of the airport.</i></p> <p>Source: U.S. EPA EJSCREEN (https://ejscreen.epa.gov/mapper/)</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(2) 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 1050.1F) 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><i>No properties protected under Section 4(f) are identified in or near the project area. The closest known Section 4(f) resource is Warner Memorial Park, located approximately 2.5 miles northeast of the airport.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Will project construction or operation physically 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 5050.4B Desk Reference Chapter 7.</p> <p><i>Warner Memorial Park is located more than two miles from the Proposed Action area, and therefore will not involve the actual physical taking of the park during both the construction and operational phase of the Proposed Action.</i></p> <p><i>Additionally, constructive use of the park will not occur because the separation distance between the Proposed Action and this Section 4(f) resource is such that impacts will not be so severe that the activities, features, or attributes that qualify the property for protection under Section 4(f) will be substantially impaired, or significance or enjoyment of the resource be diminished.</i></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> <p><i>The Proposed Action will not have an impact on any recreational or park land purchased with Section 6(f) and Water Conservation funds.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(3) Threatened or Endangered Species

	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> <p><i>The United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) resource list identifies four species that could be affected by activities at the airport. These species are the northern long-eared bat (threatened; mammal), least tern (endangered; bird), piping plover (endangered; bird), and Topeka shiner (endangered; fish). The habitat for each species is as follows.</i></p> <p><i>Northern long-eared bat (Myotis septentrionalis) generally roost singly or in colonies underneath bark, cavities, or within crevices of both live and dead trees in the summer. During the winter, they hibernate in caves.</i></p> <p><i>The least tern (Sterna antillarum) occupies base or sparsely vegetated sand, shell, and gravel beaches, and tend to build ground nests along rivers and reservoirs.</i></p> <p><i>The piping plover (Charadrius melodus) typically lives and nests on sandy beaches and lakeshores.</i></p> <p><i>The Topeka shiner (Notropis topeka (=tristis)) is an aquatic species which will be found primarily in small prairie stream pools containing clear, clean water with gravel, rock, or sandy bottoms.</i></p> <p><i>The IPaC report identifies the bald eagle (Haliaeetus leucocephalus), a federally protected bird, is of particular concern because of known occurrences in the vicinity of the Proposed Action area. Although not a Bird of Conservation Concern (BCC), the bald eagle does warrant attention because of the Bald and Golden Eagle Protection Act for potential susceptibilities in offshore areas from certain types of development or activities.</i></p> <p><i>Please refer to Attachment 2 for the IPaC report.</i></p> <p>Source: U.S. Fish and Wildlife Service Information on Planning and Consulting (https://ecos.fws.gov/ipac/)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	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 under the Endangered Species Act? If yes, Section 7 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. Provide the Biological Assessment and Biological Opinion, if required.</p> <p><i>See previous response. Although there is suitable habitat for endangered and threatened species identified near the airport, suitable habitat is not present on or near the runway reconstruction location of the Proposed Action area. This area of the Proposed Action is paved and lacks vegetation or water features which typically support those endangered/threatened species identified on the IPaC report.</i></p> <p><i>Although tree maintenance activities are proposed along the small creek north of Runway 3-21, it does not include suitable habitat for the piping plover or least tern, both of which prefer a sparsely vegetated and sandy beach environment for nesting. The creek bank is heavily vegetated. However, the northern long-eared bat, which roosts in tree bark during the summer, could be present. Therefore, tree-maintenance activities will be conducted during the winter months when the northern long-eared bat is in hibernation. If tree maintenance activities occur during summer months, a pre-construction survey conducted by a qualified biologist will be needed to determine the presence of bat-roosting sites in tree bark.</i></p> <p><i>According to the IPaC report, there are no designated critical habitats on or near the airport.</i></p> <p>Source: U.S. Fish and Wildlife Service Critical Habitat Mapper (https://fws.maps.arcgis.com/home/webmap/viewer.html?webmap=9d8de5e265ad4fe09893cf75b8dbfb77)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service).</p> <p><i>Due to the site condition of a significant portion of the Proposed Action area, e.g. a paved runway and previously disturbed soil, insufficient habitat is present to support migratory birds. Long-term use of the project area for aircraft activities and the lack of vegetation precludes the presence of migratory birds.</i></p> <p><i>As part of the Proposed Action, trees will be trimmed to prevent encroachment into the airspace. Therefore, tree maintenance activities will be conducted during months outside of breeding season. If tree maintenance activities occur during the breeding season for migratory birds, a preconstruction survey conducted by a qualified biologist will be needed to determine the presence of birds and nest sites protected under the Migratory Bird Treaty Act and Bald and Golden Eagle Protection Act.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (4) Other Resources

Items to consider include:

a. Fish and Wildlife Coordination Act	YES	NO
<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"/>
b. 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> <p><i>According to the National Wetland Inventory (NWI), a man-made drainage channel identified as a wetland is located within the Proposed Action area. Other drainage channels, emergent wetlands, and creeks/rivers have been identified near the airport. An unnamed stream is present north of the airport, which flows to the east into the Kansas River.</i></p> <p><i>Please refer to Attachment 3.</i></p> <p>Source: National Wetlands Inventory (https://www.fws.gov/wetlands/)</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. If 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> <p><i>Research through the NWI and a visual field survey by the project engineer identified a small man-made drainage channel adjacent to Taxiway A within in the Proposed Action area.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p>If wetlands are present, 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><i>According to the NWI, there is a man-made drainage way identified as a wetland riverine adjacent to Taxiway A. However, it is ephemeral in nature and acts to allow water to drain from the runway, taxiway, and apron, and is diverted under Taxiway D through a culvert. The removal of Taxiway D will result in a temporary impact to this drainage way during construction activities. Once the removal of Taxiway D is complete, the culvert will be replaced with an open channel.</i></p> <p><i>The man-made drainage channel or the unnamed creek north of the airport will not be filled or relocated as a result of the Proposed Action. However, to ensure that sediments from the Proposed Action will not end up in this drainage way, best management practices (BMPs), such as erosion and sediment control, will be implemented.</i></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><i>The man-made drainage in the airfield will be temporarily impacted by the Proposed Action, a Section 404 Nationwide Permit will be required. Based on preliminary coordination with the U.S. Army Corps of Engineers, the proposed improvements are covered under Nationwide Permit 14 – Linear Transportation Projects.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c. Floodplains</p>	<p>YES</p>	<p>NO</p>
<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><i>The applicable Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Map No. 20161C0343G dated March 16, 2015) depicts that much of the airport north-northeast of Runway 3-21 and north of the Runway 13 end is identified as a Special Flood Hazard area (AE Flood Zone), which is subject to flooding by a 100-year flood event (Attachment 4).</i></p> <p><i>Per Executive Order (E.O.) 11988, Floodplain Management, and Department of Transportation Order (DOT) 5650.2, Floodplain Management and Protection, agencies are required to provide the public an opportunity for early public review of any plan or proposal encroaching into a floodplain.</i></p> <p><i>Based on preliminary coordination with the City of Manhattan Floodplain Administrator, since the Proposed Action will be within the AE Flood Zone, a floodplain development permit will be required per Manhattan Zoning Regulations (Article 10.205) to ensure the runway reconstruction portion of the Proposed Action does not cause notable adverse impacts on natural and beneficial floodplain values.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p>Sources: Federal Emergency Management Agency Flood Map Service Center (https://msc.fema.gov/portal/home); City of Manhattan Department of Community Development (https://cityofmhk.com/203/Community-Development); Kriks, M. (2020, April). Phone interview with C. Bunger.</p>		
<p>d. Coastal Resources</p>	<p>YES</p>	<p>NO</p>
<p>Will the project occur in or impact a coastal zone as defined by the State’s Coastal Zone Management Plan? If yes, discuss the project’s consistency with the State’s CZMP. Attach the consistency determination if applicable.</p> <p><i>The airport is inland and not along the coast.</i></p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p><i>The airport is not located within a Coastal Barrier Resource System.</i></p> <p>Source: U.S. Fish & Wildlife Service Coastal Barrier Resource System (https://www.fws.gov/CBRA/Maps/Mapper.html)</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>e. National Marine Sanctuaries</p>	<p>YES</p>	<p>NO</p>
<p>Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p><i>The airport is not located within a National Marine Sanctuary and is over 700 miles from the Gulf Coast. The closest marine sanctuary is the Flower Garden Banks National Marine Sanctuary off the coast of Houston, Texas.</i></p> <p>Source: National Oceanic and Atmospheric Administration - Office of Marine Sanctuaries (https://sanctuaries.noaa.gov)</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>f. Wilderness Areas</p>	<p>YES</p>	<p>NO</p>
<p>Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource.</p> <p><i>No Wilderness Areas are located in the Proposed Action area.</i></p> <p>Source: National Park Service (https://www.nps.gov/subjects/wilderness/index.htm)</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>
<p>g. Farmland</p>	<p>YES</p>	<p>NO</p>
<p>Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p><i>According to the U.S. Department of Agriculture Web Soil Survey, the Proposed Action area has soils classified as "prime farmland." While most of the Proposed Action area</i></p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>

<p><i>is not currently farmed or irrigated, the location of Staging Area 2 has been used for agricultural purposes in the past.</i></p> <p><i>According the U.S. Census Bureau, the Proposed Action area is located in an urbanized area. Under the Farmland Protection Policy Act (FPPA), although the project area has prime farmland, it is not currently used for agricultural purposes and is located in a U.S. Census-designated urban area, therefore is exempt from FPPA requirements.</i></p> <p><i>Please refer to Attachment 5.</i></p> <p>Sources: U.S. Department of Agriculture Web Soil Survey (https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx); U.S. Census Bureau (https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/)</p>		
<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> <p><i>The Proposed Action is exempt from FPPA since the airport is located in a U.S. Census-designated urban area.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>h. Energy Supply and Natural Resources</p>	<p>YES</p>	<p>NO</p>
<p>Will the project change energy requirements or use consumable natural resources either during construction or during operations?</p> <p><i>Over the long term, there will be no change in the consumption of energy or natural resources as a result of the Proposed Action. However, during the brief construction time frame, the project will require the use of petroleum products, primarily diesel and gasoline to fuel construction equipment.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations?</p> <p><i>The temporary closure of Runway 3-21 and the airport overall will reduce aircraft fuel usage during the construction time frame.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>i. Wild and Scenic Rivers</p>	<p>YES</p>	<p>NO</p>
<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> <p><i>There are no Wild and Scenic Rivers or river/river segments on the Nationwide Rivers Inventory (NRI) near the Proposed Action area. While there are no Wild and Scenic Rivers within the State of Kansas, the closest river listed on the NRI is an approximate 35-mile segment of Lyon Creek, located about 15 miles southwest of the airport.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: National Wild and Scenic Rivers System (https://rivers.gov); Nationwide Rivers Inventory (https://www.nps.gov/subjects/rivers/nationwide-rivers-inventory.htm)		
Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Solid Waste Management	YES	NO
<p>Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed.</p> <p><i>Waste material from the runway demolition will be generated and will be either disposed of at a landfill that accepts construction waste or recycled. The Proposed Action calls for approximately 5,600 cy of concrete material to be exported from the airport and placed in landfills. The remaining runway material that will be removed will be crushed and used on-site as aggregate base for the reconstructed runway.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(5) Disruption of an Established Community

	YES	NO
<p>Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?</p> <p><i>The proposed project will not disrupt the community, any planned development, or be inconsistent with plans or goals of the community. The City of Manhattan future land use map identifies this area as Public/Semi-Public Use, intending to provide uses for city, county, special districts, or a quasi-public organization. The Proposed Action will support the planned use of the airport. However, some tree maintenance activities associated with the Proposed Action will take place off airport property, temporarily affecting surrounding parcels. While some tree maintenance activities will take place on adjacent properties, there will be no impact to the use of those properties.</i></p> <p><i>The project also does not conflict with the city's overall goals and policies of development in the community.</i></p> <p>Source: City of Manhattan, Kansas Department of Community Development <i>The Manhattan Urban Area Comprehensive Plan</i>, March 2, 2015 (https://www.cityofmhk.com/493/Manhattan-Urban-Area-Comprehensive-Plan)</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are residents or businesses being relocated as part of the project?</p> <p><i>The Proposed Action will not require the relocation of residents or businesses.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(6) Environmental Justice

	YES	NO
<p>Are there minority and/or low-income populations in/near the project area?</p> <p><i>The U.S. Environmental Protection Agency's EJSCREEN online tool notes there is an approximate population of 3,000 within three miles of the Proposed Action area. EJSCREEN reports that of the 3,000, 24 percent is classified as minority population, and 46 percent is classified as low-income. See Attachment 6.</i></p> <p><i>Based on a Google Earth imagery analysis, the closest residential use to the Proposed Action is 0.2 miles east of South Airport Road.</i></p> <p>Sources: U.S. Environmental Protection Agency EJSCREEN (https://ejscreen.epa.gov/mapper/); Google Earth (imagery date April 13, 2019)</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.</p> <p><i>The Proposed Action will not cause any adverse impacts to minority and low-income populations. Impacts resulting from the Proposed Action will be the same to both minority/low-income and non-minority/higher-income residents, i.e., impacts will not be disproportionately high or adverse.</i></p> <p><i>Temporary activities relating to tree maintenance activities off airport property will affect residential uses north of the airport along Harold Road. However, tree maintenance activities will only affect those trees which encroach into the airspace, not every tree within the identified area.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(7) Surface Transportation

	YES	NO
<p>Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?</p> <p><i>No long-term traffic impacts will occur as a result of the Proposed Action. Short-term traffic related to construction will be limited to truck and worker trips. No significant traffic congestion will occur on the surrounding street network.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(8) Noise

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p><i>The Proposed Action will briefly alter aircraft operations during the 95-day time frame of the project, which include temporarily reducing the length of Runway 3-21 and temporarily closing both Runway 3-21 and the airport overall. However, no long-term change in aircraft operations will result from the Proposed Action. The project is limited to runway maintenance, as previously discussed.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented?</p> <p><i>The Proposed Action will require temporarily reducing the length of Runway 3-21, closing the airport, and closing only Runway 3-21. However, the Proposed Action is anticipated to last 95 days, and will not have a long-term impact to the airfield configuration or runway use.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
<p>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.</p> <p><i>According to the most current FAA Air Traffic Activity System (ATADS) records, there was a total of 26,972 operations at the airport in 2019. Based on the Draft Airport Master Plan update forecasts, airport operations are projected to reach 41,775 by 2028. As outlined in the Draft Airport Master Plan, the Airport experienced more than 4,000 jet operations in 2018, which was the base year for the operations forecasts.</i></p> <p><i>For the 95-day construction time frame of the Proposed Action, overall jet traffic at the airport will be reduced, and eliminated during certain phases. The temporary reduced length of Runway 3-21 will permit some jet aircraft to continue to use the runway during construction; however, during Phases 2 and 3, Runway 3-21 will be closed to all aircraft traffic. Runway 13-31, which will remain open for three phases of the Proposed Action, is not long enough to accommodate most jet traffic that commonly operate at the airport (Runway 13-31 will be closed during Phase 2 of the Proposed Action). Jet use may occur on Runway 13-31 during construction; however, given the width of the runway (75 ft.) and the absence of a full-length parallel taxiway, it is unlikely that all jet operations would shift to Runway 13-31 during the project. Any increase in jet activity on Runway 13-31 would be temporary and it is anticipated that runway use would return to the current condition following completion of the project</i></p> <p>Sources: FAA Air Traffic Activity System (https://aspm.faa.gov/opsnet/sys/Airport.asp); Coffman Associates, Inc (2020) <i>Manhattan Regional Airport Draft Airport Master Plan</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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.</p> <p><i>No noise analysis is required as the project will not change aircraft operations in the long term. In the short term, the temporary closing of the airport and closing of Runway 3-21 during construction will decrease aircraft operations.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>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?</p> <p><i>Temporary construction noise will be created by the Proposed Action related to the project. Construction will only occur during daytime hours and will not be significant, based on the FAA noise thresholds stated in this question.</i></p> <p><i>The Proposed Action will temporarily alter the landing threshold of aircraft to accommodate the construction and safety areas of the runway at the Runway 21 and Runway 3 end.</i></p> <p><i>Once the project is completed, the 370-ft displaced threshold at the Runway 21 end will permanently alter the landing pattern of aircraft arriving from the northeast, due to the change in runway length. In addition, lengthening the runway 30 ft will slightly alter the descent pattern of aircraft, allowing aircraft to fly lower over noise-sensitive land uses located northeast of the airport. However, this minor adjustment in the length of the runway for descending aircraft will have a negligible impact on the DNL.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(9) Air Quality

	YES	NO
<p>Is the project located in a Clean Air Act non-attainment or maintenance area?</p> <p>Source: U.S. EPA Green Book, as of January 31, 2020 (https://www3.epa.gov/airquality/greenbook/anayo_ks.html)</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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.</p> <p><i>Not applicable. Riley County is an attainment area for all federal criteria pollutants.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p><i>During the short-term project time frame, there will be an increase in surface vehicular traffic associated with the Proposed Action, which is anticipated to last approximately 95 days. Once the project is complete, no increase in air or surface traffic will result, since this is a runway maintenance project only.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	YES	NO
Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b (10) Water Quality

	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><i>There is a man-made drainage ditch on the airfield between Runway 3-21 and Taxiway A, which flows under Taxiway D. There is also an unnamed creek north of Runway 3-21.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction.</p> <p><i>The City of Manhattan manages both a Municipal Separate Storm Sewer (MS4) Permit and a National Pollutant Discharge Elimination System (NPDES) permit, which is regulated by the State of Kansas Department of Health and Environment (KDHE).</i></p> <p><i>Approximately 35 acres within the project area will be disturbed as part of the Proposed Action. Soil disturbance will occur during the runway and Taxiway D demolition, laying of new aggregate base, and the relocation of the REILs. Due to the amount of soil disturbance, a construction NPDES permit will be required.</i></p> <p><i>The contractor will implement on-site BMPs under the airport's existing storm water pollution prevention plan (SWPPP), including the implementation of project-specific SWPPP, to prevent uncontrolled surface contaminated runoff and capture any discharges during the Proposed Action (FAA AC 150/5370-10H, Item C-102, Standard Specifications for Construction of Airports). The Proposed Action has no potential to cause substantial degradation of surface or groundwater quality during project activities or over the long term once the project is completed.</i></p> <p><i>No soil disturbance will occur with tree maintenance activities.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<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> <p><i>The airport maintains compliance with their individual industrial stormwater permit through implementation of their SWPPP and required stormwater monitoring.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are any water quality related permits required? If yes, list the appropriate permits.</p> <p><i>Since the project will disturb more than one acre of unpaved soil due to the demolition of the runway, a Construction General Permit will be required.</i></p> <p><i>Due to unavoidable impacts to the airfield man-made drainage way, a Section 404 Nationwide Permit from the U.S. Army Corps of Engineers will be required.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5-2.b(11) Highly Controversial on Environmental Grounds

	YES	NO
<p>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.</p> <p><i>No controversy is anticipated for this project.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law

	YES	NO
<p>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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project incompatible with surrounding land uses?</p> <p><i>The Proposed Action will not alter the current land use; it is a maintenance project on the existing runway and trees located within the safety area.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5-2 .b (13) Light Emissions, Visual Effects, and Hazardous Materials

a. Light Emissions and Visual Effects	YES	NO
<p>Will the proposed project produce light emission impacts?</p> <p><i>In the long term, no new airport lighting will be required as a result of the Proposed Action. The project includes the replacement of existing runway edge lighting and relocating the REILs. Light-sensitive receptors (such as residential land uses) are located less than 0.25 miles from the Proposed Action area, however, the number and type of lighting will not change and will not impact nearby residential land uses.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>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?</p> <p><i>The Proposed Action will not alter the existing visual character of the airport.</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Hazardous Materials	YES	NO
<p>Does the project involve or affect hazardous materials?</p> <p><i>The Proposed Action will involve common hazardous materials such as fossil fuels for construction equipment and vehicles. All construction activities for the Proposed Action are subject to existing permit procedures for the handling, transporting, and disposal of such materials. The contractors will follow standard hazardous materials containment procedures and BMPs should an inadvertent spill occur. If previously unknown contaminants are discovered during construction, or a spill occurs during construction, work shall cease immediately and the National Response Center notified.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will construction take place in an area that contains or previously contained hazardous materials?</p> <p><i>The Proposed Action area is not known to contain hazardous materials. No Superfund or brownfield sites are located in proximity to the project area.</i></p> <p>Source: U.S. EPA (https://www.epa.gov/ejscreen)</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> <p><i>Not applicable. The project does not involve land acquisition.</i></p>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>Solid waste will be generated from the runway demolition. Approximately 5,600 cy of runway pavement waste will be exported from site, and will either be disposed of into a local municipal solid waste facility that accepts construction waste or recycled into other projects not related to this Proposed Action. However, a significant portion of the solid waste generated from the excavation will be crushed on-site and recycled into the aggregate base for the reconstructed runway.</i></p>		

5-2 .b (14) Public Involvement

	YES	NO
<p>Was there any public notification or involvement? If yes, provide documentation.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>Per E.O. 11988, Floodplain Management, and DOT Order 5650.2, Floodplain Management and Protection, agencies are required to provide the public an opportunity for early public review of any plan or proposal which encroach into a floodplain.</i></p>		
<p><i>For the Proposed Action, a 30-day public review period was conducted to garner public input regarding construction work at the Runway 21 end which encroaches in the floodplain. The public notice was published on April 29, 2020 in the Manhattan Mercury (Attachment 7).</i></p>		

5-2 .b (15) Indirect/Secondary/Induced Impacts

	YES	NO
<p>Will the project result in indirect/secondary/induced impacts?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>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?</p> <p><i>The Proposed Action will not have a cumulative impact on air traffic, based aircraft, or an impact to the surrounding environs.</i></p> <p><u>Past projects include:</u> 2017 - acquire Aircraft Rescue & Fire Fighting (ARFF) Vehicle 2016 - acquire miscellaneous land</p> <p><u>Future projects include:</u> Taxiway A Reconstruction and Lighting (2025)</p>	<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.

Kansas Department of Health and Environment: National Pollutant Discharge Elimination System (NDPES) Construction General Stormwater Permit

U.S. Army Corps of Engineers: Section 404 Nationwide Permit 14 - Linear Transportation Projects

City of Manhattan, KS: Floodplain Development Permit

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.

The contractors will follow standard hazardous materials containment procedures and BMPs should an inadvertent spill occur. If previously unknown contaminants are discovered during construction, or a spill occurs during construction, work shall cease immediately and the National Response Center notified.

The proposed project shall comply with FAA AC 150/5371-10H, Standards for Specifying Construction of Airports, Item C-102, Temporary Air and Water Pollution, Soil Erosion and Siltation Control.

To avoid migratory birds during the tree maintenance project north of Runway 3-21, a survey prior to the start of trimming activities will be necessary to ensure nests are not present or project activities will be conducted outside of nesting periods.

To avoid the tree roosts of the northern long-eared bat during tree maintenance activities north of Runway 3-21, tree-trimming activities will occur during the winter months when the northern long-eared bat is hibernating. If activities are to occur during other seasons, a preconstruction survey prior to the start of trimming activities will be conducted.

If any buried and/or previously unidentified cultural materials are encountered during project construction, work shall cease immediately at that location, and the Airport Sponsor shall notify the FAA and SHPO as soon as possible to determine an appropriate course of action.

Preparer Information

Point of Contact: Michelle Kriks, AICP		
Address: 237 NW Blue Parkway, Ste 100		
City: Lee's Summit	State: MO	Zip Code: 64063
Phone: 816-524-3500	Email Address: mkriks@coffmanassociates.com	

Signature: _____ Date: _____

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: Jesse R. Romo, A.A.E. - Airport Director		
Address: 5500 Skyway Drive, Ste 120		
City: Manhattan	State: KS	Zip Code: 66503
Phone Number: 785-587-4597	Email Address: romo@cityofmhk.com	
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: _____

FAA Decision

Having reviewed the above information, it is the FAA’s decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location:

*Manhattan Regional Airport (MHK)
5500 Skyway Drive, Suite 120
Manhattan, KS 66503*

Project Title:

Runway Rehabilitation Project

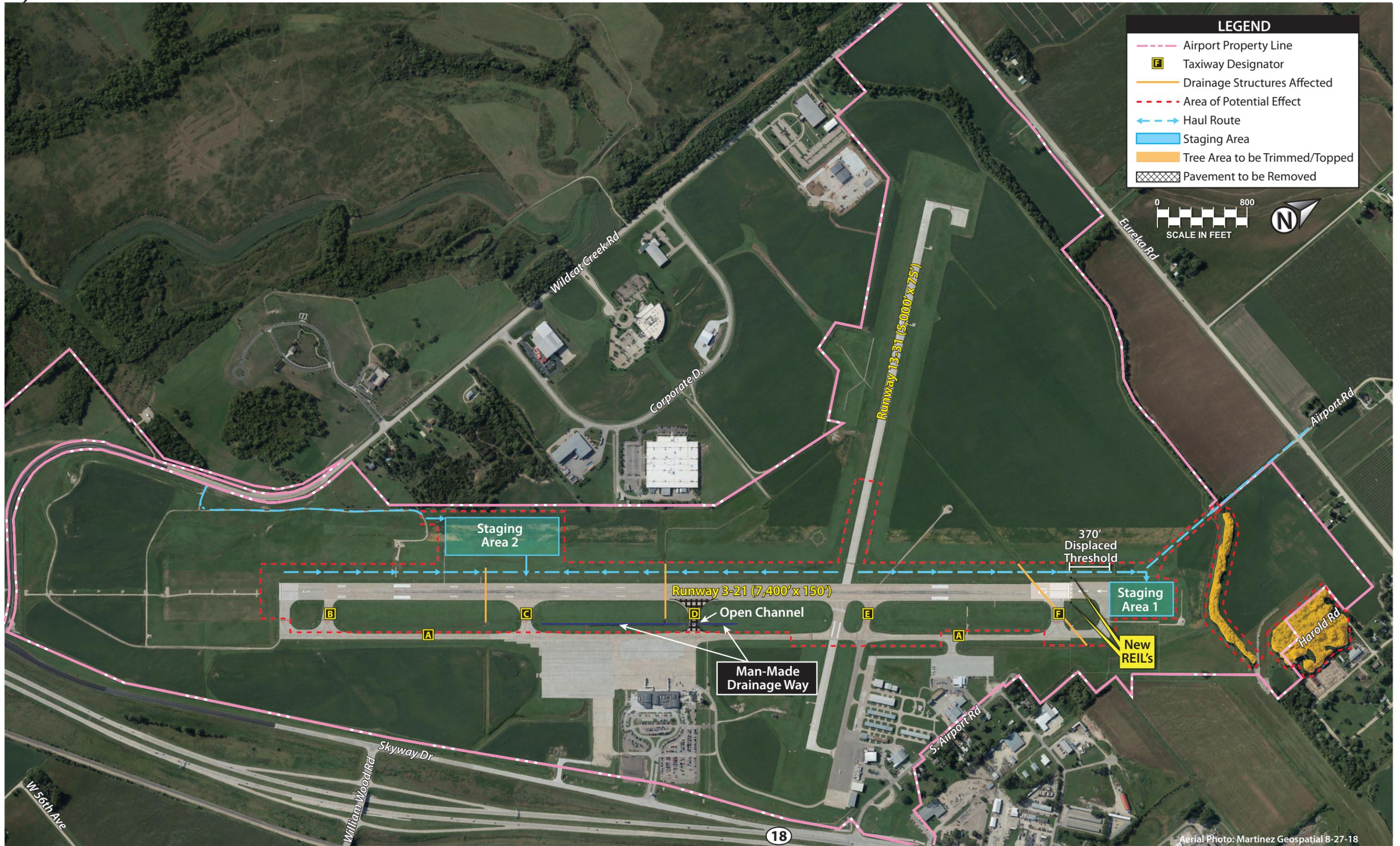
- No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies: 5-6.3(b)(g); 5-6.4(e)(k)(l)(o)(z); and 5-6.5(i)(l)(m))
- ..An Environmental Assessment (EA) is required.
- ..An Environmental Impact Statement (EIS) is required.
- ..The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: Scott Tener
Responsible FAA Official

Title: Environmental Protection Specialist

Signature: _____ Date: _____

Attachment 1
Proposed Project Exhibits

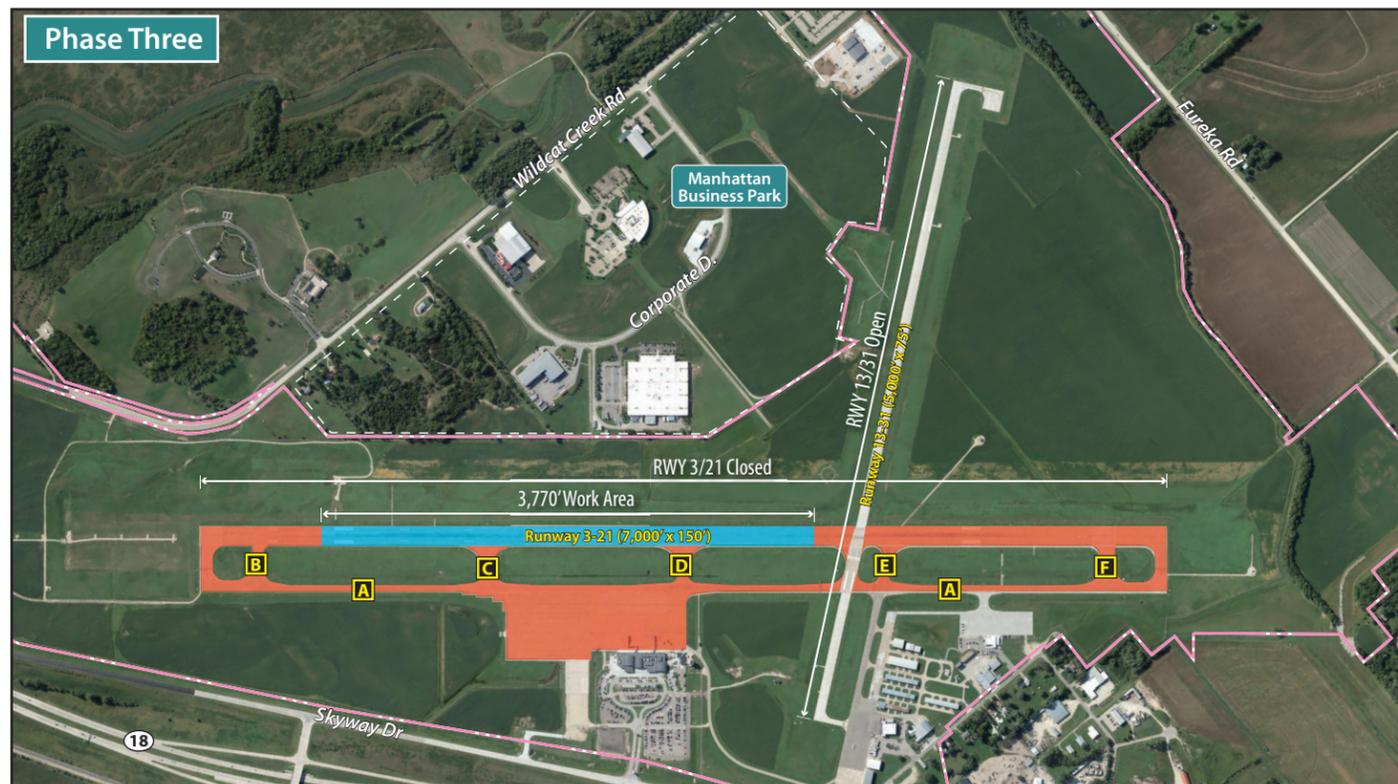
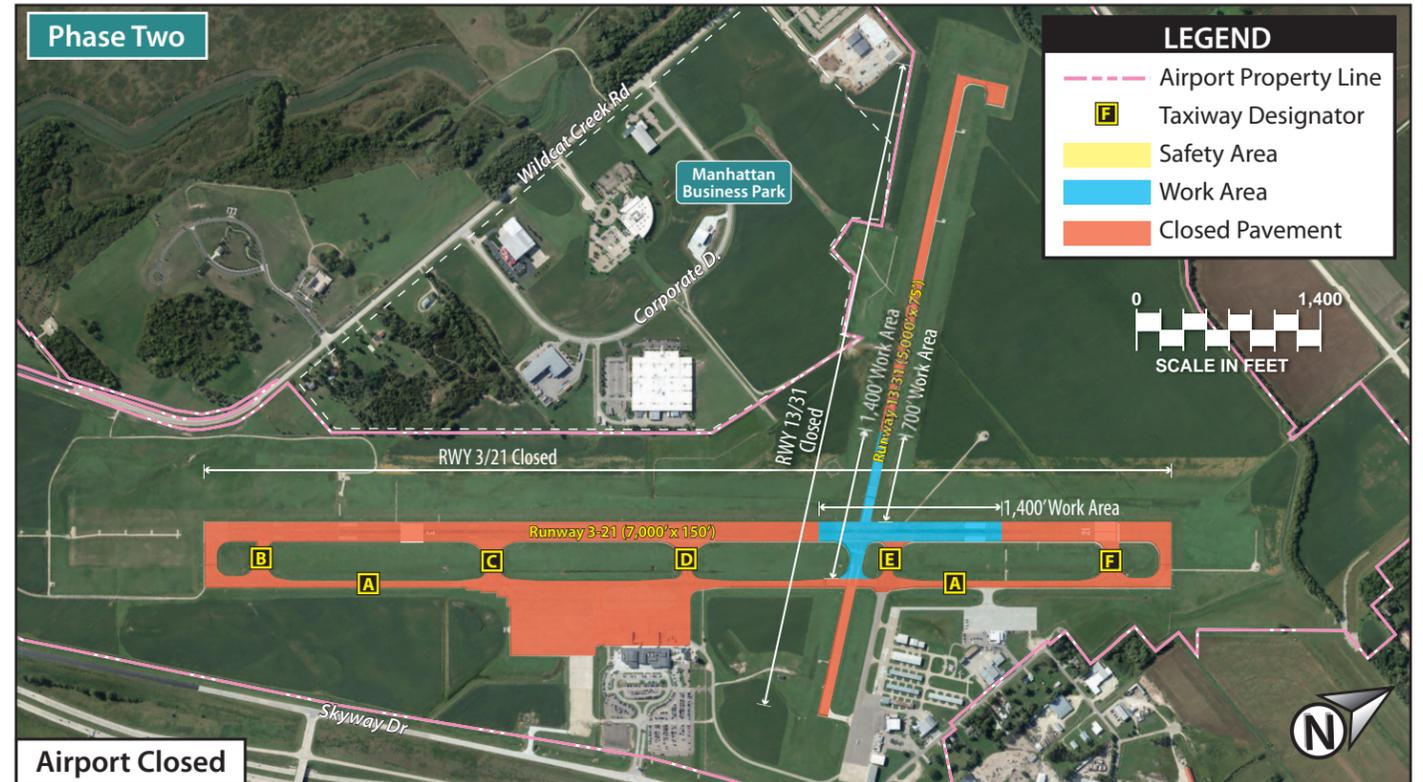
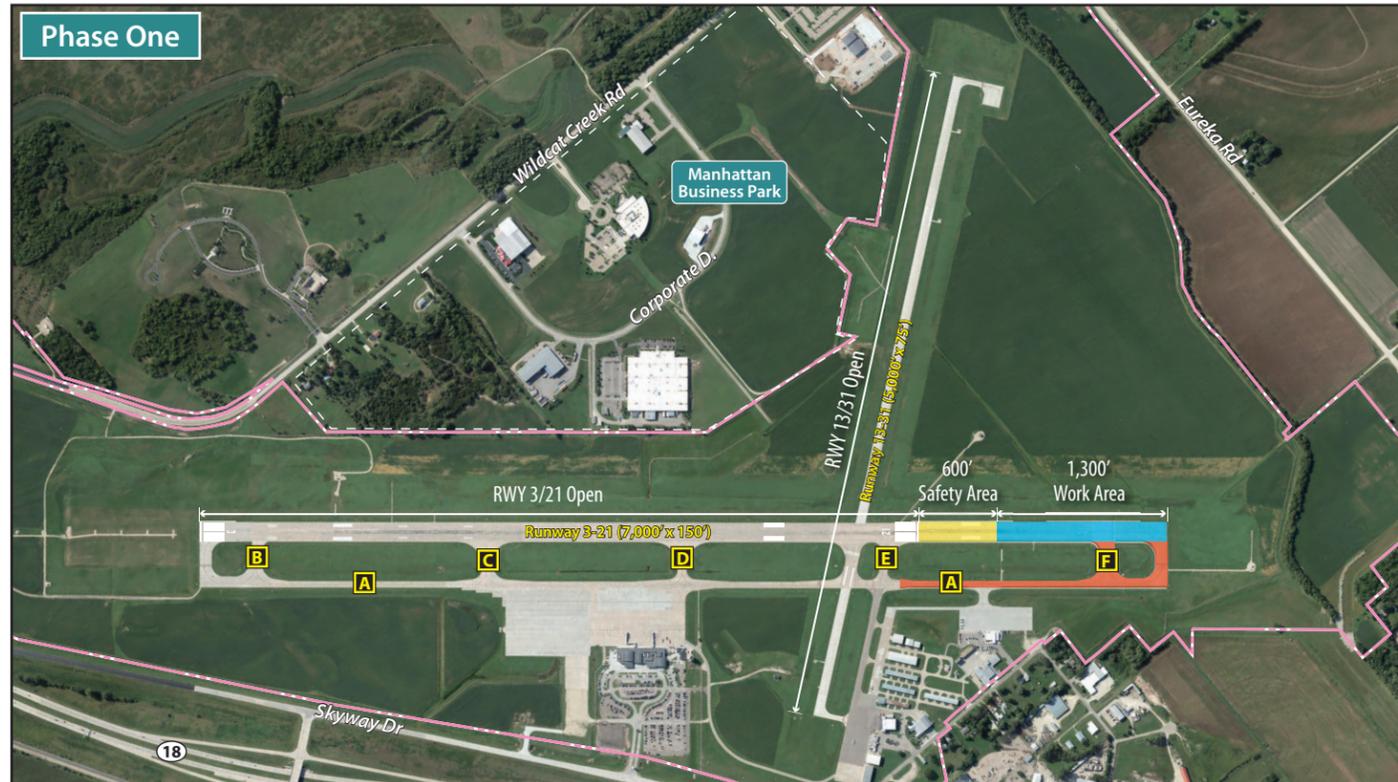


LEGEND

- Airport Property Line
- F Taxiway Designator
- Drainage Structures Affected
- Area of Potential Effect
- ← → Haul Route
- Staging Area
- Tree Area to be Trimmed/Topped
- Pavement to be Removed



Aerial Photo: Martinez Geospatial 8-27-18



Attachment 2
Biological Information

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Riley County, Kansas



Local office

Kansas Ecological Services Field Office

☎ (785) 539-3474

📠 (785) 539-8567

2609 Anderson Avenue

Manhattan, KS 66502-2801

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME

STATUS

Northern Long-eared Bat *Myotis septentrionalis*
 No critical habitat has been designated for this species.
<https://ecos.fws.gov/ecp/species/9045>

Threatened

Birds

NAME

STATUS

Least Tern *Sterna antillarum*
 No critical habitat has been designated for this species.
<https://ecos.fws.gov/ecp/species/8505>

Endangered

Piping Plover *Charadrius melodus*
 There is **final** critical habitat for this species. Your location is outside the critical habitat.
<https://ecos.fws.gov/ecp/species/6039>

Threatened

Fishes

NAME

STATUS

Topeka Shiner *Notropis topeka* (=tristis)
 There is **final** critical habitat for this species. Your location is outside the critical habitat.
<https://ecos.fws.gov/ecp/species/4122>

Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Bald Eagle *Haliaeetus leucocephalus*

Breeds Oct 15 to Aug 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1626>

Bobolink *Dolichonyx oryzivorus*

Breeds May 20 to Jul 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<p>Eastern Whip-poor-will <i>Antrostomus vociferus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 1 to Aug 20
<p>Golden Eagle <i>Aquila chrysaetos</i></p> <p>This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.</p> <p>https://ecos.fws.gov/ecp/species/1680</p>	Breeds elsewhere
<p>Henslow's Sparrow <i>Ammodramus henslowii</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/3941</p>	Breeds May 1 to Aug 31
<p>Kentucky Warbler <i>Oporornis formosus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Apr 20 to Aug 20
<p>Lesser Yellowlegs <i>Tringa flavipes</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9679</p>	Breeds elsewhere
<p>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Sep 10
<p>Rusty Blackbird <i>Euphagus carolinus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds elsewhere
<p>Semipalmated Sandpiper <i>Calidris pusilla</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds elsewhere
<p>Wood Thrush <i>Hylocichla mustelina</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ

“Proper Interpretation and Use of Your Migratory Bird Report” before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

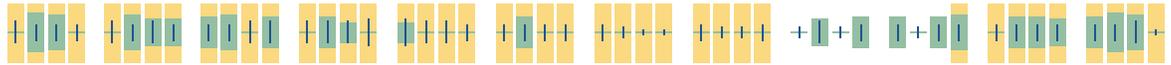
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

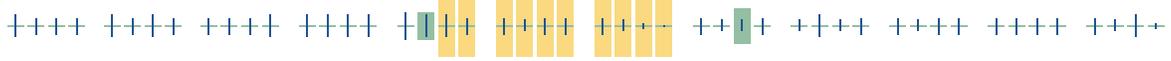
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



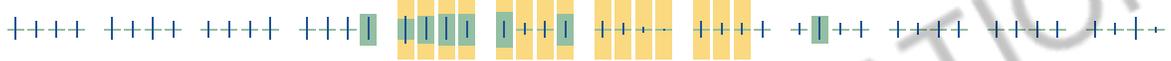
Bald Eagle
 Non-BCC Vulnerable
 (This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.)



Bobolink
 BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



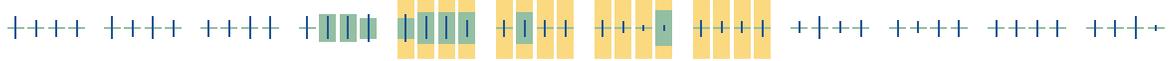
Eastern Whip-poor-will
 BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



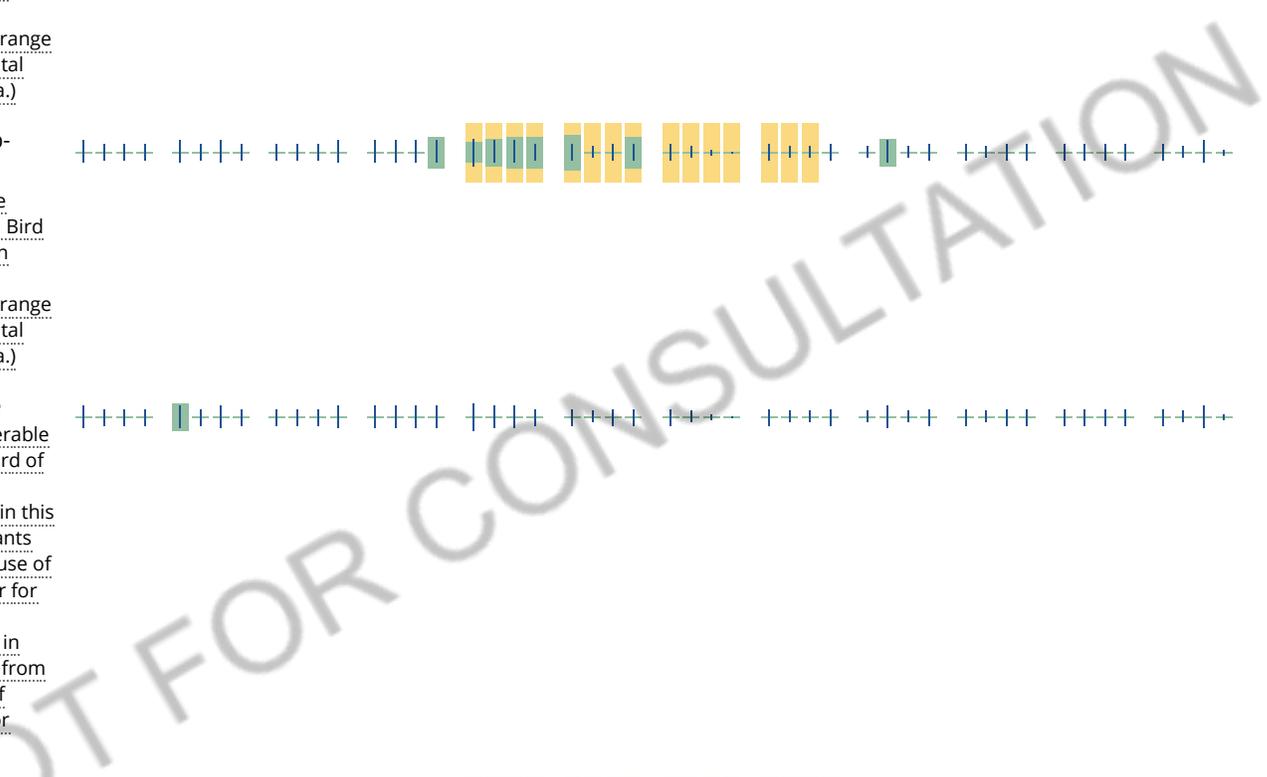
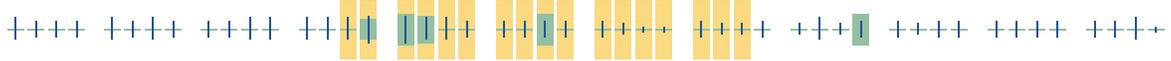
Golden Eagle
 Non-BCC Vulnerable
 (This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.)

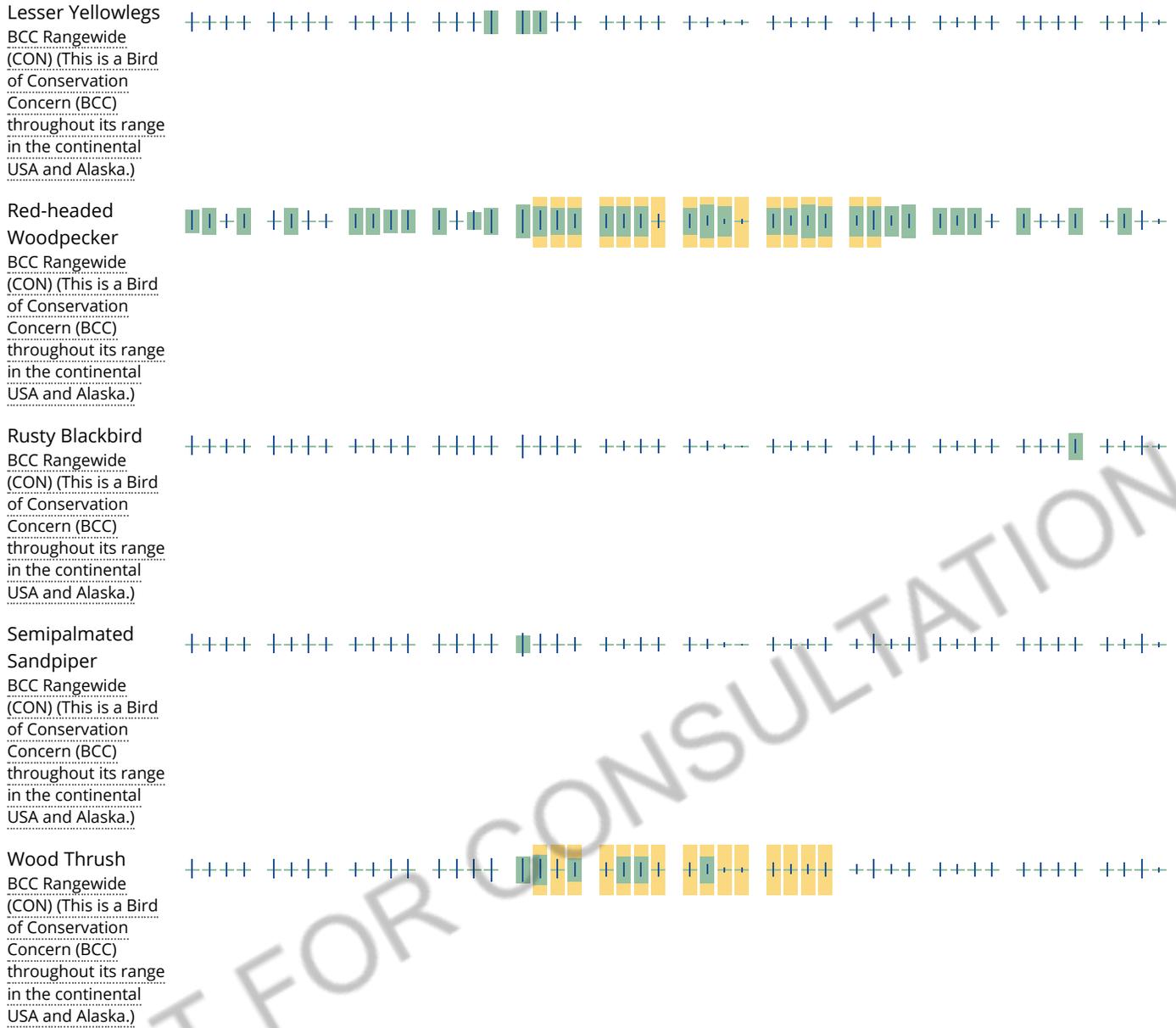


Henslow's Sparrow
 BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Kentucky Warbler
 BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)





Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project

intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [E-bird Explore Data Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

Wildlife refuges and fish hatcheries

REFUGE AND FISH HATCHERY INFORMATION IS NOT AVAILABLE AT THIS TIME

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

This location overlaps the following wetlands:

FRESHWATER EMERGENT WETLAND

[PEM1Ax](#)[PEM1Cx](#)

FRESHWATER FORESTED/SHRUB WETLAND

[PSSAx](#)[PFOAh](#)

FRESHWATER POND

[PUBGh](#)

RIVERINE

[R4SBC](#)

A full description for each wetland code can be found at the [National Wetlands Inventory website](#)

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

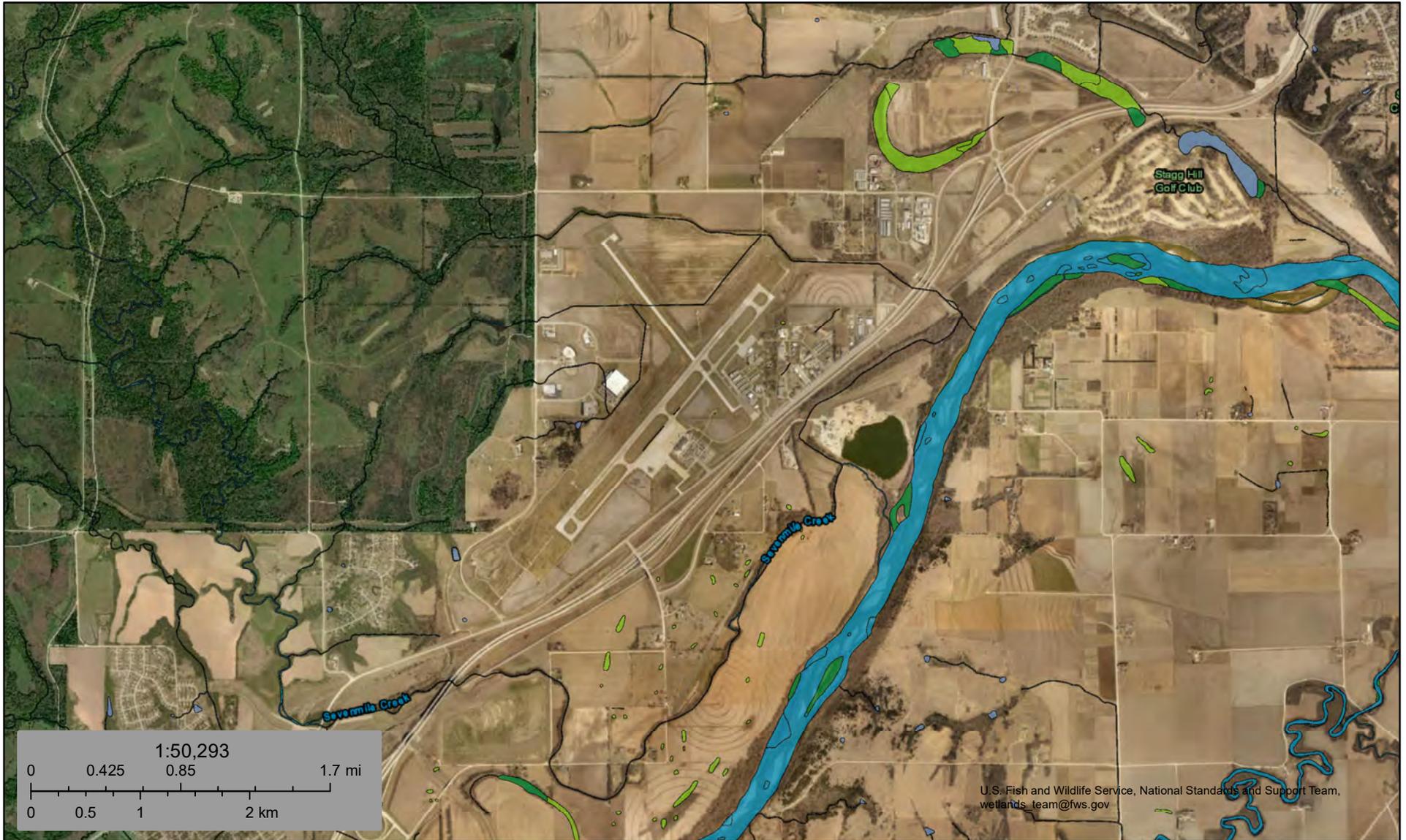
Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Attachment 3
Water Resources



February 26, 2020

Wetlands

- | | | | | | |
|---|--------------------------------|---|-----------------------------------|---|----------|
|  | Estuarine and Marine Deepwater |  | Freshwater Emergent Wetland |  | Lake |
|  | Estuarine and Marine Wetland |  | Freshwater Forested/Shrub Wetland |  | Other |
| | |  | Freshwater Pond |  | Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

Attachment 4

Floodplains

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations (BFEs)** and/or **Floodways** have been determined, users are encouraged to consult the **Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations** tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for the jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was NAD 1983 State Plane Kansas North, zone 1003. The horizontal datum was NAD 83. GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov>, or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NGS12
National Geodetic Survey
5360-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov>.

Base map information shown on this map was provided in digital format by the Riley County GIS Department, dated 2013 and by the U.S. Geological Survey Digital Orthophoto Quarter-Sheet, dated 1993 and later, produced at a scale of 1:12000 or better.

Based on updated topographic information, this map reflects more detailed and up-to-date **stream channel** configurations and floodplain delineations than those shown on the previous FIRM for this jurisdiction. As a result, the Flood Profiles and Floodway Data tables may reflect stream channel distances that differ from what is shown on the map. Also, the road to floodplain relationship for unincorporated streams may differ from what is shown on previous maps.

The "profile baselines" represent the hydraulic modeling baselines that match the flood profiles in the FIS report. As a result of modeling topographic data, the "profile baselines" in some cases may deviate significantly from the channel centerline or appear outside the SFHA.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels, community map repository addresses, and a listing of Communities of Interest concerning National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center (MSC)** via the FEMA Map information exchange (FMIX) at 1-877-336-2627 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. The MSC may also be reached by Fax at 1-800-358-9030 and its website at <http://www.fema.gov>.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA website at <http://www.fema.gov>.

RILEY COUNTY KANSAS FIRM PANEL LOCATOR DIAGRAM



PANEL NOT PRINTED:



LEGEND

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, AV, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A: No base flood elevations determined.

ZONE AE: Base Flood Elevations determined.

ZONE AH: Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO: Flood depths of 1 to 3 feet (usually areas of ponding); average depths determined for areas of shallow flooding; velocities also determined.

ZONE AR: Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was substantially damaged; the former flood control system is being replaced to provide protection from the 1% annual chance or greater flood.

ZONE ARB: Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE AV: Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE: Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE:

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment to ensure the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS:

ZONE X: Areas of 1% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile.

ZONE X PROTECTED BY LEVEES: Areas protected by levees from the 1% annual chance flood.

OTHER AREAS:

ZONE X: Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D: Areas in which flood hazards are undetermined, but possible.

1% annual chance floodplain boundary

0.2% annual chance floodplain boundary

Floodway boundary

Zone D boundary

Boundary showing Special Flood Hazard Areas of adjacent Base Flood Elevations, Flood depths, or flood velocities

CMS and DRB boundary

Entireties, State, or County boundary

City, Township, or Urban Boundary

Area Not Included boundary

Historical Information, State American Land Society

Base Flood Elevation line and value, alternate in feet*

Base Flood Elevation value where alternate units are used; elevation in feet*

Reference to the North American Vertical Datum of 1988

Cross section line

Traverse line

Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)

1000-foot Universal Transverse Mercator grid values, zone 14

500-foot grid ticks, Kansas State Plane coordinate system (KSPS 1003), Lambert Conformal Conic projection

Boundary work (see explanation in notes to Users section of this FIRM report)

M 1:5

Canal, Flume, Periodic, or Aqueduct

Road or Railroad Right-of-Way

Profile baseline

Line

MAP REPOSITORY

Refer to listing in back of book for location of Map Index.

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
NOVEMBER 18, 2003

EFFECTIVE DATES OF REVISIONS TO THIS PANEL
FEBRUARY 4, 2004
JULY 8, 2010

NOVEMBER 18, 2013 - To update map areas, to add roads and trail routes, to incorporate previously issued Letters of Map Change.

For community map revision history prior to countywide mapping, refer to the Community Map History (SM) located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-358-9030.

MAP SCALE 1" = 500'

250 0 250 500 1000 FEET
150 0 150 300 METERS

NFP

PANEL 0343G

FIRM
FLOOD INSURANCE RATE MAP

RILEY COUNTY, KANSAS AND INCORPORATED AREAS

PANEL 343 OF 500
(SEE LOCATOR DIAGRAM OR MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:	COMMUNITY:	NAME:	PANEL:	SUFFIX:
	MANHATTAN CITY OF RILEY COUNTY	03000	0343	G
		02000	0343	G

NATIONAL FLOOD INSURANCE PROGRAM

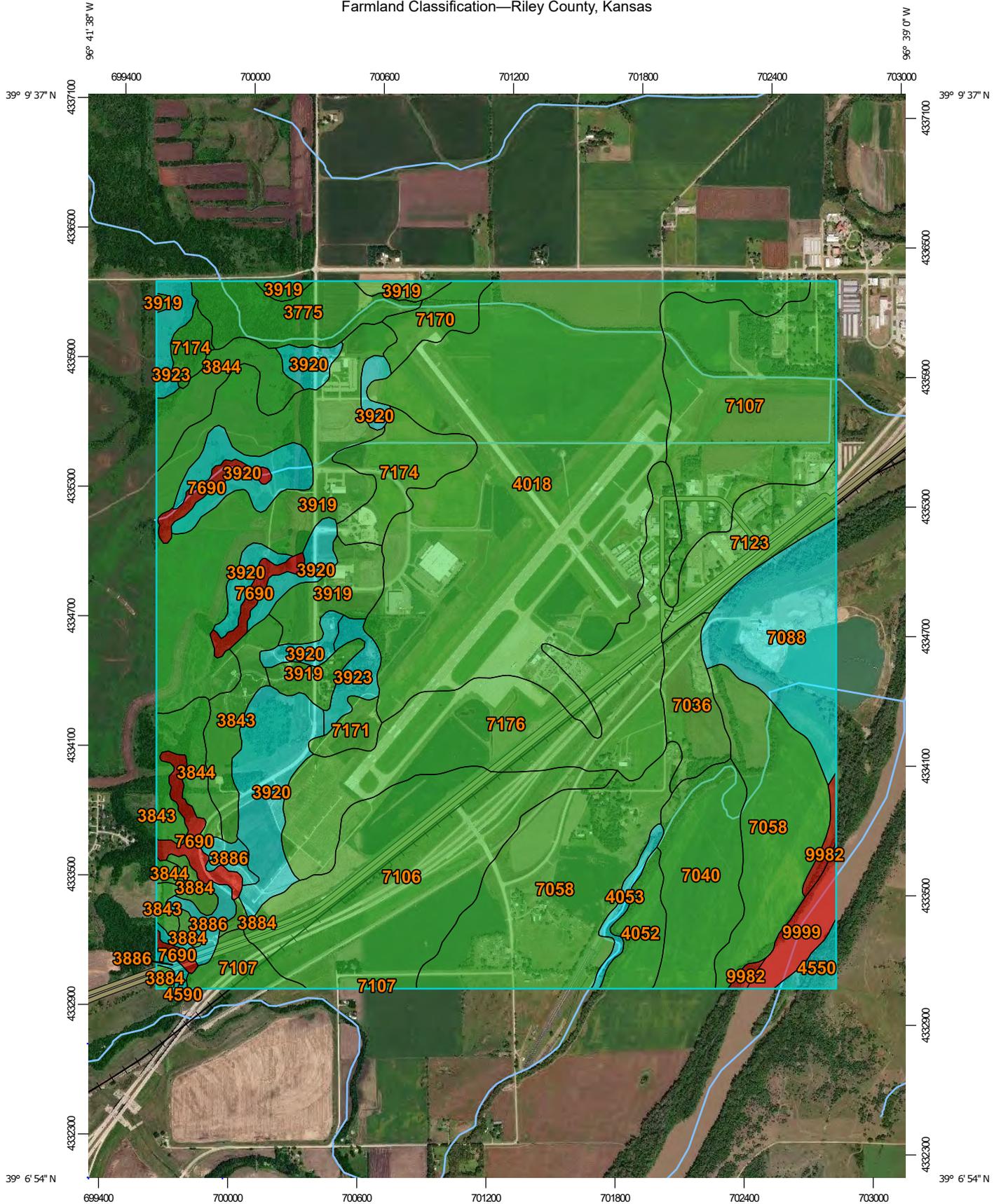
MAP NUMBER 201610343G

MAP REVISED MARCH 16, 2015

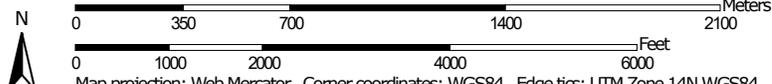
Federal Emergency Management Agency

Attachment 5
Soil Classification

Farmland Classification—Riley County, Kansas



Map Scale: 1:24,500 if printed on A portrait (8.5" x 11") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 14N WGS84



Natural Resources Conservation Service

Web Soil Survey National Cooperative Soil Survey

3/10/2020 Page 1 of 6

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

-  Prime farmland if subsoiled, completely removing the root inhibiting soil layer
-  Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
-  Prime farmland if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance
-  Farmland of statewide importance, if drained
-  Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated

-  Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if irrigated and drained
-  Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer
-  Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60

-  Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium
-  Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season
-  Farmland of statewide importance, if warm enough
-  Farmland of statewide importance, if thawed
-  Farmland of local importance
-  Farmland of local importance, if irrigated

-  Farmland of unique importance
-  Not rated or not available

Soil Rating Lines

-  Not prime farmland
-  All areas are prime farmland
-  Prime farmland if drained
-  Prime farmland if protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated
-  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
-  Prime farmland if irrigated and drained
-  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season

Farmland Classification—Riley County, Kansas

	Prime farmland if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium		Farmland of unique importance		Prime farmland if subsoiled, completely removing the root inhibiting soil layer
	Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if irrigated and drained		Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season		Not prime farmland		Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60
	Prime farmland if irrigated and reclaimed of excess salts and sodium		Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season		Prime farmland if drained		Prime farmland if irrigated and reclaimed of excess salts and sodium
	Farmland of statewide importance		Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer		Farmland of statewide importance, if warm enough		Prime farmland if irrigated		Farmland of statewide importance
	Farmland of statewide importance, if drained		Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60		Farmland of statewide importance, if thawed		Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if drained
	Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season				Farmland of local importance		Prime farmland if irrigated and drained		Farmland of statewide importance, if protected from flooding or not frequently flooded during the growing season
	Farmland of statewide importance, if irrigated				Farmland of local importance, if irrigated		Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season		Farmland of statewide importance, if irrigated

Farmland Classification—Riley County, Kansas

<p> Farmland of statewide importance, if drained and either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if irrigated and drained</p> <p> Farmland of statewide importance, if irrigated and either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if subsoiled, completely removing the root inhibiting soil layer</p> <p> Farmland of statewide importance, if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60</p>	<p> Farmland of statewide importance, if irrigated and reclaimed of excess salts and sodium</p> <p> Farmland of statewide importance, if drained or either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if warm enough, and either drained or either protected from flooding or not frequently flooded during the growing season</p> <p> Farmland of statewide importance, if warm enough</p> <p> Farmland of statewide importance, if thawed</p> <p> Farmland of local importance</p> <p> Farmland of local importance, if irrigated</p>	<p> Farmland of unique importance</p> <p> Not rated or not available</p> <p>Water Features</p> <p> Streams and Canals</p> <p>Transportation</p> <p> Rails</p> <p> Interstate Highways</p> <p> US Routes</p> <p> Major Roads</p> <p> Local Roads</p> <p>Background</p> <p> Aerial Photography</p>	<p>The soil surveys that comprise your AOI were mapped at 1:24,000.</p> <p>Please rely on the bar scale on each map sheet for map measurements.</p> <p>Source of Map: Natural Resources Conservation Service Web Soil Survey URL: Coordinate System: Web Mercator (EPSG:3857)</p> <p>Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.</p> <p>This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.</p> <p>Soil Survey Area: Riley County, Kansas Survey Area Data: Version 19, Sep 16, 2019</p> <p>Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.</p> <p>Date(s) aerial images were photographed: Aug 1, 2011—Nov 7, 2017</p> <p>The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.</p>
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Farmland Classification

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
3775	Muir silt loam, rarely flooded	All areas are prime farmland	54.7	2.1%
3843	Geary silt loam, 1 to 3 percent slopes	All areas are prime farmland	39.1	1.5%
3844	Geary silt loam, 3 to 7 percent slopes	All areas are prime farmland	69.7	2.7%
3884	Kenesaw silt loam, 2 to 5 percent slopes	All areas are prime farmland	13.9	0.5%
3886	Kenesaw silt loam, 5 to 12 percent slopes	Farmland of statewide importance	24.1	0.9%
3919	Smolan silt loam, 1 to 3 percent slopes	All areas are prime farmland	246.8	9.6%
3920	Smolan silt loam, 3 to 7 percent slopes	Farmland of statewide importance	147.8	5.8%
3923	Smolan silty clay loam, 3 to 7 percent slopes, eroded	Farmland of statewide importance	30.9	1.2%
4018	Chase silty clay loam, very rarely flooded	All areas are prime farmland	531.5	20.7%
4052	Ivan silt loam, occasionally flooded	All areas are prime farmland	27.8	1.1%
4053	Ivan silty clay loam, channeled	Farmland of statewide importance	9.0	0.4%
4550	Clime silty clay loam, 20 to 40 percent slopes, very stony	Farmland of statewide importance	9.8	0.4%
4590	Clime-Sogn complex, 3 to 20 percent slopes	Farmland of statewide importance	0.3	0.0%
7036	Eudora-Bismarckgrove silt loams, occasionally flooded	All areas are prime farmland	38.7	1.5%
7040	Zeandale silt loam, occasionally flooded	All areas are prime farmland	84.5	3.3%
7058	Stonehouse-Belvue complex, occasionally flooded	All areas are prime farmland	275.9	10.8%
7088	Stonehouse sand, occasionally flooded	Farmland of statewide importance	104.3	4.1%
7106	Eudora-Bismarckgrove silt loams, rarely flooded	All areas are prime farmland	208.0	8.1%
7107	Bismarckgrove-Kimo complex, rarely flooded	All areas are prime farmland	208.3	8.1%

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
7123	Eudora silt loam, rarely flooded	All areas are prime farmland	58.4	2.3%
7170	Reading silt loam, rarely flooded	All areas are prime farmland	23.5	0.9%
7171	Reading silt loam, moderately wet, rarely flooded	All areas are prime farmland	13.3	0.5%
7174	Reading silt loam, 1 to 3 percent slopes	All areas are prime farmland	58.9	2.3%
7176	Rossville silt loam, very rarely flooded	All areas are prime farmland	215.3	8.4%
7690	Wymore-Kennebec complex, 0 to 17 percent slopes	Not prime farmland	39.4	1.5%
9982	Fluvents, frequently flooded	Not prime farmland	8.2	0.3%
9999	Water	Not prime farmland	23.9	0.9%
Totals for Area of Interest			2,565.6	100.0%

Description

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

Rating Options

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

Attachment 6

United States Census Bureau
American Community Survey Data
(U.S. EPA EJScreen website)

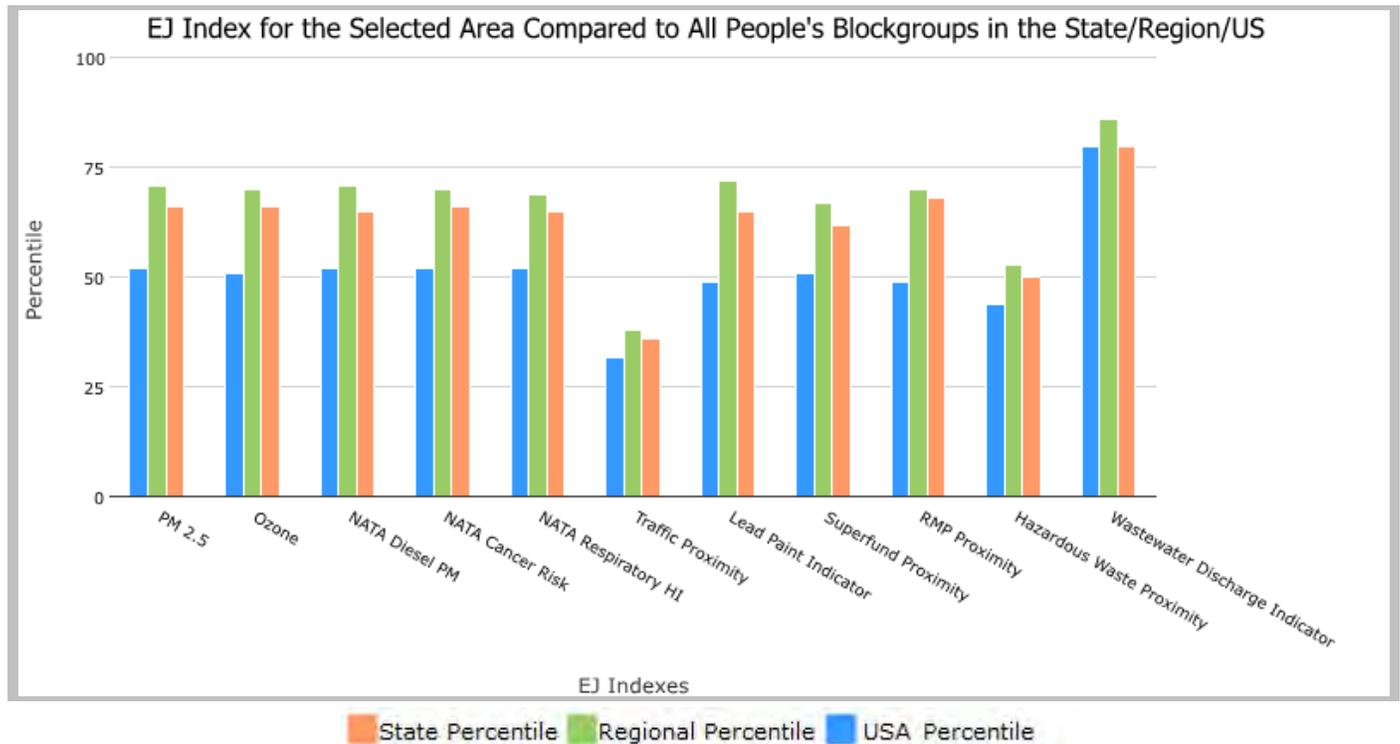
3 miles Ring Centered at 39.139228,-96.672233, KANSAS, EPA Region 7

Approximate Population: 2,987

Input Area (sq. miles): 28.27

(The study area contains 1 blockgroup(s) with zero population.)

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
EJ Indexes			
EJ Index for PM2.5	66	71	52
EJ Index for Ozone	66	70	51
EJ Index for NATA* Diesel PM	65	71	52
EJ Index for NATA* Air Toxics Cancer Risk	66	70	52
EJ Index for NATA* Respiratory Hazard Index	65	69	52
EJ Index for Traffic Proximity and Volume	36	38	32
EJ Index for Lead Paint Indicator	65	72	49
EJ Index for Superfund Proximity	62	67	51
EJ Index for RMP Proximity	68	70	49
EJ Index for Hazardous Waste Proximity	50	53	44
EJ Index for Wastewater Discharge Indicator	80	86	80



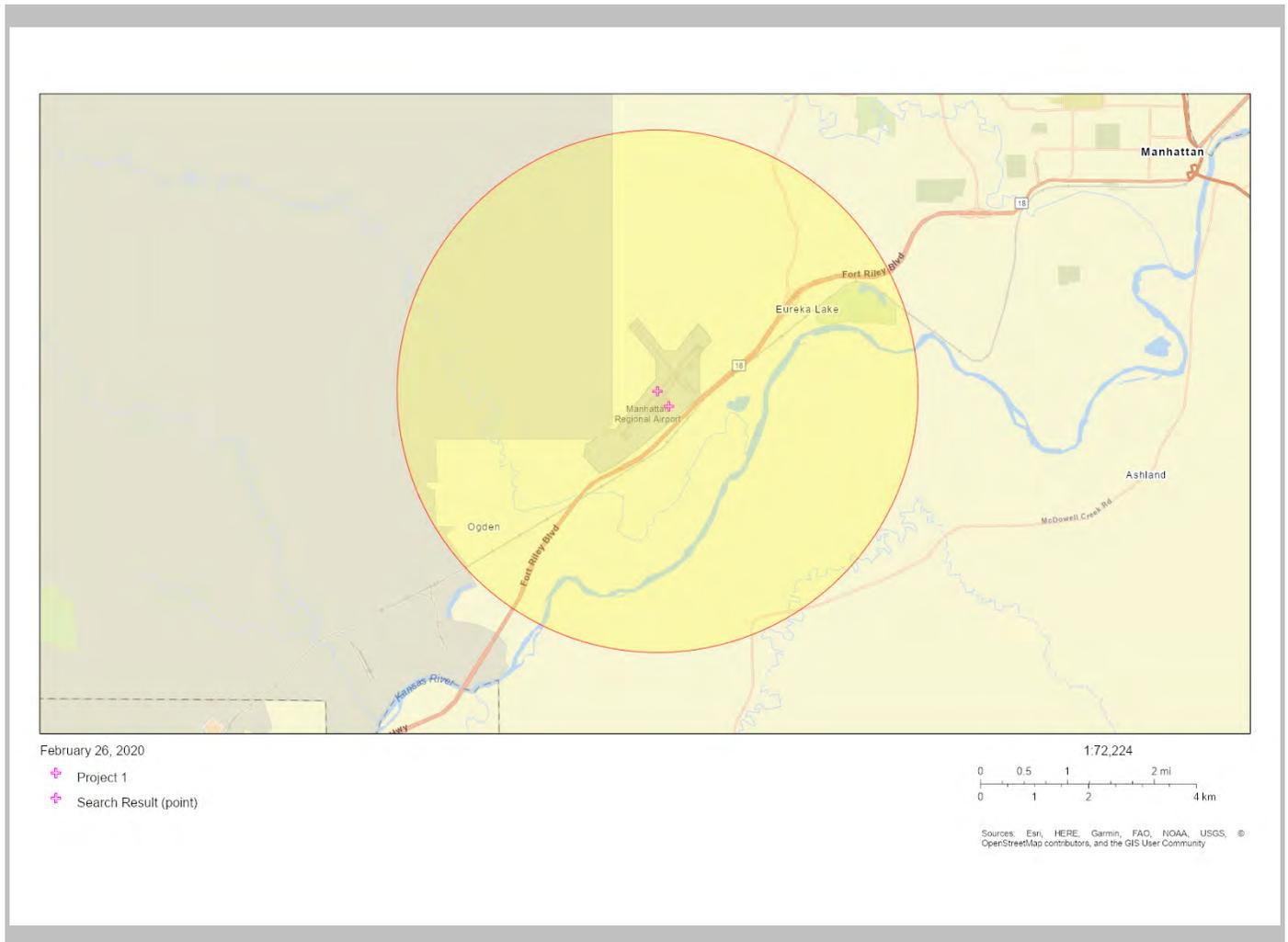
This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

3 miles Ring Centered at 39.139228,-96.672233, KANSAS, EPA Region 7

Approximate Population: 2,987

Input Area (sq. miles): 28.27

(The study area contains 1 blockgroup(s) with zero population.)



Sites reporting to EPA	
Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

EJSCREEN Report (Version 2019)



3 miles Ring Centered at 39.139228,-96.672233, KANSAS, EPA Region 7

Approximate Population: 2,987

Input Area (sq. miles): 28.27

(The study area contains 1 blockgroup(s) with zero population.)

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
Environmental Indicators							
Particulate Matter (PM 2.5 in $\mu\text{g}/\text{m}^3$)	7.01	7.23	24	7.77	11	8.3	18
Ozone (ppb)	43.2	43.6	40	42.5	65	43	46
NATA* Diesel PM ($\mu\text{g}/\text{m}^3$)	0.162	0.329	20	0.367	<50th	0.479	<50th
NATA* Cancer Risk (lifetime risk per million)	25	27	25	27	<50th	32	<50th
NATA* Respiratory Hazard Index	0.34	0.37	26	0.36	<50th	0.44	<50th
Traffic Proximity and Volume (daily traffic count/distance to road)	140	290	52	330	52	750	40
Lead Paint Indicator (% Pre-1960 Housing)	0.17	0.35	38	0.34	39	0.28	48
Superfund Proximity (site count/km distance)	0.032	0.079	42	0.1	38	0.13	29
RMP Proximity (facility count/km distance)	0.098	0.98	5	0.94	11	0.74	15
Hazardous Waste Proximity (facility count/km distance)	0.12	0.82	31	0.8	33	4	22
Wastewater Discharge Indicator (toxicity-weighted concentration/m distance)	0.0036	0.57	61	0.97	71	14	73
Demographic Indicators							
Demographic Index	35%	27%	73	26%	78	36%	57
Minority Population	24%	24%	65	19%	74	39%	43
Low Income Population	46%	31%	77	32%	77	33%	73
Linguistically Isolated Population	1%	2%	60	2%	68	4%	46
Population With Less Than High School Education	7%	9%	50	10%	46	13%	37
Population Under 5 years of age	11%	7%	87	6%	89	6%	89
Population over 64 years of age	7%	15%	18	15%	15	15%	19

* The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: <https://www.epa.gov/national-air-toxics-assessment>.

For additional information, see: www.epa.gov/environmentaljustice

EJSCREEN is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJSCREEN outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

Attachment 7
Public Notification

Notice of Availability for Public Comment for Proposed Improvements at Manhattan Regional Airport Manhattan, KS

The City of Manhattan intends to undertake the following proposed actions at Manhattan Regional Airport:

- Reconstruct the pavement of Runway 3-21 (oriented northeast/southwest),
- Replace the runway edge lighting for Runway 3-21,
- Relocate the Runway End Identifier Lights at the Runway 21 end,
- Remove Taxiway D and convert an existing drainage culvert to an open channel, and
- Trim trees located east of Runway 3-21 to remove obstructions.

Potentially affected environmental resources include: the northern long-eared bat, which is protected under the Endangered Species Act, bird species protected under the Migratory Bird Treaty Act (MBTA), wetlands, and floodplains.

To avoid the tree roosts of the northern long-eared bat during tree maintenance activities north of Runway 3-21, tree-trimming activities will occur during the winter months when the northern long-eared bat is hibernating. If activities are to occur during other seasons, a pre-construction survey prior to the start of trimming activities will be conducted.

To avoid migratory birds during the tree trimming, a survey prior to the start of trimming activities will be necessary to ensure nests are not present or project activities will be conducted outside of nesting periods.

An ephemeral drainage channel located in the infield area of the airport will be disturbed during the proposed Taxiway D removal. The drainage crosses under Taxiway D through a culvert. This culvert will be removed and replaced with an open channel. This work falls under U.S. Army Corps of Engineers Nationwide Permit 14 – Linear Transportation Projects.

Regarding floodplains:

- The Runway 3-21 pavement is beyond its useful life and requires reconstruction. The purpose of the Proposed Action is to ensure the safety of aircraft using the runway. Much of the existing pavement located east of the point where the Airport's two runways intersect is currently within a floodplain. The pavement will be reconstructed in a manner consistent with FAA design standards and the final elevation of the reconstructed runway pavement will be approximately 1-2 feet greater than the current runway elevation.
- The City of Manhattan is seeking FAA funding or approval of an action occurring in the base floodplain or an action that would affect that floodplain
- The proposed action is located at Manhattan Regional Airport, located four miles southwest of Manhattan, Kansas, on Skyway Drive.

- The affected floodplain's existing natural and beneficial values include flood water storage and conveyance. This portion of the floodplain is also used for airport operations to benefit the traveling public.
- You may obtain more information or send comments to the responsible FAA official, Scott Tener, at 816-329-2639 or scott.tener@faa.gov.

The draft Documented Categorical Exclusion (CATEX) describing the proposed actions impacts will be available for public review until May 29, 2020. The draft CATEX may be viewed in the administrative offices of Manhattan Regional Airport and at <https://www.flymnhk.com/123/Airport-Reports>. A hard copy Documented CatEx may be mailed upon request. Those wishing to provide comments must do so by email or letter to the address below no later than May 29, 2020:

Jesse R. Romo, A.A.E.

Manhattan Regional Airport

5500 Skyway Dr #120

Manhattan, KS 66503

romo@cityofmnhk.com

(785) 587-4597

or

Scott Tener

Federal Aviation Administration, ACE-611F

901 Locust St.

Kansas City, MO 64106-2325

scott.tener@faa.gov

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