

**DAVENPORT MUNICIPAL AIRPORT
(DVN)**

ENVIRONMENTAL ASSESSMENT (EA)

**FINDING OF NO SIGNIFICANT IMPACT (FONSI)
RECORD OF DECISION (ROD)**

**Issued by the Federal Aviation Administration
June 8, 2016**

**For:
Davenport Municipal Airport
9230 Harrison Street
Davenport, IA 52806**

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
CENTRAL REGION
FINDING OF NO SIGNIFICANT IMPACT/RECORD OF DECISION**

**DAVENPORT MUNICIPAL AIRPORT
DAVENPORT, IOWA**

PURPOSE AND NEED:

The purpose of the Proposed Action is to acquire land, remove obstructions and build capital improvement projects as described below under Proposed Action.

The need for the land, obstruction removal, and capital improvement projects is to safely provide for the existing and future aviation needs of the City of Davenport and the surrounding communities per minimum standards for safe and efficient aircraft operations as described in *FAA Advisory Circular 150/5300-13, Airport Design*. The requirements to be satisfied are more specifically described below under Proposed Action.

PROPOSED ACTION:

The Federal Action is providing environmental approval for the Proposed Action which consists of the following improvements, as shown on the March 23, 2015, conditionally approved Airport Layout Plan (ALP) and as described in detail in the Environmental Assessment (EA):

1. Relocate and modify NAVAID facilities
2. Acquire 238 acres to include 4 residential farmsteads
3. Extend the ultimate Runway 15/33 length from 5,510 to 7,201 feet to the North
4. Relocate North Division Street (in City limits) and Buttermilk road (County) farther to the west outside the Runway 15/33 RPZ
5. Relocate West Blackhawk Trail Extension outside the Runway 15 RPZ
6. Close Slopertown Road and create a cul-de-sac
7. Revise Instrument Approach Procedures (RWY 15)
8. Extend the ultimate Runway 3/21 length from 4,000 feet to 5,001 feet to the South

ALTERNATIVES CONSIDERED:

The following alternatives were considered:

- No Action Alternative: Not to acquire land, remove obstructions, and build capital projects

- Preferred Alternative: Acquire land, remove obstructions, Extend Runway 15/33 to the North, Extend Runway 3/21 to the South, Improve Ground Service Network, and build capital projects as described under Proposed Action
- Runway Alternative #1: Extend Runway 15/33 to the South
- Runway Alternative #2: Extend Runway 3/21 to the North
- Ground Transportation Option #1: Allow Existing Road Network to Absorb Impacts

The No Action Alternative does not meet the project purpose and need; however, in addition to being a Council on Environmental Quality/National Environmental Policy Act (CEQ/NEPA) requirement, it does serve as a baseline for a comparison of impacts to the preferred alternative and is therefore retained for analysis.

The Preferred Alternative was selected as the Proposed Action because this alternative best meets the purpose and need, is feasible, and results in minimal environmental impacts.

Runway Alternative #1 was eliminated from further consideration because it is not considered reasonable due to significant disruption to ground transportation, specifically Interstate 80.

Runway Alternative #2 was eliminated from further consideration because it is not considered reasonable due to significant disruption to ground transportation and business relocation.

Ground Transportation Option #1 was eliminated from further consideration because it is not considered reasonable due to increased traffic times and foregone economic development opportunities for the community.

ASSESSMENT:

The attached EA addressed the applicable environmental impact areas in accordance with Federal Aviation Administration (FAA) Orders 1050.1 and 5050.4 and analyzed the potential for significant impacts. The attached EA and any correspondence were reviewed by the FAA to determine whether each of the affected impact categories exceeded an established threshold of significance. The sponsor's proposed action will not significantly affect environmental resources as discussed and analyzed in the attached EA's Environmental Consequences section, which contains detailed discussions and analyses of all affected impact categories. Statements of consistency with community planning from state and local governments are highlighted in the attached EA. However, the most important environmental issues related to the proposed project are summarized in the following text and the proponent must comply with the following requirements:

MITIGATION MEASURES:

Air Quality:

This resource would not be affected by the project except for temporary construction related impacts. See below Construction Impacts for mitigation of temporary impacts.

Biotic Resources:

Avoid clearing or grubbing of migratory bird nesting habitat during the nesting season from April 1 to July 15. If clearing, grubbing, or tree trimming takes place during this period, conduct a field survey of the affected habitats and structures to determine the presence of active nests. Immediately contact the U.S. Fish and Wildlife Service (USFWS) for further guidance if a field survey identifies the existence of one or more active bird nests that cannot be avoided temporally or spatially by the project.

Compatible Land Use:

Comply with the Sponsor Land Use Letter which has been provided which states that appropriate action, including the adoption of zoning laws, has been or will be taken, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including the landing and takeoff of aircraft. This applies to both existing and planned land uses.

Construction Impacts:

Temporary environmental impacts may occur as a result of construction activities. Use Best Management Practices (BMPs) to minimize impacts. Incorporate in project design specifications recommendations established in FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control.

Use best management practices to mitigate any potential construction impacts to air quality. Obtain construction and/or operating permits for portable equipment and processing plants. Follow State requirements on open burning, fugitive dust, and opacity (visible omissions) in Iowa Administrative Code 567 - Ch. 23.2, 23.3(2)"c", and 23.3(2)"d" respectively.

Take reasonable precautions to prevent the discharge of visible emissions of fugitive dusts (per Iowa Administrative Code 567-23.3(2)"c") beyond the lot line of property during construction, alteration, repairing, or demolishing of buildings, bridges, or other vertical structures or haul roads.

See Biotic Resources and Water Quality sections for construction permit requirements.

Farmlands:

The total score on Form AD-1006, Farmland Conversion Impact Rating, is 138 which falls below the 160 threshold requiring further consideration of alternatives that would avoid this loss. Use best management practices to preserve and mitigate any potential impacts to farmlands. Use mitigation recommended by the Natural Resources

Conservation Service (NRCS). Use NCRS Code 342 Critical Area Practice for seeding on all disturbed areas to establish permanent vegetation and to control erosion.

Make available excess topsoil not used for the airport to the former land owner or other landowners whose land will be purchased for the proposed actions per Iowa code 314.23 to compensate for prime farmlands.

Federally-Listed Endangered Species:

Lists of protected species of flora and fauna were analyzed and no applicable habitat or species were found.

Before construction, verify that no new species were added to the Threatened and Endangered Species list. If species were added, re-coordinate with USFWS and Kansas Department of Wildlife, Parks & Tourism.

Floodplains:

This resource would not be affected by the project.

Section 4(f):

Section 4(f) resources are not present in the project area.

Historic, Architectural, Archeological or Cultural Resources:

A Phase I Cultural Resource Investigation was completed. No impacts to historical, architectural, archaeological, and cultural resources were found. A No Historic Properties Affected finding was issued by FAA. No mitigation measures will be required.

Four Tribes were invited to participate as consulting parties, but did not respond.

If construction work uncovers buried archeological materials, cease work in the area of discovery and immediately notify the State Historic Preservation Office (SHPO) and the FAA. The FAA will contact concerned tribes.

Social Impacts:

The proposed development includes the acquisition of approximately 238 acres of land in fee which includes 4 residential farmsteads. Acquire land per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URARPAPA).

Employ best management practices (BMPs) to restrict children from the construction/demolition site, which may include the posting of signs around the construction site, prohibiting access, fencing, warnings posted around areas of open excavation, and site policing.

Environmental Justice:

This resource is not present in the affected area.

Water Quality:

Use best management practices to minimize impacts to water quality during construction. Since construction activities will disturb more than 1 acre, obtain a National Pollutant Discharge Elimination System (NPDES) permit prior to construction. Apply to the Iowa Department of Natural Resources (IDNR) for the permit.

The IDNR has also developed guidance to minimize impacts within watersheds. Within the design and construction phase, make reference to the *Iowa Stormwater Management Manual* and *Iowa Construction Site Erosion Control Manual*. Also include reference to Chapter 7, Erosion and Sediment Control-Statewide Urban Design and Specifications (SUDAS) Manual.

Wetlands:

The U.S. Army Corps of Engineers (USACE) indicated that a potential wetland may be located within the project boundaries near the South terminal development area. The South terminal area is a long-term (beyond 20-years) development, therefore, no immediate impacts the potential wetland are anticipated. If this development occurs at a faster pace, a wetland delineation will need to be completed and coordinated with the USACE.

A 404 permit is not required, per a letter dated May 11, 2015 from the USACE, for the proposed development projects with exception of the South terminal development area.

APPROVING FAA OFFICIAL'S STATEMENT OF ENVIRONMENTAL FINDING:

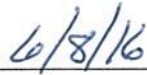
I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 (NEPA). I also find the proposed Federal action with the required mitigation referenced above will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, FAA will not prepare an EIS for this action.

DECISION AND ORDER:

This decision constitutes the Federal approval for the actions identified above and any subsequent actions approving a grant of Federal funds for the project. This decision document is an order subject to the exclusive judicial review under 49 USC 46110 by the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision lives or has a principal place of business.

APPROVED: 

Manager, FAA Airports Division



Date

DISAPPROVED: _____
Manager, FAA Airports Division

Date

DAVENPORT MUNICIPAL AIRPORT (DVN)

DAVENPORT, IA
AIP 3-19-0024-17

ENVIRONMENTAL ASSESSMENT (EA)

FOR

- Extension of Runway 15/33 and 03/21
- Land Acquisition (238 acres and 4 residential farmsteads)
- Taxiway Improvements
- Road Relocation and Extension

and other work as described within the EA.

Prepared by:



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For:

Davenport Municipal Airport

This environmental assessment becomes a Federal document when evaluated, signed, and dated by the Responsible Federal Aviation Administration (FAA) Official.

Responsible FAA Official

6/8/16

Date

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Chapter 1: PURPOSE AND NEED

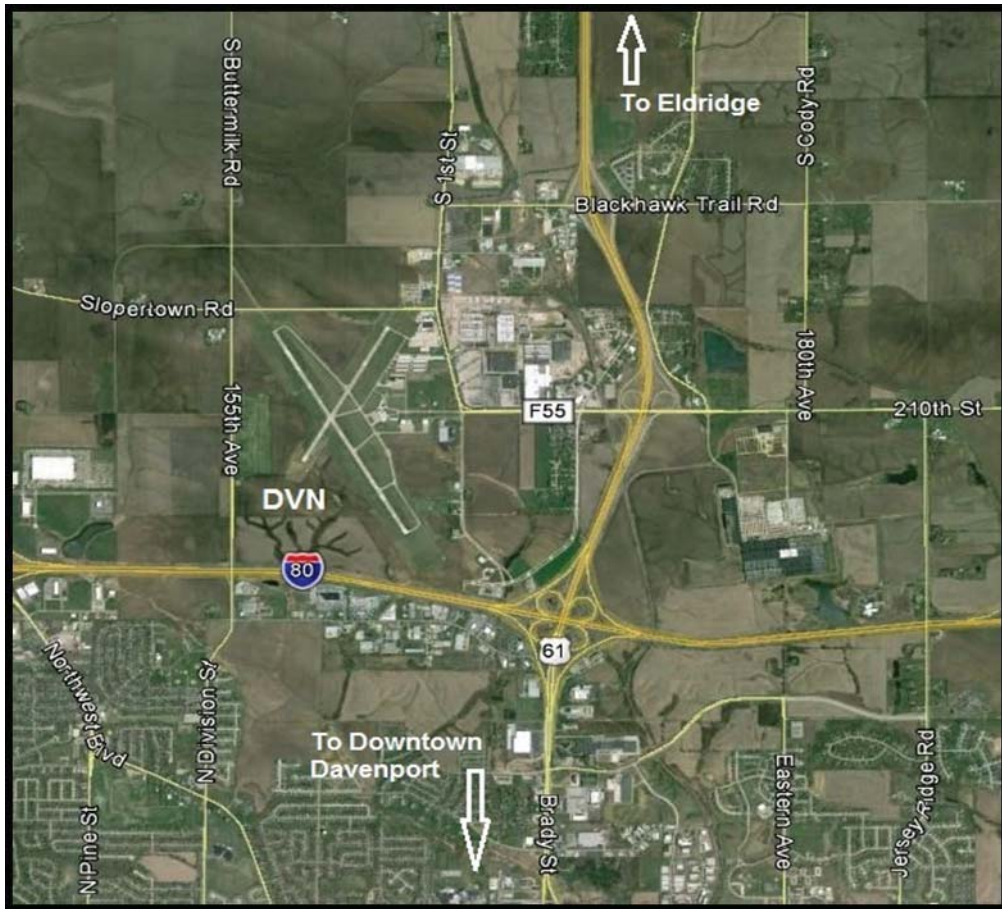
1.1 INTRODUCTION

This Environmental Assessment (EA) provides an analysis of significant potential impacts to environmental resources resulting from the Proposed Action for airport improvements at the Davenport Municipal Airport in Davenport, Scott County, Iowa (DVN).

This EA has been prepared pursuant to Section 102 (2) of the National Environmental Policy Act (NEPA) of 1969, as well as Title V of the Airport and Airway Improvement Act of 1982, as amended. In addition, the subject matter contained herein and environmental audits performed within the body of the narrative text are completed in accordance with FAA Order 5050.4B, FAA Environmental Desk Reference for Airport Actions as well as FAA Order 1050.1E, CHG. 1 Environmental Impact: Policies and Procedures. The FAA, Central Region, will serve as the overseeing federal agency throughout the completion of this EA.

The Airport Master Plan Update (AMP) and the Airport Layout Plan (ALP) process was used to analyze the existing Airport plans and to determine the short and long-term role of the Airport to serve the general aviation airport needs of the City of Davenport, Scott County, and the surrounding region. Through a cooperative effort that included FAA review, and in coordination with the Airport staff, the AMP Update has enabled the City to agree upon a development plan for the Airport that includes the development of facilities necessary to meet the future demand at the Davenport Municipal Airport while adhering to FAA Standards. Davenport Municipal Airport is located in southeast Iowa in the central portion of Scott County, Iowa, and is situated on approximately 700 acres of City-owned property (Site Vicinity Map). The Airport is located approximately six miles north of the central business district of the City of Davenport and 2.5 miles south of Eldridge, Iowa. The main access route to and from the Airport is provided by 210th Street, which connects to U.S. Highway 61 (Highway 61). Interstate 80 is the southern boundary of the airport. 210th street provides access to businesses and other parts of the Airport.

Figure 1.1: Site Vicinity Map



Source: Google Earth – 2014 Imagery

Overall, the preferred course of action for the proposed Airport expansion portrays the best physical attributes for the ultimate Airport development that is in concert with local and regional plans regarding future rural, county and urban development. Eldridge and Scott County Officials have been contacted and letters of support are included in Appendix B.

1.2 STATUTORY OBJECTIVES (NEED)

The project improvements are needed to meet FAA design standards in Advisory Circular (AC) 5300-13A, Airport Design and to safely accommodate the existing and projected aviation demand of the Davenport Municipal Airport throughout the 20-year planning period. The Airport has a future Airport Reference Code (ARC) of D-II and is identified as a general aviation (GA) airport facility. The demand forecast for aircraft activity at DVN coupled with the size and sophistication of the aircraft engaging in annual operations demonstrates the primary need and justification for the Airport to extend primary Runway 15/33 and crosswind Runway 3/21, and upgrade the taxiway systems respectively. The runway extension(s) will require the acquisition of approximately 238 acres of land, the purchase of 4 residential farmsteads, the relocation of the approach light system, relocation of the glideslope, potential relocation of the VASI's on Runway 15/33 and 03 (depending on PAPI approval), the relocation of Buttermilk Road, the closure of Slopertown road (create cul-de-sac) and the extension of Black Hawk Trail Road. An aviation industrial airpark is also being developed at DVN. New approach procedures will need to be re-established for the following:

ILS OR LOC RWY 15
 RNAV (GPS) RWY 03
 RNAV (GPS) RWY 15
 VOR RWY 03

Ultimate Runway 15/33 Length

The ultimate Runway 15/33 length has an ultimate length of 7,201 feet as shown on the Airport Layout Drawing in Appendix F. This includes an extension of 1,691 feet. Runway lengths are significantly influenced by an aircraft's useful load, temperature and field elevation. For business jets within the 100 percent of fleet as identified in Table 3-2 of FAA AC 150/4325-4B, the recommended runway length ranges from 5,510 feet at a 60% useful load to 8,320 feet at a 90% useful load. The Airport Master Plan Update states the airport should plan for the probability of accommodating other D-II aircraft in the fleet such as the G-IV. With the required runway lengths ranging from 5,510 feet to 8,320 feet, there is no sound justification for limiting the critical design aircraft to the G-IV. There is justification for providing greater flexibility and ultimately accommodating other D-II aircraft beyond the G-IV.

The maximum runway length was determined to be 7,201 feet while still providing the necessary clearances for the Runway 15 end safety area, runway object free area, and height clearances for the approach/departure surfaces required by FAA standards without relocating the railroad spurs north of Runway 15/33. An ultimate length of 7,201 feet will allow the airport to achieve the goal of providing the maximum length possible given the existing physical constraints (railroad spur to the north and Interstate 80 to the south). In summary, the ultimate Runway 15/33 length is shown with a length of 7,201 feet to provide greater flexibility with D-II aircraft in the 100 percent fleet.

Ultimate Runway 3/21 Length

The crosswind runway also has the need for an extension. It is currently 4,000 feet long and 75 feet wide, it is planned for an extension of 1,001 feet. This will require the acquisition of 20 acres of land. The ultimate Runway 03/21 length was determined to be

5,001 feet. The previous Airport Master Plan stated the crosswind runway should be able to accommodate aircraft in the 75% of fleet as shown in Table 3-1 of FAA AC 150/5325-4B and turbo-prop Small Airplanes Having 10 or More Passengers Seats such as the Beech 300. However, the ultimate crosswind length determination was only planned for turbo-prop powered airplanes and not turbojet powered operations which require an adjustment for wet and slippery runways applicable to landing operations only. As a result, the Airport desired to extend the ultimate Runway 03/21 to a minimum length of 5,001 feet to accommodate turbojet powered aircraft which require minimum runway lengths of 5,000 feet during wet and slippery conditions.

The proposed development is based on the need to provide adequate facilities to safely meet the existing and forecasted aviation demand. This information is based on current aviation forecast data as detailed in the Airport Master Plan Update, submitted to the FAA in March 2010 and recently updated in August 2014.

1.3 PROPOSED ACTION (PURPOSE)

The City of Davenport is requesting environmental approval for the proposed Davenport Municipal Airport improvements as depicted in the AMP Updates (2010 and 2014) and the ALP. The federal action includes the approval and use of Federal Airport Improvement Program (AIP) funding for the project. The Proposed Action at the Davenport Municipal Airport involves the Federal financial participation for improvements to safely accommodate existing and future aviation demand as identified in the Facility Requirements from the Airport Master Plan, updated 2010 and 2014. Additionally, the Airport Layout Plan (ALP) indicates the improvements being considered for this Environmental Assessment.

The following are attributes of DVN's Proposed Action:

1. Relocate and modify NAVAID facilities- 2019
2. Acquire 238 acres to include 4 residential farmsteads - 2021
3. Extend the ultimate Runway 15/33 length from 5,510 to 7,201 feet - 2021
4. Relocate North Division Street (in City limits) and Buttermilk road (County) farther to the west outside the Runway 15/33 RPZ - 2021
5. Relocate West Blackhawk Trail Extension outside the Runway 15 RPZ. - 2021
6. Close Slopertown Road and create a cul-de-sac - 2021
7. Revise Instrument Approach Procedures (RWY 15) - 2021
8. Extend the ultimate Runway 3/21 length from 4,000 feet to 5,001 feet - 2023

Modifications to NAVAIDs include the following:

- relocating the MALSR relative to the Runway 15 threshold
- relocating the beacon tower to proposed apron island
- relocating the ASOS from its current position to the location between Runways 3 and 33 as shown on the approved ALP in Appendix F
- installing PAPIs (contingent on FAA approval) or adjusting VASI locations on Runway 15/33 and 03.

Instrument Approach Procedures are anticipated to be revised for Runway 15 in 2021. All approach surface slopes are anticipated to stay the same, however touchdown points will

be adjusted according to the runway expansion. Approach visibility minimums will remain the same for Runway 15/33 at ½ mile/ 1 mile. Approach visibility minimums will decrease on Runway 3/21 from 1 mile/1 mile to ¾ mile/1 mile.

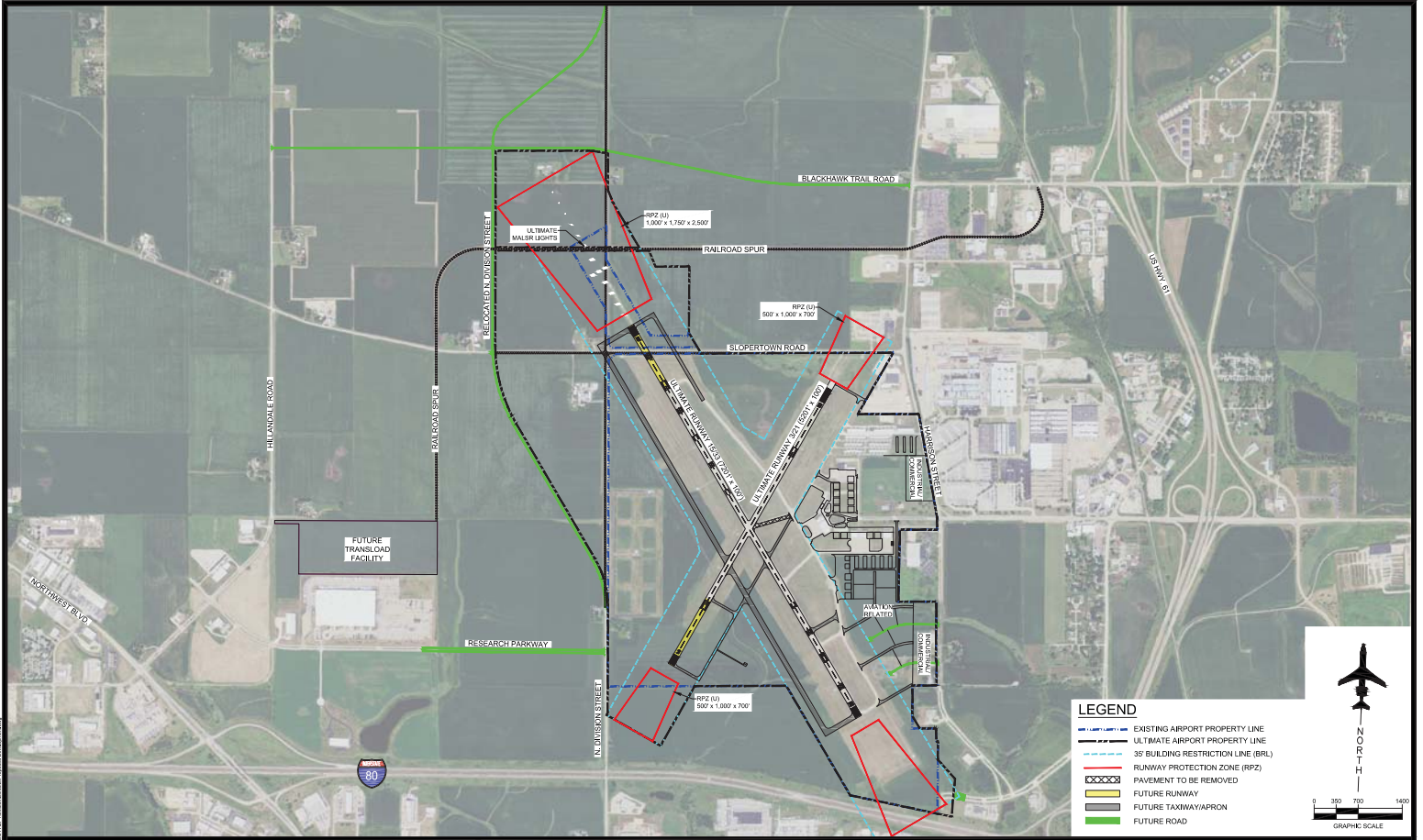
Throughout the planning process, the assessment of facility requirements and improvement priorities were discussed with the City staff and elected officials. The preferred phasing of projects outlined in the ALP is viewed as offering the most durable and sound long-term development investment for local, state and federal funds with the least negative impact. **Appendix F** contains the Airport Layout Drawing showing the ultimate development and property interest being considered for this Environmental Assessment. A Proposed Development Map is shown on the following page.

1.4 AVIATION FORECAST DATA


Based Aircraft and Fleet Mix Forecast

The general aviation based aircraft and fleet mix data at the Davenport Municipal Airport was used to approximate the needed facilities and runway lengths for future traffic flows. Capital projects and estimated timing of the projects can be determined from the aviation forecast. Projections of aircraft fleet mix are based on the forecasted based aircraft and historical fleet mix trends. It is estimated the fleet mix will remain with a majority of the based aircraft representing the piston engine category. Currently, Davenport bases six turboprop and two business jets. Appendix F presents the based aircraft and projected aircraft fleet mix for Davenport Municipal taken from the Airport 2010 Master Plan. The medium (the preferred) estimate for turbo-jet takes into account the local history and national forecasted trends that indicate an increase in turbo-jet aircraft ownership with particular attention given to the introduction of micro jets.

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**DAVENPORT MUNICIPAL AIRPORT
PROPOSED DEVELOPMENT**

Chapter 2: ALTERNATIVES

2.1 INTRODUCTION

Federal guidelines concerning an environmental review process require that all reasonable alternatives that could address the Purpose and Need of the Airport be considered. The examination of alternatives is of critical importance to the environmental review process and serves to ensure that an alternative that may enhance environmental quality or have a less detrimental effect has not been prematurely dismissed from consideration. The following options are examined in this chapter.

- A – No Action
- B – Extend Runway 15/33 to the South
- C – Extend Runway 15/33 to the North
- D – Extend Runway 03/21 to the North
- E – Extend Runway 03/21 to the South
- Ground Option 1- Allow Existing Road Network to Absorb Impacts
- Ground Option 2- Improve Ground Service Network

Alternatives that do not meet the purpose and need of the environmental assessment process are dismissed from further consideration.

2.2 NO ACTION – ALTERNATIVE A

The no action alternative does not include any improvements to the airfield. It solely maintains the airport's current airfield layout and runway length. This alternative would not change the accessibility or improve the safety for current and future critical aircraft users at DVN.

Design Considerations

- Minimizes development costs
- No additional land acquisition
- Does not accommodate existing ARC D-II standards and existing critical aircraft
- Does not provide length needs for Runway 15/33 and Runway 3/21
- Does not provide parallel taxiways for Runway 15/33 and Runway 3/21
- Does not allow for additional terminal area improvements
- Does not economically benefit the region

Expected Environmental Impacts

Because the No Action Alternative would maintain the “status quo” of the Airport and its surrounding vicinity, no environmental consequences would result from its implementation.

Conclusion

Alternative A provides a “no build” option to the City of Davenport. This alternative involves maintaining the existing airport in its current condition while not intending to make further developments or expansions based on project demand at the facility. If this alternative is considered the airport will continually underserve the needs of the area and decrease safety margins for aircraft operating at DVN.

This alternative inhibits the City of Davenport from utilizing the Airport as an economic development tool to satisfy the needs of local users and businesses. Based on these considerations, Alternative A does not meet the project purpose and need, and is not considered a practical alternative. Therefore, this alternative has been eliminated from further consideration.

2.3 EXTEND RUNWAY 15/33 SOUTH - ALTERNATIVE B

In this alternative, Runway 33 is extended 1,691 feet to the south, a full parallel taxiway is constructed for the runway, terminal area expansion is initiated and all approaches are maintained at the Airport. This alternative accommodates D-II aircraft and meets the purpose and need. It provides more efficient airfield movements with the access to the runway system, terminal area and new aviation industrial development via new taxiways.

Design Considerations

- Meets project purpose and need
- Accommodates ARC D-II aircraft according to FAA design requirements
- Requires land acquisition and business relocation(s)
- Provides a parallel taxiway for Runway 15/33
- Provides a taxiway system to a weight bearing capable of supporting large aircraft
- Maintains same approaches to the Airport
- Allows for aviation industrial development
- Creates significant changes to surface transportation system

Expected Significant Environmental Impacts

Extending Runway 33 to the south would encroach upon the current location of Interstate 80. To meet FAA distance requirements, this runway extension would require the relocation of Interstate 80. Also complicating the relocation is the fact that a major interchange is in vicinity and travel routes would be affected. This would result in potential impacts to US 61 as well. The relocation of Interstate 80 would require the relocation of several commercial businesses south of Interstate 80. The pursuit of this alternative would be expensive, disrupt local travel patterns and create negative impacts to the Davenport economic base.

There are 12 soccer fields on the west side of the airfield that are part of the industrial growth area and would need to be relocated but this is anticipated to be completed after the 20 development plan.

Alternative B provides an ultimate ARC D-II runway design length of 7,201 feet for primary Runway 15/33 that would accommodate the ultimate critical design aircraft at maximum operational conditions. The construction of a parallel taxiway will improve traffic flow and safety around the airport. Alternative B satisfies future Airport demand forecast and meets the purpose and need, but is not considered reasonable due to significant disruption to the ground transportation, specifically realignment of Interstate 80. Additionally, multiple business would need relocation. Because of this major impact, Alternative B has been removed from consideration as the Proposed Action for development of the Davenport Municipal Airport.

2.4 EXTEND RUNWAY 15/33 NORTH- ALTERNATIVE C

In this alternative, Runway 15/33 is extended 1,691 feet to the north, a full parallel taxiway is constructed, terminal area expansion is initiated and all approaches are maintained at the Airport. This alternative accommodates D-II aircraft and meets the purpose and need. It provides more efficient airfield movements with the access to the runway system terminal area and the new aviation industrial development via taxiways.

Design Considerations

- Meets project purpose and need
- Accommodates ARC D-II aircraft according to FAA design requirements
- Requires land acquisition and residential farmstead relocation
- Provides full parallel taxiways for Runway 15/33
- Provides a taxiway system to a weight bearing capable of supporting large aircraft
- Maintains same approaches to the Airport
- Provides opportunity for airport related development northwest of Runway 03/21
- Allows for aviation and industrial development expansion.
- Slopertown road would be closed

Expected Environmental Impacts

The impacts associated with this alternative include the relocation of four residences, conversion of cropland to aviation and industrial use, and an expansion to the roadway network in the area. The roadway impacts include Slopertown Road becoming a cul-de-sac, extension of Blackhawk trail, and relocation of Buttermilk road (Division Street in Davenport) to allow for the 15/33 Runway extension. Industrial development opportunities around the airport are enhanced with no impact to surrounding businesses.

There are 12 soccer fields on the west side of the airfield within the projected industrial growth area. These fields would eventually need to be relocated, but this is anticipated to be completed after the 20-year development plan.

The pursuit of this alternative will have the least disruption of local travel patterns, creates positive impacts to the Davenport economic base and meets the purpose and need. It is

therefore the preferred development alternative for Runway 15/33 and will be subject to the NEPA evaluation process.

2.5 EXTEND RUNWAY 03/21 NORTH – ALTERNATIVE D

In this Alternative, Runway 03/21 is extended 1,000 feet north, a full parallel taxiway is constructed, and terminal area expansion occurs. Extending Runway 03/21 to the north would require the relocation of a 20-acre landscape materials business, which includes a large storage yard and corporate building. Additional impacts for runway extension would require the complete closure of Slopertown Road. All approaches are maintained at the Airport. This alternative accommodates B-II aircraft and meets the purpose and need. It provides more efficient airfield movements with the access to the runway system terminal area and the new aviation industrial development via taxiways.

Design Considerations

- Meets project purpose and need
- Accommodates ARC B-II aircraft according to FAA design requirements
- Requires land acquisition and landscape business relocation
- Provides full parallel taxiways for Runway 03/21
- Provides a taxiway system to a weight bearing capable of supporting mid-size aircraft
- Maintains same approaches to the Airport
- Provides opportunity for airport related development northwest of Runway 03/21
- Allows for aviation and industrial development expansion

Expected Environmental Impacts

The impacts associated with this alternative include the relocation of a landscape construction business, conversion of cropland to aviation and industrial use, and an alteration to the roadway network in the area. Roadway impacts include Slopertown Road being closed. Development potential of the industrial areas around the airport are enhanced with no impact to surrounding businesses.

Alternative D satisfies future Airport demand forecast while meeting the purpose and need, but is not considered to be reasonable due to significant disruption of the ground transportation network and business relocation. Due to these major impacts, Alternative D has been removed from consideration as the Proposed Action for development of the Davenport Municipal Airport.

2.6 EXTEND RUNWAY 03/21 SOUTH – ALTERNATIVE E

In this Alternative Runway 03/21 is extended 1,001 feet south. Extending 03/21 to the south would require the acquisition of farmland. A full parallel taxiway is constructed, terminal area expansion is accommodated and all approaches are maintained at the Airport. This alternative accommodates B-II aircraft and meets the purpose and need. It provides more efficient airfield movements with access to the runway system terminal area and the new aviation industrial development via taxiways.

Design Considerations

- Meets project purpose and need
- Accommodates ARC B-II aircraft according to FAA design requirements
- Requires land acquisition
- Provides full parallel taxiway for Runway 03/21
- Provides a taxiway system to a weight bearing capable of supporting mid-size aircraft
- Maintains same approaches to the Airport
- Allows for aviation and industrial development expansion.

Expected Environmental Impacts

The impacts associated with this alternative includes the conversion of cropland for aviation or industrial use. Development of the industrial areas are enhanced around the airport with no impact to surrounding businesses.

2.7 CONCLUSION

Summary Runway Alternatives

Alternative C provides an ultimate ARC D-II runway design length of 7,201 feet for primary Runway 15/33 that would accommodate the ultimate design aircraft at maximum operational conditions. Alternative E Runway 03/21 would be extended 1,001 feet south to a runway length of 5,001 feet and allow for the majority of the fleet to operate during high crosswind conditions. The construction of full parallel taxiways to both runways, with a priority of developing a second parallel taxiway for primary Runway 15/33, will improve traffic flow and safety around the runway system.

Although these alternatives will require the acquisition of approximately 238 acres in Fee Simple for the RPZ and runway extension, road relocations, and purchase of 4 residential farmsteads, the overall expansion will allow for local economic gain, maintain the ability of DVN to relieve GA traffic from the Quad City Airport (MLI) and meet the airfield needs as determined by the Airport Master Plan. The additional property required does not affect any commercial structures, businesses, or require the acquisition of prime farmland. The majority of the construction impacts are limited to areas of compatible land use. These alternatives satisfy future Airport demand and exhibit the most favorable physical attributes for the ultimate Airport development, meet the purpose and need, and are in concert with local and regional plans regarding future county, rural, and urban development. Therefore, the extension of Runway 15/33 to the north and Runway 03/21 to the south with associated developments have been selected as the Proposed Action for development of the Davenport Municipal Airport.

The determination of the Proposed Action was primarily a process of elimination based on various operational, political, environmental, and financial factors as well as aviation needs and funding realities within Davenport, Eldridge and Scott County. Table 2.1 Airport Development Alternative Summary lists the comparison/analysis for the five alternatives.

Table 2.1: Airport Development Alternative Impact Summary

Impact	A	B	C*	D	E*
Residential Displacements	No	No	Yes	No	No
Preferred Primary Runway Length	No	Yes	Yes	Yes	Yes
Taxiway Construction	No	Yes	Yes	Yes	Yes
Allows for Terminal Expansion	No	Yes	Yes	Yes	Yes
Business Displacements	No	No	No	Yes	No
Floodplain Impacts	No	No	No	No	No
Air Quality Impacts	No	No	No	No	No
Historical Preservation Impacts	No	No	No	No	No
Highway Impacts	No	Yes	No	No	No
Water Impacts	No	No	No	No	No
Wildlife / Habitat Impacts	No	No	No	No	No
Financial/Economic Benefits	No	No	No	Yes	Yes
Accommodates Existing & Future Demand	No	Yes	Yes	Yes	Yes
Road Closure (non-highway)	No	No	Yes	Yes	No
Allows for Industrial Expansion	No	Yes	Yes	Yes	Yes

* Preferred alternative

2.8 GROUND TRANSPORTATION NETWORK ALTERNATIVES

Due to planned extension of Runway 15 to the north and 03 to the south, alternative ground transportation routes in the area should be evaluated. There are two basic options to be examined. 1) Allow the existing road network to absorb the impacts or 2) make improvements to reduce the impacts that the runway extension(s) create.

2.9 GROUND OPTION 1

The first option is to allow the existing road network to absorb the changes created by the runway extension. Slopertown Road currently is an east/west arterial that serves the industrial development area north of the airport. Slopertown Road connects to Hillandale Road which ultimately provides access to Interstate 80 via a dedicated interchange. The results of the runway extension include creating a cul-de sac roadway end in Slopertown Road. Buttermilk Road (Division Street in Davenport) would be closed north of the runway extension. Lincoln Road is the next road north (1.5 miles) of Slopertown that would allow an east/west connection to Hillandale Road and access to I-80. Lincoln Road is an unimproved gravel road and would need to be upgraded to meet the traffic demands. Additionally, it would cause traffic to travel an additional 5 miles to reach the Slopertown and Hillandale intersection and would significantly disrupt north/south traffic and diminish economic development prospects in the region. This alternative is not considered reasonable due to increased traffic times and foregone economic development opportunities for the community.

2.10 GROUND OPTION 2

The second ground option is to improve the ground service network including upgrades to allow a reduced impact in travel time and to open up additional economic development opportunities. This is accomplished by extending Black Hawk Trail east to Hillandale Road and re-route Division Street (Buttermilk Road in Scott County). Slopertown Road is closed and turned into a cul-de-sac. The improvements cut the travel distance to 2.5 miles to reach the Hillandale/Slopertown intersection and would open up significant areas of land for economic development east of the relocated Division Street. The land area east of Division could be used for industrial and aviation related development with access to a taxilane system which would not be available in Option 1. Option 2 would require the acquisition of one residential farmstead. Option 2 is the least disruptive to the travel patterns in the region. It reduces travel time impacts, creates an area for aviation and industrial development, and allows for land to become served by utility extensions such as water, sanitary sewer, and stormwater that the City of Davenport can provide. For these reasons Option 2, which creates improvements to ground surface network with economic opportunities, is the preferred option.

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Chapter 3:

AFFECTED ENVIRONMENT

3.1 INTRODUCTION

The purpose of this section is to describe the existing environmental conditions of the potentially affected geographic area(s). This section includes existing and planned land uses, zoning, political jurisdictions, and previous and reasonably foreseeable future actions that may affect the region's environment.

Davenport is located along the Mississippi River in Scott County and serves as the County Seat. Davenport is Iowa's third largest city with over 100,000 residents and is one of the Quad Cities, along with neighboring Bettendorf, and the Illinois cities of Moline, East Moline, and Rock Island. The city's biggest labor industry is manufacturing with John Deere being the largest employer in the Quad Cities. Davenport is also the headquarters for department store Von Maur and publisher Lee Enterprises. The Quad Cities is also home to the Rock Island Arsenal, which is the largest government-owned weapons manufacturing arsenal in the U.S. Davenport, along with the Quad Cities, serves as a regional healthcare, educational, retail, local government, and employment center for persons living in a four county area (Scott, Clinton, Muscatine and Rock Island County in Illinois). Davenport is served by three major transportation corridors being Interstate 80, Interstate 280 and Interstate 74, which are vital for the city's commercial activity. It also has a significant railroad network in the area. The Quad City International Airport in Moline, Illinois is the nearest commercial service airport. The closest city to the Davenport Municipal Airport is Eldridge, Iowa. Eldridge has a population of nearly 6,000 and shares a common border with Davenport at the airport.

The current airport site was purchased in 1945 on a 632-acre site located one mile west of U.S. Highway 61. In subsequent years, a combination of federal and local participating Airport projects were completed, including the addition of runway and taxiway construction, public and private aircraft hangars, apron expansion, installation of NAVAIDSs, and airfield lighting amongst others. The Airport's elevation ranges from approximately 910 feet to 950 feet above sea level.

The Airport now owns approximately 790 acres in Fee Simple Title. The current runway system at DVN is composed of two paved runways: Runway 15/33 and crosswind Runway 3/21. Runway 15/33 measures 5,500' x 100', is constructed of asphalt, and has a weight bearing capacity of 30,000 pounds and 42,000 pounds for SWG and DWG aircraft, respectively. Crosswind Runway 3/21 measures 4,001' x 75', is also constructed of asphalt, and has a weight bearing capacity of 12,500 pounds SWG. The taxiway system is mostly contained in the terminal area and parallel to Runway 15/33. Airfield lighting consists of Medium Intensity Runway Lighting, an approach light system, and Runway End Identifier Lights (REILS). Existing landside facilities include terminal area utilities, a terminal/administration building, eight T hangars, multiple box/corporate

hangars, concrete apron with twenty tie-downs, fuel tank storage capacity totaling 20,000 gallons of Jet A and 20,000 gallons of 100LL.

3.2 PREVIOUS AND FORESEEABLE ACTIONS

The development identified in Chapter 1, *Purpose and Need* states the proposed projects will provide the City of Davenport with an airport facility capable of accommodating long haul business jets and ARC D-II general aviation aircraft.

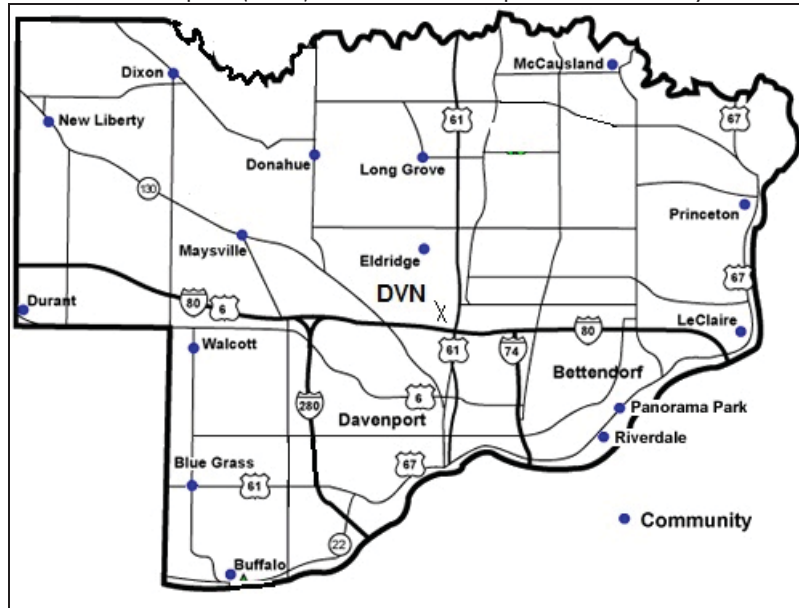
Long term foreseeable actions in the Airport vicinity include construction of a full parallel taxiway system for Runway 3/21 (FY2026) and 15/33 (FY2035) as well as Airport related industrial development areas south of Slopertown Road (FY 2030) and near the Runway 33 end (FY2035). The potential future extensions of Runway 15/33 and 3/21 will impact the roadway system north and west of the existing airport property. Up to four rural residences would be displaced. Approximately 238 acres of land would be converted to airport use.

The area of potential effect map is included in the Purpose and Need Chapter.

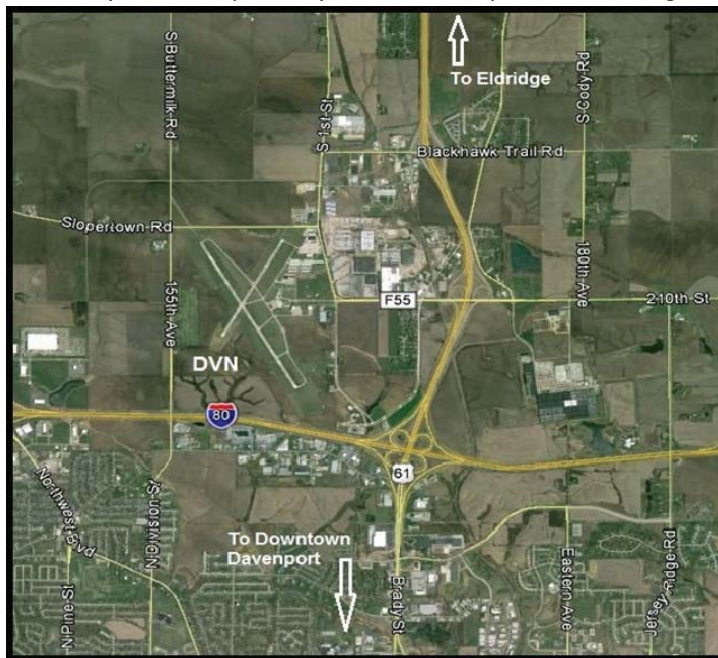
3.3 LOCATION MAP – VICINITY MAP – ALP AND PHOTOGRAPHS

Figure 3.1: Scott County Map

The airport (DVN) is in the central part of the county.



The location of the Davenport Municipal Airport is show below. It is located in in central Scott County in Davenport City limits and adjacent to Eldridge, Iowa.



The following photos show the current conditions and character of the area. The photographs were taken in June 2015.



House at Blackhawk Trail and 1st Street



House and barn east of Buttermilk Road – north of railroad tracks



House, barns and outbuildings west of Buttermilk Road – north of railroad tracks



House at NW corner of Slopertown and Buttermilk Road



House (Keppy) and outbuildings SW of Slopertown and Buttermilk Rd. intersection



Soccer Complex entrance



Soccer Complex looking northeast from entrance



Landscape material company at NW corner of Slopertown and 1st



Iowa Air National Guard – SW Corner of Slopertown and 1st



General character of area – view north from Slopertown Road along MALSR



General character of area – view southeast from Buttermilk Road

3.4 EXISTING AND PLANNED LAND USES AND ZONING

The Davenport Municipal Airport is located approximately seven miles north of the City's central business district and serves as the only airport for Scott County, Iowa. The Airport property is used primarily for aeronautical purposes with cropland located along the northern and western property lines. East of the Airport is light industrial and south is commercial but is bordered by Interstate 80. Land uses for the surrounding area are agricultural, light industrial and rural residential home sites.

Davenport Municipal Airport Zoning Regulations

The City of Davenport has adopted a tall structure ordinance. The Davenport 2025 Long-Range Land Use Plan shows industrial and planned future development at and around the airport. The Airport property itself is mostly maintained grass surfaces, which have been subject to previous land disturbances and large areas of paved surfaces.

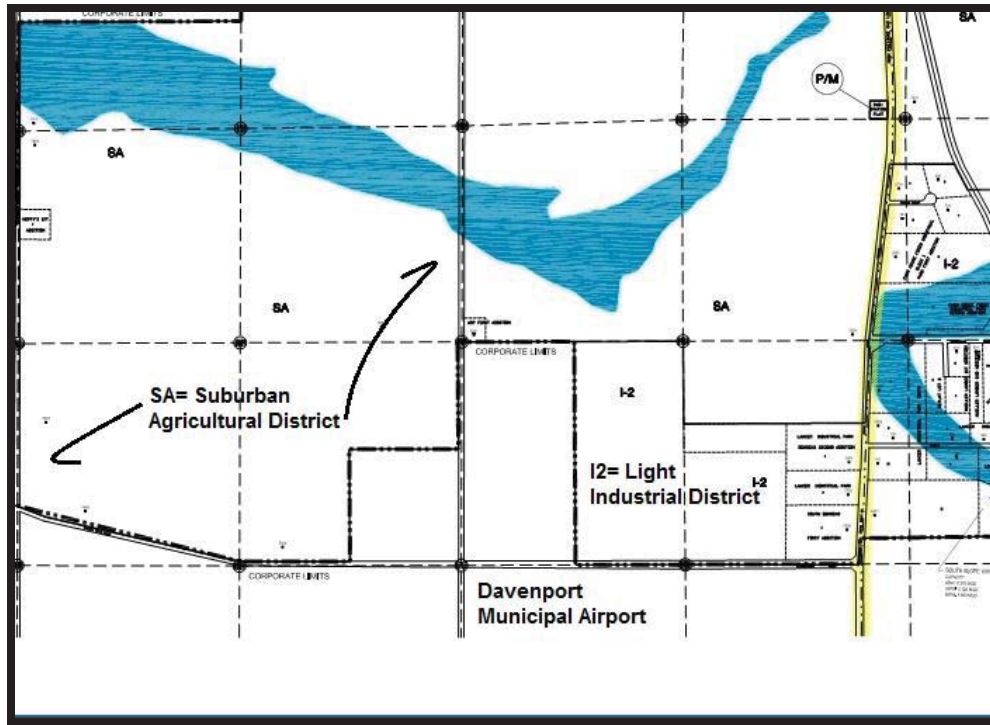
Land Use Control: The Davenport Municipal Airport is within the incorporated Davenport City limits and the City of Davenport has established an Airport Tall Structures ordinance with accompanying regulations for zoning (land, airspace) around the Airport to protect those using the Airport from hazards that might be erected or constructed on surrounding properties. The City also has land, airspace and industrial regulations to protect against the encroachment of incompatible land development. The Airport land is zoned as M-1 (Industrial).

Airport Vicinity Land Uses: The land use surrounding the Airport is primarily agricultural, rural residential and light industrial along Highway 61. Additionally, the City of Eldridge, Iowa is approximately two miles north of the airport. The Eldridge Land Use Plan is included at the end of this chapter. Eldridge city staff has been contacted and is supportive of the efforts at Davenport. While the land use between Eldridge and Davenport is cropland, the City of Eldridge has annexed the property up to the Davenport city limits. Therefore, Eldridge and Davenport share a common border with no unincorporated areas in between. See Figure 3.2 for the City of Davenport Zoning Map and Figure 3.3 for the City of Eldridge Zoning Map.

Figure 3.2: City of Davenport Zoning Map



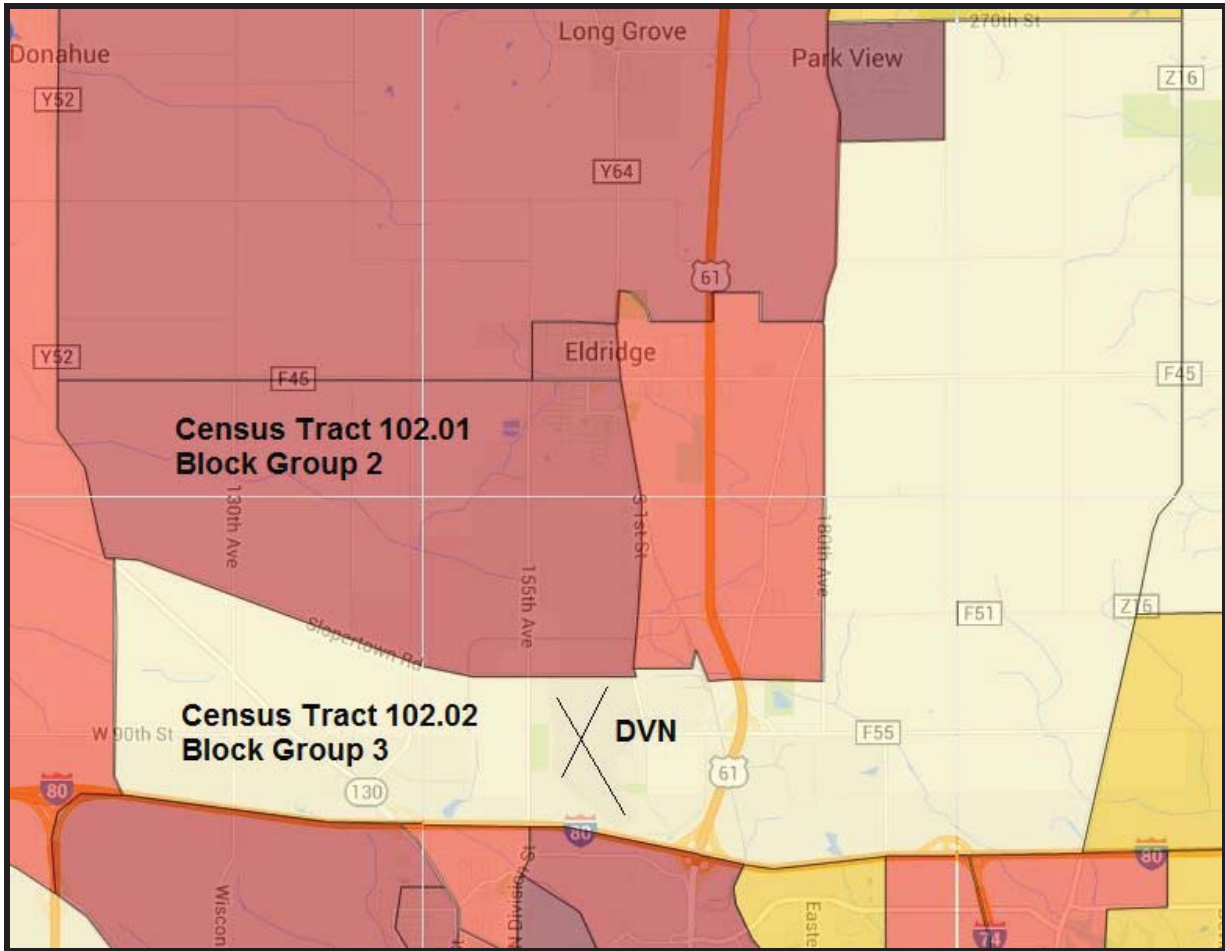
Figure 3.3: City of Eldridge Zoning Map



Public Use Areas: There are no places of public assembly (including schools, hospitals, churches, etc.) located directly adjacent to the Airport property. No relocation of places of public assembly is expected as a result of ultimate Airport development. A soccer field complex is located within the airport property but outside the safety areas and building restriction lines. This area is proposed to be part of the future industrial growth area anticipated to be completed after the 20-year development plan.

Affected Population: According to the U.S. Bureau of the Census the estimated population for Block Group 2 of census tract 102.01 and Block 1 of Census Tract 102.02, which includes the site of the Davenport Municipal Airport and the potential expansion, is 2,790. Of this number, there are 12 African Americans and 14 Asian Americans. Hispanic or Latino account for 67 people in both tracts. (Data obtained from the 2010 census).

Figure 3.4: Census Map



Source – U.S. 2010 Census

Chapter 4: ENVIRONMENTAL CONSEQUENCES AND MITIGATION

4.1 INTRODUCTION

The purpose of this section is to describe the potential environmental impacts of the Proposed Action for the Davenport Municipal Airport and the preferred alternative as described in Chapter 2 – Alternatives. The following discussion(s) address the affected impact categories as outlined in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*.

4.2 RESOURCES NOT AFFECTED

The no action, proposed action and alternatives would not affect the listed resources and no agency indicated an impact or stated an impact could be anticipated.

- Coastal Barriers
- Coastal Zone Management
- Hazardous Materials
- Wild and Scenic Rivers
- Energy Supplies, Natural Resources and Sustainable Design
- Solid Waste

4.3 AIR QUALITY

The Davenport Airport has less than the minimum 180,000 general aviation and air taxi operations that trigger a NEPA analysis. The Airport is in attainment areas and is not subject to general conformity requirements. The Iowa Department of Natural Resources Air Quality Bureau has reviewed the project and offered comments regarding construction permitting, asbestos, open burning, fugitive dust and opacity. All necessary permits will need to be obtained prior to construction. Correspondence is included in **Appendices A and B**. The items listed by the DNR are not expected to be impacted by the projects at the Davenport Municipal Airport. No air quality analysis is required.

4.4 COMPATIBLE LAND USE

The City of Davenport, Scott County and the City of Eldridge are all supportive of the development of the airport. Letters of support are included in **Appendix B**. The area of potential effect is compatible for existing and future development plans for the area. The City of Davenport has policies in place (zoning and tall structures ordinance) that will allow for the safe and orderly development of the Airport.

As part of the Environmental Assessment, Airport staff have stated the Airport Layout Plan will be considered as a guide in compatible land use planning around the Airport. Scott

County and the City of Eldridge have stated their commitment toward encouraging the continuation of compatible land use planning in the area around the Airport. A copy of these letters is included in **Appendix B**.

A review of Municipal Solid Waste Landfill locations indicated all landfills listed meet FAA distance requirements.

The City of Davenport has adopted airport height standards and employs zoning in the Area of Potential Effect (APE). These policy regulations are part of the Municipal code, which will help assure the Airport facilities may be operated in a safe and serviceable condition.

4.5 CONSTRUCTION IMPACTS

Potential environmental impacts as a result of the proposed construction and development at the Davenport Municipal Airport include noise of construction equipment on the site, noise and dust from delivery of materials through public roadways, creation of borrow pits and disposal of soil, and water pollution from erosion and storm water runoff. Impacts associated with construction are of a lesser magnitude than long term impacts and shall be temporarily confined to the construction site during the period of development and construction of the proposed airfield and terminal area alternatives.

Implementation of project specific Best Management Practices (BMPs), erosion and runoff measures, and strict adherence to the Stormwater Pollution Prevention Plan (SWPPP) will reduce the impact of construction activities in the area of the Proposed Action. It is recommended the use of native warm season grasses, forbs, shrubs and trees to permanently revegetate all areas disturbed by construction. Additional temporary BMP's include use of silt fencing, desilting basins, check dams, straw bales and fiber rolls.

Prior to converting Slopertown Road between North Division Street and North Harrison Street/South 1st Street into a cul-de-sac, Blackhawk Trail Road will be extended to Buttermilk Road so as to maintain vehicular traffic patterns. The maximum increased travel distance and time for any user is approximately 1.2 miles and 3 minutes respectively.

The relocation of North Division Street will temporarily require rerouting local traffic patterns. Alternative north/south traffic routes would require a maximum of 2 additional miles and 4 minutes travel time to alternative current routes. Drivers could utilize Northwest Boulevard and Hillandale Road or Highway 61. Non-local traffic will likely not be affected since the main method of north/south travel is Highway 61.

During the development and construction phase of the airfield, all parties associated with construction, either directly or indirectly, shall employ measures and abide by specific standards as recommended in FAA Advisory Circular (AC) 150/ 5370-10, *Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion, and Siltation Control*. A coordinated effort will minimize potential temporary adverse environmental impacts in the local community and encourage Best Management Practices (BMPs).

Additionally, all parties associated with the construction at the Airport, either directly or indirectly, shall abide by, as well as procure, all required permits, licenses, pay all fees, charges, and taxes, and conduct business in accordance with local, state, and federal statutes and regulations, as well as abide by all federal grant assurances and agreements. No significant impacts due to construction related activities are anticipated.

4.6 SECTION 4 (F)

Section 4(F) properties include publicly-owned public parks, recreation areas and wildlife or waterfowl refuges. The only potential impact is to the soccer complex on the west side of the Airport. This area is not anticipated to have any short or intermediate term impacts to the soccer facilities during the 20-year development plan. Therefore, no impacts to Section 4(F) lands are anticipated. A Section 4(F) study will be need to be completed prior to any development of the area that includes the soccer complex.

4.7 FISH, WILDLIFE AND PLANTS

The Endangered Species Act (ESA) of 1973 provides protection of threatened and endangered species of fish, wildlife, and plants in their respective biotic communities. This includes floral and faunal habitats (vegetation and wildlife) that might be present in the locality of proposed construction projects. The EA attempts to ensure that proposed project development is not likely to jeopardize the existence of any endangered or threatened species or result in the destruction or adverse modification of species habitat.

Any habitat impacts to endangered species that may be in Scott County, Iowa should be mitigated through a cooperative effort between the City and the U.S. Fish and Wildlife Service. Correspondence with the USF&W Service states that no impacts will occur to any federally endangered species in the project site. The IPaC Trust Resource Report is included in **Appendix B**. The area of potential effect does not include any woodlands that might impact migratory birds. The Iowa Department of Natural Resources stated that no rare species or significant natural communities are in the project area. If, however, any listed species are encountered during construction additional mitigation may be required.

4.8 FARMLANDS

The Farmland Protection Policy Act (FPPA) addresses the impacts for conversion of farmland to nonagricultural use. The NRCS assesses the proposed land conversion using a Farmland Conversion Impact Rating Form AD-1006 that addresses the airport project developments. A copy of the Farmland Conversion Impact Rating Form AD-1006 is included in **Appendix B**. Site assessment points are determined based on criteria in the Code of Federal Regulations 658 in recognition that land immediately surrounding the airport is primarily agricultural. The significance of the farmland impact is based on a score derived from comments received from the NRCS (Title 7 of the Code of Federal Regulation, Part 658 Farmland Protection Policy; Final Rule, July 5, 1984) as follows:

- Less than 160 total points – no further action is necessary
- Above 160 total points – potential adverse impact, with consideration of the following:

- Acquire land that is not farmland protected by the FPPA.
- Use existing Airport-owned land instead of acquiring new land.
- Alternative sites or airport layouts that would serve the proposed purpose but convert either fewer acres of farmland or other farmland with a lower relative value.

Based on this evaluation, the Proposed Action resulted in 65 points in the site assessment criteria, and a relative farmland area score of 73. The combined score for the Proposed Project equals 138 points; less than 160 points. The elimination of the required acres for the Airport will not consume a disproportionate amount of the agricultural inventory in Scott County and does not result in a significant adverse impact to protected farmland areas. Therefore, no further analysis is necessary for the proposed Airport development. A copy of the NRCS response letter is included in **Appendix B**.

4.9 FLOOD PLAINS

Executive Order 11988 directs Federal agencies to take action to reduce the risk of flood loss, minimize the impact of floods on human safety, health and welfare, and restore and preserve the natural and beneficial values served by floodplains. FEMA maps are the primary reference for determining the extent of the base floodplain, indicating a community's flood hazard areas and the designated flood zone and elevations. A search of FEMA maps indicates the proposed action would not impact floodplains. The FEMA maps are included in **Appendix A**.

4.10 HISTORIC, CULTURAL, AND ARCHAEOLOGICAL

Historic and Archeological Resources Impacts require that if construction work uncovers buried archaeological materials, work must cease in the area. The National Historic Preservation Act of 1966 and the Archeological and Historic Preservation Act of 1974 address cultural resources and the thresholds for cultural and historic properties. In accordance with FAA Order 5050.4B, a review of the National Register of Historic Places is necessary to list any state historic or archeological sites in the airport project area.

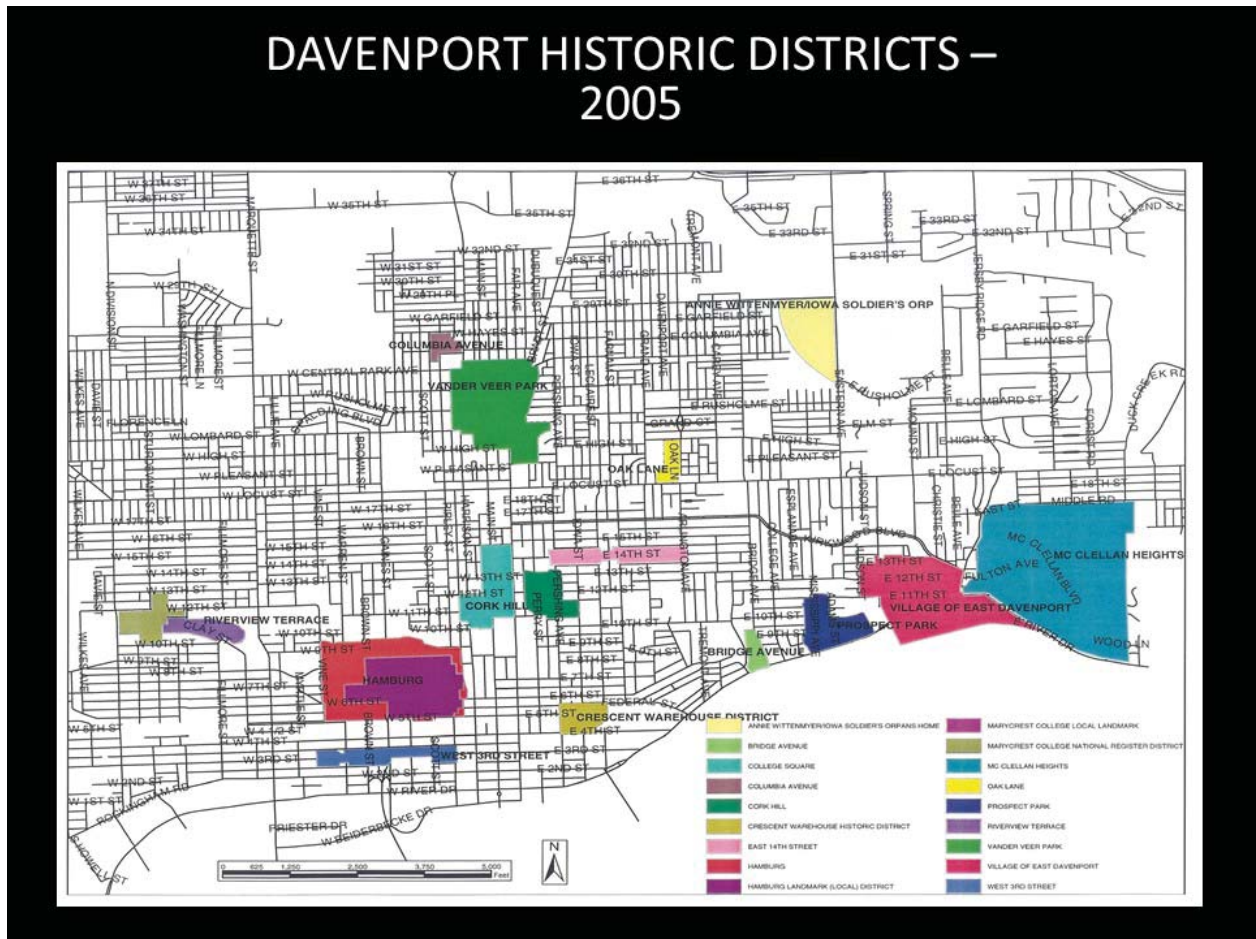
As part of the EA, an evaluation of historic sites and structures is necessary to determine if any adverse or significant impacts may occur. The state historic preservation office was contacted and requested that MEC complete additional research into the potential impacts on historic resources around the Airport. The City of Davenport has numerous sites included on the historic register. However, the research indicates there are none within the area of potential effect (APE). Pictures of the area and structures in and around the APE are included in Chapter 3 – Affected Environment. The sites within Davenport that are included on the historic register are mostly in the city core and along the Mississippi River. As noted, the Airport is six miles north of downtown Davenport.

In 1992, the City of Davenport established a Historic Preservation Commission, which is under the Community Planning and Economic Development Department. Figure 4.1 shows a map of Davenport's designated historic districts. Correspondence with this department did not include any information indicating potential impacts to historic or archeological sites. Additionally, there are no rural cemeteries, churches or other places

of congregation at or around the Airport. Therefore, no adverse impacts or significant effects will be created by the proposed action at the Davenport Municipal Airport.

The state historic preservation office also requested that a Phase I archaeological survey be completed in the areas where ground disturbing activities are going to occur. Based on the results of the Phase I survey, it is recommended no further archaeological work for this project is necessary. A letter was received from SHPO on March 1, 2016 stating their concurrence with the project. Confirmation of these survey results and state historic preservation office correspondence are located in Appendix A.

Figure 4.1: Davenport Historic Districts



Tribal Coordination. Section 106 regulations require notification of any Indian tribes that may have any interest in the area. Correspondence was initiated by the FAA Central Region environmental specialist. On April 15, 2015 letters were sent to the respective Tribal Historical Preservation Officers (THPO) regarding potential impacts of the proposed action at the Davenport Municipal Airport. No response was received therefore there are no anticipated impacts to native tribes in the region. However, if cultural artifacts are unearthed during construction, work must cease in their immediate vicinity and Federal regulations pertaining to emergency discovery situations must be followed. Work can continue in the project area where no cultural materials are present. If cultural

remains are unearthed, the Iowa State Historical Society, State Archeologists Office and the FAA Central Region Airports Division must be notified for evaluation of the situation by a qualified professional.

4.11 LIGHT EMISSIONS AND VISUAL IMPACT

No significant light emissions or visual impacts are anticipated with the projects outlined in the preferred alternatives. The only additional increase will be the additional runway lights necessary for the runway extension. These lights will be confined to runway edges and not near any homes. The Airport does have a medium approach light system that will be relocated with the runway extension. However, impacts will be similar to the current situation, therefore no significant impact is anticipated.

4.12 SOCIAL IMPACTS – ENVIRONMENTAL JUSTICE – CHILDREN’S IMPACT

The proposed development includes the acquisition of approximately 238 acres of cropland, which includes four residences but no businesses. The acquisition of land is required to conform to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URARPA).

The Davenport Fire Department was contacted to determine impacts on fire safety or emergency medical services. The Davenport fire chief responded there would be no or little impact to emergency response times; no impacts to human safety are anticipated.

A review of census tract data shows that minority population in the two census tracts included in the affected project area is less than two percent. There are no minority districts or neighborhoods that would be affected by the projects at the airport. Therefore, no impact is anticipated.

The construction contractor must employ BMPs to restrict children from the construction site, which may include the posting of signs around the construction site, prohibiting access, fencing, warnings posted around areas of open excavation, and site policing. There are no schools or daycares in the project area. Children will not be significantly affected by the proposed projects at the airport.

4.13 NOISE

In general, noise exposure from operating aircraft in the airport environment is the most objectionable interference to the surrounding area. FAA Order 50504b indicates that a “noise analysis is needed for transport type airport whose forecast operation in the period covered by the environmental assessment exceeds 90,000 annual adjusted propeller operations or 700 annual adjusted jet operations.” The current acceptable level of excessive noise is defined by the 65 DNL (day-night average sound level) noise contours, which is determined from a cumulative exposure of sound (time and level) measured in decibels, and averaged over a one-year period of time.

By 2029, the Davenport Municipal Airport is forecast to experience 2,841 annual operations by jet aircraft. Propeller operations will not exceed 90,000 operations. A

noise exposure map (NEM) was completed as part of the EA. The NEM revealed the 65 DNL noise contour is contained within the proposed airfield limits, and that it does not expose any sensitive areas or have any significant impacts. The NEM (Figure 4.2) is shown below and specifics of the noise analysis are included in the **Appendix E**.

Figure 4.2 Davenport Noise Exposure Map 2029



4.14 WATER QUALITY

Water quality impacts from airport construction, both on and off the Airport, are usually in the form of nonpoint source pollution or surface runoff, construction alterations in natural drainage patterns, discharge from certain types of industrial sites, and storage of petroleum and pesticide products. The Iowa Department of Natural Resources (IDNR) was contacted to comment on the proposed Airport development with regard to water issues.

IDNR, while having no objections to the projects listed, advised of the need to apply for a National Pollution Discharge Elimination System (NPDES) permit for the proposed projects.

Any construction activity which disturbs one acre or more is required to file NPDES permit application for storm water runoff resulting from construction activities. The project owner must obtain and complete an application for a General Permit No. 2, Storm Water Discharge Associated with Industrial Activity for Construction Activities.

Direct contamination of water sources at the Airport is not expected if proper water quality guidelines are followed. No special water erosion problems are anticipated during or after construction activities, with minor water quality impacts avoided by design measures, construction controls and management plans. Prior to construction, the contractor will obtain the pertinent permits and certificates for the Airport Sponsor. No construction permit difficulty is expected. By using Best Management Practices (BMPs), as well as compliance with all federal and state statutes and permitting requirements, the Proposed Action will not have an adverse or significant impact on water quality and will not require further mitigation measures or studies.

4.15 WETLANDS

The United States Army Corps of Engineers (USACE) has regulatory jurisdiction over wetlands and waters of the United States pursuant to the provisions of Section 404 of the Clean Water Act (33 USC 1344). A proposed activity is considered an impact to wetlands when it involves development in a wetland (hydrophytic vegetation, hydric soils, and wetland hydrology), or “dredging, filling, draining, channeling, dividing, impounding” or direct impact of a wetlands area. In summary, the regulatory authorities and responsibilities of the USACE are based on the following laws:

- Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) prohibits the obstruction or alteration of navigable waters of the United States without a permit from the USACE
- Section 404 of the Clean Water Act (33 USC 1344). Section 301 of this Act prohibits the discharge of dredged or fill material into waters of the United States, including wetlands, without a permit from the USACE.

The USACE has been assigned responsibility for administering the Section 404 permitting process. Activities in wetlands for which permits may be required include, but are not limited to:

- Placement of fill material
- Levee and dike construction
- Mechanized land clearing
- Land leveling
- Most road construction
- Dam construction
- Side cast ditching activities

During the agency correspondence phase of the EA, the Rock Island Regulatory Office of the USACE reviewed the Proposed Action and determined the potential presence of

Jurisdictional Waters necessitated completion of a wetland delineation for one small site in the area of potential effect. The site in question is part of a long-term development action, which is likely beyond the 20 planning period. Therefore, no impacts are anticipated to wetlands in the 20-year planning horizon. However, if development occurs at a faster pace than expected a wetland delineation will need to be completed. Additionally, a 404 Authorization is not required for these projects. Information from the Corps is included in **Appendix A**.

4.16 ENVIRONMENTAL CONSEQUENCES (OTHER CONSIDERATIONS)

The Proposed Action is consistent with the policies, objectives, and goals of local, state, and regional transportation planning authorities. The City of Davenport and agencies contacted do not anticipate any adverse environmental impacts resulting from this project.

4.17 PUBLIC INVOLVEMENT

This project was made available to the public through several different venues such as through letters to landowners, a Public Information Meeting, published Notice of Public Hearing with a project description, and a Public Hearing. Letters to landowners within proximity of the airport were notified in May, 2015 of the Public Information Meeting proposed for the following month. On June 1, 2015, a Public Information Meeting was held at the airport terminal building to inform the public on the Environmental Assessment process and the alternatives being investigated. A Notice of a Public Hearing was published in the Quad City times on April 2, 2016 stating the date, time, and location of the EA Public Hearing as well as locations in which a Draft EA could be viewed by the public. A Draft of this EA was provided at the Davenport Municipal Airport and Davenport Public Works Building as well as on the City's official website. A Public Hearing was held on Thursday May 5th, 2016 to discuss the Environmental Assessment and Proposed Actions. Full meeting minutes, Public Comments and Sponsor Responses, letters to neighboring property owners, and an Affidavit of Publication are provided in **Appendix D**.

Table 4.1 Summary of Impact Category Determinations

Environmental Consequences	Proposed Action Alternative		No Action Alternative	
Impact Category	Impacts	Mitigation	Impacts	Mitigation
Air Quality	None	None required	None	None
Biotic Resources	None	None required	None	None
Coastal Barriers	None	None required	None	None
Coastal Zone Management	None	None required	None	None
Compatible Land Use	Not significant	City commitment to Land Use Compatibility Assurance; Establish appropriate Airport zoning/ordinances/ During preparation of SWPPP and Land Disturbance Permit, verify	None	None
Construction	Not significant	FAA AC 150/5370-10, Project-Specific BMPs, NPDES permit, KDHE NOI, SWPPP	None	None
Section 4(f)	None	None required	None	None
Federally-listed Endangered and Threatened Species	None	If any listed species are encountered during construction DNR and FAA will be contacted	None	None
Energy, Natural Resources, and Sustainable Design	None	None required	None	None
Environmental Justice	None	None required	None	None
Farmlands	Not significant	Abide by FPPA and NRCS guidelines, BMPs	None	None
Floodplains	None	LOMA and coordination with FEMA; Floodplain Development Permit through the City's Floodplain Administrator; BMPs and erosion control measures. KDA DWR permitting and approval required form.	None	None
Hazardous Materials	None	None required	None	None
Historic and Archeological	Not significant	Contact SHPO and FAA if resources uncovered during construction.	None	None
Induced Socioeconomic	None	None required	None	None
Light Emissions and Visual Effects	Not significant	None required	None	None
Noise	Not significant	None required	None	None
Social Impacts	Not significant	Abide by URARPAPA	None	None
Solid Waste	None	None required	None	None
Water Quality	Not significant	NPDES, SPCC; KDHE may require a State Water Pollution Control Permit for wastewater which is not directed to a city sanitary sewer.	None	None
Wetlands	Not Significant	Discharges of dredged or fill material will require Department of the Army permit authorization (NWP #14 expected) under Section 404 of the Clean Water Act. Permit application and USACE required prior to construction.	None	None
Wild and Scenic Rivers	None	None required	None	None
Environmental consequences (other considerations)	None	None required	None	None

Chapter 5:

CUMULATIVE IMPACTS

5.1 IMPACT SUMMARY

In accordance with the guidelines, this EA considers the cumulative impacts of the Proposed Action with other actions. A cumulative impact is the environmental effect resulting from the incremental impact of the Proposed Action when added to the effects of other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes such actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. As such, this EA considers the cumulative impacts of associated actions taken and those actions that are reasonably foreseeable with respect to the proposed development of the Davenport Municipal Airport.

The development identified in Chapter 1 *Proposed Action* will provide the City of Davenport with an airport facility capable of accommodating businesses to operate ARC D-II aircraft. While the projected number of annual takeoffs and landings of general aviation aircraft will increase over the 20-year planning period, the ultimate forecast does not result in significant levels expected to have cumulative impacts within the affected area.

This proposed expansion is in accordance with the City of Davenport's local zoning regulations and ordinances. Agencies such as the Iowa DNR, Iowa DOT, SHPO, and the Davenport Director of Community Planning and Economic Development were contacted and did not state any adverse impacts are anticipated from the project. A full listing of the local, state, and federal agencies contacted and responses received can be found in Appendices A and B. General public engagement is provided in Appendix D.

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Appendix A: **AGENCY COORDINATION**

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April 13, 2015

James McGraw
Air Quality
Department of Natural Resources
7900 Hickman Rd., Suite 1
Windsor Heights, IA 50324

**Re: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa**

Dear Mr. McGraw,

McClure Engineering is preparing an environmental assessment (EA) for the City of Davenport, Iowa for proposed development at the Davenport Municipal Airport. As part of the Federal Aviation Administration's environmental process, solicitation of resource agency comments on the proposed airport development projects are required. The purpose of the letter is to provide information and to ask for your input or comments on the proposed development at the airport and if the Davenport/Eldridge Iowa area is in an attainment area.

Runway 15-33 at the Davenport Municipal Airport is currently 5,511 feet long and Runway 03-21 is 4,000 feet long. The existing runway length of for both runways do not meet forecasted demand as determined in the approved airport master plan. Therefore a 1,690' foot runway extension is needed to accommodate the future aircraft demand on Runway 15-33 and a 1,000 foot extension is needed for Runway 03-21. Additional projects associated with the runway extensions include land acquisition, the closure of Slopertown Road, Re-Alignment of Buttermilk Road and the extension of Black Hawk Trail Road in addition to terminal area projects.

The proposed developments are located in Section 27, Township 79 North, Range 3 East in Scott County, Iowa.

To assist in the analysis, we have enclosed a vicinity map and the proposed development map. The following major projects are all shown on the proposed development map:

- Acquisition of approx. 220 Acres of Land for Runway 15-33 Extension
- Slopertown Road Closure
- Buttermilk Road Realignment
- Runway 15/33 Extension to 7,201'
- Runway 03/21 Extension to 5,000'
- Relocation of the Approach Lighting Systems
- Acquisition of 20 acres of Land for Runway 3-21 Extension
- Terminal Apron Expansion
- Taxiway development

To help in our preparation of the environmental assessment, we would appreciate your comments, including any regulatory, compliance, or permitting requirements by May 13, 2015. Should you not foresee any impacts from the proposed development in your area of jurisdiction or expertise, I respectfully request that you submit written verification of no impact. Thank you for your assistance.

Sincerely,

McCLURE ENGINEERING COMPANY

A handwritten signature in black ink, appearing to read "Jay Pudenz", written in a cursive style.

Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures: Vicinity Map
Proposed Development Map

April 13, 2015

Deborah Quade - Supervisor
Department of Natural Resources
1023 West Madison Street
Washington, Iowa 52353

**Re: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa**

Dear Ms. Quade,

McClure Engineering is preparing an environmental assessment (EA) for the City of Davenport, Iowa for proposed development at the Davenport Municipal Airport. As part of the Federal Aviation Administration's environmental process, solicitation of resource agency comments on the proposed airport development projects are required. The purpose of the letter is to provide information and to ask for your input or comments on the proposed development at the airport.

Runway 15-33 at the Davenport Municipal Airport is currently 5,511 feet long and Runway 03-21 is 4,000 feet long. The existing runway length of for both runways do not meet forecasted demand as determined in the approved airport master plan. Therefore a 1,690' foot runway extension is needed to accommodate the future aircraft demand on Runway 15-33 and a 1,000 foot extension is needed for Runway 03-21. Additional projects associated with the runway extensions include land acquisition, the closure of Slopertown Road, Re-Alignment of Buttermilk Road and the extension of Black Hawk Trail Road in addition to terminal area projects.

The proposed developments are located in Section 27, Township 79 North, Range 3 East in Scott County, Iowa.

To assist in the analysis, we have enclosed a vicinity map and the proposed development map. The following major projects are all shown on the proposed development map:

- Acquisition of approx. 220 Acres of Land for Runway 15-33 Extension
- Slopertown Road Closure
- Buttermilk Road Realignment
- Runway 15/33 Extension to 7,201'
- Runway 03/21 Extension to 5,000'
- Relocation of the Approach Lighting Systems
- Acquisition of 20 acres of Land for Runway 3-21 Extension
- Terminal Apron Expansion
- Taxiway Development

To help in our preparation of the environmental assessment, we would appreciate your comments, including any regulatory, compliance, or permitting requirements by May 13, 2015. Should you not foresee any impacts from the proposed development in your area of jurisdiction or expertise, I respectfully request that you submit written verification of no impact. Thank you for your assistance.

Sincerely,

McCLURE ENGINEERING COMPANY

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Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures: Vicinity Map
Proposed Development Map

April 13, 2015

Douglas Rick, P.E.
District 6 Area Engineer
Iowa Dept. of Transportation
8723 NW Blvd - PO Box 2646
Davenport, Iowa 52806

**Re: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa**

Dear Mr. Rick,

McClure Engineering is preparing an environmental assessment (EA) for the City of Davenport, Iowa for proposed development at the Davenport Municipal Airport. As part of the Federal Aviation Administration's environmental process, solicitation of resource agency comments on the proposed airport development projects are required. The purpose of the letter is to provide information and to ask for your input or comments on the proposed development at the airport.

Runway 15-33 at the Davenport Municipal Airport is currently 5,511 feet long and Runway 03-21 is 4,000 feet long. The existing runway length of for both runways do not meet forecasted demand as determined in the approved airport master plan. Therefore a 1,690' foot runway extension is needed to accommodate the future aircraft demand on Runway 15-33 and a 1,000 foot extension is needed for Runway 03-21. Additional projects associated with the runway extensions include land acquisition, the closure of Slopertown Road, Re-Alignment of Buttermilk Road and the extension of Black Hawk Trail Road in addition to terminal area projects.

The proposed developments are located in Section 27, Township 79 North, Range 3 East in Scott County, Iowa.

To assist in the analysis, we have enclosed a vicinity map and a proposed development map. The following major projects are all shown on the proposed development map:

- Acquisition of approx. 220 Acres of Land for Runway 15-33 Extension
- Slopertown Road Closure
- **Buttermilk Road Realignment**
- Runway 15/33 Extension to 7,201'
- Runway 03/21 Extension to 5,000'
- Relocation of the Approach Lighting Systems
- Acquisition of 20 acres of Land for Runway 3-21 Extension
- Terminal Apron Expansion
- Taxiway development

To help in our preparation of the environmental assessment, we would appreciate your comments, including any regulatory, compliance, or permitting requirements by May 13, 2015. Should you not foresee any impacts from the proposed development in your area of jurisdiction or expertise, I respectfully request that you submit written verification of no impact. Thank you for your assistance.

Sincerely,

McCLURE ENGINEERING COMPANY

A handwritten signature in black ink, appearing to read "Jay Pudenz". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures: Vicinity Map
Proposed Development Map

April 13, 2015

Bruce E. VanLaere
USDA-District Conservationist
Davenport Service Center
8370 Hillandale Road
Davenport, IA 52806-6449

**Re: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa**

Dear Mr. VanLaere,

McClure Engineering is preparing an environmental assessment (EA) for the City of Davenport, Iowa for proposed development at the Davenport Municipal Airport. As part of the Federal Aviation Administration's environmental process, solicitation of resource agency comments on the proposed airport development projects are required. The purpose of the letter is to provide information and to ask for your input or comments on prime and unique farmland that may be affected by the proposed development at the airport.

Runway 15-33 at the Davenport Municipal Airport is currently 5,500 feet long and Runway 03-21 is 4,000 feet long. The existing runway length of for both runways do not meet forecasted demand as determined in the approved airport master plan. Therefore a 1,400 foot runway extension is needed to accommodate the future aircraft demand on Runway 15-33 and an 800 foot extension is needed for Runway 03-21. Additional projects associated with the runway extensions include land acquisition, the closure of Slopertown Road, Re-Alignment of Buttermilk Road and the extension of Black Hawk Trail Road in addition to terminal area projects.

The proposed developments are located in Section 27, Township 79 North, Range 3 East in Scott County, Iowa.

To assist in the analysis, we have enclosed a vicinity map, the proposed development map and a farmland conversion impact rating form. The following major projects are all shown on the proposed development map:

- Acquisition of 60 Acres of Land for Runway 15-33 Extension
- Land acquisition of 15 Acres for the extension of Blackhawk Trail Road
- Slopertown Road Closure
- Buttermilk Road Realignment
- Runway 15/33 Extension to 6,900
- Relocation of the Approach Lighting Systems
- Acquisition of 35 acres of Land for Runway 3-21 Extension
- Terminal Apron Expansion
- Taxiway development

To help in our preparation of the environmental assessment, we would appreciate your comments, including the completed farmland conversion impact rating form, and regulatory, compliance, or permitting requirements by May 13, 2015. Should you not foresee any impacts from the proposed development in your area of jurisdiction or expertise, I respectfully request that you submit written verification of no impact. Thank you for your assistance.

Sincerely,

McCLURE ENGINEERING COMPANY

A handwritten signature in black ink, appearing to read "Jay Pudenz". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures: Vicinity Map
Proposed Development Map
Farmland Conversion Impact Rating Form

April 13, 2015

Mary Cownie
Director, Iowa Dept. of Cultural Affairs
State Historical Society of Iowa
600 E. Locust
Des Moines, IA 50319

**Re: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa**

Dear Ms. Cownie,

McClure Engineering is preparing an environmental assessment (EA) for the City of Davenport, Iowa for proposed development at the Davenport Municipal Airport. As part of the Federal Aviation Administration's environmental process, solicitation of resource agency comments on the proposed airport development projects are required. The purpose of the letter is to provide information and to ask for your input or comments on the proposed development at the airport.

Runway 15-33 at the Davenport Municipal Airport is currently 5,511 feet long and Runway 03-21 is 4,000 feet long. The existing runway length of for both runways do not meet forecasted demand as determined in the approved airport master plan. Therefore a 1,690' foot runway extension is needed to accommodate the future aircraft demand on Runway 15-33 and a 1,000 foot extension is needed for Runway 03-21. Additional projects associated with the runway extensions include land acquisition, the closure of Slopertown Road, Re-Alignment of Buttermilk Road and the extension of Black Hawk Trail Road in addition to terminal area projects

The proposed developments are located in Section 27, Township 79 North, Range 3 East in Scott County, Iowa.

To assist in the analysis, we have enclosed a vicinity map and a proposed development map. The following major projects are all shown on the proposed development map:

- Acquisition of approx. 220 Acres of Land for Runway 15-33 Extension
- Slopertown Road Closure
- **Buttermilk Road Realignment**
- Runway 15/33 Extension to 7,201'
- Runway 03/21 Extension to 5,000'
- Relocation of the Approach Lighting Systems
- Acquisition of 20 acres of Land for Runway 3-21 Extension
- Terminal Apron Expansion
- Taxiway development

To help in our preparation of the environmental assessment, we would appreciate your comments, including any regulatory, compliance, or permitting requirements by May 13, 2015. Should you not foresee any impacts from the proposed development in your area of jurisdiction or expertise, I respectfully request that you submit written verification of no impact. Thank you for your assistance.

Sincerely,

McCLURE ENGINEERING COMPANY

A handwritten signature in black ink, appearing to read "Jay Pudenz". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures: Vicinity Map
Proposed Development Map

April 13, 2015

Marlyn Schafer
US Army Corps of Engineers, Rock Island
ATTN. Regulatory Branch
Clock Tower Building
P.O. Box 2004
Rock Island IL, 61204-2004

**Re: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa**

Dear Mr. Schafer;

McClure Engineering is preparing an environmental assessment (EA) for the City of Davenport, Iowa for proposed development at the Davenport Municipal Airport. As part of the Federal Aviation Administration's environmental process, solicitation of resource agency comments on the proposed airport development projects are required. The purpose of the letter is to provide information and to ask for your input or comments on the proposed development at the airport and the potential impacts to wetlands or waters of the United States.

Runway 15-33 at the Davenport Municipal Airport is currently 5,511 feet long and Runway 03-21 is 4,000 feet long. The existing runway length of for both runways do not meet forecasted demand as determined in the approved airport master plan. Therefore a 1,690' foot runway extension is needed to accommodate the future aircraft demand on Runway 15-33 and a 1,000 foot extension is needed for Runway 03-21. Additional projects associated with the runway extensions include land acquisition, the closure of Slopertown Road, Re-Alignment of Buttermilk Road and the extension of Black Hawk Trail Road in addition to terminal area projects.

The proposed developments are located in Section 27, Township 79 North, Range 3 East in Scott County, Iowa.

To assist in the analysis, we have enclosed a vicinity map, USGS map (Davenport East), National Wetlands Inventory map and a proposed development map. The wetland map shows a small area as freshwater emergent. This area is on airport property and is mowed frequently during the summer, it is also less than one acre. The following major projects are all shown on the proposed development map:

- Acquisition of approx. 220 Acres of Land for Runway 15-33 Extension
- Slopertown Road Closure
- Buttermilk Road Realignment
- Runway 15/33 Extension to 7,201'
- Runway 03-21 Extension to 5,000'
- Relocation of the Approach Lighting System
- Acquisition of 20 acres of Land for Runway 3-21 extension
- Terminal apron expansion

- Taxiway development

To help in our preparation of the environmental assessment, we would appreciate your comments, including any regulatory, compliance, or permitting requirements by May 13, 2015. Should you not foresee any impacts from the proposed development in your area of jurisdiction or expertise, I respectfully request that you submit written verification of no impact. Thank you for your assistance.

Sincerely,

McCLURE ENGINEERING COMPANY

A handwritten signature in black ink, appearing to read "Jay Pudenz", written in a cursive style.

Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures: Vicinity Map
USGS Map (Davenport East)
Proposed Development Map
Wetlands Inventory Map

April 13, 2015

Kraig McPeek
US Fish and Wildlife Service
Field Office Supervisor
Rock Island Field Office
1511 47th Avenue
Moline, IL 61265

**Re: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa**

Dear Mr. McPeek

McClure Engineering is preparing an environmental assessment (EA) for the City of Davenport, Iowa for proposed development at the Davenport Municipal Airport. As part of the Federal Aviation Administration's environmental process, solicitation of resource agency comments on the proposed airport development projects are required. The purpose of the letter is to provide information and to ask for your input or comments on threatened and endangered species that may be affected by the proposed development at the airport.

Runway 15-33 at the Davenport Municipal Airport is currently 5,511 feet long and Runway 03-21 is 4,000 feet long. The existing runway length of for both runways do not meet forecasted demand as determined in the approved airport master plan. Therefore a 1,690' foot runway extension is needed to accommodate the future aircraft demand on Runway 15-33 and a 1,000 foot extension is needed for Runway 03-21. Additional projects associated with the runway extensions include land acquisition, the closure of Slopertown Road, Re-Alignment of Buttermilk Road and the extension of Black Hawk Trail Road in addition to terminal area projects.

The proposed developments are located in Section 27, Township 79 North, Range 3 East in Scott County, Iowa.

To assist in the analysis, we have enclosed a vicinity map, USGS map (Davenport East), National Wetlands Inventory map and a proposed development map. The wetland map shows a small area as freshwater emergent. This area is on airport property and is mowed frequently during the summer, it is also less than one acre. The following major projects are all shown on the proposed development map:

- Acquisition of approx. 220 Acres of Land for Runway 15-33 Extension
- Slopertown Road Closure
- Buttermilk Road Realignment
- Runway 15/33 Extension to 7,201
- Runway 03/21 Extension to 5,000'
- Relocation of the Approach Lighting Systems
- Acquisition of 20 acres of Land for Runway 3-21 Extension
- Terminal Apron Expansion
- Taxiway development

To help in our preparation of the environmental assessment, we would appreciate your comments, including any regulatory, compliance, or permitting requirements by May 13, 2015. Should you not foresee any impacts from the proposed development in your area of jurisdiction or expertise, I respectfully request that you submit written verification of no impact. Thank you for your assistance.

Sincerely,

McCLURE ENGINEERING COMPANY

A handwritten signature in black ink, appearing to read "Jay Pudenz". The signature is fluid and cursive, with a long horizontal stroke at the end.

Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures: Vicinity Map
USGS Map (Davenport East)
Proposed Development Map
Wetlands Inventory Map

April 17, 2015

Bruce Berger, Director
Community Planning and Economic Development
226 W 4th Street
Davenport, IA 52801

**Re: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa**

Dear Mr. Berger;

McClure Engineering is preparing an environmental assessment (EA) for the City of Davenport, Iowa for proposed development at the Davenport Municipal Airport. As part of the Federal Aviation Administration's environmental process, solicitation of resource agency comments on the proposed airport development projects are required. The purpose of the letter is to provide information and to ask for your input or comments on impacts to roadway develop and floodplains in the airport area.

Runway 15-33 at the Davenport Municipal Airport is currently 5,511 feet long and Runway 03-21 is 4,000 feet long. The existing runway length for both runways does not meet forecasted demand as determined in the approved airport master plan. Therefore a 1,690' foot runway extension is needed to accommodate the future aircraft demand on Runway 15-33 and a 1,000 foot extension is needed for Runway 03-21. Additional projects associated with the runway extensions include land acquisition, the closure of Slopertown Road, Re-Alignment of Buttermilk Road and the extension of Black Hawk Trail Road in addition to terminal area projects.

The proposed developments are located in Section 27, Township 79 North, Range 3 East in Scott County, Iowa.

To assist in the analysis, we have enclosed a vicinity map, a proposed development map and floodplain area maps. The following major projects are all shown on the proposed development map:

- Acquisition of approx. 220 Acres of Land for Runway 15-33 Extension
- Slopertown Road Closure
- Buttermilk Road Realignment
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- Runway 03/21 Extension to 5,000'
- Relocation of the Approach Lighting Systems
- Acquisition of 20 acres of Land for Runway 3-21 Extension
- Terminal Apron Expansion
- Taxiway development

To help in our preparation of the environmental assessment, we would appreciate your comments, including any regulatory, compliance, or permitting requirements by **May 15, 2015**. Should you not foresee any impacts from the proposed development in your area of jurisdiction or expertise, I respectfully request that you submit written verification of no impact. Thank you for your assistance.

Sincerely,

McCLURE ENGINEERING COMPANY

A handwritten signature in black ink, appearing to read "Jay A. Pudenz", written over a horizontal line.

Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures: Vicinity Map
Proposed Development Map
Floodplain Maps

April 17, 2015

Captain Todd Whitchelo
Davenport Fire Department
Emergency Medical Services Division
331 Scott Street
Davenport Iowa, 52801

**Re: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa**

Dear Mr. Whitchelo

McClure Engineering is preparing an environmental assessment (EA) for the City of Davenport, Iowa for proposed development at the Davenport Municipal Airport. As part of the Federal Aviation Administration's environmental process, solicitation of resource agency comments on the proposed airport development projects are required. The purpose of the letter is to provide information and to ask for your input or comments on impacts to emergency services.

Runway 15-33 at the Davenport Municipal Airport is currently 5,511 feet long and Runway 03-21 is 4,000 feet long. The existing runway length for both runways does not meet forecasted demand as determined in the approved airport master plan. Therefore a 1,690' foot runway extension is needed to accommodate the future aircraft demand on Runway 15-33 and a 1,000 foot extension is needed for Runway 03-21. Additional projects associated with the runway extensions include land acquisition, the closure of Slopertown Road, Re-Alignment of Buttermilk Road and the extension of Black Hawk Trail Road in addition to terminal area projects.

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- Runway 03/21 Extension to 5,000'
- Relocation of the Approach Lighting Systems
- Acquisition of 20 acres of Land for Runway 3-21 Extension
- Terminal Apron Expansion
- Taxiway development

To help in our preparation of the environmental assessment, we would appreciate your comments, including any regulatory, compliance, or permitting requirements by **May 15, 2015**. Should you not foresee any impacts from the proposed development in your area of jurisdiction or expertise, I respectfully request that you submit written verification of no impact. Thank you for your assistance.

Sincerely,

McCLURE ENGINEERING COMPANY

A handwritten signature in black ink, appearing to read 'Jay A. Pudenz', with a long, sweeping horizontal line extending to the right.

Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures: Vicinity Map
Proposed Development Map

April 17, 2015

Herb Jones
Canadian Pacific Railway
140 N. Phillips Ave.
P.O. Box 1260
Sioux Falls, SD 57101

**Re: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa**

Dear Mr. Jones;

McClure Engineering is preparing an environmental assessment (EA) for the City of Davenport, Iowa for proposed development at the Davenport Municipal Airport. As part of the Federal Aviation Administration's environmental process, solicitation of resource agency comments on the proposed airport development projects are required. The purpose of the letter is to provide information and to ask for your input or comments on impacts to rail facilities in the area.

Runway 15-33 at the Davenport Municipal Airport is currently 5,511 feet long and Runway 03-21 is 4,000 feet long. The existing runway length for both runways does not meet forecasted demand as determined in the approved airport master plan. Therefore a 1,690' foot runway extension is needed to accommodate the future aircraft demand on Runway 15-33 and a 1,000 foot extension is needed for Runway 03-21. Additional projects associated with the runway extensions include land acquisition, the closure of Slopertown Road, Re-Alignment of Buttermilk Road and the extension of Black Hawk Trail Road in addition to terminal area projects.

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- Terminal Apron Expansion
- Taxiway development

To help in our preparation of the environmental assessment, we would appreciate your comments, including any regulatory, compliance, or permitting requirements by **May 15, 2015**. Should you not foresee any impacts from the proposed development in your area of jurisdiction or expertise, I respectfully request that you submit written verification of no impact. Thank you for your assistance.

Sincerely,

McCLURE ENGINEERING COMPANY

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Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures: Vicinity Map
Proposed Development Map

April 17, 2015

Tim Huey
Scott County Planning & Development
Scott County Annex
500 W. 4th St.
Davenport, Iowa 52801-1106

**Re: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa**

Dear Mr. Huey;

McClure Engineering is preparing an environmental assessment (EA) for the City of Davenport, Iowa for proposed development at the Davenport Municipal Airport. As part of the Federal Aviation Administration's environmental process, solicitation of resource agency comments on the proposed airport development projects are required. The purpose of the letter is to provide information and to ask for your input or comments on impacts to roadway develop and floodplains in the airport area.

Runway 15-33 at the Davenport Municipal Airport is currently 5,511 feet long and Runway 03-21 is 4,000 feet long. The existing runway length for both runways does not meet forecasted demand as determined in the approved airport master plan. Therefore a 1,690' foot runway extension is needed to accommodate the future aircraft demand on Runway 15-33 and a 1,000 foot extension is needed for Runway 03-21. Additional projects associated with the runway extensions include land acquisition, the closure of Slopertown Road, Re-Alignment of Buttermilk Road and the extension of Black Hawk Trail Road in addition to terminal area projects.

The proposed developments are located in Section 27, Township 79 North, Range 3 East in Scott County, Iowa.

To assist in the analysis, we have enclosed a vicinity map, a proposed development map and floodplain area maps. The following major projects are all shown on the proposed development map:

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- Slopertown Road Closure
- Buttermilk Road Realignment
- Runway 15/33 Extension to 7,201
- Runway 03/21 Extension to 5,000'
- Relocation of the Approach Lighting Systems
- Acquisition of 20 acres of Land for Runway 3-21 Extension
- Terminal Apron Expansion
- Taxiway development

To help in our preparation of the environmental assessment, we would appreciate your comments, including any regulatory, compliance, or permitting requirements by **May 15, 2015**. Should you not foresee any impacts from the proposed development in your area of jurisdiction or expertise, I respectfully request that you submit written verification of no impact. Thank you for your assistance.

Sincerely,

McCLURE ENGINEERING COMPANY

A handwritten signature in black ink, appearing to read "Jay A. Pudenz", written over a faint horizontal line.

Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures: Vicinity Map
Proposed Development Map
Floodplain Maps

June 15, 2015

Edward A. Oom
11306 Franklin Avenue
Franklin Park, IL 60131
Via email: edward_oom@cpr.com

**Re: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa**

Dear Mr. Oom;

McClure Engineering is preparing an environmental assessment (EA) for the City of Davenport, Iowa for proposed development at the Davenport Municipal Airport. As part of the Federal Aviation Administration's environmental process, solicitation of resource agency comments on the proposed airport development projects are required. The purpose of the letter is to provide information and to ask for your input or comments on impacts to rail facilities in the area.

Runway 15-33 at the Davenport Municipal Airport is currently 5,511 feet long and Runway 03-21 is 4,000 feet long. The existing runway length for both runways does not meet forecasted demand as determined in the approved airport master plan. Therefore a 1,690' foot runway extension is needed to accommodate the future aircraft demand on Runway 15-33 and a 1,000 foot extension is needed for Runway 03-21. Additional projects associated with the runway extensions include land acquisition, the closure of Slopertown Road, Re-Alignment of Buttermilk Road and the extension of Black Hawk Trail Road in addition to terminal area projects.

The proposed developments are located in Section 27, Township 79 North, Range 3 East in Scott County, Iowa.

To assist in the analysis, we have enclosed a vicinity map and a proposed development map. The following major projects are all shown on the proposed development map:

- Acquisition of approx. 220 Acres of Land for Runway 15-33 Extension
- Slopertown Road Closure
- Buttermilk Road Realignment
- Runway 15/33 Extension to 7,201
- Runway 03/21 Extension to 5,000'
- Relocation of the Approach Lighting Systems
- Acquisition of 20 acres of Land for Runway 3-21 Extension
- Terminal Apron Expansion
- Taxiway development

To help in our preparation of the environmental assessment, we would appreciate your comments, including any regulatory, compliance, or permitting requirements by **July 3, 2015**. Should you not foresee any impacts from the proposed development in your area of jurisdiction or expertise, I respectfully request that you submit written verification of no impact. Thank you for your assistance.

Sincerely,

McCLURE ENGINEERING COMPANY

A handwritten signature in black ink, appearing to read "Jay Pudenz". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures: Vicinity Map
Proposed Development Map

June 23, 2015

Chief Mike Hayman
Davenport Fire Department
331 Scott Street
Davenport Iowa, 52801

**Re: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa**

Dear Chief Hayman;

McClure Engineering is preparing an environmental assessment (EA) for the City of Davenport, Iowa for proposed development at the Davenport Municipal Airport. As part of the Federal Aviation Administration's environmental process, solicitation of resource agency comments on the proposed airport development projects are required. The purpose of the letter is to provide information and to ask for your input or comments on impacts to emergency services.

Runway 15-33 at the Davenport Municipal Airport is currently 5,511 feet long and Runway 03-21 is 4,000 feet long. The existing runway length for both runways does not meet forecasted demand as determined in the approved airport master plan. Therefore a 1,690' foot runway extension is needed to accommodate the future aircraft demand on Runway 15-33 and a 1,000 foot extension is needed for Runway 03-21. Additional projects associated with the runway extensions include land acquisition, the closure of Slopertown Road, Re-Alignment of Buttermilk Road and the extension of Black Hawk Trail Road in addition to terminal area projects.

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- Runway 03/21 Extension to 5,000'
- Relocation of the Approach Lighting Systems
- Acquisition of 20 acres of Land for Runway 3-21 Extension
- Terminal Apron Expansion
- Taxiway development

To help in our preparation of the environmental assessment, we would appreciate your comments, including any regulatory, compliance, or permitting requirements by **July 10, 2015**. Should you not foresee any impacts from the proposed development in your area of jurisdiction or expertise, I respectfully request that you submit written verification of no impact. Thank you for your assistance.

Sincerely,

McCLURE ENGINEERING COMPANY

A handwritten signature in black ink, appearing to read "Jay Pudenz", written in a cursive style.

Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures: Vicinity Map
Proposed Development Map



U.S. Department
of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas,
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106
(816) 329-2600

April 15, 2015

CERTIFIED MAIL

<NAME> [See Attached List]

<ADDRESS>

Re: Environmental Assessment (EA) – Early Coordination
Proposed Development at Davenport Municipal Airport
Davenport, Iowa – Scott County

Dear <NAME>:

An EA is being prepared for proposed development at the Davenport Municipal Airport. The proposed developments are located in Section 27, Township 79 North, Range 3 East in Scott County, Iowa. We are offering the opportunity to provide input on the project. To assist in the analysis, we are enclosing a location map showing the proposed development and a vicinity map.

Runway 15/33 at the Davenport Municipal Airport is currently 5,511 feet long and Runway 3/21 is 4,000 feet long. The existing runway length of both runways do not meet forecasted demand as determined in the airport master plan. Therefore a 1,690' foot runway extension is needed to accommodate the future aircraft demand on Runway 15/33 and a 1,000 foot extension is needed for Runway 03/21. Additional projects associated with the runway extensions include land acquisition, the closure of Slopertown Road, Re-Alignment of Buttermilk Road and the extension of Black Hawk Trail Road in addition to terminal area projects.

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- Acquisition of 20 acres of Land for Runway 3/21 Extension
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- Buttermilk Road Realignment
- Runway 15/33 Extension to 7,201'
- Runway 03/21 Extension to 5,000'
- Relocation of the Approach Lighting Systems
- Terminal Apron Expansion
- Taxiway development

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

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

Sincerely,

Scott Tener, P.E.
Environmental Specialist

Enclosures

Tribal Coordination – Environmental Assessment
Davenport Municipal Airport, Scott County, IA

4/15/15

Contact	Received	Response Returned	Action Requested
Ms. Bobi Roush Cultural Preservation Department Iowa Tribe of Oklahoma 335588 E 750 Road Perkins, OK 74059	4/20/15	No Response 5/27/15	
Mr. George Strack Tribal Historic Preservation Officer Miami Tribe of Oklahoma P.O. Box 1326 Miami, OK 74355	4/21/15	No Response 5/27/15	
Mr. Tony Provost Tribal Historic Preservation Officer Omaha Tribe P.O. Box 368 Macy, NE 68039	4/20/15	No Response 5/27/15	
Ms. Lana Gravatt Tribal Historic Preservation Officer Yankton Sioux Tribe of South Dakota P.O. Box 1153 Wagner, SD 57380-1153	4/20/15	No Response 5/27/15	



June 23, 2015

› 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

Mr. Scott Tener, P.E.
Federal Aviation Administration
Central Region
Airports Division (ACE-600), Room 364
901 Locust St.
Kansas City, MO 64106-2325

**Re: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa**

Dear Mr. Tener,

McClure Engineering Company (MEC) has completed the desk audit of potential historic areas and structures for the Davenport Municipal Airport environmental assessment area of potential effect (APE). The results of our efforts are summarized below.

The state historic preservation office was initially contacted and they requested that MEC complete additional research into the potential impacts on historic resources around the airport. The research did not uncover anything significant regarding historic activity nearby the airport. MEC completed a site visit and accessed the State Archeologist Office GIS data base and found one entry that was within the APE.

Additionally, our project team corresponded via e-mail with Don Hirt, GIS and Inventory and Inventory Coordinator, who provided details on the Kleppy Farmstead site. The Kleppy Farmstead was evaluated in February 2003 and it was determined that no significant historic structures are on the farmstead and it is not eligible for inclusion on the National Historic Register. Enclosed is the Site Inventory Form for your review.

Within the City of Davenport, there are numerous sites included on the historic register. However, the research indicates there are none within the APE. Pictures of the area and structures in and around the APE will be included in Chapter 3 – Affected Environment. The sites within Davenport that are included on the historic register are mostly in the city core and along the Mississippi River. As noted, the airport is 6 miles north of downtown Davenport.

In 1992, the City of Davenport established a Historic Preservation Commission which is under the Community Planning and Economic Development Department. Attached is a map of the designated historic districts in Davenport. Correspondence with this department did not include any information indicating potential impacts to historic



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Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

sites. Additionally there are no rural cemeteries, churches or other places of congregation at or around the airport. Therefore no adverse impacts or significant effects will be created by the proposed action at the Davenport Municipal Airport.

Please contact me at 515-964-1229 or via email at jpudenz@mecresults.com with any questions or comments.

Sincerely,

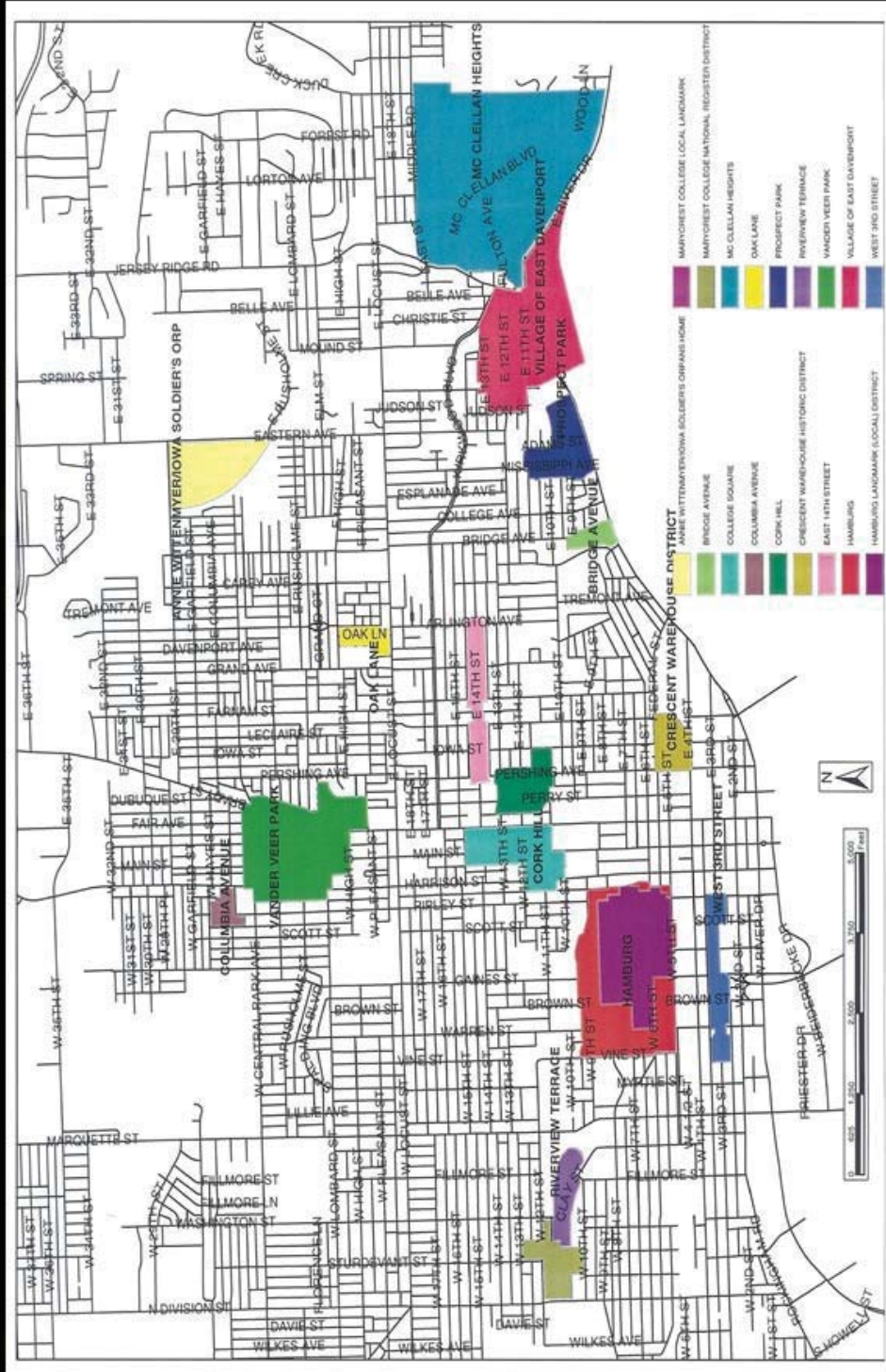
McCLURE ENGINEERING COMPANY

A handwritten signature in black ink, appearing to read "Jay Pudenz", written in a cursive style.

Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures: Davenport Historic District Map
SHPO Site Inventory Form for Kleppy Farmstead
Email correspondence with Don Hirt (Iowa SHPO)

DAVENPORT HISTORIC DISTRICTS – 2005



Site Inventory Form
State Historical Society of Iowa
 (December 1, 1999)

State Inventory No. 82-05221 New Supplemental
 Part of a district with known boundaries (enter inventory no.) _____
 Relationship: Contributing Noncontributing
 Contributes to a potential district with yet unknown boundaries
 National Register Status:(any that apply) Listed De-listed NHL DOE
 9-Digit SHPO Review & Compliance Number 030282100
 Non-Extant (enter year) _____

INELIGIBLE

1. Name of Property

historic name Kleppy Farmstead

other names/site number _____

2. Location

street & number 21316 155th Ave

city or town Davenport

Legal Description: (If Rural) Township Name

Sheridan

vicinity, county Scott

Township No.

79

Range No.

3

Section

27

Quarter of Quarter

NE

SW

(If Urban) Subdivision _____

Block(s) _____

Lot(s) _____

3. State/Federal Agency Certification [Skip this Section]

4. National Park Service Certification [Skip this Section]

5. Classification

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

If Non-Eligible Property

Enter number of:

9 buildings
 _____ sites
 _____ structures
 _____ objects
9 Total

If Eligible Property, enter number of:

Contributing Noncontributing

_____ buildings
 _____ sites
 _____ structures
 _____ objects
 _____ Total

Name of related project report or multiple property study (Enter "N/A" if the property is not part of a multiple property examination).
 Title _____ Historical Architectural Data Base Number _____

6. Function or Use

Historic Functions (Enter categories from instructions)

09B01 Production/Farmstead

Current Functions (Enter categories from instructions)

09B01 Production/Farmstead

7. Description

Architectural Classification (Enter categories from instructions)

09A06 Four-square

09B09 Pole

Materials (Enter categories from instructions)

foundation 10 Concrete

walls 15B Vinyl - 02A Weatherboard

roof 08 Asphalt, 05F Steel

other 05F Steel

Narrative Description (SEE CONTINUATION SHEETS, WHICH MUST BE COMPLETED)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" representing your opinion of eligibility after applying relevant National Register criteria)

- Yes No More Research Recommended
- Yes No More Research Recommended
- Yes No More Research Recommended
- Yes No More Research Recommended

- A Property is associated with significant events.
- B Property is associated with the lives of significant persons.
- C Property has distinctive architectural characteristics.
- D Property yields significant information in archaeology or history.

County Scott
City Davenport

Address 21316 155th Ave

Site Number
District Number

Criteria Considerations

- A Owned by a religious institution or used for religious purposes.
 B Removed from its original location.
 C A birthplace or grave.
 D A cemetery
- E A reconstructed building, object, or structure.
 F A commemorative property.
 G Less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Significant Dates

Construction date
1920 check if circa or estimated date
Other dates

Significant Person

(Complete if National Register Criterion B is marked above)

Architect/Builder

Architect

Builder

Narrative Statement of Significance (SEE CONTINUATION SHEETS, WHICH MUST BE COMPLETED)

9. Major Bibliographical References

Bibliography See continuation sheet for citations of the books, articles, and other sources used in preparing this form

10. Geographic Data

UTM References (OPTIONAL)

Zone	Easting	Northing	Zone	Easting	Northing
1	_____	_____	2	_____	_____
3	_____	_____	4	_____	_____

See continuation sheet for additional UTM references or comments

11. Form Prepared By

name/title Gavin Schermer

organization City of Davenport

date 2/10/03

street & number 226 W 4th St

telephone 563-326-6174

city or town Davenport

state IA

zip code 52801

ADDITIONAL DOCUMENTATION (Submit the following items with the completed form)

FOR ALL PROPERTIES

- Map:** showing the property's location in a town/city or township.
- Site plan:** showing position of buildings and structures on the site in relation to public road(s).
- Photographs:** representative black and white photos. If the photos are taken as part of a survey for which the Society is to be curator of the negatives or color slides, a photo/catalog sheet needs to be included with the negatives/slides and the following needs to be provided below on this particular inventory site:

Roll/slide sheet # _____	Frame/slot # _____	Date Taken _____
Roll/slide sheet # _____	Frame/slot # _____	Date Taken _____
Roll/slide sheet # _____	Frame/slot # _____	Date Taken _____

- See continuation sheet or attached *photo & slide catalog sheet* for list of photo roll or slide entries.
 Photos/illustrations without negatives are also in this site inventory file.

FOR CERTAIN KINDS OF PROPERTIES, INCLUDE THE FOLLOWING AS WELL

- Farmstead & District:** (List of structures and buildings, known or estimated year built, and contributing or non-contributing status)
- Barn:**
 - A sketch of the frame/truss configuration in the form of drawing a typical middle bent of the barn.
 - A photograph of the loft showing the frame configuration along one side.
 - A sketch floor plan of the interior space arrangements along with the barn's exterior dimensions in feet.

State Historic Preservation Office (SHPO) Use Only Below This Line

Concur with above survey opinion on National Register eligibility: Yes No More Research Recommended
 This is a locally designated property or part of a locally designated district.

Comments: _____

Evaluated by (name/title): Barbara A. Mitchell / Architectural Historian Date: March 27, 2003

Farmstead "C"

Building #7

Building #5

Building #6

Building #4

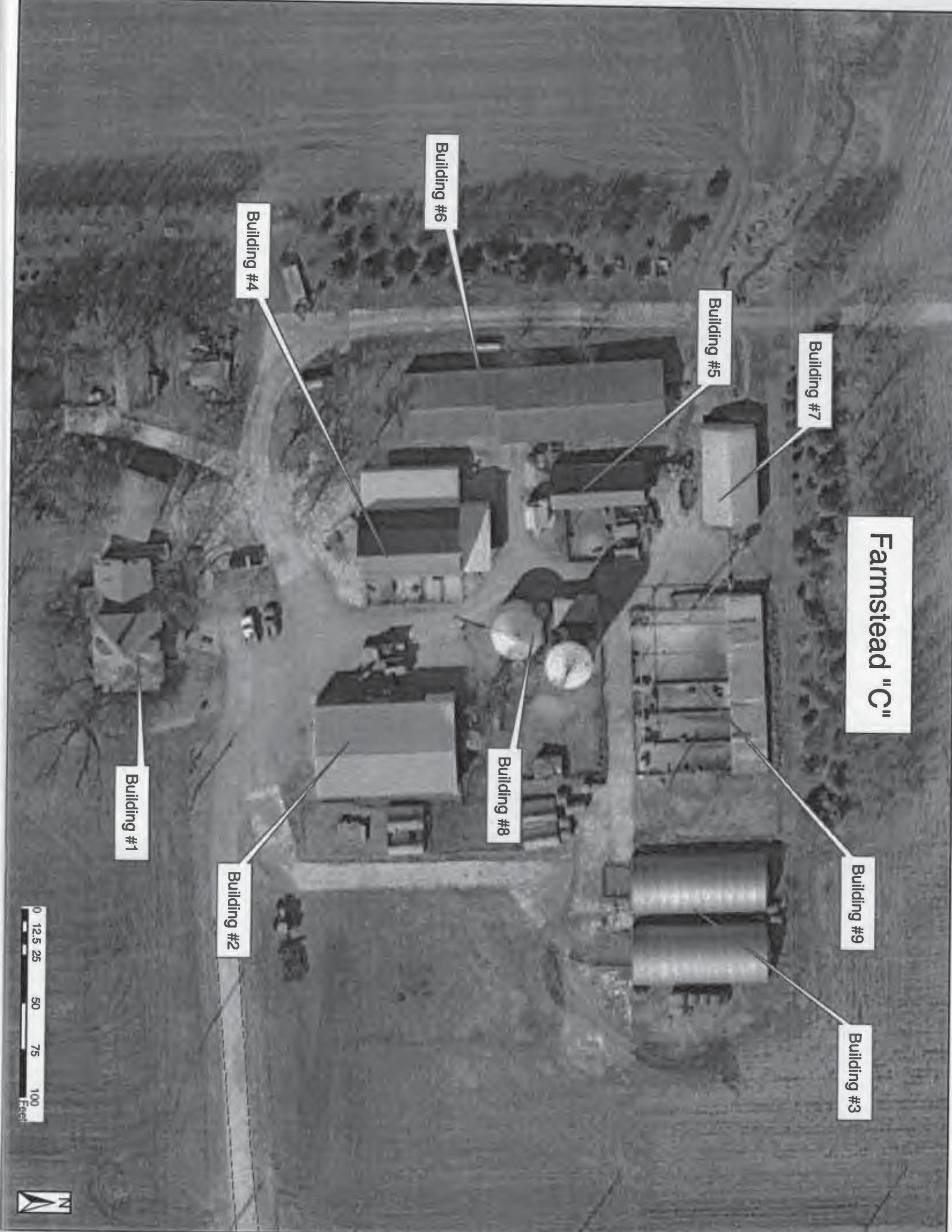
Building #9

Building #3

Building #8

Building #2

Building #1





Building 1 North Façade



Building 1 West Façade



Building 1 East Façade



Building 1 South Façade



Building 2 South & East Façade



Building 3 South Façade



Building 8 West Façade



Building 7 South & East Façade



Building 3 East Façade



Building 3 North Façade



Building 3 South Façade



Building 3 West Façade



Building 5 North Façade



Building 5 East Façade



Building 5 South Façade

Deed: **KEPPY, ROY B**
 Contract: **KEPPY, GLEN L**
 CID#:
 DBA:
 Map Area: **SHERIDAN TWP-A**
 Route: **000-000-000**
 Tax Dist: **TSHNS3**
 Plat Page:
 Checks/Tags:
 Lister/Date:
 Review/Date:
 Entry Status: **Inspected**

Rural/Ag Dwelling
 Legal: 27/79/03 NE SW EX ROADS

No Land Dimensions Entered

Sales		Building Permits		Values					
Res. Structure	1 of 1	Date	Number	\$ Amount	Reason	Type	Appraised	B of R	ST. Equalized
101	1 of 1					Land			\$0
Single-Family / Owner Occupied						Dwlg	\$124,830		\$0
Year Built	1920					Impr			\$0
EFA / EFYr	81 / 1920					Total	\$124,830		\$0
Arch. Dsgn	N/A								
Style	2 Story Frame								
Area/SF/TLA	1,024 / 2,909								
Grade	4+10								
Grade Mult.	1.100								
Condition	Above Normal								
Phy-Depr. %	35%								
Basement	Full								
No Bsmt Flr.	0								
Heat	FHA - Gas								
AC	Yes								
Attic	None								

Finish		Plumbing		Addition		Garage				
Occ. Code	Res. Structure	Bedrooms Above #	Bedrooms Below #	Full Bath	Shower Stall Bath	Addition	Year Built	Garage	Style	1 of 1
	101	8	3	3	2	1	1920	1 of 3	Det Frame	1 of 1
	Single-Family / Owner Occupied	3	Table	Shower Stall Bath	Toilet Room	1	81	1920	W X L	0' X 0'
	Year Built	650	\$15.00	Lavatory	Water Closet		1920	1920	Area (SF)	720
	EFA / EFYr	C Blk		Sink			1920	1 Story Frm	Year Built	1996
	Arch. Dsgn	Vinyl		Shower Stall/Tub	Mtl St Sh Bath		90	Above Normal	EFA	5
	Style	Asph / Gable		Mtl St Sh Bath	Mtl Stall Shower		35.00	Normal	EFF Year	1996
	Area/SF/TLA	Plas / Dnwl		No Bathroom	Wet Bar			Normal	Condition	4
	Grade	Sft Wd / Hdwd		Whirlpool Bathroom	Whirlpool Tub			Normal	Bsmt (SF)	
	Grade Mult.			No Plumbing	No Hot Water Tank			None	Qtrs Over	None
	Condition			Sewer & Water Only	Water Only w/Sink			None	Qtrs Over (SF)	
	Phy-Depr. %			Hot Tub	Bidet			5.00-0-0	%Phy/Fobs/Eobs	5.00-0-0
	Basement			Frigs Service Sink	Urinal				Door Opnrs	
	No Bsmt Flr.			Suana	Water Fountain				Bsmt Stalls	
	Heat									
	AC									
	Attic									

Non-base Heating		Fireplace		Appliances							
Floor/Wall #	Pipeless #	Hand Fired (Y/N)	Spaces Heat #	Range Unit	Oven Unit	Dishwasher	Microwave	Trash Compactor	Jennair	Security System	Built-In Vacuums
0	0	No	0	Intercom System	Intercom w/Music	1	Built-In Stereo	BI Stereo(SpkrsOnly)			
0	0	No	0								
0	0	No	0								
0	0	No	0								

Obsolescence	
Functional %	Economic %
0%	0%
0%	0%
0%	0%
None	None
None	None
None	None
None	None



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Blk / Addn 1 of 1	Description	Units	Price	Base Value	Grade Mult	Year	Phys%	Fabs%	Eabs%	Other%	Depreciated Total (RND nearest dollar)	Map	Appraised Value (RND nearest \$1)
	101 -- Single-Family / Owner Occupied												
	2 Story Frame	1,024		\$101,330									
#1	Bsmt Fin - Living Qtrs. (Multi) (Ave)	650 Table	\$15.00	\$9,750									
	Add Central Air	1,024	\$2,610.00	\$2,610									
#1	Porch: 1S Frame Open	190 SF	\$3,740.00	\$3,740									
	Deck #1: Brick/Blk Patio-Med	150 SF	\$5.50	\$825									
	Deck #2: Wood Deck-Med	78 SF	\$12.00	\$936									
	Deck #3: Wood Deck-Low	20 SF	\$9.00	\$180									
	Plumbing	3	N/A	\$6,250									
	B.I. Appliances	1	N/A	\$0									
	Building Sub Total			\$125,621									
1 of 3	Adth 1 Story Frm	90 SF		\$3,630	1.100	1920	35.00	0	0	0	\$89,819		
2 of 3	Adth 1 Story Frm	753 SF		\$32,743	1.100	1920	35.00	0	0	0	\$2,595		
3 of 3	Adth 1 Story Frm	18 SF		\$1,260	1.100	1920	35.00	0	0	0	\$23,411		
	Garage: Det Frame	0' X 0'		\$8,530	4	1996	5.00	0	0	0	\$901		
	Building TOTAL Value										\$8,104	1	\$124,830

Prior Year	Comment	Parcel Type	Value Type	Land Value	Dwelling Value	Improvement Value	M & E Value	Total Value
2001		Working	Appraised	\$0	\$124,830	\$0	\$0	\$124,830
2002		Working	Appraised	\$0	\$124,830	\$0	\$0	\$124,830

82 83

ROY B & MYRTLE A KEPPY
TO-GLEN & JEAN KEPPY

PROPERTY ADDRESS SHERIDAN

27-79-3

AERIAL MAP NO.

TRIP NO.

21316 - 15544 FIVE.

NS 3

YR.	ITEM	ASSESSMENT SUMMARY	
		ASSESSED VAL.	ADJUSTED
87	LAND	80083	
	IMPR.	128994	(-14021)
	TOTAL		Pol. Com.
89	LAND	71693	
	IMPR.	(-12365)	197697
	TOTAL		P.C.
90	LAND	17693	
	IMPR.	(-12365)	128558
	TOTAL		
91	LAND	66354	
	IMPR.	131558	(-12365)
	TOTAL		
93	LAND	69786	
	IMPR.	(-12365)	135748
	TOTAL		PC
95	LAND		
	IMPR.	(-12365)	20551
	TOTAL		
96	LAND		
	IMPR.	(-12365)	140518
	TOTAL		PC
97	LAND		
	IMPR.	(-12365)	75551
	TOTAL		173368
97	LAND		
	IMPR.		83516
	TOTAL		172248
98	LAND		
	IMPR.	0.0. INC + 13608	256884
	TOTAL		83516
99	LAND		
	IMPR.	PC - 12365	189751
	TOTAL		773267
01	LAND		
	IMPR.	(12365 P/C)	924628
	TOTAL	506314	213644
01	LAND		
	IMPR.	(-12365 P/C)	924628
	TOTAL	318724	226056

REMARKS

1084 BLISS F.M.L.I. + 42961
2-20-97 NEW GAR. + NEW 12x10 PREMISE
PUT ON IN 1996 CAMP. L.R.
V.N.E.M. HOOP BLDG.
2-20-98 TWO NEW HOOP BLDGS. FOR 1-1-98

Corrected

RECORD OF TRANSFER JUN 6 1983

STREET ORRD.	TYPE OF FARM	PURCHASER	DATE	BK.	PG.	STAMPS	PRICE	DEED	CONT.
HARD SURFACE	GRAIN								
GRAVEL	GENERAL								
DIRT	LIVESTOCK								
LAND CALCULATIONS									
TOTAL ADJUSTED UNITS	UNIT RATE	TOTAL VALUE	UNIT RATE	TOTAL VALUE	UNIT RATE	TOTAL VALUE	UNIT RATE	TOTAL VALUE	TOTAL VALUE
7627	12.15	92628	12.15	92628	12.15	92628	12.15	92628	92628
7627	9.95	75851	9.95	75851	9.95	75851	9.95	75851	75851
7627	10.95	83516	10.95	83516	10.95	83516	10.95	83516	83516

RESIDENTIAL REAL ESTATE VALUATION REPORT

Roy & Myrtle Keppy

To Glen & Jean Keppy

PT NE SW

27 79 3

PERMISSION TO INSPECT: *X. Christ Keppy* DATE: 7/2/98

PROPERTY ADDRESS	PARCEL NO.	MAP NO.	CARD NO.
2131/2 - 155 th AVE Sheridan Twp.	932735002		IN-B-30
REMARKS:	ASSESSMENT SUMMARY		
7/2- Kitchen (N) CABE (N)	YR.	ITEM	ACTUAL VAL.
- Carpet (1990's) IN FAMILY RM ADD.		LAND	
- Carpet (1980's) (U) OTHER		IMPR.	73079
- Bmnt - 1 Rec. RM, 2 Bed RM's (Carpet, Driv, Dwn)	90	TOTAL	
- MAINT (N)		LAND	40940
- Hot Tub IN FAMILY RM ADD.		IMPR.	
- SIDING (1990's) VINYL ON ADD AND 2 nd HOUSE.	91	TOTAL	
		LAND	43940
		IMPR.	
	93	TOTAL	
		LAND	48130
		IMPR.	
	93	TOTAL	
		LAND	52970
		IMPR.	
	97	TOTAL	
		LAND	132780 NC
		IMPR.	8550
	97	TOTAL	
		LAND	100890
		IMPR.	
	99	TOTAL	
		LAND	112420
		IMPR.	
	01	TOTAL	
		LAND	124830
		IMPR.	
	02	TOTAL	
		LAND	
		IMPR.	
	02	TOTAL	
		LAND	
		IMPR.	
	02	TOTAL	
		LAND	
		IMPR.	
	02	TOTAL	
		LAND	
		IMPR.	
	02	TOTAL	
		LAND	
		IMPR.	
	02	TOTAL	
		LAND	
		IMPR.	
	02	TOTAL	
		LAND	
		IMPR.	
	02	TOTAL	

IDR 74 R2

LAND RECORD	LAND VALUE COMPUTATION				TOTAL
	FRONTAGE COMPUTATIONS	FRONTAGE FIGURED	AVERAGE DEPTH	UNIT PRICE	
IMPR. STREET					
SEMI-IMPR. ST.					
UNIMPR. STREET					
NO STREET					
LEVEL HIGH					
LEVEL LOW					
ALL UTILITIES					
NO UTILITIES					
WAT. SEWER GAS					

DATE: 7/2/98

EV 6-6-88 Jay

Reply Sent: _____

Review and Compliance Data Record

R&C #: 030282100

Date Received: 2/28/2003

SHPO Response Due: 3/30/2003

Associated R&C #:

Date of Letter: 2/24/2003

Could not find previous file _____

County: SCOTT

Town: DAVENPORT

LOGGED OUT

File Agency: HUD

Project Title: CITY OF DAVENPORT - EASTERN IOWA INDUSTRIAL CENTER - PROP RAIL PROJ
IN INDUSTRIAL CENTER - 2200 W SLOPERTOWN RD -

ROUTED TO:

Received

2/28/2003

Initials

Signoff Date

Form Letter to Send:

No Comment: _____

Archaeology: DKH

DKH 3/4/03

IVF: _____

Architectural History: BAM

BAM 3/27/03

No HP: _____

Send Response Card

History: _____

Forego: _____

FONSI: _____

Architecture: _____

More Information Requested:

Send Information:

Bureau Chief: _____

Site Sheets: _____

Part 800: _____

SHPO: _____

Photos: _____

PDQ106: _____

106 Coordinator: _____

PDQ106: _____

Consultant List: _____

Attachment "A" Reporting Category:

Agency: _____

NADB Form: _____

106 Flow Chart: _____

Federal Review: HUD

HADB Form: _____

Guidelines: _____

State/Local Review: _____

Map: _____

Site Sheets/Traces: _____

Secondary Agencies: _____

Opinion: _____

Other: _____

106 Step by Step: _____

Burials Info: _____

Opinion of Eligibility Property: _____

(should have an Effect checked)

106 Project Finding: _____

Noneligible Properties (Inventory Number or Archaeological Site Number):

No Properties in Impact Area: _____

Architecture - 3 farmsteads (#s pending) 3/27/03 BAM

Effected Property (Inventory Number or Archaeological Site Number): _____

No Effect on Properties: _____

No Adverse Effect: _____

Adverse Effect: _____

No Adverse Effect w/ Conditions: _____

No Assessment of Effect: _____

SHPO Signature Date: _____

Memoranda of Agreement: _____

Programmatic Agreement: _____

Other Agreement: _____

Recon Survey Recommended: _____

Intensive Survey Recommended: _____

Data Recovery Recommended: _____

Recordation Recommended: _____

Technical Assistance Provided: _____

More Information Requested: _____

Acres: Intensive - Recon

Filing: _____

Information Disposition:

Archaeo: _____

Project Stays in R&C Files:

Site Data Moved to Inventory: _____ Report Moved to HADB: _____

A/H: _____

Project Finished - Reuse Folder: _____

File Moved to NADB: _____ File Moved to Disturbed Holding: _____

Moved to Agency Files: _____ Copy to MOA/Covenants: _____

Don't Send Response Card Until We Get Some Real Info! _____

106 Bookshelf: _____

Staff Comments:

ARCHIVED TO BE REVIEWED AT A LATER DATE

DKH 3/4/03

March 27, 2003

Mr. Bruce Berger
City of Davenport
226 W. 4th Street
Davenport, Iowa 52801

In response, please refer to R&C# 030282100

RE: HUD/IDED – SCOTT COUNTY – CITY OF DAVENPORT – EASTERN IOWA INDUSTRIAL CENTER – PROPOSED RAIL PROJECT IN INDUSTRIAL CENTER – 2200 WEST SLOPERTOWN ROAD

Dear Mr. Berger,

We have reviewed the information received in our office on February 28, 2003 concerning the proposed project for the above property. Thank you for providing the Iowa State Historic Preservation Office with the opportunity to review this undertaking. We make the following comments and recommendations based on our examination of this material and in accordance with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations, 36 CFR Part 800 (revised, effective January 11, 2001).

We agree with the Area of Potential Effects (APE) as defined for architectural properties. Further, we concur with Mr. Gavin Schermer's opinion that the three farmsteads within the APE do not appear to be eligible for listing on the National Register of Historic Places. Therefore, we concur with your finding that **No Historic Architectural Properties will be Affected** by the proposed project.

We have made these **comments** and **recommendations** according to our responsibility defined by Federal law pertaining to the Section 106 process. Please note that these comments pertain only to the architectural portion of the Section 106 Review. Should you have any additional comments or questions regarding these comments, please contact me at barbara.mitchell@dca.state.ia.us or at 515.281.4013. We look forward to further consultation with you regarding the archaeological survey of the proposed rail project.

Sincerely,



Barbara A. Mitchell, Architectural Historian
Iowa State Historic Preservation Office

cc: Leslie Leager, IDED

REQUEST FOR SHPO COMMENT ON A PROJECT

FEB 28 2003

Submit one copy with each property for which our comment is requested. Please print or type.

Return to: State Historical Society of Iowa, Community Programs Bureau, 600 E. Locust St, Des Moines, IA 50319-0290

I. GENERAL INFORMATION

[X] This is a new submittal

[] This is more information relating to SHPO R&C #: 030282100

- a. Property Name: Rail Project
b. Property Street & Number: Roughly 2200 W. Slopertown Rd.
c. County: Scott City: Davenport Zip: 52804
d. Federal Agency (supplying funds, assistance, license, permit): City via HUD
e. Contact Person on Project: Bruce Berger Phone: 563-328-6706
f. Return Address: 226 W. 4th Street, Davenport, IA Zip: 52801

II. IDENTIFICATION OF HISTORIC PLACES AND FINDING OF PROJECT EFFECT

Scope of Effort Applied

- [] As agreed in programmatic or other agency agreements with SHPO (if applicable)
[X] Includes the attached elements required under 36 CFR 800.4(a)
[X] Area of potential effects, as defined in 800.16(d), is shown on map
[X] Existing information has been reviewed on historic properties in the property area at SHPO office and/or other locations of inventory data
[X] Information has been sought from parties likely to have knowledge about historic properties in the project area
[X] Information gathered from Indian tribes, as appropriate

Identification Results

History and Architecture

[X] An attached Iowa Site Inventory form is completed for each building 50 years of age or older

Archaeology

- [X] Yes [] No The project will involve excavation
If yes, submit all of the following information (use attachments of necessary)
[] Precise project location map (preferably U.S.G.S. 7.5 min Quad with name, date, & location)
[] Site plan showing limits of proposed excavation
[] Number of acres in project
[] Legal location: Section(s) Township(s) Range(s) See attached
[] Description of width and depth of proposed excavation and current conditions of project area

Findings

- [X] No historic properties will be affected (i.e., none are present or there are historic properties present but the project will have no effect upon them) and adequate documentation under 800.11 is provided, including:
[X] A description of the undertaking, specifying the Federal involvement, and its area of potential effects, including photographs, maps, drawings, as necessary and
[X] A description of the steps taken to identify historic properties, including, as appropriate, efforts to seek information pursuant to 800.4(b) and
[X] The basis for determining that no historic properties are present or affected.
[] An historic property will be affected for which documentation is provided as required in 36 CFR Part 800.11(e) and, in applying the criteria of adverse effect under 800.5, propose that the project be considered to have:
[] A No Adverse Effect under which, in consultation with the SHPO, the project will be modified or conditions imposed to avoid adverse effects.
[] An Adverse Effect is found and the applicant, or other federally authorized representative, will consult with the SHPO and other consulting parties to resolve the adverse effect under 800.6

III. APPLICANT CERTIFICATION

By providing the information and findings requested above, I understand that:

- [X] If "No Historic Properties" will be affected and I have provided adequate documentation under 800.11, the SHPO has 30 days from receipt to object to the finding, after which the applicant's responsibilities under section 106 of the Historic Preservation Act are fulfilled
[] If the project is proposed to have "No Adverse Effect" on an historic property and I have provided adequate documentation under 800.11, failure of the SHPO to respond within 30 days from receipt of the finding shall be considered agreement of the SHPO with the finding

Authorized Signature: [Signature] 2/24/03
type name below -> Ken Oestreich

Date: 2/11/03

IV. State Historic Preservation Office Comment

Architecture only
[X] Agree with the finding in section I above (move to reader's file) [] See attached follow-up letter
[] Object to the finding for reasons indicated in attached letter
[] Cannot review until information is sent as follows:
Authorized Signature: Barbara Mitchell Date: March 27 2003
Please mail a copy of this signed statement to your contact person at the Federal Agency

Pudenz, Jay

From: Bradley <bradley.weisenburger@aol.com>
Sent: Monday, June 08, 2015 9:49 AM
To: Pudenz, Jay
Subject: Fwd: Davenport Airport research
Attachments: 82-05221.pdf; ATT00001.htm

FYI please file in your records.

Begin forwarded message:

From: "Hirt, Don [DCA]" <Don.Hirt@iowa.gov>
Date: June 8, 2015 at 9:03:31 AM CDT
To: Bradley Weisenburger <bradley.weisenburger@aol.com>
Subject: RE: Davenport Airport research

Hi Brad,

Here is the scan for Inventory 82-05221. No charge.

The other image you sent did not capture a specific Inventory Number. Looks like it just captured the background map info. Sometimes if you do not click on the exact center of a point you get the background data.

For a file or two I typically do not charge.

Hope this helps.

Don Hirt

GIS and Inventory Coordinator, State Historic Preservation Office
don.hirt@iowa.gov | 515.281.7803 | iowahistory.org

Iowa Arts Council | Produce Iowa | State Historical Society of Iowa

Iowa Department of Cultural Affairs

Share your stories using #iowahistory

From: Bradley Weisenburger [<mailto:bradley.weisenburger@aol.com>]
Sent: Thursday, June 04, 2015 11:51 PM
To: Hirt, Don [DCA]; Higginbottom, Daniel [DCA]
Subject: Re: Davenport Airport research

Good Morning - I spent some time at the OSA I-site and came up with 2 project object id numbers. I have attached the information. I would be willing to engage your agency to research these two sites. Can you get me an estimate of staff hours you would likely charge before I give you a notice to proceed?

Thanks - Bradley Weisenburger

> On Jun 4, 2015, at 10:46 AM, Hirt, Don [DCA]
> <Don.Hirt@iowa.gov> wrote:
>

> Hi Brad,
>
> We charge \$30 per hour for staff time. \$5 per PDF scan for documents that we have already scanned. 25 cents per page to do new scans. We email the PDF files. If they are large we split them down to below 10Mb so that they will email OK.
>
> We can send you city lists or rural lists of properties in your county to help you decide which files you wish to have us scan.
>
> We would invoice you for the work.
>
> Does this cover what you needed?
>
> Let me know.
>
> Sincerely,
>
> Don
Hirt
> GIS and Inventory Coordinator, State Historic Preservation Office
>
> don.hirt@iowa.gov | 515.281.7803 | iowahistory.org
>
> Iowa Arts Council |
Produce Iowa | State Historical Society of Iowa
> Iowa Department of Cultural
Affairs
>
> Share your stories using #iowahistory
>
> -----Original
Message-----
> From: Higginbottom, Daniel [DCA]
> Sent: Thursday, June 04,
2015 10:00 AM
> To: Hirt, Don [DCA]
> Subject: FW: Davenport Airport research

>
> Don-
>
> I think that you could answer this one better than me.
>

> Dan
>
> -----Original Message-----
> From: Bradley

[\[mailto:bradley.weisenburger@aol.com\]](mailto:bradley.weisenburger@aol.com)

> Sent: Thursday, June 04, 2015 9:55

AM

> To: Higginbottom, Daniel [DCA]

> Subject: Davenport Airport research

>

> Good Morning Daniel- if I wanted to pay Iowa staff to complete the research I need, how would I go about it? Should I send you a list of questions? Do I pay up front or would you bill me?

>

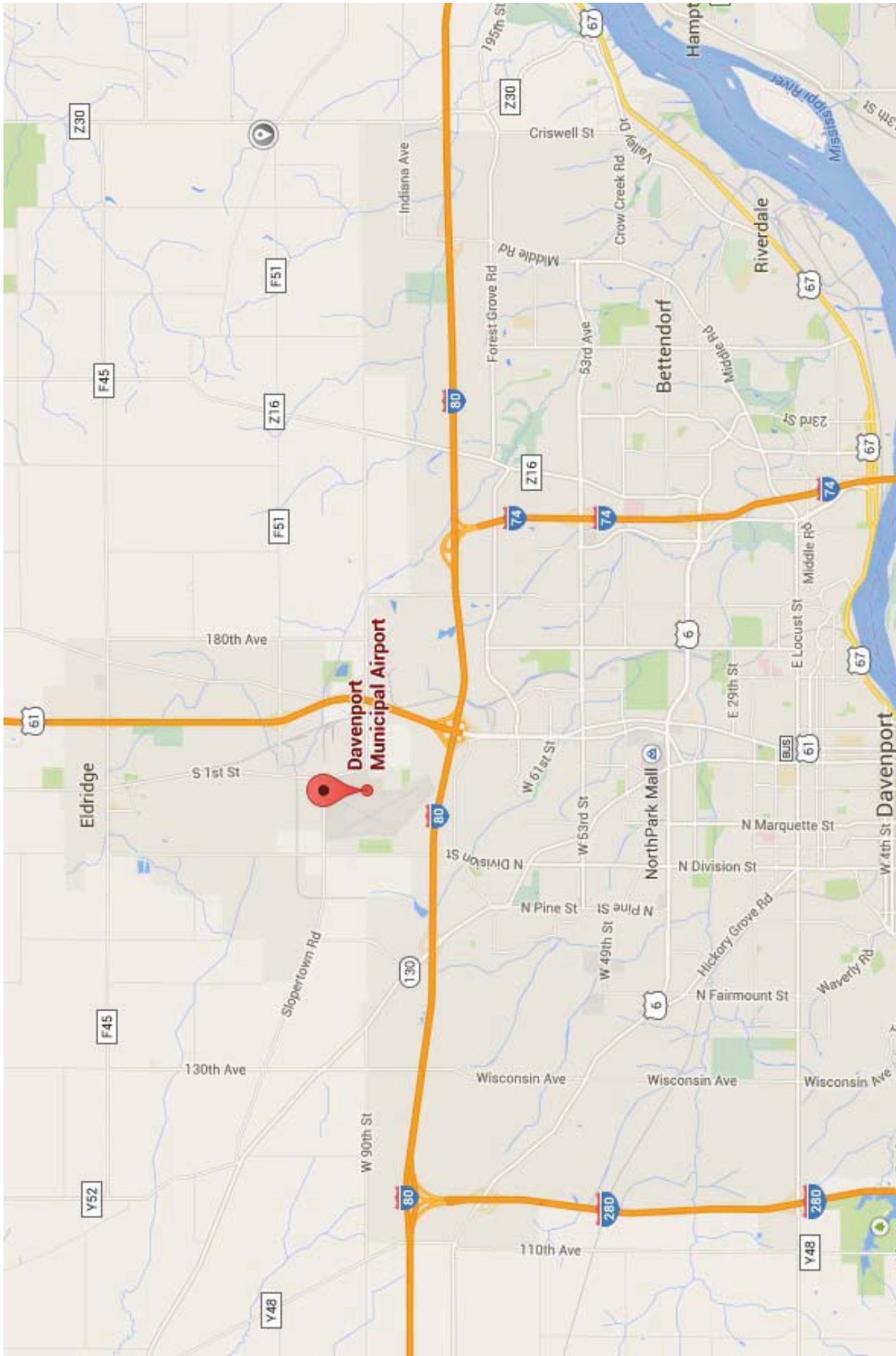
> Thanks!!!

>

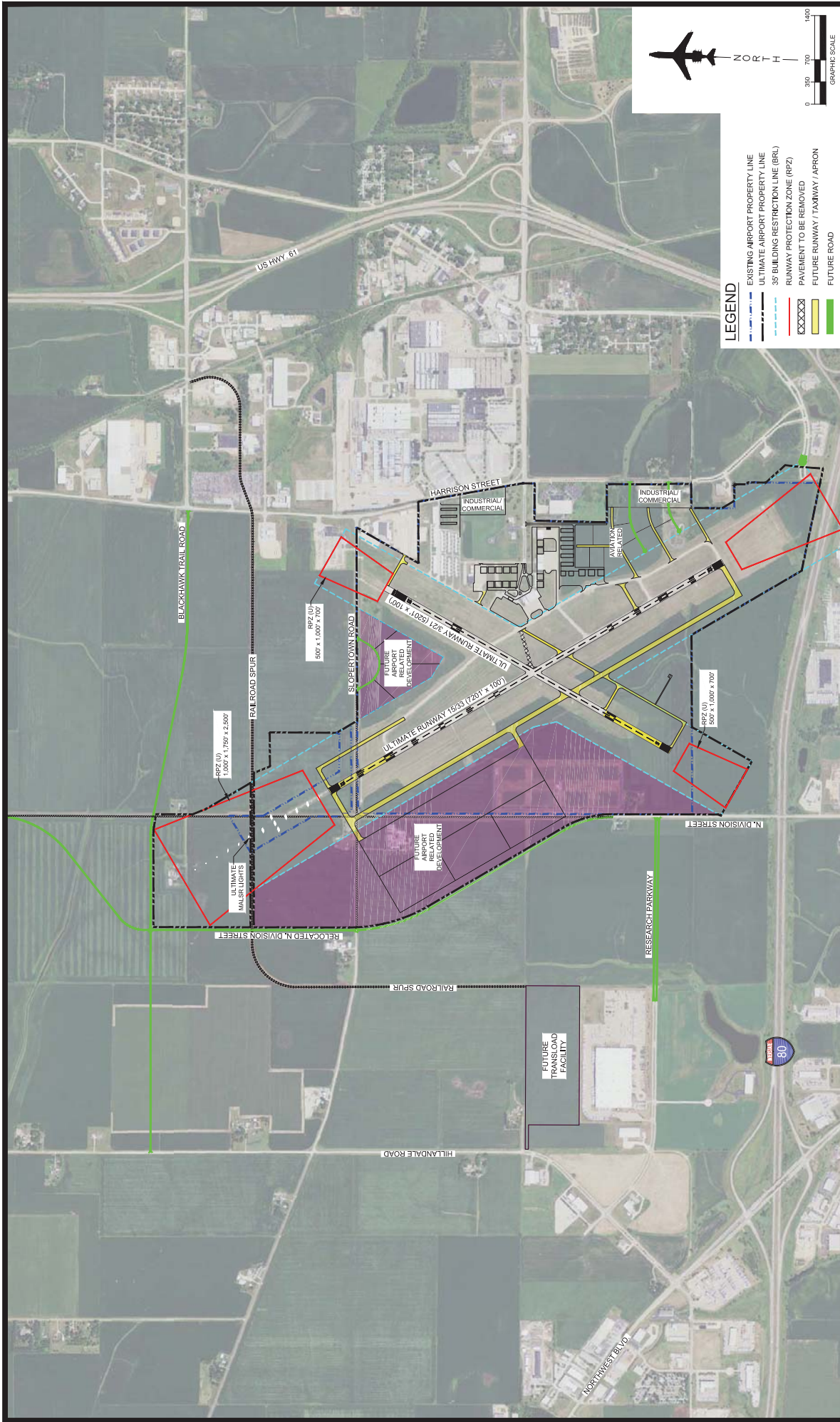
> Brad Weisenburger

>

913-221-6846



Source: Google Maps



- LEGEND**
- EXISTING AIRPORT PROPERTY LINE
 - - - ULTIMATE AIRPORT PROPERTY LINE
 - - - 35' BUILDING RESTRICTION LINE (BRL)
 - RUNWAY PROTECTION ZONE (RPZ)
 - XXXXXX PAVEMENT TO BE REMOVED
 - FUTURE RUNWAY / TAXIWAY / APRON
 - FUTURE ROAD

**DAVENPORT MUNICIPAL AIRPORT
PROPOSED DEVELOPMENT**

1360 NW 121st Street
Clive, IA 50325
515-964-1225
fax: 515-964-2370

building strong communities.



FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 4-8-2015				
Name of Project Davenport Municipal Airport		Federal Agency Involved Federal Aviation Administration				
Proposed Land Use Airport Expansion		County and State Scott County, Iowa				
PART II (To be completed by NRCS)		Date Request Received By NRCS		Person Completing Form:		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated		
Major Crop(s)		Farmable Land In Govt. Jurisdiction Acres: %		Average Farm Size		
Name of Land Evaluation System Used		Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS		
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly		50				
B. Total Acres To Be Converted Indirectly		190				
C. Total Acres In Site		240				
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland						
B. Total Acres Statewide Important or Local Important Farmland						
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted						
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value						
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)						
PART VI (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)	9			
2. Perimeter In Non-urban Use		(10)	7			
3. Percent Of Site Being Farmed		(20)	20			
4. Protection Provided By State and Local Government		(20)	0			
5. Distance From Urban Built-up Area		(15)	0			
6. Distance To Urban Support Services		(15)	0			
7. Size Of Present Farm Unit Compared To Average		(10)	5			
8. Creation Of Non-farmable Farmland		(10)	10			
9. Availability Of Farm Support Services		(5)	5			
10. On-Farm Investments		(20)	15			
11. Effects Of Conversion On Farm Support Services		(10)	0			
12. Compatibility With Existing Agricultural Use		(10)	5			
TOTAL SITE ASSESSMENT POINTS		160	76	0	0	0
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	0	0	0	0
Total Site Assessment (From Part VI above or local site assessment)		160	76	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	76	0	0	0
Site Selected: Site A		Date Of Selection 08-2014		Was A Local Site Assessment Used?		
				YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		
Reason For Selection:						
Name of Federal agency representative completing this form:					Date:	

(See Instructions on reverse side)

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

- Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, <http://fppa.nrcs.usda.gov/lesa/>.
- Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s) of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map, or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)
- Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.
- Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.
- Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.
- Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.
- Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

(For Federal Agency)

Part I: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.
2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.

Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site A}$$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

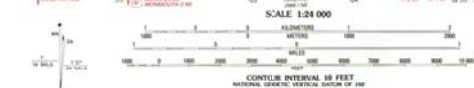
NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

DAVENPORT EAST QUADRANGLE
IOWA-ILLINOIS
7.5 MINUTE SERIES (TOPOGRAPHIC)



Produced by the United States Geological Survey
Control by USGS and NOAA
Compiled from aerial photographs taken 1966
Field checks 1968 Map revised 1971
Projection: Iowa coordinate system,
south zone (Bathymetric conformal cone)
10,000-foot grid ticks: Iowa coordinate system,
south zone (Bathymetric conformal cone)
1:250,000 National Geologic Map Series, sheet 15
1927 North American Datum
The difference between 1927 North American Datum and North
American Datum of 1983 (NAD 83) for 15-minute intersections
is given in USGS Bulletin 1475. The NAD 83 is shown by
dashed corner ticks
There may be private subdivisions within the boundaries of
the National or State reservations shown on this map
Gray tint indicates areas in which only landmarks buildings are shown
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unclassified



ROAD CLASSIFICATION
 Primary highways: Like-duty road, hard or
 hard surface Improved surface
 Secondary highways: Like-duty road, hard or
 hard surface Unimproved road
 Interstate Route U. S. Route State Route



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
 IOWA GEOLOGICAL SURVEY, IOWA CITY, IOWA 52240
 AND ILLINOIS GEOLOGICAL SURVEY, CHAMPAIGN, ILLINOIS 61820
 A FOLD-OUT DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

DAVENPORT EAST, IOWA-ILL.
 4190 E3-11 021
 1991
 DMA 240 8 5C-SERIES 1974

AUG 1992

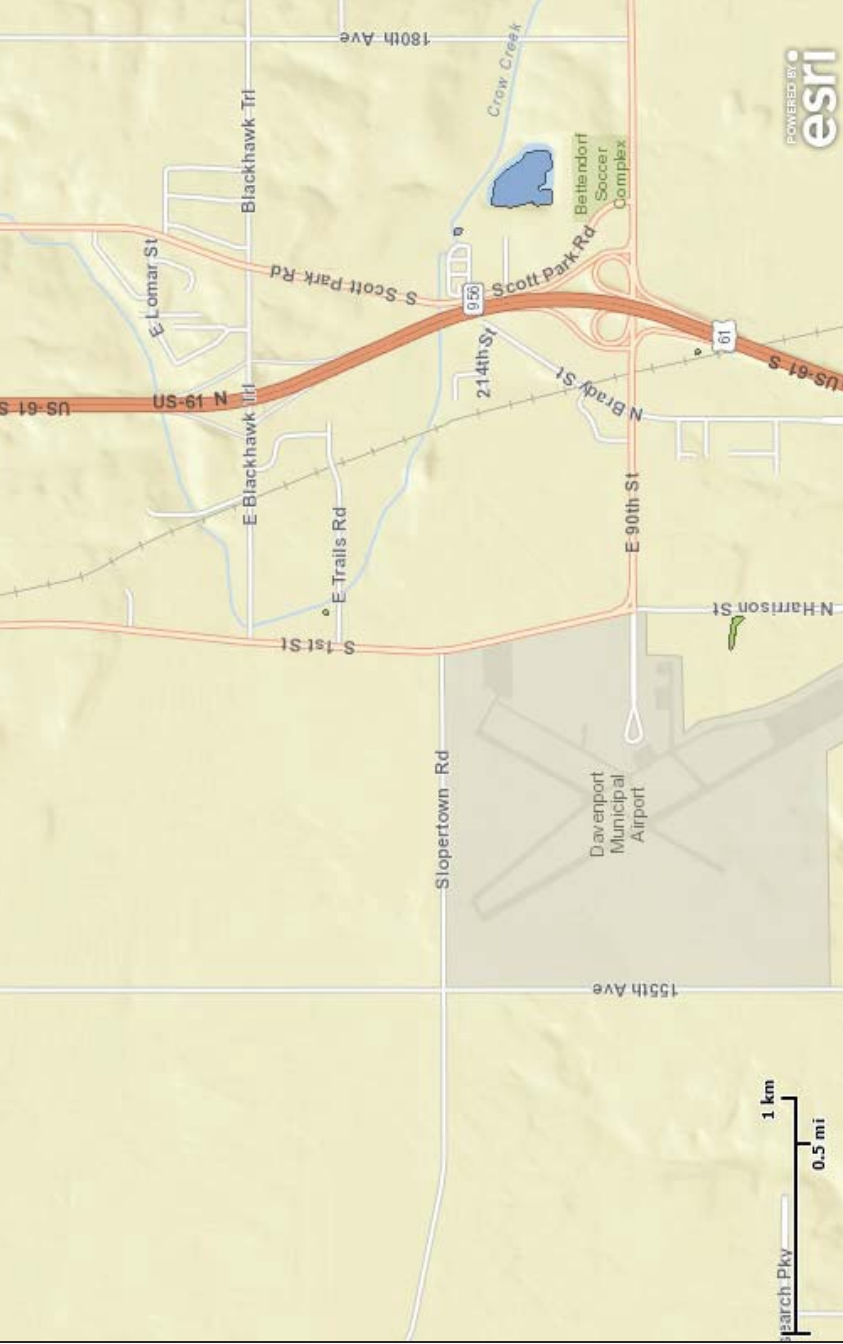


U.S. Fish and Wildlife Service

National Wetlands Inventory

DVN Wetland North

Mar 9, 2015



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.

User Remarks:

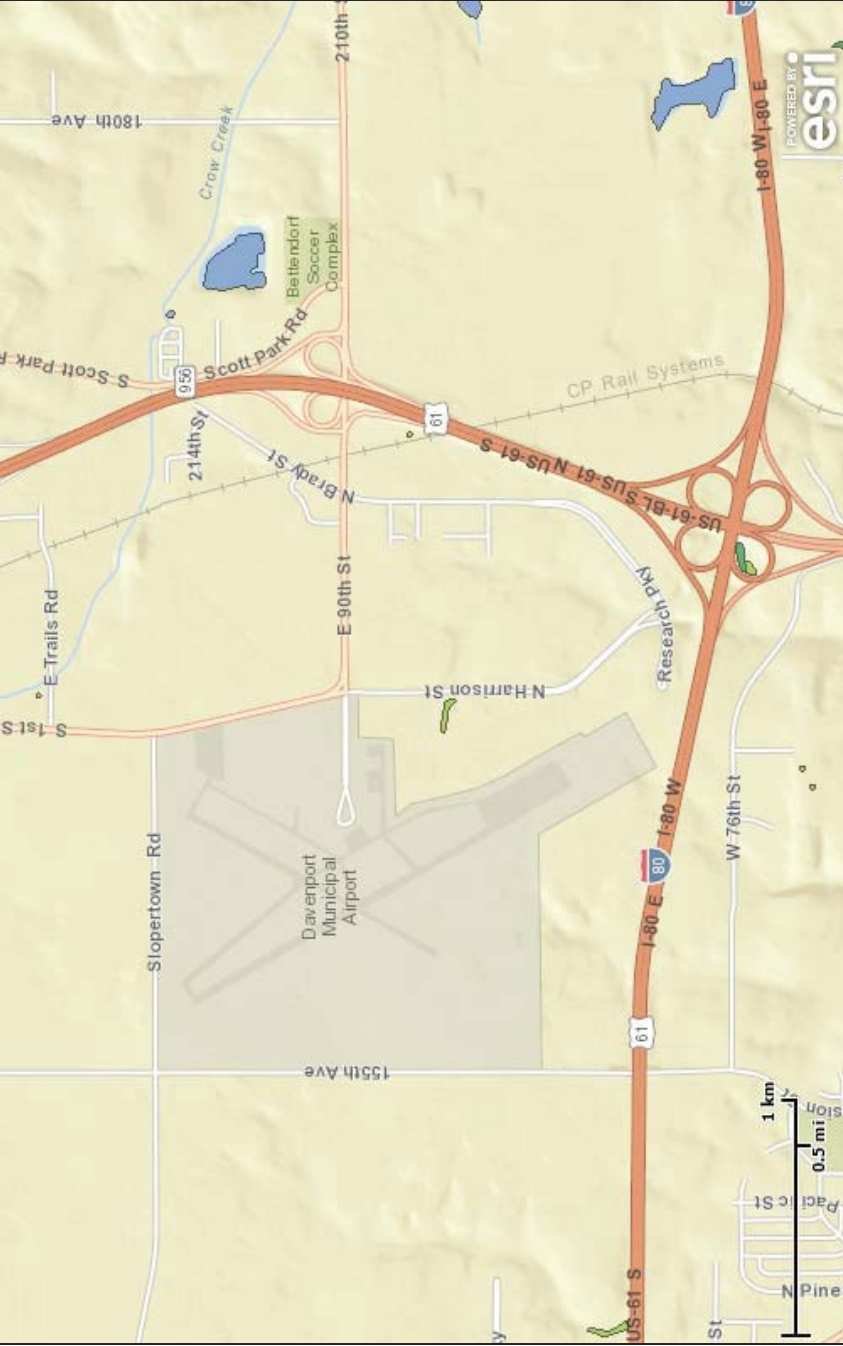


U.S. Fish and Wildlife Service

National Wetlands Inventory

DVN Wetlands
South

Mar 9, 2015

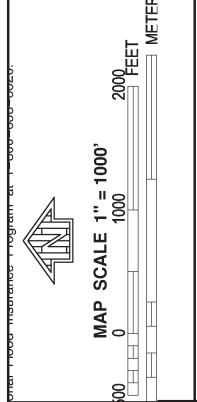


Wetlands

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

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.

User Remarks:



INFLIP
NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0355F
FIRM
FLOOD INSURANCE RATE MAP
SCOTT COUNTY,
IOWA
AND INCORPORATED AREAS

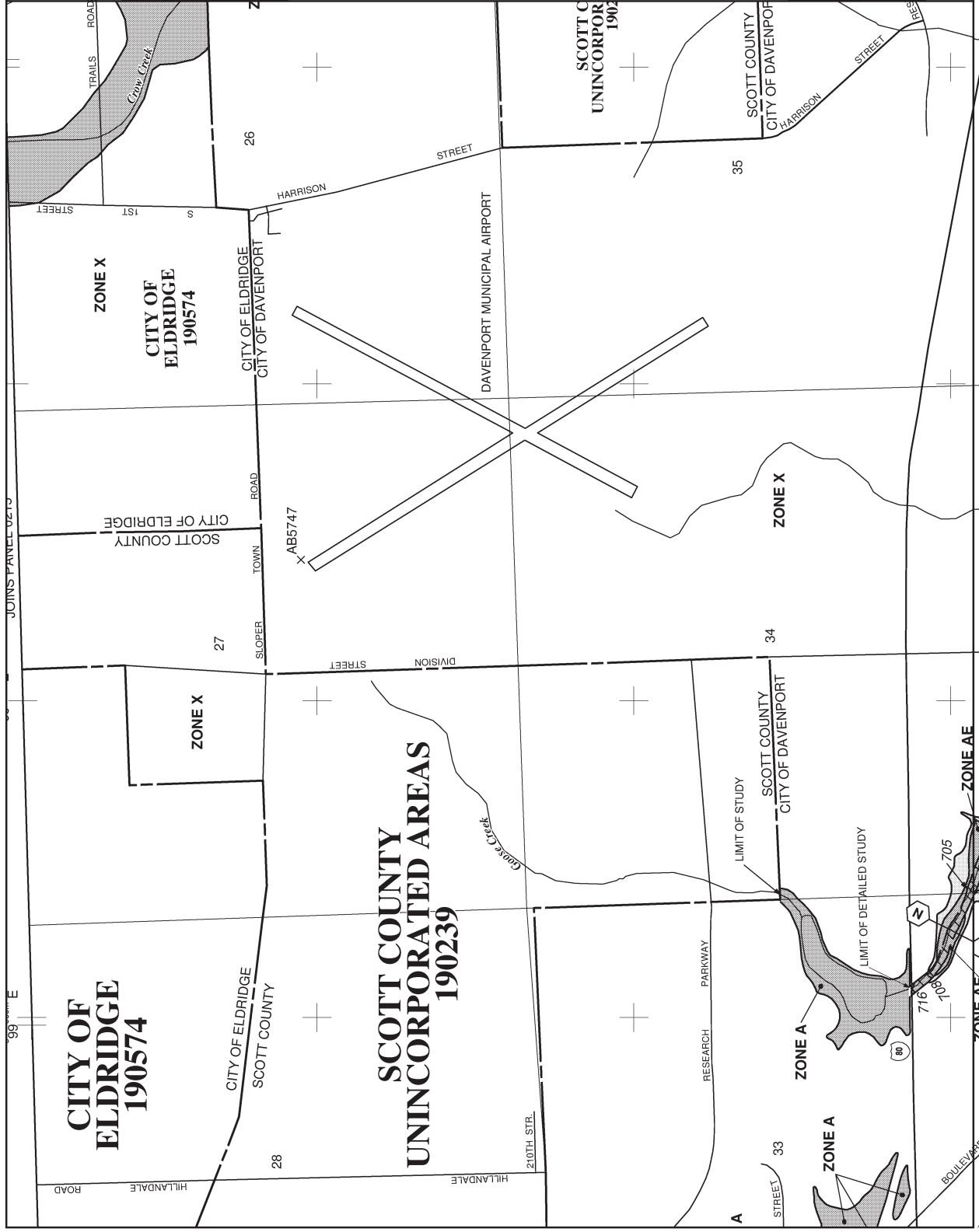
PANEL 355 OF 500
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:
 NUMBER PANEL SUFFIX
 190239 0355 F
 190574 0355 F

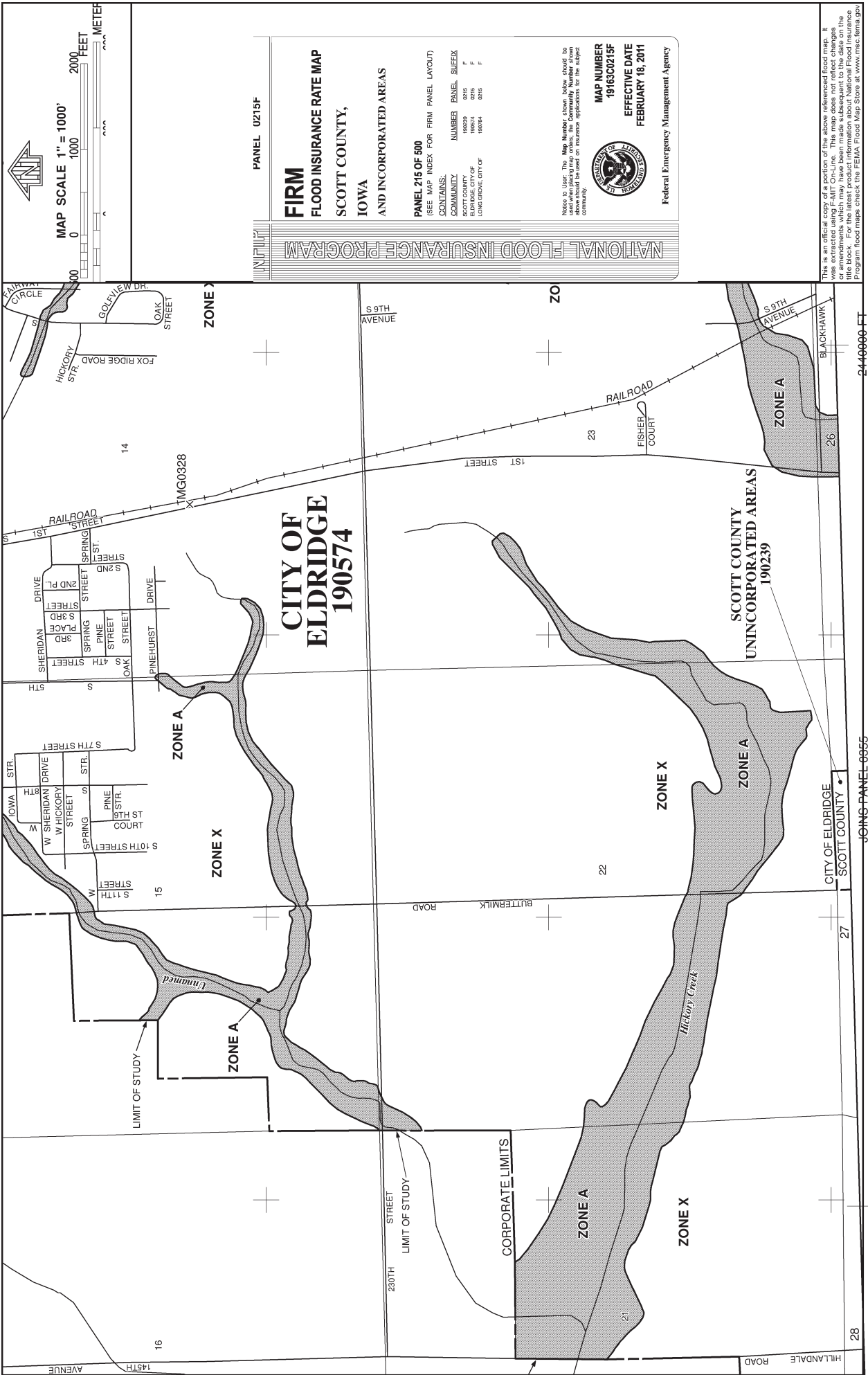
This is an official copy of a portion of the above referenced flood map. It was corrected using the most current data available. This map does not reflect changes in the National Flood Insurance Program that may occur after the date of the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

MAP NUMBER
19163C0355F
EFFECTIVE DATE
FEBRUARY 18, 2011

Federal Emergency Management Agency



This is an official copy of a portion of the above referenced flood map. It was corrected using the most current data available. This map does not reflect changes in the National Flood Insurance Program that may occur after the date of the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



FIRM
FLOOD INSURANCE RATE MAP
SCOTT COUNTY,
IOWA
AND INCORPORATED AREAS

PANEL U215F

PANEL 215 OF 500
 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:
 NUMBER PANEL SUBJECT
 COMMUNITY 190239 F
 SCOTT COUNTY 0215 F
 ELDRIDGE CITY OF 190574 F
 LONG GROVE CITY OF 190764 0215 F

Notice to User: The Map Number shown below should be used when preparing maps outside the Community Number shown above. This information should not be used for insurance applications for the subject community.

MAP NUMBER
1916SC0215F
EFFECTIVE DATE
FEBRUARY 18, 2011

FEDERAL EMERGENCY MANAGEMENT AGENCY

This is an official copy of a portion of the above referenced flood map. It was extracted using the National Flood Insurance Program (NFIP) software. The map does not show changes to the flood zones that may have occurred since the date of the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

2440980-FT

JOINS PANEL-0855

28



January 11, 2016

1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

Mr. Scott Tener, P.E.
Federal Aviation Administration
Central Region
Airports Division (ACE-600), Room 364
901 Locust St.
Kansas City, MO 64106-2325

**Re: Phase I Intensive Archaeological and Architectural Survey
Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa**

Dear Mr. Tener,

Please find enclosed "A Phase I Intensive Archaeological Survey and Intensive Level Architectural Survey for Proposed Improvements to the Davenport Municipal Airport, City of Davenport, Scott County, Iowa" conducted by Wapsi Valley Archaeology and Principal Investigator Toby A. Morrow. It was concluded that no archaeological, architectural, or historical sites within the Area of Potential Effect are eligible for inclusion within the National Register of Historic Places. Wapsi Valley Archaeology therefore recommends no further cultural resource investigations are needed for this project location.

Please contact me at 515-964-1229 or via email at jpudenz@mecresults.com with any questions or comments.

Sincerely,

McCLURE ENGINEERING COMPANY

A handwritten signature in black ink, appearing to read "Jay Pudenz", written over a white background.

Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosure: *A Phase I Intensive Archaeological Survey and Intensive Level Architectural Survey for Proposed Improvements to the Davenport Municipal Airport, City of Davenport, Scott County, Iowa*



U.S. Department
Of Transportation

**Federal Aviation
Administration**

Central Region
Iowa, Kansas
Missouri, Nebraska

901 Locust
Kansas City, Missouri 64106-2325

January 20, 2016

Mr. Douglas Jones
Review & Compliance Program Manger
State Historical Society of Iowa
State Historic Preservation Office
600 E. Locust Street
Des Moines, Iowa 50319-0290

Davenport Municipal Airport
Davenport, Iowa
Section 106 Coordination
SHPO R&C #150482062

Dear Mr. Jones:

We are providing the information requested in your email dated June 29, 2015 for the above subject project in accordance with the Section 106 process. Based on the enclosed Phase I Cultural Resources Survey of the proposed airport expansion project, it does not indicate evidence of historic properties. I have enclosed the "Request for SHPO Comment on a Project" form for the proposed improvements and request your concurrence with a "No Historic Properties will be Affected" finding. The airport will be required to contact your office if archaeological resources are uncovered during the project.

If you have any questions, please contact me at scott.tener@faa.gov or (816) 329-2639.

Sincerely,

Original Signed By
Scott D. Tener
Scott Tener, P.E.
Environmental Specialist

Enclosure: Phase 1 Intensive Archeological and Architectural Survey
Request for SHPO Comment on a Project

cc: Mr. Jay Pudenz, P.E., McClure (letter only)

REQUEST FOR SHPO COMMENT ON A PROJECT

Submit one copy with each property for which our comment is requested. Please print or type.

Return to: State Historical Society of Iowa, State Historic Preservation Office, 600 E. Locust St, Des Moines, IA 50319-0290

I. GENERAL INFORMATION

This is a new submittal

This is more information relating to SHPO R&C #: 150482062

- a. Property Name: Davenport Municipal Airport (Environmental Assessment for Airport Improvements)
- b. Property Street & Number: 9230 Harrison Street
- c. County: Scott City: Davenport Zip: 52806
- d. Federal Agency: FAA Federal Funding Program/Permit: AIP
- e. Agency Project No.: 3-19-0024-017-2012 If HUD, circle one: 24 CFR Part 50 or Part 58
- f. Contact Person on Project: Scott Tener Phone: 816-329-2639
- g. Contact Address: FAA ACE-611F, 901 Locust, Kansas City, MO Zip: 64116 email: scott.tener@faa.gov

II. IDENTIFICATION OF HISTORIC PLACES

Scope of Effort Applied

As agreed in programmatic or other agency agreements with SHPO (if applicable)

Includes the attached elements required under 36 CFR 800.4(a)

- 1) Area of potential effects, as defined in 800.16(d), is shown on map
- 2) Existing information has been reviewed on historic properties in the property area at SHPO office and/or other locations of inventory data
- 3) Information has been sought from parties likely to have knowledge about historic properties in the project area
- 4) Information gathered from Indian tribes, as appropriate

Identification Results

History and Architecture

An attached Iowa Site Inventory form is completed for each building 50 years of age or older

Archaeology

Yes No The project will involve excavation

If yes, submit all of the following information

- 1) Precise project location map (preferably U.S.G.S. 7.5 min Quad with name, date, & location)
- 2) Site plan showing limits of proposed excavation
- 3) Number of acres in project _____
- 4) Legal location: Section(s) _____ Township(s) _____ Range(s) _____
- 5) Description of width and depth of proposed excavation and current conditions of project area

III. APPLICANT CERTIFICATION (Check Either Adverse Effect or No Adverse Effect for Historic Property Affected category)

Findings (Check One)

No historic properties will be affected (i.e., none are present or there are historic properties present but the project will have no effect upon them) and adequate documentation under 800.11 is provided, including:

- 1) A description of the undertaking, specifying the Federal involvement, and its area of potential effects, including photographs, maps, drawings, as necessary **and**
- 2) A description of the steps taken to identify historic properties, including, as appropriate, efforts to seek information pursuant to 800.4(b) **and**
- 3) The basis for determining that no historic properties are present or affected.

I understand that the SHPO has 30 days from receipt to object to the finding, after which the applicant's responsibilities under Section 106 of the Historic Preservation Act are fulfilled.

An historic property will be affected for which documentation is provided as required in 36 CFR Part 800.11(e) and, in applying the criteria of adverse effect under 800.5, propose that the project be considered to have **(Check One)**:

- A **No Adverse Effect** under which, in consultation with the SHPO, the project will be modified or conditions imposed to avoid adverse effects. I understand that failure of the SHPO to provide a dated response within 30 days from receipt to the finding shall be considered agreement of the SHPO with the finding
- An **Adverse Effect** is found and the applicant, or other federally authorized representative, will consult with the SHPO and other consulting parties to resolve the adverse effect under 800.6

Federally Authorized Signature: _____

Type name below →

Scott Tener

Date: 1/20/16

IV. STATE HISTORIC PRESERVATION OFFICE COMMENT

<input checked="" type="checkbox"/> Agree with the finding in section III above (move to reader's file)	<input type="checkbox"/> See attached follow-up letter
<input type="checkbox"/> Object to the finding for reasons indicated in attached letter	
<input type="checkbox"/> Cannot review until information is sent as follows: _____	
Authorized Signature: <u>Douglas W. Jones</u>	Date: _____
<u>REVIEW & COMPLIANCE PROGRAM MANAGER, SHSI</u>	

Appendix B:
AGENCY CORRESPONDENCE
RECEIVED

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STATE OF IOWA

TERRY E. BRANSTAD, GOVERNOR
KIM REYNOLDS, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

April 14, 2015

Jay A. Pudenz
McClure Engineering
1360 NW 121st St., Ste. A
Clive, IA 50325

Re: Environmental Assessment
Davenport Municipal Airport
Davenport, IA

Dear Mr. Pudenz,

I have reviewed your request for information on the proposed project area which is in the Field Office #6 region. I have discussed your letter with several of our staff and we advise you that you will need to obtain NPDES permits for this proposed work. The major projects you have listed will have substantial earthwork involved. You will need to apply for a General Permit No. 2, Storm Water Discharge Associated with Industrial Activity for Construction Activities, effective October 1, 2012, to October 1, 2017.

For more information on General Permit No. 2 please refer to the weblink below or Google *Iowa DNR Storm water* which should provide the link to the DNR website.

<http://www.iowadnr.gov/InsideDNR/RegulatoryWater/NPDESStormWater/PermittingRequirementsInfo.aspx>

In addition, you should contact the City of Davenport staff and inquire if you are required to apply for a City of Davenport COSESCO permit. I have the attached information sheet from the City of Davenport website.

Also, if any portion of the airport construction is in the City of Eldridge you will need to contact the City of Eldridge Inspection Department (563) 285-4841 to inquire if you will need to obtain a permit from the city.

Sincerely,

A handwritten signature in black ink, appearing to read "Deborah J. Quade".

Deborah J. Quade
Environmental Program Supervisor

Enclosure: City of Davenport information

Davenport Iowa

COSESCO Program - Construction Sites Disturbing One or More Acres

1. Apply for an IDNR NPDES General Permit #2 Authorization.

All prospective owners or operators of construction projects that will disturb one or more acres of total land area must apply for coverage under the Iowa Department of Natural Resources (IDNR) NPDES General Permit #2 for Industrial Activities Associated with Construction Activities prior to construction.

The IDNR NPDES permitting process requires the development of a Storm Water Pollution Prevention Plan (SWPPP) and the submission of a Notice of Intent (NOI).

Inquire about the IDNR Stormwater program at:

Phone: 515-281-7017

Website: <http://www.iowadnr.com/water/stormwater/index.html>

Stormwater forms downloaded at: <http://www.iowadnr.com/water/stormwater/forms.html>

2. Apply for a City of Davenport COSESCO Permit

During the IDNR stormwater permitting process, a Construction Site Erosion and Sediment Control (COSESCO) application must be submitted to the City of Davenport Natural Resources Division of Public Works for review and permit issuance.

The following information must be supplied and reviewed/approved before a permit will be issued.

1. A properly completed [COSESCO application](#)
2. A reviewed and approved Storm Water Pollution Prevention Plan (SWPPP)
3. A copy of the IDNR Notice of Intent (NOI)
4. An issued IDNR General Permit #2 Authorization Number
5. A reviewed and approved grading plan, including Best Management Practices (BMPs)
6. Payment of associated [permit fees](#)

Construction activities may proceed once the COSESCO Permit has been issued and the proper installation of required Best Management Practices (BMPs) have been inspected and approved by the Soil Erosion Inspector.



Site Design and Content © 2013 [City of Davenport, Iowa](#)
Site Design by [eGov Strategies LLC](#)



STATE OF IOWA

TERRY E. BRANSTAD, GOVERNOR
KIM REYNOLDS, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

April 15, 2015

Jay A. Pudenz
Project Manager
McClure Engineering Company
1360 NW 121st Street
Clive, Iowa 50325

Dear Mr. Pudenz:

The Iowa Department of Natural Resources (DNR) Air Quality Bureau received your letter, dated April 10, 2015, requesting comments on a planned Environmental Assessment of a proposed airport development project at the Davenport Municipal Airport, in Davenport, Iowa.

The DNR is the regulatory authority for the air quality programs described below. These programs may or may not apply to the proposed project described in your letter.

- **Construction Permitting Requirements**

DNR issues construction permits for new and modified sources of air pollutants. If the project should include any new air emission units, including portable equipment such as cement batch plants, asphalt plants, or limestone crushing plants, the project may be subject to these construction permitting requirements. Please visit our website at <http://www.iowadnr.gov/InsideDNR/RegulatoryAir/ConstructionPermits.aspx> for more information or contact our permit hotline at 1-877-AIR-IOWA. You may also wish to review the rules for permitting contained in 567 Iowa Administrative Code (IAC) Chapter 22 (455B). The IAC is available on-line at <https://www.legis.iowa.gov/law/administrativeRules/agencies>.

- **Asbestos**

Building renovations, demolitions and training fires are potentially subject to the asbestos release prevention efforts under the National Emission Standards for Hazardous Air Pollutants (NESHAP) for asbestos [40 Code of Federal Regulations (CFR) Part 61, Subpart M]. The DNR has been delegated the authority to administer and enforce this program.

The asbestos NESHAP rules apply **before** renovation or demolition begin, and often require a thorough inspection and lab analysis of suspect asbestos containing material, notification to the DNR and, in some cases, proper removal and disposal. For more information, please visit our website at <http://www.iowadnr.gov/InsideDNR/RegulatoryAir/Asbestos.aspx>. You may also contact the DNR Asbestos NESHAP Coordinator, Tom Wuehr, at 515-494-8212.

- **Open Burning**

The DNR regulates open burning. "Open burning" is the burning of combustible materials where the products of combustion are emitted into the open air without passing through a chimney or stack. In general, open burning is prohibited, except for the specific exemptions listed in the state open burning rules. In particular, specific conditions apply if you wish to use burning during the clearing and grubbing of landscape waste. The open burning requirements are contained in 567 IAC rule 23.2(455B). The air quality rules for open burning and other information are available at <http://www.iowadnr.gov/Environment/AirQuality/OpenBurning.aspx>.

- **Fugitive Dust**

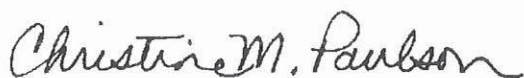
The DNR administers regulations that pertain to fugitive dust. In general, owners or operators must take reasonable precautions to prevent fugitive dust from becoming airborne and crossing the property line. These regulations, which may be applicable to this project, are contained in 567 IAC paragraph 23.3(2)"c", and can be found at the website indicated in the Construction Permitting Requirements section noted above.

- **Opacity**

The DNR administers regulations that pertain to opacity (visible emissions). In general, visible emissions in excess of 40 percent opacity are not allowed unless specifically exempted under rule. The rules for opacity, which may pertain to this project, are under paragraph 567 IAC 23.3(2)"d", and are available on-line at the link indicated in the Construction Permitting Requirements section noted above.

If you have any questions, please contact me by phone at (515) 725-9510 or by e-mail at christine.paulson@dnr.iowa.gov.

Sincerely,



Christine M. Paulson
Environmental Specialist Senior



SMARTER | SIMPLER | CUSTOMER DRIVEN

www.iowadot.gov

District 6 Davenport Field Office

PO Box 2646 | Davenport , IA 52809

Phone: 563-391-4643 | Email: douglas.rick@dot.iowa.gov

April 20, 2015

Jay A. Pudenz, P.E.
Project Manager
McClure Engineering Co.
1360 NW 121st Street, Ste A
Clive, IA 50325

Re: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa

Dear Mr. Pudenz,

This is in response to your request for comments regarding the environmental assessment for the Davenport Municipal Airport. My office deals with highways under Iowa DOT jurisdiction, so my comments pertain to the impacts to Interstate 80 that the proposed airport development may have.

It does not appear that any changes are being made at the south end of the airport near I-80. I assume that the runway protection zone (RPZ) and the 35' building restriction lines (BRL) that overlap I-80 right-of-way are not changing. Assuming that this is the case, and that the airport already has the necessary permits and/or agreements for the RPZ and BRL over I-80, I see no other concerns that my office would cover. Please verify that the necessary permits/agreements are in place. I do not keep copies of them in my office.

Thank you.

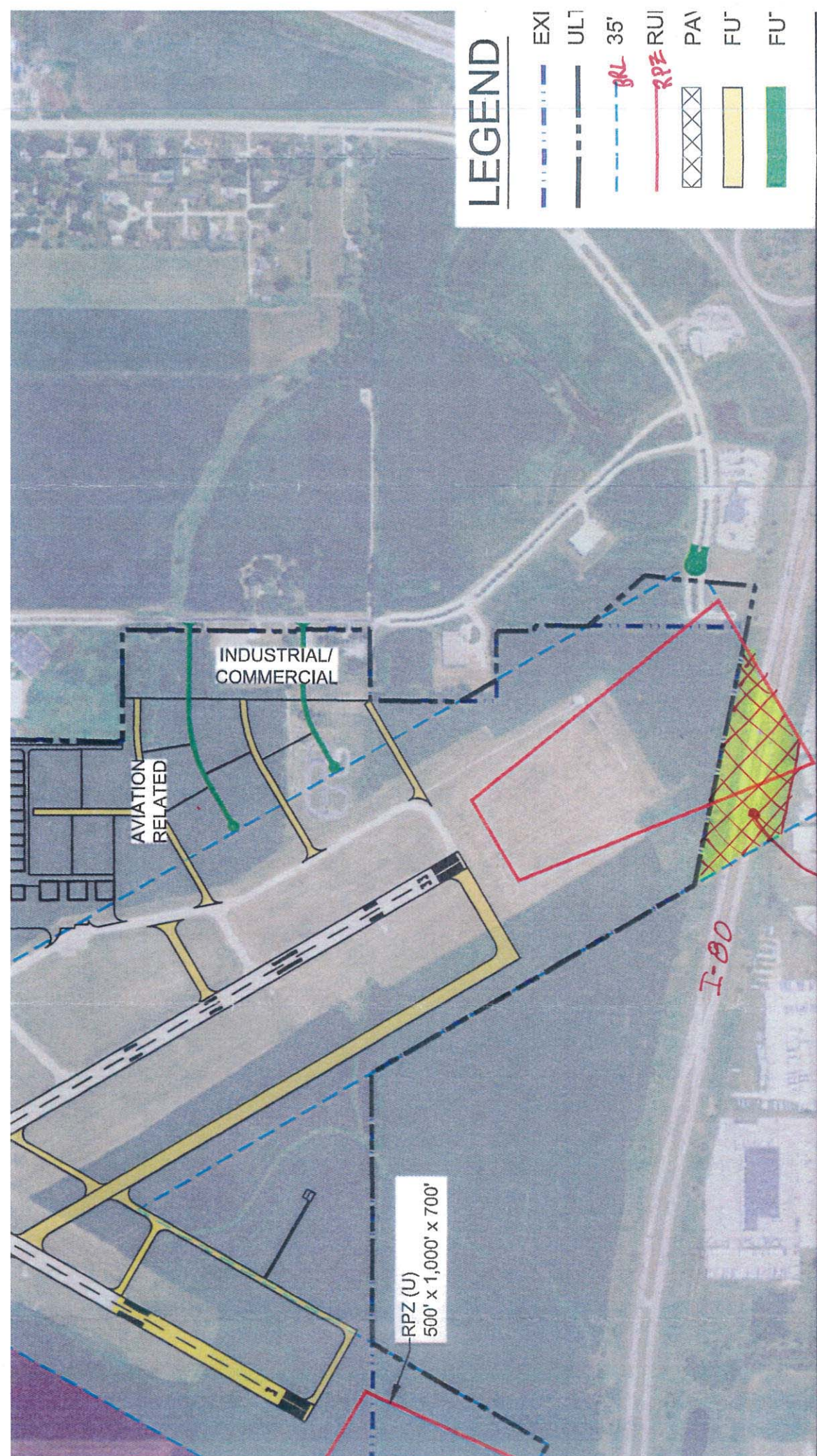
Sincerely,

A handwritten signature in black ink that reads 'Douglas L. Rick'.

Douglas L. Rick, P.E.
Area Engineer

Cc: Shane Wright, Iowa DOT Office of Aviation

Enclosure: Proposed Development Map at I-80



LEGEND

- EXI
- ULT
- BRL 35'
- RPZ RUI
- PAI
- FU'
- FU''

**DAVENPORT MUNICIPAL AIRPC
PROPOSED DEVELOPMENT**

I-80 right-of-way
Any existing agreements or permits for RPZ or BRL?

1360 NW 121st Street
Clive, IA 50325
515-964-1229
fax 515-964-2370

ommunities.



STATE OF IOWA

TERRY E. BRANSTAD, GOVERNOR
KIM REYNOLDS, LT. GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
CHUCK GIPP, DIRECTOR

April 21, 2015

McCLURE ENGINEERING
Attn: JAY PUDENZ
1360 NW 121ST ST STE A
CLIVE IA 50325

RE: Environmental Review for Natural Resources
Municipal Airport
Davenport, Ia
Scott County
Section 27, Township 79 N, Range 3 E

Dear Mr. Pudenz,

Thank you for inviting Department comment on the impact of this project. The Department has searched for records of rare species and significant natural communities in the project area and found no site-specific records that would be impacted by this project. However, these records and data are not the result of thorough field surveys. If listed species or rare communities are found during the planning or construction phases, additional studies and/or mitigation may be required.

This letter is a record of review for protected species, rare natural communities, state lands and waters in the project area, including review by personnel representing state parks, preserves, recreation areas, fisheries and wildlife but does not include comment from the Environmental Services Division of this Department. This letter does not constitute a permit. Other permits may be required from the Department or other state or federal agencies before work begins on this project.

Please reference the following DNR Environmental Review/Sovereign Land Program tracking number assigned to this project in all future correspondence related to this project: 11607.

If you have questions about this letter or require further information, please contact me at (515) 725-8464.

Sincerely,

A handwritten signature in blue ink that reads "Seth Moore".

Seth Moore
Environmental Specialist
Conservation and Recreation Division
cmc

FILE COPY: Seth Moore

Tracking Number: 11607

Pudenz, Jay

From: McClurg, Jan - NRCS-CD, Davenport, IA <Jan.McClurg@ia.nacdnet.net>
Sent: Monday, April 27, 2015 11:43 AM
To: Pudenz, Jay
Cc: Van Laere, Bruce - NRCS, De Witt, IA
Subject: Scott County Airport FPPA report
Attachments: Davenport Airport 2015 FPPA-ScottCo.pdf

Jay, You had requested a FPPA report for the Scott County Airport. Please see attached.

Jan McClurg

Secretary

Iowa Dept. of Agriculture & Land Stewardship

Scott County Soil & Water Conservation District

8370 Hillandale Rd

Davenport, IA 52806

Ph# (563) 391-1403 x 3 Fax (855) 246-1552

jan.mcclurg@ia.nacdnet.net

From: Steele, Jason - NRCS, Fairfield, IA
Sent: Monday, April 27, 2015 10:42 AM
To: Van Laere, Bruce - NRCS, De Witt, IA
Cc: McClurg, Jan - NRCS-CD, Davenport, IA
Subject: Scott County FPPA

Bruce,

Attached is the completed FPPA form for the Scott County Airport.
Please send to the appropriate individual.

Thanks,
Jason

Jason Steele
Area Resource Soil Scientist
NRCS Area Office
1805 West Jefferson Avenue, Suite 2
Fairfield, IA 52556
Natural Resources Conservation Service
United States Department of Agriculture
www.ia.nrcs.usda.gov
Phone (641) 472-8411 Extension 107
Cell (641) 919-7711

You can help Iowa NRCS improve our customer service by clicking [HERE](#) to provide feedback. <https://www.surveymonkey.com/s/VXPGB9F>

FARMLAND CONVERSION IMPACT RATING

PART I <i>(To be completed by Federal Agency)</i>	Date Of Land Evaluation Request
Name Of Project	Federal Agency Involved
Proposed Land Use	County And State

PART II <i>(To be completed by NRCS)</i>		Date Request Received By NRCS	
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply -- do not complete additional parts of this form).</i>		Yes <input type="checkbox"/>	No <input type="checkbox"/>
		Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount Of Farmland As Defined in FPPA Acres: %	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS	

PART III <i>(To be completed by Federal Agency)</i>	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	0.0	0.0	0.0	0.0

PART IV <i>(To be completed by NRCS)</i> Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

PART V <i>(To be completed by NRCS)</i> Land Evaluation Criterion Relative Value Of Farmland To Be Converted <i>(Scale of 0 to 100 Points)</i>	0	0	0	0
--	---	---	---	---

PART VI <i>(To be completed by Federal Agency)</i> Site Assessment Criteria <i>(These criteria are explained in 7 CFR 658.5(b))</i>	Maximum Points				
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	160	0	0	0	0

PART VII <i>(To be completed by Federal Agency)</i>					
Relative Value Of Farmland <i>(From Part V)</i>	100	0	0	0	0
Total Site Assessment <i>(From Part VI above or a local site assessment)</i>	160	0	0	0	0
TOTAL POINTS <i>(Total of above 2 lines)</i>	260	0	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
----------------	-------------------	---

Reason For Selection:



May 5, 2015

Mr. Jay A. Pudenz, PE, LEED AP
Project Manager
McClure Engineering
1360 NW 121st Street
Clive, IA 50325

Subject: Environmental Assessment
Davenport Municipal Airport
Davenport, Iowa

Dear Mr. Pudenz:

In response to your April 17, 2015 letter, I have no specific comments to add. Of course, any development within the airport property and environs will be subject to Title 17.43 of the Davenport Municipal Code (Zoning, Airport Height Standards).

Please contact me if you have any questions.

Sincerely,

Matthew G. Flynn, AICP
Senior Planning manager
City of Davenport
563-326-7743
mflynn@ci.davenport.ia.us

[Faint, illegible text, likely bleed-through from the reverse side of the page]





REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, ROCK ISLAND DISTRICT
PO BOX 2004 CLOCK TOWER BUILDING
ROCK ISLAND, ILLINOIS 61204-2004

May 11, 2015

Operations Division

SUBJECT: CEMVR-OD-P-2015-0486

Mr. Jay A. Pudenz, PE, LEED AP
Project Manager
McClure Engineering Company
1360 NW 121st Street, Suite A
Clive, Iowa 50325

Dear Mr. Pudenz,

We have completed review of the information provided by letter dated April 10, 2015, regarding the Davenport Municipal Airport Proposed Development Projects in Sections 21, 26, 27, 34, and 35, Township 79 North, Range 3 East, Scott County, Iowa.

The review was conducted over the existing and ultimate airport property lines. Various resources were used to include a history of aerial photography from the Iowa Geographic Map Server and soil survey maps from the USDA-NRCS Web Soil Survey. A history of aerial photography, 2-foot contour lines, lidar map, USGS topographic map, and National Wetland Inventory data were downloaded into ArcMap from the Natural Resources Geographic Information Systems Library. The aerial photography included 1930s, 1950s, 1960s, 1970s, 1980s, 1990s, and 2002 through 2014. A field visit was conducted on May 5, 2015, with general observation of the project area from public roads.

The Future Airport Related Development areas, Future Runway/Taxiway/Apron areas, and Future Roads areas, are composed primarily of upland, non-wetland, agricultural cropland, grass swales, and soccer fields. The Runway Protection Zones for the southwest runway extension, and northwest runway extension, are primarily upland non-wetland cropland. There are no tributary streams within the review area.

The National Wetland Inventory shows one potential Palustrine, Emergent, Wetland at the southwest end of the short runway, which, I believe, is the wetland you referred to in your letter. As you stated, this area is mowed frequently during the summer. This potential wetland likely lacks hydrophytic vegetation to be determined as wetland. If this area would meet Corps criteria as wetland, it would not be jurisdictional due to the lack of nexus to a Traditional Navigable Water.

The updated National Wetland Inventory shows three potential wetlands, which are determined to not meet Corps criteria as jurisdictional Waters of the U.S.

- One potential Palustrine, Emergent, Wetland, is the same area described above. This potential wetland is likely to not meet Corps wetland criteria, and lacks nexus to a Traditional Navigable Water.
- One potential Palustrine, Emergent, Wetland, is at the northwest end of the main runway. This area also appears to be mowed frequently during the growing season. This potential wetland is likely to not meet Corps wetland criteria, and lacks nexus to a Traditional Navigable Water.

- One potential Palustrine, Emergent, Wetland, is immediately south of Slopertown Road between the two runways. This is a grass swale which is likely to not meet Corps wetland criteria, and lacks nexus to a Traditional Navigable Water.

The updated National Wetland Inventory shows one potential wetland, which may be determined to meet Corps criteria as jurisdictional Waters of the U.S.

- One potential Palustrine Emergent/Forested Wetland complex is in the southeast part of the airport property immediately west of Harrison Street. The wetland is at the head of a tributary which flows southeast then south to Goose Creek. An aerial photo is enclosed which shows the location of this potential wetland. If wetland exists in this area which meets the definition in the "Regional Supplement to the Corps of Engineers Wetland Delineation Manual", the wetland would be jurisdictional under Section 404 of the Clean Water Act. According to the Proposed Development aerial, Aviation Related Development is planned in this area.
- Before performing any development work which would impact this potential wetland, a wetland delineation will need to be performed by a qualified environmental consultant / wetland delineator. If the impact area includes wetland, which meets the definition according to the Regional Supplement, a permit application will need to be submitted to the Corps of Engineers, Rock Island District.

In conclusion, we have determined Department of the Army Section 404 Authorization is not required for the proposed development projects with exception of the Aviation Related Development immediately west of Harrison Street. A determination will be made, by this office, for this area upon receipt of a delineation of the potential Palustrine Emergent/Forested Wetland.

Should you have any questions, please contact me by letter, telephone 309/794-5377, or email marlyn.w.schafer@usace.army.mil

Sincerely,



Marlyn W. Schafer
Project Manager
Regulatory Branch
Iowa Section (OD-PP)

Enclosures

Pudenz, Jay

From: Gaskill, Kristi
Sent: Tuesday, May 19, 2015 2:35 PM
To: Pudenz, Jay
Subject: FW: 150482062 Davenport Municipal Airport Env Assessment Prpeparation for Projects at Airport

From: Jones, Doug [DCA] [mailto:Doug.Jones@iowa.gov]
Sent: Tuesday, May 19, 2015 11:06 AM
To: Info; scott.tener@faa.gov
Cc: Jones, Doug [DCA]; Gourley, Kathy [DCA]; SHPO106 [DCA]; Christian, Ralph [DCA]
Subject: 150482062 Davenport Municipal Airport Env Assessment Prpeparation for Projects at Airport

May 19, 2015

Dear Mr. Pudenz,

We have received your recent correspondence that you submitted to our office regarding the above referenced undertaking. We understand that this project will be a federal undertaking for your agency the Federal Aviation Administration (FAA) and will need to comply with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act.

We will need the following types of information provided to our office to initiate the Section 106 review for this undertaking:

- The Area of Potential Effect (APE) for this project needs to be adequately defined (36 CFR Part 800.16 (d)) This includes both direct and indirect (such as visual or noise) effects. The map that you provided does address the direct affects.
- Information on what types of cultural resources are or may be located in the APE (36 CFR Part 800.4). Particularly, we need additional information on what types of background information have been examined to identify what types of historic properties are in the Area of Potential Effect that might be affected by the proposed undertaking. No information was provided on whether any previously recorded historic sites are located within the Area of Potential Effect that may be affected by the proposed undertaking.
- The significance of the historic properties in the APE in consideration of the National Register of Historic Places Criteria.
- A determination from the responsible federal agency of the undertaking's effects on historical properties within the APE (36 CFR Part 800.5).

The State Historic Preservation Office (SHPO) contains many sources of information concerning cultural resources within the state of Iowa. Included among these sources of information are

- Files with information on over 132,000 standing structures, objects, buildings, and historic districts in the Iowa Site Inventory which includes the National Register of Historic Places listings for Iowa;
- Historical and architectural surveys and thematic reports;

- Over 12,000 archaeological survey records and reports;
- Maps showing previously conducted archaeological survey locations;
- Copies of the Iowa Archaeological Site records from the Office of the State Archaeologist (OSA).

Information on cultural resources can also be found at local libraries, county engineer's office, universities and colleges, county historical societies and museums. The Office of the State Archaeologist (OSA) at the University of Iowa maintains the official Iowa Archaeological site records, and we encourage applicants, agencies, organizations and hired consultants to check with the Site Records Clerk at the OSA ((319) 384-0735) for update information on previously recorded archaeological sites. A lot of the background research on cultural resources can be initiated through on-line searches such as I-Sites <http://www.uiowa.edu/~osa/focus/information/isf.htm> to conduct archaeological and architectural site background checks.

The State Historic Preservation Office does not have staffing to conduct extensive background research for Section 106 projects or other historic preservation projects. We encourage agencies, applicants, organizations, or hired consultants to come to our office to conduct the background research on projects. SHPO staff members are available to assist people in learning about and utilizing our resources. There is no charge for using our records unless copies are requested.

We recommend to the responsible federal agency that the best way to determine whether this proposed project will affect any significant historic properties at the proposed airport property is to conduct an architectural and archaeological survey of the proposed project area and current facility. The survey should be conducted prior to any new land disturbance or construction activities. The purpose of the survey is to locate and evaluate any presently unidentified archaeological or historical sites which may be affected by the proposed undertaking. We recommend that the responsible federal agency should consider whether architectural and archaeological surveys need be conducted for this proposed project.

If your firm will be the primary contact for this project, the responsible federal agency, the Federal Aviation Administration, needs to notify us that they have authorized you to consult with our office on this project in accordance with 36 CFR Part 800.2(c)(5). Also, the responsible federal agency will need to identify and contact all potential consulting parties that may have an interest in historic properties within the project APE (36 CFR 36 Part 800.2 (c)).

Please reference the Review and Compliance Number provided above in all future submitted correspondence to our office for this project. We look forward to further consulting with you and the Federal Aviation Administration on this project.

We have made these **comments** and **recommendations** according to our responsibility defined by Federal law pertaining to the Section 106 process. The responsible federal agency does not have to follow our **comments** and **recommendations** to comply with the Section 106 process. It remains the responsible federal agency's decision on whether or not to provide additional information to our office or whether or not to proceed with the project without the concurrence of this office. It also remains the responsible federal agency's decision on how you will proceed from this point for this project.

We will be able to provide recommendations on this undertaking when this information has been addressed and provided to our office. Please reference the Review and Compliance Number provided above in all future submitted correspondence to our office for this project. We look forward to further consulting with you on this project.

We have provided this **technical assistance** according to our responsibility defined by Federal law. It remains the federal **agency's decision** on how you will proceed from this point for this project. If you have further questions, please contact me.

Douglas W. Jones

Review & Compliance Program Manager and Archaeologist, State Historic Preservation Office
doug.jones@iowa.gov | 515.281.4358 | iowahistory.org

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Iowa Department of Cultural Affairs

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Davenport Airport

IPaC Trust Resource Report

Generated July 10, 2015 10:53 AM MDT



US Fish & Wildlife Service

IPaC Trust Resource Report



Project Description

NAME

Davenport Airport

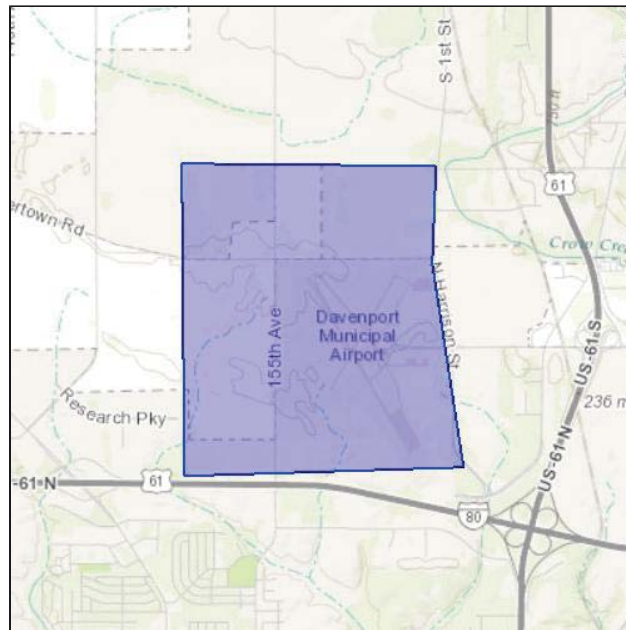
PROJECT CODE

ECIZM-D2NLR-B5BDZ-N5EGM-BEHKUU

LOCATION

Scott County, Iowa

DESCRIPTION

Runway extension - 240 acres -
Complete 2025

U.S. Fish & Wildlife Contact Information

Species in this report are managed by:

Rock Island Ecological Services Field Office

Rock Island Ecological Services Field Office

1511 47TH AVE

Moline, IL 61265-7022

(309) 757-5800

Endangered Species

Proposed, candidate, threatened, and endangered species that are managed by the [Endangered Species Program](#) and should be considered as part of an effect analysis for this project.

This unofficial species list is for informational purposes only and does not fulfill the requirements under [Section 7](#) of the Endangered Species Act, which states that Federal agencies are required to "request of the Secretary of Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action." This requirement applies to projects which are conducted, permitted or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can be obtained by returning to this project on the IPaC website and requesting an Official Species List from the regulatory documents section.

Flowering Plants

Western Prairie Fringed Orchid *Platanthera praeclara*

Threatened

CRITICAL HABITAT

No critical habitat has been designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?sPCODE=Q2YD>

Mammals

Indiana Bat *Myotis sodalis*

Endangered

CRITICAL HABITAT

No critical habitat has been designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?sPCODE=A000>

Northern Long-eared Bat *Myotis septentrionalis*

Threatened

CRITICAL HABITAT

No critical habitat has been designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?sPCODE=A0JE>

Critical Habitats

Potential effects to critical habitat(s) within the project area must be analyzed along with the endangered species themselves.

There is no critical habitat within this project area

Migratory Birds

Birds are protected by the [Migratory Bird Treaty Act](#) and the Bald and Golden Eagle Protection Act.

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

You are responsible for complying with the appropriate regulations for the protection of birds as part of this project. This involves analyzing potential impacts and implementing appropriate conservation measures for all project activities.

Acadian Flycatcher <i>Empidonax vireescens</i> Season: Breeding	Bird of conservation concern
Bald Eagle <i>Haliaeetus leucocephalus</i> Year-round https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B008	Bird of conservation concern
Bell's Vireo <i>Vireo bellii</i> Season: Breeding	Bird of conservation concern
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0H1	Bird of conservation concern
Black-crowned Night-heron <i>Nycticorax nycticorax</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0EU	Bird of conservation concern
Blue-winged Warbler <i>Vermivora pinus</i> Season: Breeding	Bird of conservation concern
Cerulean Warbler <i>Dendroica cerulea</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B091	Bird of conservation concern
Dickcissel <i>Spiza americana</i> Season: Breeding	Bird of conservation concern
Field Sparrow <i>Spizella pusilla</i> Season: Breeding	Bird of conservation concern
Henslow's Sparrow <i>Ammodramus henslowii</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B09D	Bird of conservation concern
Kentucky Warbler <i>Oporornis formosus</i> Season: Breeding	Bird of conservation concern
Least Bittern <i>Ixobrychus exilis</i> Season: Breeding	Bird of conservation concern
Northern Flicker <i>Colaptes auratus</i> Year-round	Bird of conservation concern
Pied-billed Grebe <i>Podilymbus podiceps</i> Season: Breeding	Bird of conservation concern

Prothonotary Warbler <i>Protonotaria citrea</i> Season: Breeding	Bird of conservation concern
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> Year-round	Bird of conservation concern
Rusty Blackbird <i>Euphagus carolinus</i> Season: Wintering	Bird of conservation concern
Short-eared Owl <i>Asio flammeus</i> Season: Wintering https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HD	Bird of conservation concern
Upland Sandpiper <i>Bartramia longicauda</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HC	Bird of conservation concern
Wood Thrush <i>Hylocichla mustelina</i> Season: Breeding	Bird of conservation concern
Worm Eating Warbler <i>Helmitheros vermivorum</i> Season: Breeding	Bird of conservation concern

Refuges

Any activity proposed on [National Wildlife Refuge](#) lands must undergo a 'Compatibility Determination' conducted by the Refuge. If your project overlaps or otherwise impacts a Refuge, please contact that Refuge to discuss the authorization process.

There are no refuges within this project area

Wetlands

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

Project proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate [U.S. Army Corps of Engineers District](#).

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.

Freshwater Emergent Wetland

PEMAh

0.857 acre

Pudenz, Jay

From: Hayman, Michael <f513@ci.davenport.ia.us>
Sent: Friday, June 26, 2015 9:12 AM
To: Pudenz, Jay
Subject: RE: Davenport - Environmental Assessment - agency letter

Jay,
Concerning the plans you attached for the Davenport Airport expansion and improvements, we (Fire Dept.) have no questions or comments at this time.
Thanks,
Mike

Mike Hayman
Fire Marshal
Davenport Fire Department
331 Scott St.
Davenport, Iowa 52801
563-326-7910
f513@ci.davenport.ia.us

From: Pudenz, Jay [mailto:jpudenz@mecresults.com]
Sent: Tuesday, June 23, 2015 10:20 AM
To: Hayman, Michael
Cc: Brad Weisenburger (bradley.weisenburger@aol.com)
Subject: Davenport - Environmental Assessment - agency letter

Chief Hayman,
My office recently spoke with your office about a letter we had sent out a couple of months ago that I believe had been forwarded to you.
Attached is a copy of the letter (and attachments) with updated date that we sent out to various agencies in the area to describe the Environmental Assessment study we are working on for the Davenport Municipal Airport.
Please take a look and let me know if you have any questions or comments.
Thank you,
Jay

Jay A. Pudenz, P.E., LEED AP
Aviation Project Manager



building **strong** communities.

1360 NW 121st Street Clive, Iowa 50325
O (515) 964-1229 | C (515) 346-9312 | F (515) 964-2370
www.mecresults.com

Pudenz, Jay

From: scott.tener@faa.gov
Sent: Monday, June 29, 2015 2:28 PM
To: Pudenz, Jay
Cc: tvesalga@ci.davenport.ia.us
Subject: FW: R&C 150482062, Section 106 Coordination: Environmental Assessment - Davenport Municipal Airport, Davenport, IA

Jay,

Please see comments below from the Iowa SHPO. Please proceed with a Phase 1 Intensive Archeological Study per contract Line Item H.1. for \$8,500.

When the survey is completed, please provide a draft of the study report to the FAA for review.

Please let me know if you have any questions,

Scott Tener, P.E.
Environmental Specialist

FAA Central Region Airports Division
901 Locust St., Room 364
Kansas City, Missouri 64106-2325
T 816.329.2639 | F 816.329.2611
<http://www.faa.gov/airports/central/>

From: Jones, Doug [DCA] [mailto: Doug.Jones@iowa.gov]
Sent: Monday, June 29, 2015 2:09 PM
To: Tener, Scott (FAA)
Cc: SHPO106 [DCA]; Christian, Ralph [DCA]; info@mecresults.com; Gourley, Kathy [DCA]; Jones, Doug [DCA]
Subject: RE: R&C 150482062, Section 106 Coordination: Environmental Assessment - Davenport Municipal Airport, Davenport, IA

June 29, 2015

Scott,

It was great visiting with you this morning. As discussed this morning, this is a follow-up e-mail to our discussion outlining what we discussed.

1. We need hard copy submittals to be sent in for section 106 consultation. We currently only accept electronic submittals for federal and state declared disasters in accordance with executed and implemented MOAs and PAs. We are wanting to develop an on-line submittal process, but are not there yet.
2. We understand that this undertaking will involve a number of ground disturbing activities. We do not agree that this area has a low potential to contain significant archaeological sites. We understand that no archaeological sites have been previously identified within the APE. The APE has not been previously surveyed for archaeological sites.
3. We also in general do not think it is wise to proceed without a Phase I archaeological survey of the areas where ground disturbing activities are going to be happening. Dealing with archaeological sites that are discovered while a project is under construction can potentially become very expensive since there may be no alternatives

to consider but mitigation through excavation which could also take a lot of time. Conducting a Phase I archaeological survey prior to the implementation of construction activities provides lowers the amount of risk of getting into this type of situation. In our opinion, the Phase I archaeological survey should be conducted in all areas where proposed ground disturbing activities are going to be located. A reconnaissance survey could be done for other portions of the APE where no ground disturbing activities will be proposed.

4. Based on the current information, we will still need additional information about whether any significant archaeological sites are located in the APE and will be affected by the proposed undertaking before we can provide any further comments or recommendations on this undertaking.

If you have any further questions about these comments, please contact me.

Douglas W. Jones

Review & Compliance Program Manager and Archaeologist, State Historic Preservation Office
doug.jones@iowa.gov | 515.281.4358 | iowahistory.org

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Iowa Department of Cultural Affairs

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From: scott.tener@faa.gov [<mailto:scott.tener@faa.gov>]

Sent: Friday, June 26, 2015 10:30 AM

To: Gourley, Kathy [DCA]

Cc: SHPO106 [DCA]; Christian, Ralph [DCA]; Jones, Doug [DCA]; info@mecresults.com

Subject: R&C 150482062, Section 106 Coordination: Environmental Assessment - Davenport Municipal Airport, Davenport, IA

Dear Ms. Gourley:

We are responding to the State Historic Preservation Office's (SHPO) comment email below from Mr. Douglas W. Jones for the above subject project in accordance with the Section 106 process. I have enclosed the Request for SHPO Comment On A Project form for the proposed improvements at the airport. Based on the attached information, it does not indicate evidence of historic properties. The airport will be required to contact your office if archaeological resources are uncovered during the project.

I request your concurrence with a No Historic Properties Will be Affected finding.

Please let me know if you have any questions,

Scott Tener, P.E.
Environmental Specialist

FAA Central Region Airports Division
901 Locust St., Room 364
Kansas City, Missouri 64106-2325
T 816.329.2639 | F 816.329.2611
<http://www.faa.gov/airports/central/>

From: Tener, Scott (FAA)

Sent: Friday, May 22, 2015 3:28 PM

To: 'Jones, Doug [DCA]'; info@mecresults.com

Cc: Gourley, Kathy [DCA]; SHPO106 [DCA]; Christian, Ralph [DCA]

Subject: RE: 150482062 Davenport Municipal Airport Env Assessment Prpeparation for Projects at Airport

Mr. Jones,

This e-mail message serves as the official notification that FAA authorizes McClure Engineering Co. (and their designees) to consult with the Iowa SHPO on behalf of the FAA on the subject project in accordance with 36 CFR Part 800.2(c)(5). You will not receive a letter of this notification, just this e-mail.

Note that all formal determinations will come from the FAA. Please contact me if you have questions.

Scott Tener, P.E.
Environmental Specialist

FAA Central Region Airports Division
901 Locust St., Room 364
Kansas City, Missouri 64106-2325
T 816.329.2639 | F 816.329.2611
<http://www.faa.gov/airports/central/>

From: Jones, Doug [DCA] [<mailto:Doug.Jones@iowa.gov>]
Sent: Tuesday, May 19, 2015 11:06 AM
To: info@mecresults.com; Tener, Scott (FAA)
Cc: Jones, Doug [DCA]; Gourley, Kathy [DCA]; SHPO106 [DCA]; Christian, Ralph [DCA]
Subject: 150482062 Davenport Municipal Airport Env Assessment Prpeparation for Projects at Airport

May 19, 2015

Dear Mr. Pudenz,

We have received your recent correspondence that you submitted to our office regarding the above referenced undertaking. We understand that this project will be a federal undertaking for your agency the Federal Aviation Administration (FAA) and will need to comply with Section 106 of the National Historic Preservation Act and the National Environmental Policy Act.

We will need the following types of information provided to our office to initiate the Section 106 review for this undertaking:

- The Area of Potential Effect (APE) for this project needs to be adequately defined (36 CFR Part 800.16 (d)) This includes both direct and indirect (such as visual or noise) effects. The map that you provided does address the direct affects.
- Information on what types of cultural resources are or may be located in the APE (36 CFR Part 800.4). Particularly, we need additional information on what types of background information have been examined to identify what types of historic properties are in the Area of Potential Effect that might be affected by the proposed undertaking. No information was provided on whether any previously recorded historic sites are located within the Area of Potential Effect that may be affected by the proposed undertaking.
- The significance of the historic properties in the APE in consideration of the National Register of Historic Places Criteria.
- A determination from the responsible federal agency of the undertaking's effects on historical properties within the APE (36 CFR Part 800.5).

The State Historic Preservation Office (SHPO) contains many sources of information concerning cultural resources within the state of Iowa. Included among these sources of information are

- Files with information on over 132,000 standing structures, objects, buildings, and historic districts in the Iowa Site Inventory which includes the National Register of Historic Places listings for Iowa;
- Historical and architectural surveys and thematic reports;
- Over 12,000 archaeological survey records and reports;
- Maps showing previously conducted archaeological survey locations;
- Copies of the Iowa Archaeological Site records from the Office of the State Archaeologist (OSA).

Information on cultural resources can also be found at local libraries, county engineer's office, universities and colleges, county historical societies and museums. The Office of the State Archaeologist (OSA) at the University of Iowa maintains the official Iowa Archaeological site records, and we encourage applicants, agencies, organizations and hired consultants to check with the Site Records Clerk at the OSA ((319) 384-0735) for update information on previously recorded archaeological sites. A lot of the background research on cultural resources can be initiated through on-line searches such as I-Sites <http://www.uiowa.edu/~osa/focus/information/isf.htm> to conduct archaeological and architectural site background checks.

The State Historic Preservation Office does not have staffing to conduct extensive background research for Section 106 projects or other historic preservation projects. We encourage agencies, applicants, organizations, or hired consultants to come to our office to conduct the background research on projects. SHPO staff members are available to assist people in learning about and utilizing our resources. There is no charge for using our records unless copies are requested.

We recommend to the responsible federal agency that the best way to determine whether this proposed project will affect any significant historic properties at the proposed airport property is to conduct an architectural and archaeological survey of the proposed project area and current facility. The survey should be conducted prior to any new land disturbance or construction activities. The purpose of the survey is to locate and evaluate any presently unidentified archaeological or historical sites which may be affected by the proposed undertaking. We recommend that the responsible federal agency should consider whether architectural and archaeological surveys need be conducted for this proposed project.

If your firm will be the primary contact for this project, the responsible federal agency, the Federal Aviation Administration, needs to notify us that they have authorized you to consult with our office on this project in accordance with 36 CFR Part 800.2(c)(5). Also, the responsible federal agency will need to identify and contact all potential consulting parties that may have an interest in historic properties within the project APE (36 CFR 36 Part 800.2 (c)).

Please reference the Review and Compliance Number provided above in all future submitted correspondence to our office for this project. We look forward to further consulting with you and the Federal Aviation Administration on this project.

We have made these **comments** and **recommendations** according to our responsibility defined by Federal law pertaining to the Section 106 process. The responsible federal agency does not have to follow our **comments** and **recommendations** to comply with the Section 106 process. It remains the responsible federal agency's decision on whether or not to provide additional information to our office or whether or not to proceed with

the project without the concurrence of this office. It also remains the responsible federal agency's decision on how you will proceed from this point for this project.

We will be able to provide recommendations on this undertaking when this information has been addressed and provided to our office. Please reference the Review and Compliance Number provided above in all future submitted correspondence to our office for this project. We look forward to further consulting with you on this project.

We have provided this **technical assistance** according to our responsibility defined by Federal law. It remains the federal **agency's decision** on how you will proceed from this point for this project. If you have further questions, please contact me.

Douglas W. Jones

Review & Compliance Program Manager and Archaeologist, State Historic Preservation Office
doug.jones@iowa.gov | 515.281.4358 | iowahistory.org

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Iowa Department of Cultural Affairs

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BOARD OF SUPERVISORS

600 West Fourth Street
Davenport, Iowa 52801-1030

Office: (563) 326-8749
Fax: (563) 328-3285
E-Mail: board@scottcountyiowa.com



LARRY MINARD, Chair
JIM HANCOCK, Vice-Chair
WILLIAM P. CUSACK
CAROL T. EARNHARDT
TOM SUNDERBRUCH

July 30, 2014

City of Davenport
226 West 4th Street
Davenport, IA 52801

RE: Davenport Municipal Airport – Runway Extension

To Whom It May Concern:

It is our understanding that the City of Davenport is in the process of updating the Airport Master Plan, Airport Layout Plan and the Capital Improvement Plan for the Davenport Municipal Airport.

As part of that discussion, it includes the construction of a new primary runway, known as Runway 15/33. As part of the recommendations from the Federal Aviation Administration, the proposed new runway would extend 7,201 feet by 100 feet and would cross Slopertown Road and 155th Avenue. Although this runway is in the distant future, it would require extensive planning and an environmental assessment of the area, which would include the closure of Slopertown Road, the relocation of 155th Avenue, and the extension of Blackhawk Trail Road. As part of the environmental assessment process, there would be public meetings and hearings that would be required before any road closures and other items are completed.

With that said, the Scott County Board of Supervisors would support the further investigation and study of this regional improvement for the Davenport Municipal Airport. The City of Davenport and the City of Eldridge will need to coordinate and plan the road connections for this project and have been meeting to determine those responsibilities. We of course would be required to hold future public meetings in regard to this closure and relocation and yet at the same time support the merits of the study that needs to be taken in order to move forward.

Sincerely,

A handwritten signature in black ink that reads "Larry Minard".

Larry Minard, Chair
Scott County Board of Supervisors

Hometown With A Vision



City of Eldridge

305 N. 3rd St. • P.O. Box 375
ELDRIDGE, IOWA • 52748-0375
(563) 285-4841 • FAX (563) 285-7376

August 20, 2014

City of Davenport
226 West 4th Street
Davenport, IA 52801

RE: Davenport Municipal Airport – Runway Extension

To Whom It May Concern:

It is our understanding that the City of Davenport is in the process of updating the Airport Master Plan, Airport Layout Plan and the Capital Improvement Plan for the Davenport Municipal Airport.

As part of that discussion, it includes the construction of a new primary runway, known as Runway 15/33. As part of the recommendations from the Federal Aviation Administration, the proposed new runway would extend 7,201 feet by 100 feet and would cross Slopertown Road and 155th Avenue. Although this runway is in the distant future, it would require extensive planning and an environmental assessment of the area, which would include the closure of Slopertown Road, the relocation of 155th Avenue, and the extension of Blackhawk Trail Road. As part of the environmental assessment process, there would be public meetings and hearings that would be required before any road closures and other items are completed.

With that said, the Eldridge City Council would support the further investigation and study of this regional improvement for the Davenport Municipal Airport. We of course would be required to hold future public meetings in regard to this closure and relocation and yet at the same time support the merits of the study that needs to be taken in order to move forward.

If in the meantime we can be of further assistance, please let us know.

Sincerely

A handwritten signature in blue ink, appearing to read "Martin P. O'Boyle".

Martin P. O'Boyle
Mayor

From: Tener, Scott (FAA)

Sent: Monday, March 07, 2016 9:12 AM

To: Marcks, Virginia (FAA); Southerland, Christopher L (FAA); Royal, Vonnie L (FAA); Tweedy, Walter (FAA)

Subject: Environmental Coordination with Air Traffic Organization (ATO) - DRAFT Environmental Assessment for Davenport Municipal Airport, Davenport, IA

A draft EA for the subject airport is available for your review and comment for elements of the Proposed Action that are applicable to your offices.

Use this link to download a PDF copy of the draft EA;

https://www.dropbox.com/s/od10kq6w6vnbp4t/Davenport_EA_%26_Appendices.pdf?dl=0

Please provide comments by April 4.

Please let me know if you have any questions,

Scott Tener, P.E.

Environmental Specialist

FAA Central Region Airports Division

901 Locust St., Room 364

Kansas City, Missouri 64106-2325

T 816.329.2639 | F 816.329.2611

<http://www.faa.gov/airports/central/>

**DAVENPORT MUNICIPAL AIRPORT
 RESPONSE TO FAA ATO AND ENGINEERING SERVICES ENVIRONMENTAL ASSESSMENT COMMENTS
 MAY 9, 2016**

FAA Comment	Sponsor Response
1) Global- "would" should be used over "will" as to not appear pre-decisional.	Comment noted and will be incorporated into future EA documents.
2) The consultant should not have their logo throughout the document. If there is going to be a logo, it should be limited to the airport Sponsor's.	MEC typically shows their logo in planning documents it prepares. Airport's logo will be considered if desired by the Sponsor.
3) Graphics showing each alternative would be very helpful for readers.	Proposed Development Exhibit was intended to show the most reasonable alternatives while also guiding readers in visualizing the two alternatives not shown.
4) Purpose and Need/Forecast- It isn't apparent how it is determined that the forecast justifies the need of the project. There is no mention of critical aircraft and records do not indicate that there are enough operations of aircraft needing that length of runway.	The approved Airport Master Plan is responsible for presenting the Aviation Forecast and justification for the project. An Environmental Analysis is intended to be a stand-alone document that discusses the project's impacts.
5) There is no discussion of new procedures and what those would look like. Runway extensions require new procedures and would be a connected action needing consideration in this EA.	It is agreed that new procedures would be needed depending on project approval and which alternative is chosen. Please see item #7 in the Proposed Action. The Sponsor believes such a planning/design effort for procedural specifics is beyond the scope of the EA but will be addressed during the design phase. It is also recognized that approach procedures are established by FAA.
6) There is no summary of the public meeting or if any comments were received.	The Public Hearing was held on Thursday, May 5 th 2016. A paragraph has been added in the EA document to acknowledge the Public Hearing and a full meeting transcript is now provided in Appendix D. An affidavit of notification is also provided in Appendix D.
7) Are there any letters from the homeowners that would be displaced?	All letters of correspondence sent and received will be provided in Appendix D.
8) I can't find a letter from SHPO showing their concurrence with the project.	A letter was received from SHPO on March 1, 2016 stating their concurrence with the project. This letter is now provided in Appendix A.

<p>9) Cumulative- This section lacks analysis. There is no mention of consideration of other projects in the vicinity.</p>	<p>There is discussion of road impacts and the current zoning designations of the area. Agencies such as the Iowa DNR, Iowa DOT, SHPO, and the Davenport Director of Community Planning and Economic Development were contacted and did not state any adverse impacts anticipated from the project. A full listing of agencies contacted and responses received can be found in Appendices A and B.</p>
<p>10. Page 1, second paragraph indicated EA was completed in accordance with FAA Order 1050.1E CHG 1. Please change to 1050.1F and ensure that any other changes required by the new order are made to the remainder of the EA.</p>	<p>This EA was contracted and completed in accordance with FAA Order 1050.1E CHG. EA will remind as outlined in initial contract.</p>
<p>11. Page 4, last paragraph states “Modifications to NAVAIDs include installing a localizer off the Runway 33 end, adjusting the MALSR position relative to the Runway 15 glideslope, relocating the beacon tower to proposed apron island, relocating the ASOS from the end of Runway 15 to a location between Runways 3 and 33, and installing new PAPIs on Runway 15.” Comments are as follows:</p>	<p>See Below</p>
<p>11a. A localizer already exists off of Rwy 33, so will it be relocated as part of this project, or an upgraded model be installed? Please confirm and modify accordingly.</p>	<p>Text has been modified to clarify location of localizer and it will not need to be moved.</p>
<p>11b. What does “adjusting the MALSR position relative to the Runway 15 glideslope” mean? Does that simply mean that the MALSR will be shifted further to the NW along with the extended runway/relocated runway threshold?</p>	<p>Yes. Text has been modified to clarify relocation.</p>
<p>11c. The relocation of the ASOS should be further researched. From my understanding the best location for the ASOS would be at the GS.</p>	<p>The ASOS is currently placed between Runway 3 and 33 as designated in the approved Airport Master Plan.</p>
<p>11d. Installation of a PAPI on Rwy 15 would be dependent on approval and availability from the FAA. If not, then the existing VASIs would need to be relocated. Best to include upgrade to a PAPI as a potential action. Also, this conflicts with the text on p. 3, first paragraph, which indicates that the VASI on Rwy 15 would be relocated</p>	<p>Section will be revised to clarify that VASI relocation is only needed if PAPI is <i>not</i> approved. If PAPI is approved, VASIs will need to be removed.</p>

11e. What about relocation of the Rwy 03 VASI, as mentioned in p. 3, first paragraph?

As a result of runway extension, VASI will be relocated or removed depending on PAPI approval.

Appendix C: **SPONSOR ASSURANCE LETTER**

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DAVENPORT MUNICIPAL AIRPORT

Airport Manager
1200 E 46th Street
Davenport, IA 52807
(563) 326-7783

Operations Manager
9320 Harrison Street
Davenport, IA 52806
(563) 391-5650

July 1, 2015

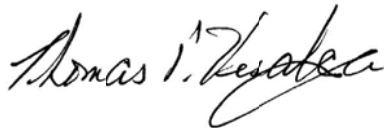
Scott Tener, P.E.
Federal Aviation Administration
Central Region
Airports Division (ACE-600), Room 364
901 Locust St.
Kansas City, MO 64106-2325

RE: Environmental Assessment Zoning Verification

Scott,

The City of Davenport, Iowa assures that per 49 USC 47107(a)(10), appropriate action, including the adoption of zoning laws, has been or will be taken, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the Davenport Municipal Airport to activities and purposes compatible with normal airport operations, including the landing and takeoff of aircraft. This applies to both existing and planned land uses.

Sincerely,



Thomas Vesalga, Airport Manager
Davenport Municipal Airport
1200 E. 46th Street
Davenport, IA 52807

cc. McClure Engineering Company

Appendix D: **PUBLIC ENGAGEMENT**

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> 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

May 19, 2015

Avery Land and Farming, LLC
515 W Sterling Road, P.O. Box 639
Walcott, IA 52773

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

To whom it may concern:

The Davenport Municipal Airport will hold a public information meeting on Monday, June 1, 2015 to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport.

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Sincerely,

McCLURE ENGINEERING COMPANY

A handwritten signature in blue ink, appearing to read "Jay A. Pudenz", is written over the typed name.

Jay A. Pudenz, PE, LEED AP
Project Manager



1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

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NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | SIOUXLAND REGION | LAKE OZARK, MISSOURI

May 15, 2015

John Corelis
5111 Utica Ridge Road
Davenport, IA 52807

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

Dear Mr. Corelis:

The Davenport Municipal Airport will hold a public information meeting on Monday, June 1, 2015 to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport.

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Sincerely,

McCLURE ENGINEERING COMPANY

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Jay A. Pudenz, PE, LEED AP
Project Manager



1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

May 19, 2015

Genesis Systems Group, LTD
8900 Harrison Street
Davenport, IA 52806

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

To whom it may concern:

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Jay A. Pudenz, PE, LEED AP
Project Manager



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May 19, 2015

Glendale Inc.
983 Bridge Crest Drive
Ada, MI 49301

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

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Jay A. Pudenz, PE, LEED AP
Project Manager



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Clive, IA 50325
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May 19, 2015

Phyllis Green
2366 Allan Drive Road
Decorah, IA 52101

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

Dear Phyllis:

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Sincerely,

McCLURE ENGINEERING COMPANY

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Jay A. Pudenz, PE, LEED AP
Project Manager



1360 NW 121st Street
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May 19, 2015

Chad Keppy
13258 Slopertown Road
Davenport, IA 52806

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

Dear Chad:

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Sincerely,

McCLURE ENGINEERING COMPANY

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Jay A. Pudenz, PE, LEED AP
Project Manager



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May 15, 2015

Kent Kraft
400 Old Tippecanoe Drive
Springfield, IL 62711

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

Dear Mr. Kraft:

The Davenport Municipal Airport will hold a public information meeting on Monday, June 1, 2015 to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport.

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Sincerely,

McCLURE ENGINEERING COMPANY

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Jay A. Pudenz, PE, LEED AP
Project Manager



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May 19, 2015

Karen Odean
2024 23rd Street
Rock Island, IL 61201

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

Dear Karen:

The Davenport Municipal Airport will hold a public information meeting on Monday, June 1, 2015 to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport.

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Sincerely,

McCLURE ENGINEERING COMPANY

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Jay A. Pudenz, PE, LEED AP
Project Manager



› 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

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May 19, 2015

PDS Tax Services
P.O. Box 13519
Arlington, TX 76094

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

To whom it may concern:

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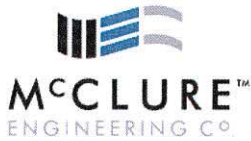
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Jay A. Pudenz, PE, LEED AP
Project Manager



> 1360 NW 121st Street
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F 515.964.2370

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May 19, 2015

Petersen Properties, LC
200 E 90th Street
Davenport, IA 52806

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

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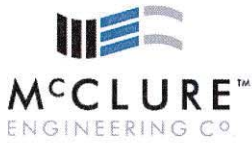
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McCLURE ENGINEERING COMPANY

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Jay A. Pudenz, PE, LEED AP
Project Manager



1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

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May 19, 2015

R & S Properties LLC
P.O. Box 368
Cedar Rapids, IA 52406

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

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McCLURE ENGINEERING COMPANY

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Jay A. Pudenz, PE, LEED AP
Project Manager



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Clive, IA 50325
P 515.964.1229
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NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | SIOUXLAND REGION | LAKE OZARK, MISSOURI

May 19, 2015

Robert Seddig
P.O. Box 13519
Arlington, TX 76094

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

Dear Robert:

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McCLURE ENGINEERING COMPANY

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Jay A. Pudenz, PE, LEED AP
Project Manager



1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

May 19, 2015

Shriners Hospital for the Crippled
P.O. Box 542016
Omaha, NE 68154

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

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Jay A. Pudenz, PE, LEED AP
Project Manager



> 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
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www.mecresults.com

May 19, 2015

Slopertown LLC
13258 Slopertown Road
Davenport, IA 52806

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

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Jay A. Pudenz, PE, LEED AP
Project Manager



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Clive, IA 50325
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F 515.964.2370

www.mecresults.com

May 19, 2015

Nancy Steffen Irrevoc Trust
19501 220th Street
Davenport, IA 52807

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

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McCLURE ENGINEERING COMPANY

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Jay A. Pudenz, PE, LEED AP
Project Manager



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NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | SIOUXLAND REGION | LAKE OZARK, MISSOURI

May 15, 2015

Theresa Story
3224 South First Street
Eldridge, IA 52748

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

Dear Ms. Story:

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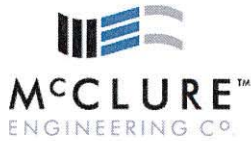
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Jay A. Pudenz, PE, LEED AP
Project Manager



› 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

May 19, 2015

ILA Jean Taylor Property Management Trust
17024 N Avenue
Bouton, IA 50039

Re: Public Information Meeting
Davenport Municipal Airport, Davenport, Iowa
Environmental Study for Future Improvements
Project #1511003-01

To whom it may concern:

The Davenport Municipal Airport will hold a public information meeting on Monday, June 1, 2015 to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport.

As a neighboring property owner, you are cordially invited to attend this meeting anytime between 5:00 – 6:00 p.m. at the Davenport Municipal Airport, Terminal Conference room, 9230 Harrison Street in Davenport.

The meeting will be conducted utilizing an open forum format. Davenport Airport Staff and our team from McClure Engineering (airport's consultant) will be present to informally discuss the proposed study. No formal presentation will be made.

For general Information regarding the proposed improvements or public information meeting, contact Tom Vesalga, Airport Manager, Davenport Municipal Airport, 1200 E. 46th Street, Davenport, Iowa 52807, phone 563-326-7783, or email tvesalga@ci.davenport.ia.us or me by phone at 515-964-1229, or email jpudenz@mecresult.com.

Sincerely,

McCLURE ENGINEERING COMPANY

A handwritten signature in blue ink, appearing to read "Jay Pudenz", is written over the printed name.

Jay A. Pudenz, PE, LEED AP
Project Manager

Davenport Municipal Airport Environmental Study for Future Improvements to be discussed June 1, 2015 in Davenport

The Davenport Municipal Airport will hold a public information meeting Monday, June 1, 2015 to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport.

All interested persons are invited to attend this meeting anytime between 5:00 - 6:00 p.m. at the Davenport Municipal Airport, Terminal Conference Room, 9230 Harrison Street in Davenport.

The meeting will be conducted utilizing an open forum format. Davenport Airport Staff and their consultants will be present to informally discuss the proposed study. No formal presentation will be made.

For general information regarding the proposed improvements or public information meeting, contact Tom Vesalga, Airport Manager, Davenport Municipal Airport, 1200 E. 46th Street, Davenport, Iowa 52807, phone 563-326-7783, email tvesalga@ci.davenport.ia.us.

COPY OF NOTICE

NOTICE of a Public Hearing for Proposed Improvements at Davenport Municipal Airport

The City of Davenport intends to undertake the following proposed actions at the Davenport Municipal Airport:

- *Relocate and modify NAVAID facilities
*Acquire 238 acres to include 4 residential farmsteads
*Extend the ultimate Runway 15/33 length from 5,510 to 7,201 feet
*Relocate North Division Street (in City limits) and Buttermilk Road (County) farther to the west outside the Runway 15/33 Runway Protection Zone (RPZ)
*Relocate West Blackhawk Trail Extension outside the Runway 15 RPZ
*Close Slopertown Road and create a cul-de-sac
*Revise Instrument Approach Procedures (RWY 15)
*Extend the ultimate Runway 3/21 length from 4,000 feet to 5,001 feet

We are providing notice of a public hearing where we will address the proposed actions' potential economic, social, and environmental impacts. In addition, we will address the project's consistency with the goals and objectives of the affected area's land use or planning strategy.

The Public Hearing will be held at the following time and place: May 5, 2016, 6-8 p.m. City of Davenport - Public Works Department 1200 E. 46th St. Davenport, IA 52807

The draft environmental assessment (EA) describing the proposed actions' potential impacts will be available for public review until May 5, 2016. The draft EA may be viewed at the City of Davenport - Public Works Department, the Davenport Municipal Airport at the Carver Aero Customer Service desk, or online at the City's website under the Public Works Airport Link: http://www.cityofdavenportiowa.com/airport.

Those wishing to make written comments must do so with a letter postmarked no later than May 15, 2016 to:

Thomas Vesalga Scott Tener Airport Manager or Federal Aviation Administration, ACE-611F Davenport Municipal Airport 901 Locust Street 1200 East 46th Street Kansas City, MO 64108-2325 Davenport, IA 52806

AFFIDAVIT OF PUBLICATION

STATE OF IOWA } ss. SCOTT COUNTY, }

The undersigned, being first duly sworn, on oath does say that he/she is an authorized employee of THE QUAD-CITY TIMES, morning edition, a daily newspaper printed and published by Lee Enterprises, Incorporated, in the City of Davenport, Scott County, Iowa, and that a notice, a printed copy of which is hereto annexed as Exhibit "A" and made a part of this affidavit, was published in said THE QUAD-CITY TIMES, on the following dates:

4-2

The affiant further deposes and says that all of the facts set forth in the foregoing affidavit are true as he/she verily believes.

[Signature]

Subscribed and sworn to before me by said affiant this

4

day of

April 20 2016

[Signature]



STEPHEN H. THOR Commission Number 168839 My Commission Expires 3-24-17

Notary Public in and for Scott County, Iowa

COPY OF NOTICE EXHIBIT "A"

NOTICE of a Public Hearing for Proposed Improvements at Davenport Municipal Airport

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Thomas Vesalga Scott Tener Airport Manager or Federal Aviation Administration, ACE-611F Davenport Municipal Airport 901 Locust Street

AFFIDAVIT OF PUBLICATION

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4-2

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[Signature]

Subscribed and sworn to before me by said affiant this

4

day of

April 20 2016

[Signature]



STEPHEN H. THOR Commission Number 168839 My Commission Expires

Notary Public in and for Scott County, Iowa

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1200 E. 46th St.
Davenport, IA 52807

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<http://www.cityofdavenportiowa.com/airport>.

Those wishing to make written comments must do so with a letter postmarked no later than May 15, 2016 to:

Thomas Vesalga
Airport Manager
Davenport Municipal Airport
1200 East 46th Street
Davenport, IA 52806

or

Scott Tener
Federal Aviation Administration, ACE-611F
901 Locust Street
Kansas City, MO 64106-2325



› 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

March 29, 2016

Avery Land & Farming, LLC
P.O. Box 639
515 W Sterling Road
Walcott, Iowa 52773

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Avery Land & Farming, LLC:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

Enclosed is the Public Notice that will be published in the Quad-City Times and also on the City's website with more information about the Public Hearing and information on how to view a copy of the Environmental Assessment.

The meeting will be conducted utilizing an open forum format. Davenport Airport Staff and our team from McClure Engineering (airport's consultant) will be present to discuss the proposed study and answer any questions that you may have.

Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



› 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

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March 29, 2016

Leonard Hamann
C/O Nancy L. Steffen Irrevocable Trust
19051 220th Street
Davenport, Iowa 52807

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Leonard:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

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March 29, 2016

Shawn McDonald
C/O Shriner's Hospital for Crippled
P.O. Box 542016
Omaha, Nebraska 68154

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Shawn:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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March 29, 2016

Chad R. Keppy
13258 Slopertown Road
Davenport, Iowa 52806

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Chad:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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March 29, 2016

RG Prime, LLC
2024 Slopertown Road
Eldridge, Iowa 52748

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear RG Prime, LLC:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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March 29, 2016

Keppy Family Trust
21316 155th Avenue
Davenport, Iowa 52806

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Keppy Family:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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March 29, 2016

Matthew R. Freund
15458 Slopertown Road
Eldridge, Iowa 52748

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Matthew:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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March 29, 2016

Phyllis L. Green
2366 Allan Drive Road
Decorah, Iowa 52101

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Phyllis:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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March 29, 2016

Slopertown, LLC
13258 Slopertown Road
Davenport, Iowa 52806

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Slopertown, LLC:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | SIOUXLAND REGION | LAKE OZARK, MISSOURI

March 29, 2016

Ila Jean Taylor Property Management Trust
17024 North Avenue
Bouton, Iowa 50039

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Ila Jean Taylor Property Management Trust:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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March 29, 2016

Rivaldo Farms Inc.
1528 West Locust Street
Davenport, Iowa 52804

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Rivaldo Farms Inc.:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | SIOUXLAND REGION | LAKE OZARK, MISSOURI

March 29, 2016

Ronald L. Keppy
2617 Crystal Creek Court
Davenport, Iowa 52804

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Ronald:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | SIOUXLAND REGION | LAKE OZARK, MISSOURI

March 29, 2016

Kent Kraft
400 Old Tippencanoe Drive
Springfield, Illinois 62711-8222

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Kent:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | SIOUXLAND REGION | LAKE OZARK, MISSOURI

March 29, 2016

Douglas M. Lake
3221 South Buttermilk Road
Eldridge, Iowa 52748

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Douglas:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

Enclosed is the Public Notice that will be published in the Quad-City Times and also on the City's website with more information about the Public Hearing and information on how to view a copy of the Environmental Assessment.

The meeting will be conducted utilizing an open forum format. Davenport Airport Staff and our team from McClure Engineering (airport's consultant) will be present to discuss the proposed study and answer any questions that you may have.

Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | SIOUXLAND REGION | LAKE OZARK, MISSOURI

March 29, 2016

Robert Seddig
P.O. Box 13519
Arlington, Texas 76094

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Robert:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | SIOUXLAND REGION | LAKE OZARK, MISSOURI

March 29, 2016

PDS Tax Services
P.O. Box 13519
Arlington, Texas 76094

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear PDS Tax Services:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | SIOUXLAND REGION | LAKE OZARK, MISSOURI

March 29, 2016

Glendale, Inc.
983 Bridge Crest Drive
Ada, Michigan 49301

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Glendale, Inc.:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | SIOUXLAND REGION | LAKE OZARK, MISSOURI

March 29, 2016

N & M Transfer Co., Inc.
630 Muttart Road
Neenah, Wisconsin 54956

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear N & M Transfer Co., Inc.:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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Clive, IA 50325
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www.mecresults.com

NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | SIOUXLAND REGION | LAKE OZARK, MISSOURI

March 29, 2016

R & S Properties, LLC
PO Box 368
Cedar Rapids, Iowa 52406

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear R & S Properties, LLC:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | SIOUXLAND REGION | LAKE OZARK, MISSOURI

March 29, 2016

Roland E. Oetzmann
2025 West Lincoln Road
Eldridge, Iowa 52748

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Roland:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | SIOUXLAND REGION | LAKE OZARK, MISSOURI

March 29, 2016

Alfred Arp LLC
3173 Wayside Plaza, #308
Walnut Creek, California 94597

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Alfred Arp LLC:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

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NORTHWEST IOWA | DES MOINES METRO | EASTERN IOWA | SIOUXLAND REGION | LAKE OZARK, MISSOURI

March 29, 2016

Theresa Story
3224 South 1st Street
Eldridge, Iowa 52748

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Theresa:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



April 5, 2016

› 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

John Corelis
NAI Ruhl Commercial
5111 Utica Ridge Road
Davenport, IA 52807

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear John:

The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. You are cordially invited to attend this meeting.

Enclosed is the Public Notice that will be published in the Quad-City Times and also on the City's website with more information about the Public Hearing and how to view a copy of the Environmental Assessment narrative document.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures:
Public Notice



March 29, 2016

› 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

Avery Land & Farming, LLC
P.O. Box 639
515 W Sterling Road
Walcott, Iowa 52773

www.mecresults.com

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Avery Land & Farming, LLC:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. As a neighboring property owner, you are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



April 20, 2016

› 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

Tina Ganzer
29585 130th Avenue
Donahue, IA 52746

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Tina:

The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. You are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager

Enclosures:
Public Notice



› 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

March 29, 2016

Brandon Wright
City of Davenport
Chief Financial Officer
226 West 4th Street
Davenport, IA 52801

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Brandon:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. You are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



› 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

March 29, 2016

Brian Schadt
City of Davenport
Deputy Director – Public Works
1200 East 46th Street
Davenport, IA 52806

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Brian:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. You are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



› 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

March 29, 2016

Bruce Berger
City of Davenport
Director of Community Development
226 West 4th Street
Davenport, IA 52801

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Bruce:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. You are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



› 1360 NW 121st Street
Clive, IA 50325
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F 515.964.2370

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March 29, 2016

Corri Spiegel
City of Davenport
City Administrator
226 West 4th Street
Davenport, IA 52801

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Corri:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. You are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



› 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

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March 29, 2016

Jennifer Nahra
City of Davenport
Communications Director
226 West 4th Street
Davenport, IA 52801

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Jennifer:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. You are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



› 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

March 29, 2016

John Dowd
City of Eldridge
City Administrator
305 North 3rd Street
P.O. Box 375
Eldridge, IA 52747

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear John:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. You are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



› 1360 NW 121st Street
Clive, IA 50325
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F 515.964.2370

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March 29, 2016

Michael Marr
Iowa DOT Office of Aviation
800 Lincoln Way
Ames, IA 50010

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Michael:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. You are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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March 29, 2016

Robbin Dunn
City of Davenport
Public Works Program Coordinator
1200 East 46th Street
Davenport, IA 52807

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Robbin:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. You are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



› 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
F 515.964.2370

www.mecresults.com

March 29, 2016

Shane Wright
Iowa DOT Office of Aviation
800 Lincoln Way
Ames, IA 50010

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Shane:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. You are cordially invited to attend this meeting.

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Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



› 1360 NW 121st Street
Clive, IA 50325
P 515.964.1229
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March 29, 2016

Tim Huey
City of Davenport
Planning and Development Director
500 West 4th Street
Davenport, IA 52801

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

Dear Tim:

Due to administrative issues, the Public Hearing scheduled for April 5, 2016 is being rescheduled to Thursday, May 5, 2016. The Davenport Municipal Airport will hold a Public Hearing on Thursday, May 5, 2016 from 6 – 8 p.m. to discuss the current Environmental Assessment study being performed to assess future projects being proposed at the Davenport Municipal Airport. The Public Hearing will be held at the City of Davenport – Public Works Department, 1200 E. 46th St. Davenport, IA 52807. You are cordially invited to attend this meeting.

Enclosed is the Public Notice that will be published in the Quad-City Times and also on the City's website with more information about the Public Hearing and information on how to view a copy of the Environmental Assessment.

The meeting will be conducted utilizing an open forum format. Davenport Airport Staff and our team from McClure Engineering (airport's consultant) will be present to discuss the proposed study and answer any questions that you may have.

Sincerely,

McCLURE ENGINEERING COMPANY

Jay A. Pudenz, PE, LEED AP
Project Manager



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March 29, 2016

Tom Warner
City of Davenport
City Attorney
226 West 4th Street
Davenport, IA 52801

**Re: Notice of Public Hearing
Davenport Municipal Airport, Davenport, Iowa
Environmental Assessment Study for Future Improvements
Project #1511003-01**

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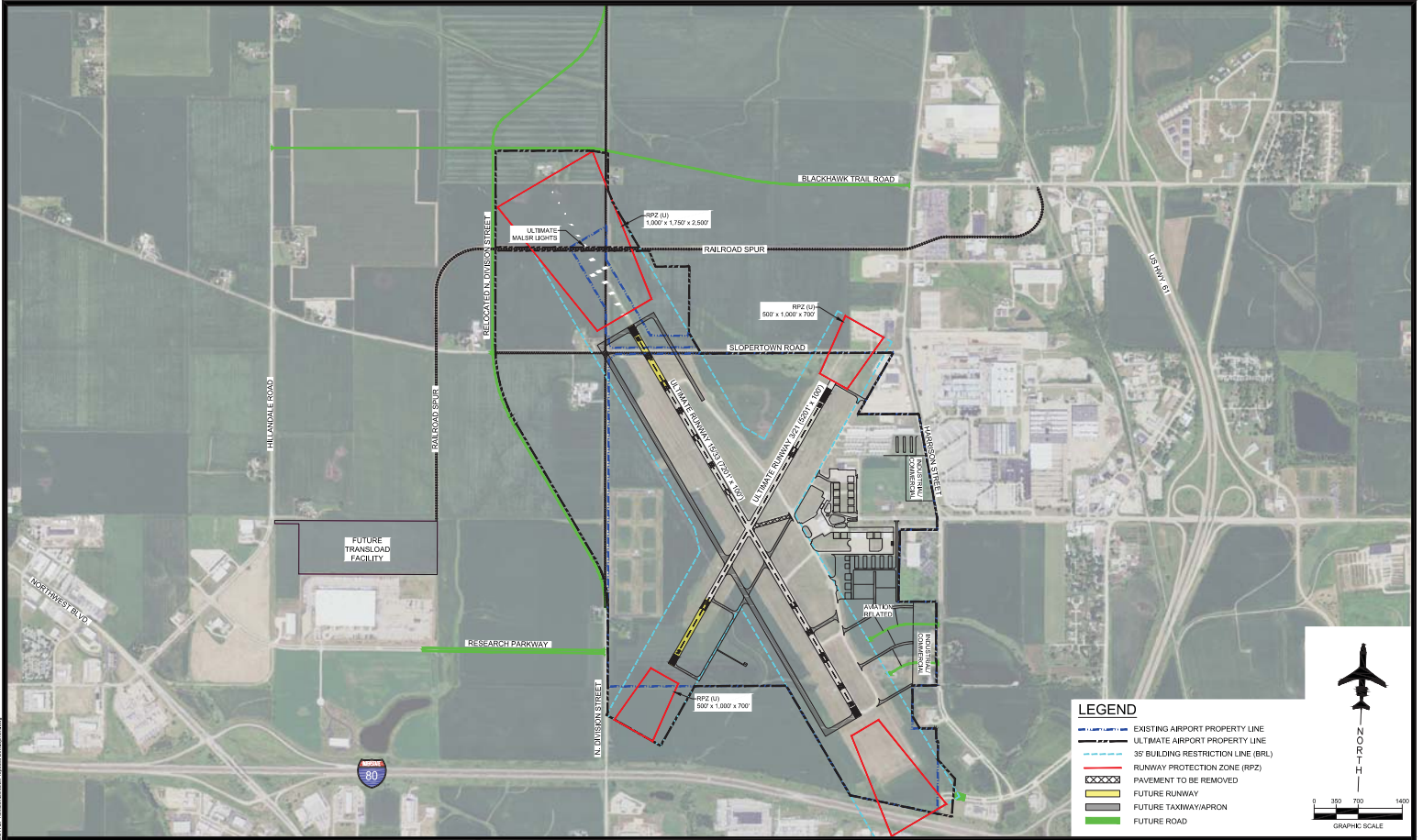
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McCLURE
 ENGINEERING, INC.

building strong communities.
 1360 NW 121st Street
 Clive, IA 50325
 515-964-2229
 fax 515-964-2370

**DAVENPORT MUNICIPAL AIRPORT
 PROPOSED DEVELOPMENT**

DATE 05/05/16 TIME 6:00-8:00 P.M. MEC PROJECT DAV 1511003-01

PROJECT **Davenport Municipal Airport
Environmental Assessment
FAA AIP No. 3-19-0024-17**

LOCATION **City of Davenport - Public Works Department**

PURPOSE **Public Hearing for Environmental Assessment**

NAME	ADDRESS	TELEPHONE	EMAIL
Richard Lowe	DAV		
Andy Mayse	MBC	(515) 964-1229	amayse@meeresults.com
Jay Pudenz	MEC	515-964-1229	jpudenz@meeresults.com
Theresa Story	3224 S 1st St Edridge IA	52748	
Shanna Buisen	2918 W 66th St Davenport, IA	52806	
Tina Ganzer	29585 130 th Ave - Donaloe		tganzer1@gmail.com
Nan Wheeler	2309 Scott St Davenport, IA	52805	Wheeler Fence Co@briarail.com
Tom Wolfe	902 S 5th St	563-521-6736	
Matt + Jodi Freund	15458 Slopertown, Eld.	563-285-2420	jnmfreund@netins.net
ALD Bill Boon			bboon@C.L.DAVENPORT.IA
James White	20710 155 Ave	563-1105	
John Dowd	P.O. Box 1347 3rd St, Edridge	285-4841	
ALD. Kyle Gripp			
Doug + Shan Lake	3221 S. Burner- milk Rd.	563 243-8812	dmlake69@yahoo.com
Dale Kappy	308 W. 6th Ave Pl Coal Valley IL	309-230-4434	daletamia@yahoo.com
Sharon Kitchcock	13860 Slopertown Rd Davenport IA	285-9267	ssmh3@hotmail.com
Sarah Hayden	North Scott Press		
Jesse Borcher	King's Material		borcher@kingmaterial.com



PUBLIC HEARING ATTENDANCE SHEET

DATE **05/05/16** TIME **6:00-8:00 P.M.** MEC PROJECT **DAV 1511003-01**

PROJECT **Davenport Municipal Airport
Environmental Assessment
FAA AIP No. 3-19-0024-17**

LOCATION **City of Davenport - Public Works Department**

PURPOSE **Public Hearing for Environmental Assessment**

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONE</u>	<u>EMAIL</u>
<u>Nora Kepp</u>	<u>2024 Stearns Rd Eldridge</u>	<u>285-4482</u>	
<u>JOHN CORELIS</u>	<u>5111 Utica RR</u>	<u>309.721-1064</u>	<u>JOHN.CORELIS@gmail.com</u>
<u>Charlie Rohde</u>	<u>355 50th Ave Dr SW Cedar Rapids, Iowa</u>	<u>319-533-5778</u>	<u>caroldeekingsmaterial.com</u>
<u>JEFF JUSTIN</u>	<u>CITY</u>		
<u>Mary O'Boyle</u>	<u>Eldridge</u>	<u>563-320-8142</u>	<u>M.OBOYLE@MCHSEI.COM</u>
<u>Greg Schapreck</u>	<u>Eldridge</u>	<u>309-738-5879</u>	<u>GSCHAAPVELDE@SHIVE-HATTERY.COM</u>

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PUBLIC HEARING
FOR
PROPOSED IMPROVEMENTS
AT
DAVENPORT MUNICIPAL AIRPORT
May 5, 2016
6:00 p.m.
City of Davenport
Public Works Department
1200 E. 46th Street
Davenport, Iowa

Reported by: Lucinda Winslow-Haidsiak, CSR, RPR, CRR

1 MR. VESALGA: Good evening, Ladies and
2 Gentlemen. For those who don't know me, I'm Tom
3 Vesalga, the airport manager, Davenport Municipal
4 Airport.

5 Welcome to tonight's public hearing for
6 the Environmental Assessment for the future project
7 at the airport.

8 Before we get started, I would like to
9 take care of a couple of quick housekeeping items.

10 First off, in the event we have to
11 evacuate the room, the primary exit is behind you,
12 back out the doors, out the way we came in. If that
13 for any reason is blocked, we will go out these
14 doors, and I will lead you out to the exit this way.

15 We have a water fountain and bathrooms
16 in the back. Please feel free.

17 Tonight's meeting will be recorded for
18 the official report. We have a court reporter here
19 that will be taking down everything that is presented
20 tonight and all of the comments so we can address
21 them later if we can't address them directly tonight.

22 For the most part, that's it. What we
23 will do is, this an open meeting. What we do ask is
24 that if you have a comment -- positive, negative, or
25 neutral, or anything you want to say regarding the

1 Environmental Assessment -- please raise your hand.
2 We will call upon you. State your name for the
3 record so we can address your comment and get back to
4 you later on if we can't address it directly tonight.
5 And then we will go ahead and take your comment at
6 that point.

7 There are three ways to get your
8 comments recorded in the Environmental Assessment.
9 One is through the open meeting that we have tonight.

10 If you are uncomfortable with speaking
11 in this type of forum, we will also have available
12 the court reporter and myself to go off into another
13 room and take your statement quietly and privately,
14 or you can also fill out the comment cards or send us
15 a letter with your comment on it.

16 You can mail it to either myself or
17 Scott Tener. The address is on the card. You have
18 to have them to us postmarked no later than
19 May 15th.

20 What we will do is, we will take them
21 and put them in the report as well. Everything
22 that -- the transcript from tonight will be
23 transcribed into a hard-copy format, added to the
24 report and sent off to the FAA.

25 Having said that, we will jump right

1 into it.

2 Right now where we are at in the
3 process, I thought it would be best to walk you
4 through the process very briefly, very quickly in
5 flowchart format.

6 Basically, with the projects we've got
7 going on at the airport, what happens, the whole
8 entire process is, somebody sits down and gathers up
9 all of the different ideas. We've come up with two
10 runway extensions, which includes road relocations,
11 road closures, and road extensions.

12 From that point, once we have our ideas
13 roughly on paper, we get our consulting team
14 together. In our case it is McClure Engineering.
15 We've got a team of environmental specialists. We
16 have designers. We have engineers, aviation
17 specialists, economic impact personnel. We've got a
18 whole team working for us to pull all of this
19 together.

20 Once we get the consultants, the next
21 step in the process is for the FAA. We need to
22 update our airport layout plan, our ALP. We've
23 completed that through with the help of McClure
24 Engineering. We brought it altogether, and we sent
25 it off to the FAA.

1 These are just ideas, taking our ideas
2 and putting them on paper. It all comes down to one
3 sheet of paper in this stack of documents. That's
4 the airport layout plan, the one page itself. They
5 will go and give us a conditional approval.

6 We've received that, and all that means
7 is that we used sound engineering concepts to come up
8 with these designs. It does not mean that they are
9 approved by the FAA to proceed.

10 From the airport layout plan, once we
11 receive that conditional approval, we move into the
12 Environmental Assessment process. This process looks
13 at the environment, how is our proposed project going
14 to affect the environment.

15 We are looking at air quality, water
16 quality, noise. We get with the USDA, the Department
17 of Fishing and Game. There's a lot of agencies we
18 get with to pull this data together and say, Are we
19 going to negatively impact our environment?

20 The process for the EA is fairly
21 straightforward. It looks complex, but it is fairly
22 straightforward.

23 The very first step in the process, we
24 take that ourselves. We do the categorical exclusion
25 checklist, a whole, long laundry list of items that

1 say, You can do this project if you are on this list.

2 If we were allowed to, it would be
3 going straight over to do the project, but in our
4 case, with such a large footprint change to the
5 airport, we will end up in the no category, which
6 brings us here tonight to the Environmental
7 Assessment.

8 Now, we've gone through the process of
9 collecting the data, putting it in report format, in
10 a drafted format, and tonight we are here to take
11 your comments, because we have our experts looking at
12 it, but you guys know what is going on. You guys
13 have your feet on that property all of the time. You
14 know what's going on, and we are looking for your
15 comments, positive, negative or neutral. Everything
16 that you give us will be put in the report, and we
17 will look at it very seriously.

18 With the Environmental Assessment, we
19 get this all gathered up. We send it off to the FAA.
20 They review it for their final review.

21 If they give us a thumbs up at that
22 point, we go to what is called a FONSI. That's
23 finding of no significant impact. That means that
24 our projects are not going to negatively impact our
25 environment.

1 Okay. At which point they turn around
2 and go back to the ALP and give us their full
3 approval and say your projects are good to proceed.

4 If there is a problem, if we come up
5 with a problem that's going to be a negative impact
6 to the environment, what the FAA will do is, they
7 will send us over and make us do an Environmental
8 Impact Statement, and it is a huge document
9 addressing specific issues to make sure that we
10 maintain a good, sound environment.

11 At both points, we could -- this
12 project could be closed down by the FAA at this
13 point, at the Environmental Assessment, or the
14 Environmental Impact Statement, if the FAA finds that
15 it is not worth proceeding.

16 Right now we have nothing -- we are not
17 looking at anything that's going to give us anything
18 but a finding of no significant impact which will
19 allow us to proceed to the next steps in the project.

20 Going back here. The next steps in the
21 project are going to be the Airport Economic Impact
22 Study and the Regional Impact Study.

23 The airport study is for the FAA alone.
24 They look at everything, how it is going to impact
25 the airport inside the perimeter fence. Is this

1 extension going to be beneficial to the airport and
2 the aerospace around it?

3 The Regional Economic Impact Study is
4 something that our council and the other councils of
5 Eldridge and Scott County have been interested in
6 doing to find out if it is good for the region for us
7 to expand this airport.

8 Both of these points right here, the
9 airport and the regional economic impact study, if
10 there is a finding that it is not going to be
11 economically feasible to do this project or it is not
12 going to benefit everybody significantly, we could
13 end up shutting the project down at that point; but
14 right now, we are not at that phase. When we get
15 there, we will be able to find out the answers on
16 that.

17 From there we move into land
18 acquisition where we actually go out and look at fair
19 market value for the properties. We look at what
20 properties need to be acquired. We go and do our due
21 diligence to basically come up with the deal. Then
22 we come out to you and say, Okay. We are ready to
23 sit down and talk. Let's get together one on one.
24 We bring in the Scott County, we bring in Davenport
25 and Eldridge, all of the parties involved, and we

1 talk and try to negotiate from that point.

2 Right now we are not at that point. We
3 don't have any kind of land values. We are not even
4 prepared to get into any kind of discussion or
5 questions on that. So when we get there, we will go
6 ahead and address that.

7 From that point on we move into the
8 design phase. Once we have acquired the land, we go
9 and move into the design phase where we look at how
10 the road layouts are going to be, where the easements
11 are going to be, how the sewers are going to be laid
12 out.

13 Right now the drawing that you have in
14 front of you -- and I will also put it up on the
15 board in just a moment -- shows a lot of nice little
16 drawings in there that may or may not make too much
17 sense. Right now that is just strictly a concept
18 drawing. That's not the final layout.

19 The road layouts, road closures, and
20 everything like that still have to be worked out
21 through the three: Davenport, Eldridge, and Scott
22 County. The economic development people, their CPED
23 people, city engineers, city planners, everybody has
24 to come together to come up with a solution for that.
25 What you have right there is strictly a concept

1 drawing. And then once we get the designs all set
2 up, we move into construction.

3 This is the drawing that you have in
4 front of you. Essentially, this looks like a lot
5 going on, but there's two projects going on here.

6 The first one I'm going to talk about
7 is RPZ 1. It is the extension to the south of our
8 crosswind runway. That's only 1,000 feet added to
9 the runways. Gives us greater capability in
10 crosswind and low visibility conditions to get
11 airplanes in and out safely. That's 1,000 feet on
12 the south.

13 The big extension on the north that
14 everybody has got the most interest in takes our
15 primary runway from 5,511 out to 7,200 feet total
16 length, the maximum distance we can get between the
17 highway and the railroad spur without actually moving
18 one or both.

19 With that brings in greater chances of
20 larger aircraft, greater chances of economic growth.
21 We are going to be benefiting with that. We are
22 going to be benefiting the Eastern Iowa Industrial
23 Complex plan for here and Eldridge's economic
24 expansion up there with their industrial park that
25 they are considering at this point.

1 The reason we have such a large area
2 and we are looking at road relocations is, the runway
3 has that red trapezoid right in there. That is the
4 runway protection zone. That zone right there is to
5 protect everybody. It protects all of you, the
6 general public. We cannot have any roads, we cannot
7 have any houses in there, in the event an airplane
8 lands short or has a problem and there's an accident
9 after takeoff. So the FAA has mandated that that
10 area be completely devoid of the general population.
11 We've talked to them in great detail.

12 Railroad spur, we've got the
13 preliminary thumbs up to allow the railroad spur
14 there, because it is an industrial item, and it is
15 not going to be continuously used like a -- say, for
16 example, your living room and your TV.

17 There's a lot of road changes,
18 different road ideas that we've got going on right
19 here now. Our initial plan is to close Slopertown
20 Road, because you can see it crosses our runway at
21 that point.

22 We close Slopertown Road between here
23 and here. What that's going to allow us to do is be
24 able to extend that further distance to the north.

25 Additionally, to take care of traffic

1 in this area, we plan on putting Blackhawk Trail
2 through. Again, this is just a concept and is not
3 the final plans.

4 This is something we've put down there
5 to be able to clear the trapezoidal zone right here
6 and be able to still keep traffic going through right
7 there.

8 This area right here, that is for
9 Davenport, Eldridge, and Scott County city planners
10 to sit down, and we will come up with a plan to
11 figure out what we want to do at that point.

12 The FAA has already given us a
13 conditional thumbs up on 90/10 funding for all of
14 this project, including Blackhawk Trail extension.
15 Right now they are going to pay 90 percent of a
16 two-lane road. That does not mean that we can't
17 expand that with local funds to a four-lane or
18 something different. Again, this is just a
19 conceptual drawing.

20 Another change that we've got on the --
21 in our Environmental Assessment is how the Division
22 Street-Buttermilk moving about a half a mile to the
23 west is going to affect everything. Again, we've
24 moved it. We've made it go out to the west like that
25 to avoid that trapezoid for the airport. Again,

1 concept drawing. That still needs to be set. We
2 need to sit down. This is strictly for the FAA at
3 this point.

4 For the most part, that's the entire
5 process in a nutshell, and that's a quick rundown of
6 the project.

7 Yes, sir?

8 MR. BOOM: How does the RPZ in the
9 lower part cross Interstate 80?

10 MR. VESALGA: This is the one you are
11 talking about, correct?

12 MR. BOOM: Yes.

13 MR. VESALGA: That right there was put
14 in, and actually, that part of the airport was
15 allowed to extend on previous FAA advisory circulars,
16 which did allow for certain items to cross through,
17 one of them -- one of which being the highway I-80.

18 Nowadays, with the new regulations
19 they've got, no new construction can have anything in
20 the RPZ. So that right there, if it were to be
21 extended to the south and the RPZ put in place today,
22 the FAA would tell us unequivocally no.

23 THE REPORTER: I need a name. Your
24 name, sir?

25 MR. BOOM: Bill Boom.

1 MR. VESALGA: Yes, sir.

2 MR. JUSTIN: I think we tried to extend
3 that road to the right --

4 THE REPORTER: Your name?

5 MR. JUSTIN: Jeff Justin. I'm on the
6 City Council of Davenport.

7 We had tried to extend that road to the
8 right along the interstate, and we weren't allowed to
9 do that. Coming down --

10 MR. VESALGA: Oh, this road down here?

11 MR. JUSTIN: No. That one.

12 MR. VESALGA: Right here?

13 MR. JUSTIN: Yes.

14 MR. VESALGA: Yes. This road was
15 originally planned -- when I became airport manager,
16 was planned to come up and connect over here.

17 MR. JUSTIN: Yes.

18 MR. VESALGA: Unfortunately, with the
19 two runway protected zones right there, we can't put
20 that road through anymore.

21 Any other questions?

22 I'm sorry. Yes, sir.

23 MR. ROHDE: Charlie Rohde.

24 Have you considered putting a tunnel
25 under the runway for Slopertown?

1 MR. VESALGA: A tunnel under the runway
2 for Slopertown at this point would be too cost-
3 prohibitive. The FAA is going to turn around and try
4 to --

5 MR. ROHDE: Have you priced it out?

6 MR. VESALGA: Pardon me?

7 MR. ROHDE: Have you priced it out?

8 MR. VESALGA: We have not looked into
9 that issue, to put a tunnel under the road. Again,
10 tonight's public comments, that -- we can take a
11 quick pricing on that and put it in and include it in
12 the report as well.

13 If there's no other questions, I would
14 like to go ahead and introduce our consulting team
15 for the Environmental Assessment.

16 This is Jay Pudenz and Brad
17 Weisenburger. They are going to go ahead and talk a
18 little bit more in-depth on what we looked at, what
19 we were addressing, and what will be in the report.

20 MR. PUDENZ: Thanks, Tom.

21 MR. ROHDE: I'm sorry. Charlie Rohde
22 again. Is this a time for comments or objections?

23 MR. PUDENZ: It will be in a minute.
24 Tom covered most of everything, but I just wanted to
25 walk through how the report got put together, and

1 then we will be ready for comments.

2 MR. ROHDE: Okay.

3 MR. PUDENZ: As Tom mentioned --
4 thanks, Tom -- my name is Jay Pudenz. I'm an
5 engineer with McClure Engineering Company. We are
6 out of Clive, Iowa. We wrote the report along with
7 Brad Weisenburger, who is out of --

8 MR. WEISENBURGER: Lawrence, Kansas.

9 MR. PUDENZ: The process originally
10 started back in the summer of 2012. At that point
11 the airport decided to renew or update their ALP,
12 which took a little while, and now we started up
13 again the summer of 2015.

14 At that point we started with this
15 Environmental Assessment, and this cover looks very
16 similar to a lot of environmental assessments that
17 are done for the FAA. And the table of contents and
18 the way that the report is laid out is very similar.
19 There's a format that's followed.

20 It goes through the purpose and need of
21 the project, the different alternatives that are
22 reviewed as a part of the project, how it affects the
23 environment, and the environmental consequences of
24 mitigation, and the cumulative impact.

25 A big chunk of that that I mentioned is

1 the environmental consequences and mitigation, which
2 is where we reach out to the different agencies that
3 may have impact that they see.

4 So Tom mentioned a few of these
5 earlier. That could be anyone from the Iowa DNR to
6 the U.S. Fish and Wildlife to the Army Corp of
7 Engineers or State Historical Preservation Office.

8 So we went through that. Submitted
9 letters. Got responses from nearly all of them. And
10 like, for instance, the State Historical Preservation
11 Office, a lot of times for a project this size, they
12 will have us go out and do what's called a Phase I
13 Archeological Survey to ensure there aren't any
14 historical preservation sites within the property
15 that we need to buy, so -- or that the city needs to
16 buy.

17 So we went through that process, found
18 that there were no historical properties that needed
19 to be addressed.

20 And then after you get all of your
21 feedback from your agencies, finalize your report
22 with all of the alternatives and the different
23 environmental impacts that may be seen, submit that
24 to the FAA in a draft, the FAA comes back with any
25 comments that they might have. Then it gets

1 finalized for a draft, which then gets submitted out
2 to the public for comment. And then at the end of
3 that public comment phase, which is typically 30
4 days, we have a public hearing, which is what we are
5 at tonight.

6 It is a long process. We've been doing
7 this for over a year now. So there's a lot of
8 thought that goes into it.

9 But this is a draft report, so comments
10 that you provide tonight or questions that you have
11 will get taken down, and they need to be addressed as
12 part of that report. So those will get entered in at
13 the back of the report in the appendix, and the FAA
14 will have one final chance to review it.

15 If there aren't any other impacts that
16 come up at this point, then the FAA could be in a
17 position to issue what's called the Finding Of No
18 Significant Impact, which Tom mentioned earlier,
19 which is the FONSI, and that finalizes this document,
20 which, as Tom mentioned, is a planning tool.

21 It doesn't mean these projects are
22 going to happen tomorrow or even 10 years down the
23 road. It is just they could happen.

24 They are in a position now where land
25 acquisition would be the next phase, and then the

1 projects would have to -- and with the City here,
2 there's also the Economic Impact Studies that are
3 going to be ongoing as well.

4 So, I think that's it. Am I missing
5 anything else?

6 So we are nearly at the end of this
7 Environmental Assessment. And so Tom mentioned you
8 can provide comments verbally now. With the written
9 comment cards in the back, you can either leave those
10 with us or mail them in within the next 10 days so
11 that we can finalize the report, or you can provide a
12 comment in private after the meeting.

13 Thank you. I guess, if there is
14 nothing else, I will open it up for questions or
15 comments.

16 MR. ROHDE: Charlie Rohde.

17 What happened to the concept of looping
18 the road around the north end of the new runway and
19 back down to Slopertown?

20 MR. VESALGA: Looping it originally --
21 looping it from across here all of the way up and
22 around and back down?

23 MR. ROHDE: Yes.

24 MR. VESALGA: We looked at that --
25 briefly looked at that. It didn't seem cost-

1 effective to do that, so we came up with this idea
2 right here.

3 Looping it back around like you say, we
4 could go ahead and take a quick look at that and
5 include it in the report and see where -- what is the
6 impact of that as well.

7 MR. MAYSENT: My name is Andy Maysent
8 with McClure Engineering Company, and the concept we
9 wanted to try to originate was connecting the
10 interchange at Blackhawk Trail to the interstate
11 there on the southwest side of Interstate 80.

12 We wanted to provide a traffic flow
13 pattern to, you know, maximize interchange to
14 interchange with U.S. 61 on the right there, on the
15 east side to Interstate 80, kind of provide a direct
16 access is the thought behind that.

17 But like Tom mentioned, we can
18 definitely look into that alternative of what was
19 there before.

20 MR. ROHDE: My business is at the
21 corner of Slopertown Road and about -- we are
22 calculating about 40 percent of our customers come
23 across the interstate down on the artery coming
24 across, and you are going to receive a severe
25 economic impact to our business, so we will have to

1 protest this.

2 And we have had very little contact on
3 it. Thomas has contacted me, but it has been almost
4 a year. Like I said, that was -- the loop was the
5 last thing we had heard. We had not seen anything on
6 that.

7 MR. MAYSENT: Just so we are clear,
8 your access off Slopertown from the west is --

9 MR. ROHDE: Very crucial to our
10 customer acces.

11 THE REPORTER: Who is that? Who is
12 speaking?

13 MR. O'BOYLE: Marty O'Boyle.

14 Is that King's Material that we are
15 talking about?

16 MR. VESALGA: The answer is yes.

17 Now, the other thing that is brought up
18 is that this is the Environmental Impact portion of
19 it. The actual design and layout of the road still
20 needs to be taken to the three -- the three major
21 areas: Scott County, Davenport, and Eldridge.

22 The actual layout of the roads -- this
23 is being a concept -- does not mean that we cannot do
24 a loop around or some alternative method. Does not
25 mean that we can't possibly go underneath the runway

1 as well. This is still open on that part of it.

2 Okay. Again, we are just looking -- we
3 are looking more primarily at the environmental
4 impact that we are dealing with: noise, water
5 quality, any type of water tributaries. That's our
6 primary focus tonight. But that comment, we will go
7 and address it, your two concerns, which is either go
8 under or go around with Slopertown. We will take a
9 look at that.

10 MR. VESALGA: Sir?

11 MR. LAKE: Doug Lake.

12 It talks here on the piece of paper,
13 acquire 238 acres to include four residential
14 farmsteads. Do you know what those residences would
15 be?

16 MR. VESALGA: Do you want to address?

17 MR. PUDENZ: So the first one is this
18 one right here where Blackhawk Road -- and like Tom
19 said, this is just a preliminary alignment at this
20 point.

21 This residence right here. Would be
22 this residence right here.

23 MS. HITCHCOCK: Sharon Hitchcock.

24 Can you tell us who they belong to?

25 MR. PUDENZ: Do we have those in our

1 report?

2 MR. WEISENBURGER: I don't think we
3 have the address owners. I know we mailed them
4 invitations to the meeting.

5 MR. VESALGA: The invitations went out
6 to these four residences, the owners of these
7 residences. The actual owners' names and contact
8 information will not be in the report directly.

9 MR. PUDENZ: But it is within the area
10 where the RPZ is. So this one right here. There is
11 this land right here that is part of what is going to
12 be future development. This right here, and then the
13 one at the end of Blackhawk Trail Road.

14 MR. LAKE: Is that five?

15 MR. PUDENZ: No. Four, I think I
16 mentioned.

17 MR. VESALGA: You put that one right
18 there.

19 MR. PUDENZ: This one, this one, and
20 this one.

21 MR. WHITE: My name is James White, and
22 I'm at the bottom of the Division Street where it
23 sort of turns off there, right across from the soccer
24 complex.

25 MR. VESALGA: Right here?

1 MR. PUDENZ: Yes.

2 MR. WHITE: I'm just here to say that
3 I'm totally against anybody losing their property by
4 people who want to take their property, either being
5 forced to sell, don't want to leave. And I can see
6 that I'm almost in the cross hairs and probably will
7 be.

8 I stay on -- that property that I stay
9 on, I'm a caretaker for the Shriners. Own that whole
10 block of land there. And then I'm just -- I'm just
11 here to say that I'm against anybody losing their
12 property that doesn't want to lose their farms.

13 People that have built generations,
14 farmers who have been there for years, and children.

15 MS. HITCHCOCK: I agree with him 100
16 percent.

17 I'm sorry. Sharon Hitchcock.

18 MS. STORY: Teresa Story.

19 I do too.

20 MR. VESALGA: I can't speak for all of
21 the rest. I don't know where your land might be, but
22 this right here, again, this road concept is just a
23 concept. Doesn't mean we can't push it in closer and
24 avoid this or we can't come up with another solution.

25 I'm not saying that we are definitely

1 coming with bulldozers tomorrow, sir, but what I can
2 say, this concept right here has a lot of work to do
3 before it actually comes to fruition.

4 MR. WHITE: How many years out is this
5 concept or days or months? How far out is this?

6 MR. VESALGA: Right now, fiscal year
7 2018 is what we have on the books to begin land
8 acquisition, so that means late 2017 into 2018. That
9 doesn't mean that -- we still have many steps to get
10 to before we get to that point.

11 It may have to be pushed out, depending
12 on how the next several projects come up and how the
13 FAA responds to them and how quickly they respond to
14 them. We are still -- before we actually go to the
15 land acquisition, we are looking at least a year
16 before we get there.

17 MR. WHITE: A year.

18 MR. VESALGA: At least a year before we
19 even consider starting the project.

20 MR. WHITE: That's not a whole lot of
21 time.

22 MR. VESALGA: I understand.

23 MS. HITCHCOCK: Since we have a large
24 airport just across the river, what is the economical
25 benefit of doing this?

1 MR. VESALGA: The economic benefit of
2 doing this, by extending the runway, we get larger
3 aircraft in here for the airport itself.

4 In this area right in here, we are able
5 to bring in larger businesses such as maintenance
6 repair, operation, bringing in larger -- adding jobs
7 to the community, bringing in economic growth to the
8 airport itself.

9 We can even bring in a shipper. We
10 want to target one of the major shippers, and the
11 reason being is, the shipping organization right here
12 will benefit this area all in through here that is
13 planned for economic development and industry.

14 We've already got Kraft Foods moving
15 into this area. There's other --

16 MS. HITCHCOCK: Which is a shame.

17 MR. VESALGA: Pardon me?

18 MS. HITCHCOCK: Which is a shame, and
19 you are going right over my house. So I'm not -- I'm
20 not real happy about this at all.

21 MR. VESALGA: Well, this area -- I go
22 like this. I'm assuming that you live up in this
23 area.

24 MS. HITCHCOCK: Yes.

25 MR. VESALGA: That's beyond the purview

1 of the airport.

2 MS. HITCHCOCK: For how long?

3 MR. VESALGA: The airport is not going
4 to be going much further than this, ma'am.

5 For this benefit right here, also
6 benefits the City of Eldridge as they want to go and
7 expand their industrial base down.

8 There's job growth. There's business
9 taxation. More money into the community. And if we
10 go -- and we've got the Quad City International
11 Airport, if we were to send -- let all of our
12 aviation go down to there, there is a very good
13 chance that all of those businesses are also going to
14 go right down next to the airport down there, and
15 that's not going to help Iowa or the area.

16 We are hoping to bring in -- our
17 ultimate goal is to bring in economic growth, more
18 jobs, and more money for the communities in general.

19 MS. HITCHCOCK: You mentioned Kraft.
20 Kraft is moving out there, but they are not bringing
21 in more jobs. They are cutting jobs.

22 That makes no sense at all. So you are
23 telling us that that's a benefit that we have
24 companies come in, come out there, take land?

25 I mean, like he said, a lot of these

1 families have been here for almost 200 years. Well,
2 as long as, you know, Iowa has been there, and you
3 just want to take their land away. It just isn't
4 right.

5 MR. VESALGA: Ma'am, we are not looking
6 at coming out there and just taking your land. It is
7 through a negotiation process and through planning to
8 either acquire the land with your -- with your
9 consent or to actually come up with a plan to go
10 around your land, or there's a lot of possibilities
11 in that case.

12 There's a lot of development still to
13 be planned out for the future. I'm not saying that
14 we are coming in there and we are going to definitely
15 take this. What I'm saying is that this portion of
16 it right here is the economic -- or the environmental
17 side of it, are we hurting the environment?

18 When we get into the -- further down
19 the line, then we will sit down and start talking.
20 We will talk more in detail. And federal law
21 actually requires us to open a dialogue with you and
22 come up to an agreement. We can't just come marching
23 in and dislocate you from your property.

24 MS. HITCHCOCK: Yeah, you can. It is
25 eminent domain.

1 MR. VESALGA: At this point, the FAA
2 doesn't like eminent domain and has basically told
3 the airports in the State of Iowa and central region
4 to avoid it at all costs.

5 I'm not saying that it is not going to
6 happen, but that's way down the line, and that's
7 something we have not even addressed yet.

8 MR. ROHDE: Charlie Rohde again.

9 Just a correction for you. This is an
10 economic, social, and environmental hearing. It is
11 on the sheet. You said it was an environmental-only
12 hearing here, environmental impact hearing.

13 MR. PUDENZ: I'm sorry?

14 MR. ROHDE: You said it was only an
15 environmental impact hearing, and the notice says
16 economic, social --

17 MR. PUDENZ: That's just referring to
18 the report. It goes into beyond just environmental.
19 There's a section --

20 MR. ROHDE: I would just like it to be
21 noted that --

22 MR. PUDENZ: Okay. Noted.

23 MR. VESALGA: Any other?

24 MR. LOWE: My name is Richard Lowe.
25 I've been a pilot for 44 years. I've flown out of

1 the Davenport Airport since 1985. I sat on the
2 Airport Commission for five years beginning in the
3 late '90s.

4 At that time we were discussing this.
5 20/20 hindsight is easy. When they bought the land
6 for the airport in 1948, they should have went north
7 two more sections, and they didn't do it; but in 1954
8 we had airline service. We had enough airport to
9 support the airline. Nobody dreamed they were going
10 to want 7,000-foot runways.

11 There's been a lot of different
12 concepts. I know we are talking about environmental
13 impact here, and I sympathize with the people that
14 are looking at this, saying, What's this going to do
15 to my life?

16 I don't think they made the case really
17 well. Tom started to talk about why this is
18 important. I spent some time at the Iowa State Fair
19 with the Department of Aeronautics talking to people
20 several years, and we were promoting airports in
21 small towns. A lot of times they will look at it and
22 say it is a playground for the rich guys that have
23 the airplanes. Really, it isn't.

24 This airport is very important to
25 Davenport. They talk about the Quad-City Airport,

1 and everybody thinks that's all we need.

2 The airport on the north side of town
3 is used daily by people that either have plants here
4 or who are doing business on the north side of
5 Davenport. They don't want to go to Moline, rent a
6 car, drive across the bridge and come over here. He
7 is right. Eventually they will build their plants in
8 the Moline area.

9 I talked to the city manager in DeWitt,
10 and I said, You've been very successful about getting
11 industry into DeWitt. Where in your negotiations
12 does an airport come up? And he told me that it is
13 very much at the top, but he said, I'm always able to
14 say we have Davenport Municipal, and we have Clinton,
15 and they are both all-weather airports with hard-
16 surface runways and instant approaches. And
17 corporations are looking for that when they think
18 about coming to these areas.

19 I talked to small towns at the State
20 Fair. I said, Do you have a hospital? And they
21 said, Yes. Do you have an airport? And they said,
22 Yes. If you didn't have the airport, you probably
23 wouldn't have the hospital, because that's the
24 importance of small airports.

25 I'm not saying that we are here tonight

1 to talk about why we have to have this and make a
2 case for it. There needs to be a good case made. I
3 can see where the citizens are really suspect about
4 let's just buy some more land and build more runways.
5 You know, 7,000 feet seems like a lot. Most airline
6 airports now have 10-, but that case I don't think
7 has been well made. But tonight we are talking about
8 environmental impact, but they are focusing on that.

9 I just thought I would share a little
10 bit of background. My flying days are over. I
11 probably won't be here too much longer, so those are
12 my thoughts. Thank you.

13 MR. VESALGA: Another thing that the
14 airport in its current state does bring to the region
15 is \$20.2 million in economic impact on the community,
16 whether it be jobs, whether it be salaries, all
17 different reasons for the business that goes on at
18 the airport. And by expanding the airport, we can
19 improve that as well; additional jobs, additional
20 benefits to the city and the community.

21 Anybody else? Comments?

22 MR. JUSTIN: I just want to make a
23 brief comment to the landowners. On the east side of
24 Davenport, you may be aware of Veterans Park. We
25 have that going out, and there's two century farms

1 out there. Glenn Moller (phonetic) owns one, and Bob
2 Kuehl (phonetic), Circle K, owns the other.

3 You will notice the road will curve
4 around Glenn Moller's barn, which is a historic barn,
5 and they went through negotiations with Glenn -- I
6 represent that area of Davenport -- through a process
7 with Glenn, and it was a lengthy process, but I'm
8 sure that if you contacted him, he would say it was a
9 fair process.

10 When they came and wanted to assess him
11 for that improvement, it is, like, no, he didn't
12 necessarily want that improvement, so we did not
13 assess him, which is normally -- you know, we could
14 in the normal process.

15 So I didn't get involved in the
16 negotiations on compensation or anything like that,
17 but the last thing we ever wanted to do is eminent
18 domain, and we didn't get there with Glenn.

19 And then Bob Kuehl, he is more on the
20 Bettendorf end of it, so you would have to talk with
21 Decker Ploehn or Bob Gallagher on that one, but there
22 was a process to go through, and last thing we
23 want -- anybody wants to do is take somebody's land
24 that is not willing to -- not adequately compensated
25 and a willing participant, in my opinion.

1 MR. VESALGA: And I would like to add
2 that that is also the opinion of the FAA. They want
3 everybody to be compensated appropriately and a
4 willing participant in this. The FAA does not want
5 us and will not give us their consent to go out and
6 apply eminent domain and say we are taking over the
7 property.

8 Anybody else for comments in the open
9 forum?

10 Would anybody like to have their
11 comment taken privately?

12 You would like it taken privately, sir?

13 MR. ROHDE: Yes.

14 MR. VESALGA: And if there's no other
15 comments, we can go ahead and call the public hearing
16 adjourned.

17 No others.

18 Consider the meeting adjourned. Thank
19 you very much for coming.

20 (The public portion of the meeting was
21 adjourned at 6:39 p.m.)

22 (Comments made in private by Charlie
23 Rohde.)

24 MR. ROHDE: Charlie Rohde with Kings
25 Material.

1 I do not object to the airport
2 expansion. We object to the closing of Slopertown
3 Road. Approximately 40 percent of our walk-in trade,
4 our customers, approach our business from the west on
5 Slopertown.

6 I see a severe impact, which I've not
7 yet measured in terms of people having to drive an
8 additional two to five miles to get to our business
9 coming from Northwest Davenport. We would appreciate
10 it if you would explore tunneling under the runway or
11 some type of loop around the new northwest approach
12 to the runway and continue an approach to our
13 business, Kings Material, from the west.

14 A little history. Our plant has been
15 here since 2000. We started construction in 1999.
16 We started planning in 1998. From the time we closed
17 on the ground, just a few short weeks until we filed
18 for a building permit, the FAA and the Davenport
19 Airport changed the RPZ landing zone, requiring us to
20 do substantial design -- redesign on our facility,
21 costing us at that time to add about \$400,000 of
22 additional cost to the project.

23 Again, we consider the airport a good
24 neighbor. We are not against the expansion. We are
25 against the cutting our access for our livelihood and

1 the approximately 25 to 30 families which are
2 employed at this facility.

3 (This concludes the private comments
4 of Charlie Rohde. The record is now closed at
5 6:46 p.m.)

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C E R T I F I C A T E

I, the undersigned, a Registered Professional Reporter and Notary Public of the State of Iowa, do hereby certify that I acted as the Registered Professional Reporter in the foregoing matter at the time and place indicated herein; that I took in shorthand the proceedings had at said time and place; that said shorthand notes were reduced to typewriting under my supervision and direction, and that the foregoing pages are a full and correct transcript of the shorthand notes so taken.

I further certify that I am neither attorney nor counsel for, or related to or employed by any of the parties in the foregoing matter, and further that I am not a relative or employee of any attorney or counsel employed by the parties hereto, or financially interested in the action.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 13th day of May, 2016.

/s/Lucinda Winslow-Haidsiak
REGISTERED PROFESSIONAL REPORTER
and NOTARY PUBLIC

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Public Comments and Sponsor Responses from Public Hearing held May 5, 2016

Comment #1: Bill Boom - Page 13.8 - "How does the RPZ in lower part cross interstate 80?"

Response #1: *FAA has regulations about what uses are acceptable in a Runway Protection Zone. These regulations have been updated and modified over time, and when the interstate system was established it was acceptable for a highway to be within the RPZ.*

Comment #2: Jeff Justin - Page 14.2 - "We tried to extend the road (Research Parkway) along the interstate, and we weren't allowed to do that."

Response #2: *Recent changes to the FAA Airport Design Advisory Circular discourage roadways through Runway Protection Zones. New construction projects must be in accordance with the most recent FAA regulations.*

Comment #3: Charlie Rohde - Page 14.25 - "Have you considered a tunnel under Slopertown road?"

Response #3: *A tunnel has been reviewed since the Public Hearing and is not considered a financially feasible solution. Due to the angle in which Slopertown and Runway 16-34 intersect, the tunnel would need to be approximately 1,500 feet long. It would need to be ventilated and lighted. Additionally, due to terrain issues, drainage from the tunnel would be challenging and require pumps with redundancy to assure the tunnel would not flood. Finally long-term maintenance would be a significant ongoing expense. Ultimately, all of the noted challenges make the tunnel an unfeasible solution due to high costs.*

Comment #4: Charlie Rohde - Page 19.17 - "What happened to the concept of looping the road around the north end to the new runway and back down to Slopertown?"

Response #4: *Long range planning by Scott County and Davenport have included the extension of Black Hawk Trail (which is a diamond exit on US highway 61) to connect with Interstate 80. Given the looping of Slopertown will not significantly change the length or price of the new roadway, deviating from long range planning efforts is not intended." To stay in concert with local planning efforts, the extension of Black Hawk Trail was selected as the preferred alternative for traffic management. This alignment will continue to be reviewed by Scott County, the City of Davenport, and the City of Eldridge as the planning process continues.*

Comment #5: Charlie Rohde - Page 20.20 - "We are calculating about 40 percent of our customers come across the interstate down the artery coming across, and you are going to receive a severe economic impact to our business."

Response #5: *Automobile traffic following the route described will need to drive an additional 2 miles to reach Mr. Rohde's business.*

Comment #6: Doug Lake - Page 22.11 - “It talks here on the piece of paper, acquire 238 acres to include four residential farmsteads. Do you know what those residences would be?”

Response #6: *The owners of these properties were mailed a public information meeting notice, public hearing notice, and an aerial exhibit of the proposed developments. The properties that are to be acquired were shown on the proposed development plan which was sent with the letters as well as available at the Public Hearing.*

Comment #7 James White - Page 23.21 - “I’m just here to say that I’m totally against anybody losing their property by people who want to take their property”

Response #7: *Federal guidelines for land acquisition will be strictly followed. This information is contained in Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.*

Comment #8 Sharon Hitchcock - Page 25.23 - “Since we have a large airport across the river, what is the economical benefit of doing this?”

Response #8: *The Davenport Municipal Airport’s Airport Master Plan, Iowa State Aviation System Plan, and National Plan of Integrated Airport Systems (NPIAS) justify and document the need for two airports to serve the flying needs within the Quad Cities Area.*

Comment #9 Charlie Rohde - Page 29.8 - “This is an economic, social and environmental hearing?”

Response #9: *The environmental assessment process covers impacts to multiple resources which include social and economic impacts to residential and business property owners.*

Comment #10: Jeff Justin -Page 33.3 “You will notice that the road will curve around Glenn Moller’s barn which is a historic barn”

Response #10: *A cultural resource evaluation was completed by the State Historical Society of Iowa (SHPO) which indicates no structures of historic significance exist in the project area. The survey can be found in Appendix A of the Environmental Assessment. In addition, a Phase I Intensive Archaeological Survey and Intensive Level Architectural Survey was conducted in December of 2015 by Wapsi Valley Archaeology which concluded no significant archeological sites or architectural resources would be adversely affected by this project. Further information regarding the Phase I Archaeological Survey can be obtained by contacting the Airport Manager.*

Comment #11: Sharon Hitchcock -Letter Received – “Has a study been done on the amount of traffic that travels through that area every day?”

Response #11: *A traffic study has not been completed thus far. However, prior to the final alignment being chosen for these road realignments, traffic concerns will be considered by Scott County, the City of Davenport, and the City of Eldridge as the planning process continues.*

The comments and questions raised during the public hearing do not require changes to the Environmental Assessment document as presented at the Public Hearing. Therefore, no further responses, documentation, or clarification is required beyond those provided.

May 12, 2016

The proposed expansion of the Davenport airport is an unnecessary and frivolous project. It would cause an unfair hardship to four privately owned properties and create a drastic inconvenience for many individuals who use Division Street/Buttermilk Road and Slopertown Road every day to commute to their work places, homes and businesses.

It was stated by the proposers that it would enhance and make it more convenient and desirable for larger planes, business executives and leisure plane aviators to have a longer runway space. The benefit to these special few should not out-weigh the rights and livelihood of long-time residents to the surrounding area. This project would be destroying some of the best farmland in Iowa, which has already been severely damaged by the new Kraft building going up on Slopertown Road. There are already many businesses in the Eastern Iowa Industrial Park by the Interstate 80 interchange that are taking away precious farmland. "Leaders" claim this is "progress" when it is actually a desecration of our culture, land and heritage all in the name of greed and narrow-mindedness.

Has a study been done on the amount of traffic that travels through that area every day? It is always busy in each direction. Traffic is heavier than it has ever been in years past.

Inevitably, if this expansion is allowed the next travesty would be that motels and a multitude of fast food joints will also be allowed to pop up around the proposed area destroying the peaceful environment of the area. Ironically, the proposers of this change will not be affected personally, other than to benefit themselves. **They would not want something like this done in their neighborhood!**

With the large Quad City Airport just across the river, this expansion is not justified.

Sharon Hitchcock
13860 Slopertown Rd.
Davenport, Iowa 52806

137860 2100er Tower Rd
Fairbault, Iowa 52806

CEDAR RAPIDS IA 524
14 MAY 2016 PM 2 T



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Appendix E: **NOISE ANALYSIS**

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INTEGRATED NOISE MODEL (INM) NOISE ANALYSIS

Conversion Program for Percentage of Track Use

DVN - Davenport Municipal Airport

INM INPUT FACTORS

Ultimate Total Annual Aircraft Operations (2030): 44,400

Percent Runway Use

Indicated Runway	Day (%)	Evening (%)	Night (%)	% Operations Per Aircraft Type
Runway 15 Arrivals/ Departures	40.00%	5.00%	2.00%	47.0%
Runway 33 Arrivals/ Departures	22.00%	3.00%	1.00%	26.0%
Runway 15 Touch & Gos	3.00%	1.00%	0.00%	4.0%
Runway 33 Touch & Gos	2.00%	0.00%	0.00%	2.0%
Runway 03 Arrivals/ Departures	10.00%	0.00%	0.00%	10.0%
Runway 21 Arrivals/ Departures	10.00%	0.00%	0.00%	10.0%
Runway 03 Touch & Gos	0.00%	0.00%	0.00%	0.0%
Runway 21 Touch & Gos	1.00%	0.00%	0.00%	1.0%
TOTAL	88.0%	9.0%	3.0%	100%

Aircraft Type and Percent of Use

Aircraft Using Primary Runway

Aircraft Type	Designation	% Ops	Ops	% Operations Per Aircraft Type
Single Engine - Fixed Pitch Prop	GASEPF	65.0%	28,860	65.0%
Multi-Engine - Piston Prop	BEC58P (TSIO-520 L)	18.7%	8,303	18.7%
Multi-Engine - Turbo Prop	DHC6 (PT6A-27)	9.9%	4,396	9.9%
Small/ Med. Business Jet	CNA55B (PW530A)	5.1%	2,264	5.1%
Large Business Jet	CL601 (CF34-3A)	1.3%	577	1.3%
Rotorcraft	S-76	0.0%	0	0.0%
TOTAL		100.00%	44,400	100.0%

Touch & Go Aircraft Use

Aircraft Type	Designation	% Ops	Operations	% Operations Per Aircraft Type
Single Engine - Fixed Pitch Prop	GASEPF	100.0%	44,400	100.0%
Multi-Engine Piston Prop	BEC58P (TSIO-520 L)	0.0%	0	0.0%
Multi-Engine Turbo Prop	DHC6 (PT6A-27)	0.0%	0	0.0%
Small/ Med. Business Jet	CNA55B (PW530A)	0.0%	0	0.0%
Large Business Jet	CL601 (CF34-3A)	0.0%	0	0.0%
Rotorcraft	S-76	0.00%	0	0.0%
TOTAL		100.00%	44,400	100%

FLIGHT TRACK INFORMATION/ DATA

Track Description - Runway 15 Arrivals/ Departures

Aircraft Type	Total Operations By Aircraft Type	Aircraft Use (%)	Runway Use (%)	# of Flight Tracks	Flight Track Percent	Total Use Percent	Operations Per Day	Operations Per Track
GASEPF (D)	28,860	65.00%	40.00%	2	13.000%	26.000%	31.6	15.81
GASEPF (E)	28,860	65.00%	5.00%	2	1.625%	3.250%	4.0	1.98
GASEPF (N)	28,860	65.00%	2.00%	2	0.650%	1.300%	1.6	0.79
BEC58P (D)	8,303	18.70%	40.00%	2	3.740%	7.480%	9.1	4.55
BEC58P (E)	8,303	18.70%	5.00%	2	0.468%	0.935%	1.1	0.57
BEC58P (N)	8,303	18.70%	2.00%	2	0.187%	0.374%	0.5	0.23
DHC6(D)	4,396	9.90%	40.00%	2	1.980%	3.960%	4.8	2.41
DHC6(E)	4,396	9.90%	5.00%	2	0.248%	0.495%	0.6	0.30
DHC6(N)	4,396	9.90%	2.00%	2	0.099%	0.198%	0.2	0.12
CNA55B (D)	2,264	5.10%	40.00%	2	1.020%	2.040%	2.5	1.24
CNA55B (E)	2,264	5.10%	5.00%	2	0.127%	0.255%	0.3	0.16
CNA55B (N)	2,264	5.10%	2.00%	2	0.051%	0.102%	0.1	0.06
CL 601 (D)	577	1.30%	40.00%	2	0.260%	0.520%	0.6	0.32
CL 601 (E)	577	1.30%	5.00%	2	0.032%	0.065%	0.1	0.04
CL 601 (N)	577	1.30%	2.00%	2	0.013%	0.026%	0.0	0.02
HEL S-76 (D)	0	0.00%	40.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (E)	0	0.00%	5.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (N)	0	0.00%	2.00%	2	0.000%	0.000%	0.0	0.00
TOTAL	44,400	100%			23.500%	47.000%	57.2	

Track Description - Runway 33 Arrivals/ Departures

Aircraft Type	Total Operations By Aircraft Type	Aircraft Use (%)	Runway Use (%)	Flight Tracks	Flight Track Percent	Total Use Percent	Operations Per Day	Operations Per Track
GASEPF (D)	28,860	65.00%	22.00%	2	7.150%	14.300%	17.4	8.70
GASEPF (E)	28,860	65.00%	3.00%	2	0.975%	1.950%	2.4	1.19
GASEPF (N)	28,860	65.00%	1.00%	2	0.325%	0.650%	0.8	0.40
BEC58P (D)	8,303	18.70%	22.00%	2	2.057%	4.114%	5.0	2.50
BEC58P (E)	8,303	18.70%	3.00%	2	0.281%	0.561%	0.7	0.34
BEC58P (N)	8,303	18.70%	1.00%	2	0.094%	0.187%	0.2	0.11
DHC6(D)	4,396	9.90%	22.00%	2	1.089%	2.178%	2.6	1.32
DHC6(E)	4,396	9.90%	3.00%	2	0.149%	0.297%	0.4	0.18
DHC6(N)	4,396	9.90%	1.00%	2	0.050%	0.099%	0.1	0.06
CNA55B (D)	2,264	5.10%	22.00%	2	0.561%	1.122%	1.4	0.68
CNA55B (E)	2,264	5.10%	3.00%	2	0.076%	0.153%	0.2	0.09
CNA55B (N)	2,264	5.10%	1.00%	2	0.025%	0.051%	0.1	0.03
CL 601 (D)	577	1.30%	22.00%	2	0.143%	0.286%	0.3	0.17
CL 601 (E)	577	1.30%	3.00%	2	0.019%	0.039%	0.0	0.02
CL 601 (N)	577	1.30%	1.00%	2	0.006%	0.013%	0.0	0.01
HEL S-76 (D)	0	0.00%	22.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (E)	0	0.00%	3.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (N)	0	0.00%	1.00%	2	0.000%	0.000%	0.0	0.00
TOTAL	44,400	100%			13.000%	26.000%	31.6	

Track Description - Runway 15 Touch & Go Operations								
Aircraft Type	Total Operations By Aircraft Type	Aircraft Use (%)	Runway Use (%)	Flight Tracks	Flight Track Percent	Total Use Percent	Operations Per Day	Operations Per Track
GASEPF (D)	44,400	100.00%	3.00%	2	1.500%	3.000%	3.6	1.82
GASEPF (E)	44,400	100.00%	1.00%	2	0.500%	1.000%	1.2	0.61
GASEPF (N)	44,400	100.00%	0.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (D)	0	0.00%	3.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (E)	0	0.00%	1.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
DHC6(D)	0	0.00%	3.00%	2	0.000%	0.000%	0.0	0.00
DHC6(E)	0	0.00%	1.00%	2	0.000%	0.000%	0.0	0.00
DHC6(N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (D)	0	0.00%	3.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (E)	0	0.00%	1.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (D)	0	0.00%	3.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (E)	0	0.00%	1.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (D)	0	0.00%	3.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (E)	0	0.00%	1.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
TOTAL	44,400	100%			2.000%	4.000%	4.9	

Track Description - Runway 33 Touch & Go Operations								
Aircraft Type	Total Operations By Aircraft Type	Aircraft Use (%)	Runway Use (%)	Flight Tracks	Flight Track Percent	Total Use Percent	Operations Per Day	Operations Per Track
GASEPF (D)	44,400	100.00%	2.00%	2	1.000%	2.000%	2.4	1.22
GASEPF (E)	44,400	100.00%	0.00%	2	0.000%	0.000%	0.0	0.00
GASEPF (N)	44,400	100.00%	0.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (D)	0	0.00%	2.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
DHC6(D)	0	0.00%	2.00%	2	0.000%	0.000%	0.0	0.00
DHC6(E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
DHC6(N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (D)	0	0.00%	2.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (D)	0	0.00%	2.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (D)	0	0.00%	2.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
TOTAL	44,400	100%			1.000%	2.000%	2.4	

TOTAL TRACK USE (RUNWAY 15-33 COMBINED)						79.00%	96.1
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FLIGHT TRACK INFORMATION/ DATA

Track Description - Runway 03 Arrivals/ Departures

Aircraft Type	Total Operations By Aircraft Type	Aircraft Use (%)	Runway Use (%)	# of Flight Tracks	Flight Track Percent	Total Use Percent	Operations Per Day	Operations Per Track
GASEPF (D)	28,860	65.00%	10.00%	2	3.250%	6.500%	7.9	3.95
GASEPF (E)	28,860	65.00%	0.00%	2	0.000%	0.000%	0.0	0.00
GASEPF (N)	28,860	65.00%	0.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (D)	8,303	18.70%	10.00%	2	0.935%	1.870%	2.3	1.14
BEC58P (E)	8,303	18.70%	0.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (N)	8,303	18.70%	0.00%	2	0.000%	0.000%	0.0	0.00
DHC6(D)	4,396	9.90%	10.00%	2	0.495%	0.990%	1.2	0.60
DHC6(E)	4,396	9.90%	0.00%	2	0.000%	0.000%	0.0	0.00
DHC6(N)	4,396	9.90%	0.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (D)	2,264	5.10%	10.00%	2	0.255%	0.510%	0.6	0.31
CNA55B (E)	2,264	5.10%	0.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (N)	2,264	5.10%	0.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (D)	577	1.30%	10.00%	2	0.065%	0.130%	0.2	0.08
CL 601 (E)	577	1.30%	0.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (N)	577	1.30%	0.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (D)	0	0.00%	10.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
TOTAL	44,400	100%			5.000%	10.000%	12.2	

Track Description - Runway 21 Arrivals/ Departures

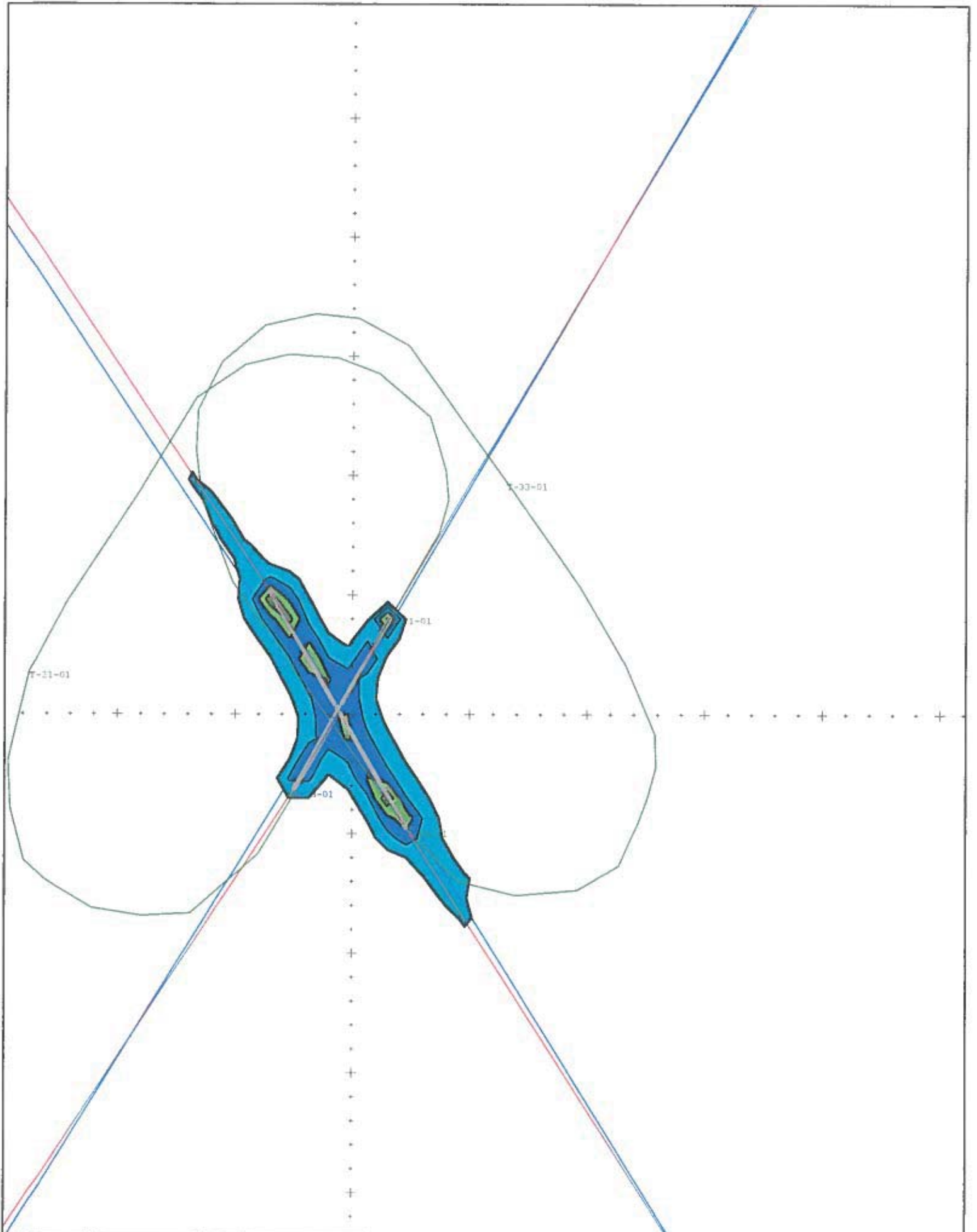
Aircraft Type	Total Operations By Aircraft Type	Aircraft Use (%)	Runway Use (%)	Flight Tracks	Flight Track Percent	Total Use Percent	Operations Per Day	Operations Per Track
GASEPF (D)	28,860	65.00%	10.00%	2	3.250%	6.500%	7.9	3.95
GASEPF (E)	28,860	65.00%	0.00%	2	0.000%	0.000%	0.0	0.00
GASEPF (N)	28,860	65.00%	0.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (D)	8,303	18.70%	10.00%	2	0.935%	1.870%	2.3	1.14
BEC58P (E)	8,303	18.70%	0.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (N)	8,303	18.70%	0.00%	2	0.000%	0.000%	0.0	0.00
DHC6(D)	4,396	9.90%	10.00%	2	0.495%	0.990%	1.2	0.60
DHC6(E)	4,396	9.90%	0.00%	2	0.000%	0.000%	0.0	0.00
DHC6(N)	4,396	9.90%	0.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (D)	2,264	5.10%	10.00%	2	0.255%	0.510%	0.6	0.31
CNA55B (E)	2,264	5.10%	0.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (N)	2,264	5.10%	0.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (D)	577	1.30%	10.00%	2	0.065%	0.130%	0.2	0.08
CL 601 (E)	577	1.30%	0.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (N)	577	1.30%	0.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (D)	0	0.00%	10.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
TOTAL	44,400	100%			5.000%	10.000%	12.2	

Track Description - Runway 03 Touch & Go Operations								
Aircraft Type	Total Operations By Aircraft Type	Aircraft Use (%)	Runway Use (%)	Flight Tracks	Flight Track Percent	Total Use Percent	Operations Per Day	Operations Per Track
GASEPF (D)	44,400	100.00%	0.00%	2	0.000%	0.000%	0.0	0.00
GASEPF (E)	44,400	100.00%	0.00%	2	0.000%	0.000%	0.0	0.00
GASEPF (N)	44,400	100.00%	0.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (D)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
DHC6(D)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
DHC6(E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
DHC6(N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (D)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (D)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (D)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
TOTAL	44,400	100%			0.000%	0.000%	0.0	

Track Description - Runway 21 Touch & Go Operations								
Aircraft Type	Total Operations By Aircraft Type	Aircraft Use (%)	Runway Use (%)	Flight Tracks	Flight Track Percent	Total Use Percent	Operations Per Day	Operations Per Track
GASEPF (D)	44,400	100.00%	1.00%	2	0.500%	1.000%	1.2	0.61
GASEPF (E)	44,400	100.00%	0.00%	2	0.000%	0.000%	0.0	0.00
GASEPF (N)	44,400	100.00%	0.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (D)	0	0.00%	1.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
BEC58P (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
DHC6(D)	0	0.00%	1.00%	2	0.000%	0.000%	0.0	0.00
DHC6(E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
DHC6(N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (D)	0	0.00%	1.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CNA55B (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (D)	0	0.00%	1.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
CL 601 (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (D)	0	0.00%	1.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (E)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
HEL S-76 (N)	0	0.00%	0.00%	2	0.000%	0.000%	0.0	0.00
TOTAL	44,400	100%			0.500%	1.000%	1.2	

TOTAL TRACK USE (RUNWAY 03-21 COMBINED)	21.00%	25.5
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TOTAL TRACK USE (ALL TRACKS COMBINED)	100.00%	121.64
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INM 7.0	26-Jul-15	20:42	DNI	55.0	60.0	65.0	70.0
1st on 7-26-2015\DVN one	7-26-15		Msq.ft	20.2	8.4	1.8	0.2
Scale 1 in = 3000 ft			color				

Appendix F:
AVIATION FORECAST AND
AIRPORT LAYOUT DRAWING

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Project Based Aircraft – DVN

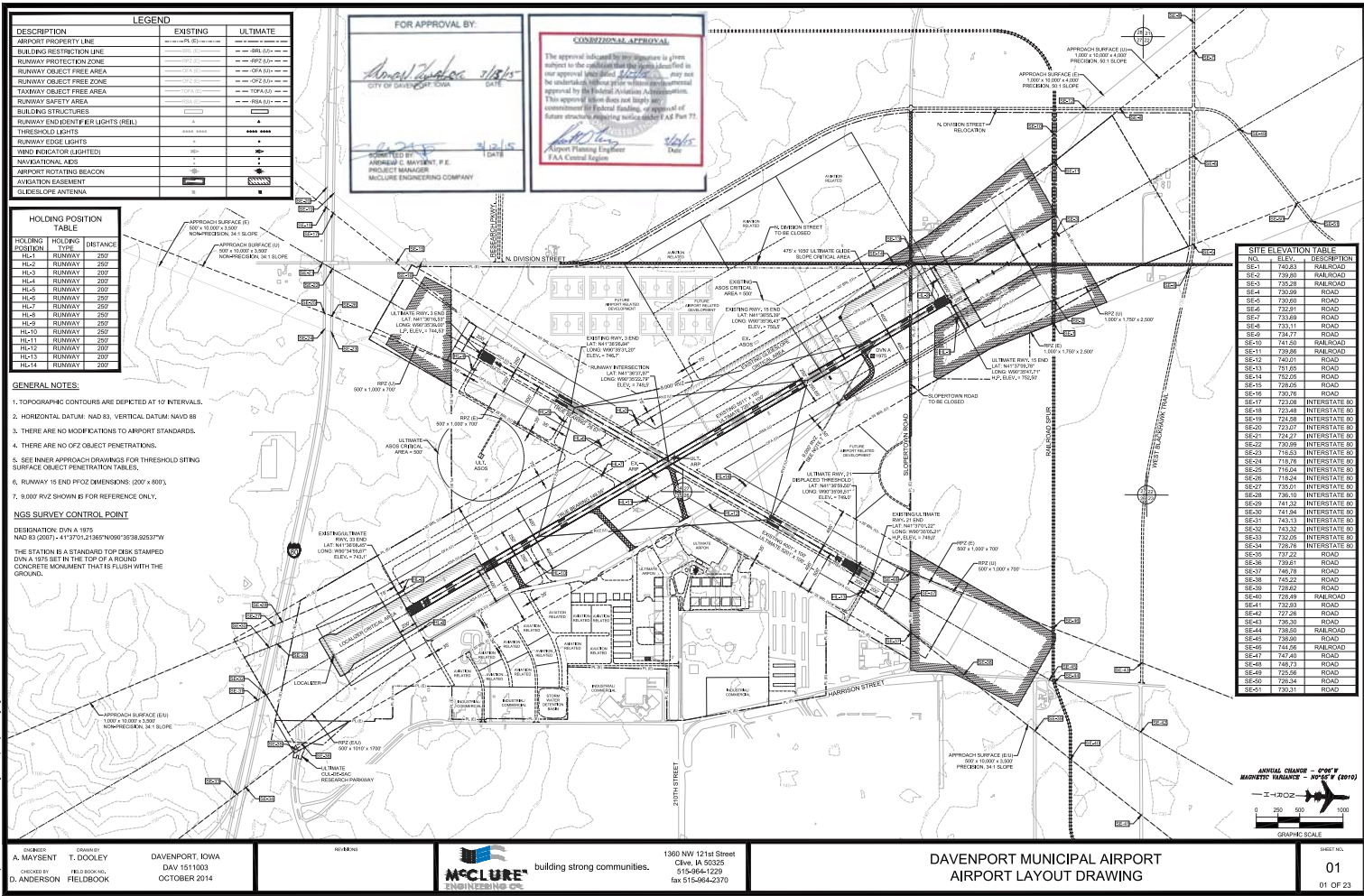
Year	Low	Med*	High	IOWA
2010	92	100	108	2623
2015	95	103	110	2705
2020	98	105	112	2798
2025	101	108	115	2890
2030	104	111	118	2982

2010 Airport Master Plan update – Preferred Forecast

Projected Fleet Mix – DVN

Year	Total			Piston			Turbo-Prop			Jet		
	Low	Med*	High	Low	Med*	High	Low	Med*	High	Low	Med*	High
2010	92	100	108	84	91	98	6	6	6	2	3	4
2015	95	103	110	87	92	96	6	7	8	2	4	6
2020	98	105	112	88	92	95	6	8	10	3	5	7
2025	101	108	115	90	92	93	7	10	14	4	6	8
2030	104	111	118	93	93	93	7	11	15	4	7	10

2010 Airport Master Plan update -Preferred Forecast*



LEGEND		
DESCRIPTION	EXISTING	ULTIMATE
AIRPORT PROPERTY LINE	---	---
BUILDING RESTRICTION LINE	---	---
RUNWAY PROTECTION ZONE	---	---
RUNWAY OBJECT FREE AREA	---	---
TAXIWAY OBJECT FREE AREA	---	---
RUNWAY SAFETY AREA	---	---
BUILDING STRUCTURES	---	---
RUNWAY END IDENTIFIER LIGHTS (REL)	---	---
THRESHOLD LIGHTS	---	---
RUNWAY EDGE LIGHTS	---	---
WIND INDICATOR (LIGHTED)	---	---
NAVIGATIONAL AIDS	---	---
AIRPORT ROTATING BEACON	---	---
AVIATION EASEMENT	---	---
GLIDE SLOPE ANTENNA	---	---

FOR APPROVAL BY:

David Ziegler 10/15/14
CITY OF DAVENPORT, IOWA

CONGRESSIONAL APPROVAL:

The approval indicated by my signature is given subject to the conditions that the work identified in my approval is intended to be completed in accordance with the project schedule and approved by the Federal Aviation Administration. This approval does not imply any commitment by Federal Aviation, or approval of future financing or operating policies under FAR Part 71.

Andrew C. Maybent 10/15/14
Airport Planning Engineer
FAA Central Region

PREPARED BY:
ANDREW C. MAYBENT, P.E.
PROJECT MANAGER
MCCLURE ENGINEERING COMPANY

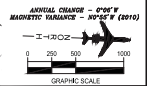
HOLDING POSITION TABLE		
HOLDING POSITION	TYPE	DISTANCE
HL-1	RUNWAY	250'
HL-2	RUNWAY	250'
HL-3	RUNWAY	200'
HL-4	RUNWAY	200'
HL-5	RUNWAY	250'
HL-6	RUNWAY	250'
HL-7	RUNWAY	250'
HL-8	RUNWAY	250'
HL-9	RUNWAY	250'
HL-10	RUNWAY	250'
HL-11	RUNWAY	250'
HL-12	RUNWAY	250'
HL-13	RUNWAY	200'
HL-14	RUNWAY	200'

- GENERAL NOTES:**
1. TOPOGRAPHIC CONTOURS ARE DEPICTED AT 10' INTERVALS.
 2. HORIZONTAL DATUM: NAD 83, VERTICAL DATUM: NAVD 88
 3. THERE ARE NO MODIFICATIONS TO AIRPORT STANDARDS.
 4. THERE ARE NO OFZ OBJECT PENETRATIONS.
 5. SEE INNER APPROACH DRAWINGS FOR THRESHOLD SETTING SURFACE OBJECT PENETRATION TABLES.
 6. RUNWAY 15 END PFOZ DIMENSIONS: (200' x 800').
 7. 9.000' RVZ SHOWN IS FOR REFERENCE ONLY.

NGS SURVEY CONTROL POINT

DESIGNATION: DIV A 1975
 NAD 83 (2011): 41°37'01.2136879069°/39°38'02.537747"
 THE STATION IS A STANDARD TOP DECK STAMPED DIV A 1975 SET IN THE TOP OF A ROUND CONCRETE MONUMENT THAT IS FLUSH WITH THE GROUND.

SITE ELEVATION TABLE		
NO.	ELEV.	DESCRIPTION
SEC-1	740.83	RAILROAD
SEC-2	739.80	RAILROAD
SEC-3	735.28	RAILROAD
SEC-4	730.09	ROAD
SEC-5	730.09	ROAD
SEC-6	732.81	ROAD
SEC-7	733.69	ROAD
SEC-8	733.11	ROAD
SEC-9	734.77	ROAD
SEC-10	741.50	RAILROAD
SEC-11	739.86	RAILROAD
SEC-12	740.01	ROAD
SEC-13	731.85	ROAD
SEC-14	731.85	ROAD
SEC-15	729.05	ROAD
SEC-16	730.76	ROAD
SEC-17	723.08	INTERSTATE 80
SEC-18	723.48	INTERSTATE 80
SEC-19	723.08	INTERSTATE 80
SEC-20	723.07	INTERSTATE 80
SEC-21	724.27	INTERSTATE 80
SEC-22	720.88	INTERSTATE 80
SEC-23	716.53	INTERSTATE 80
SEC-24	718.76	INTERSTATE 80
SEC-25	718.04	INTERSTATE 80
SEC-26	718.24	INTERSTATE 80
SEC-27	730.01	INTERSTATE 80
SEC-28	726.10	INTERSTATE 80
SEC-29	741.32	INTERSTATE 80
SEC-30	741.84	INTERSTATE 80
SEC-31	741.13	INTERSTATE 80
SEC-32	743.32	INTERSTATE 80
SEC-33	732.25	INTERSTATE 80
SEC-34	729.76	INTERSTATE 80
SEC-35	737.27	ROAD
SEC-36	739.81	ROAD
SEC-37	746.78	ROAD
SEC-38	742.22	ROAD
SEC-39	742.64	ROAD
SEC-40	728.49	RAILROAD
SEC-41	730.83	ROAD
SEC-42	727.28	ROAD
SEC-43	736.50	ROAD
SEC-44	738.50	RAILROAD
SEC-45	738.00	ROAD
SEC-46	744.56	RAILROAD
SEC-47	747.40	ROAD
SEC-48	748.73	ROAD
SEC-49	725.56	ROAD
SEC-50	726.34	ROAD
SEC-51	720.31	ROAD



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